

**ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE
(ACTAC)**

MEETING NOTICE

Tuesday, October 5, 2010, 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's Website at: www.alamedactc.com*

1.0 PUBLIC COMMENT 1:30 p.m.

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.

2.0 CONSENT CALENDAR A/I

2.1 Approval of the Minutes of September 7, 2010

2.1 Minutes - (page 1)

2.2 Other Information

2.2.1 Review of CMA Block Grant Program Updates

2.2.1 Memo – CMA Block Grant Program Updates (page 7)

2.2.2 Review of Cycle 4 Highway Safety Improvement Program (HSIP) Call for Projects Information

2.2.2 Memo – Cycle 4 HSIP Call for Projects Information (page 9)

2.2.3 Review Information Regarding the Upcoming MTC Local Street and Road Needs, Revenue and Performance Survey

2.2.3 Memo – Upcoming MTC Local Street and Road Needs, Revenue and Performance Survey (page 11)

2.2.4 Review Information Regarding MTC's October 27th Federal-aid Workshop For Recipients of STP/CMAQ Funding

2.2.4 Memo – Federal-aid Workshop for Recipients of STP/CMAQ Funding (page 13)

2.2.4A Attachment A – MTC Notice on Federal-aid Workshop

2.2.5 Review of MTC's Call for Projects for a Technical Assistance Program to Advance Priority Development Areas

2.2.5 Memo – MTC's TAP Call for Projects (page 17)

2.2.5A Attachment A –MTC's TAP Call for Projects

3.0 ACTION ITEMS

A/D/I

3.1 Approval of Project Study Report / Project Initiation Document (PSR/PID)

Priority List for Alameda County: Current and Projected Work Program

3.1 Memo - PSR/PID Priority List for Alameda County: Current and Projected Work Program (page 21)

3.1A Attachment A - FY 2010/11 PSR / PID Workplan

3.1B Attachment B - 3-year look ahead PSR / PID list (FY 2011/12, 2012/13 and 2013/14)

3.1C Attachment C - Fact Sheet Template

3.2 Approval of the Programming of FY 2010/11 TFCA Program's Remaining Balance

3.2 Memo - Programming of FY 2010/11 TFCA Program's Remaining Balance (page 31)

3.3 Approval of TFCA Program Expenditure Deadline Extension Requests:

3.3.1 BART – Electronic Bicycle Lockers, TFCA Projects 07ALA06 and 08ALA02

3.3.1 Memo – BART TFCA Expenditure Deadline Extension Request (page 33)

3.3.1A Attachment A – BART TFCA Extension Request Letter – 07ALA06

3.3.1B Attachment B – BART TFCA Extension Request Letter – 08ALA02

3.3.2 Alameda CTC – Webster Street Corridor Enhancements, TFCA Project 08ALA01

3.3.2 Memo - Alameda CTC TFCA Expenditure Deadline Extension Request (page 39)

3.3.2A Attachment A –Alameda CTC TFCA Extension Request Letter

3.3.3 City of Berkeley – 9th Street Bicycle Boulevard, TFCA Project 08ALA03

3.3.3 Memo - Berkeley TFCA Expenditure Deadline Extension Request (page 43)

3.3.3A Attachment A – Berkeley TFCA Extension Request Letter

3.3.4 LAVTA – Route 10 BRT - TSP and Queue Jumper Improvements, TFCA Project 08ALA11

3.3.4 Memo - LAVTA TFCA Expenditure Deadline Extension Request (page 47)

3.3.4A Attachment A - LAVTA TFCA Extension Request Letter

3.4 Approval of Monitoring Reports:

3.4.1 State Transportation Improvement (STIP) Program At Risk Report

3.4.1 Memo – STIP At Risk Report (page 51)

3.4.1A Attachment A - STIP At Risk Report

3.4.2 Federal Surface Transportation/Congestion Mitigation and Air Quality (STP/CMAQ) Program At Risk Report

3.4.2 Memo – Federal STP/CMAQ Program At Risk Report (page 57)

3.4.2A Attachment A - Federal At Risk Report

3.4.3 CMA Exchange Program Quarterly Status Report

- 3.4.3 Memo – CMA Exchange Program Quarterly Status Report (page 71)
- 3.4.3A Attachment A - CMA Exchange Projects - Quarterly Status Report

3.4.4 Transportation for Clean Air (TFCA) Program At Risk Report

- 3.4.4 Memo – TFCA At Risk Report (page 75)
- 3.4.4A Attachment A - TFCA Program Manager Fund At Risk Report

3.4.5 Transit Oriented Development (TOD) Quarterly Progress Report, Transportation and Land Use Program

- 3.4.5 Memo –TOD Quarterly Progress Report (page 81)
- 3.4.5A Attachment A –TOD Quarterly Progress Report
- 3.4.5B Attachment B – TOD Fund Monitoring Report

4.0 NON-ACTION ITEMS D/I

4.1 Review of Draft Conformity Findings: Congestion Management Program (CMP) 2010

- 4.1 Memo – Review of Draft Conformity Findings: Congestion Management Program (CMP) 2010 (page 91)
- 4.1A Attachment A –2010 CMP Conformance: Land Use Analysis, Site Design Guidelines, Payment of Fees, and Deficiency Plans

4.2 Review of the status of the Sustainable Communities Strategy*

4.3 Review of Information Regarding Project-Level Air Quality Conformity: PM_{2.5} Hot-spot Analysis and Interagency Consultation

- 4.3 Memo – Information Regarding Project-Level Air Quality Conformity: PM_{2.5} Hot-spot Analysis and Interagency Consultation (page 95)
- 4.3A Attachment A – MTC's 9/7/10 PM 2.5 Workshop Presentation
- 4.3B Attachment B – Bay Area Interagency Consultation Procedures
- 4.3C Attachment C – EPA Conformity Guidance for Qualitative Hot-spot Analyses
- 4.3D Attachment D – Project Assessment Form for PM_{2.5} Interagency Consultation

5.0 LEGISLATION ITEMS

5.1 Legislative Program Update *

6.0 OTHER/ADJOURNMENT

NEXT MEETING: November 2, 2010.

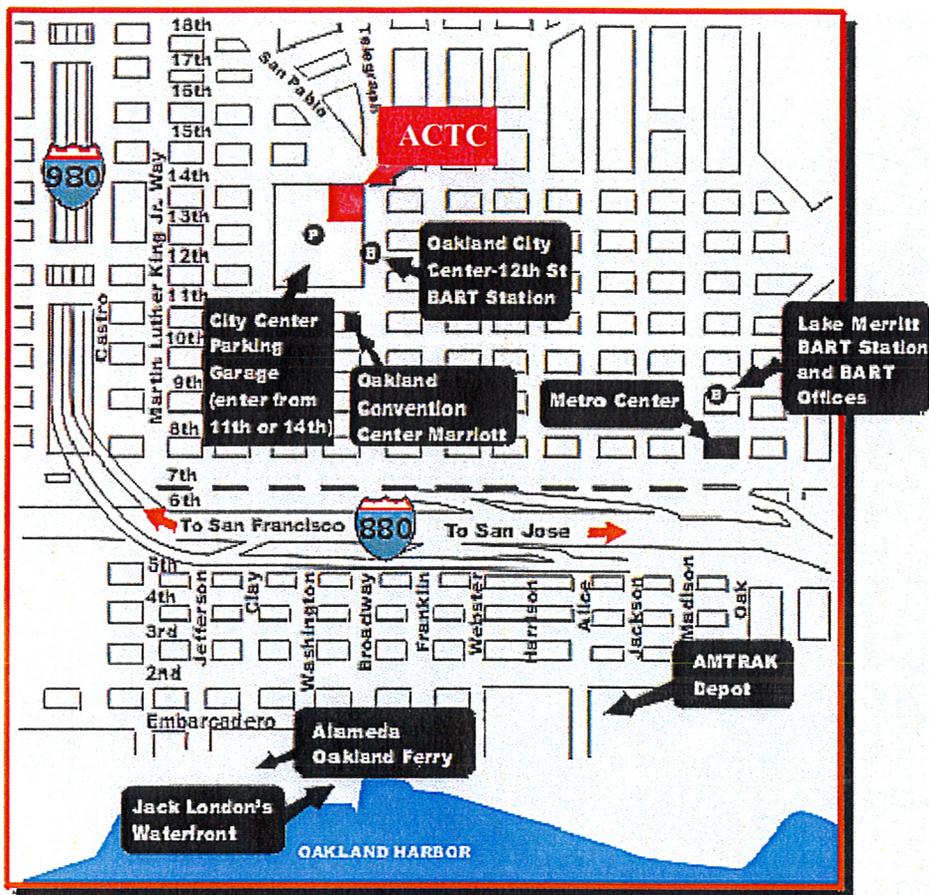
Location: ACTIA Office, 1333 Broadway, Suite 300, Oakland, CA 94612.

Key: A – Action Item; I – Information Item; D - Discussion Item
* – Material will be available at the 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

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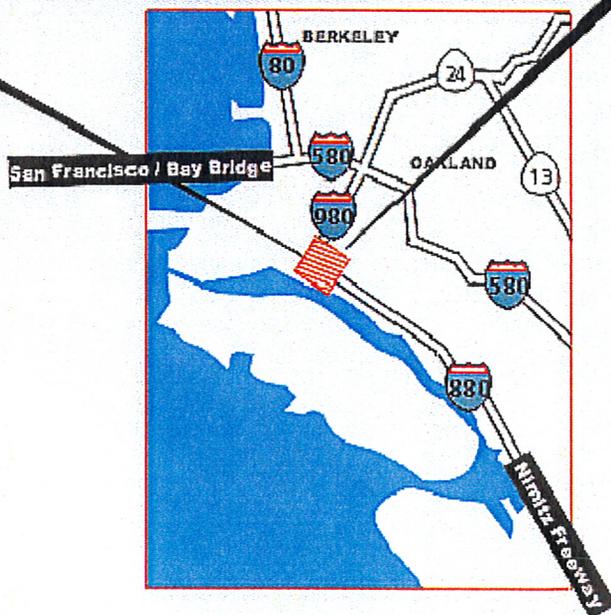
Public Transportation Access

BART: City/Center 12th
Street Station

AC Transit:
Lines 1, 1R, 11, 12, 13, 14,
15, 18, 40, 51, 63, 72, 72M,
72R, 88, 314, 800, 801,
802, 805, 840

Auto Access

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



Glossary of Acronyms

ABAG	Association of Bay Area Governments	MTC	Metropolitan Transportation Commission
ACCMMA	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
ACTIA	Alameda County Transportation Improvement Authority (2000 Measure B authority)	PSR	Project Study Report
ADA	Americans with Disabilities Act	RM 2	Regional Measure 2 (Bridge toll)
BAAQMD	Bay Area Air Quality Management District	RTIP	Regional Transportation Improvement Program
BART	Bay Area Rapid Transit District	RTP	Regional Transportation Plan (MTC's <i>Transportation 2035</i>)
BRT	Bus Rapid Transit	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act
Caltrans	California Department of Transportation	SR	State Route
CEQA	California Environmental Quality Act	STA	State Transit Assistance
CIP	Capital Investment Program	STIP	State Transportation Improvement Program
CMAQ	Federal Congestion Mitigation and Air Quality	STP	Federal Surface Transportation Program
CMP	Congestion Management Program	TCM	Transportation Control Measures
CTC	California Transportation Commission	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	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

**ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE
MINUTES OF SEPTEMBER 7, 2010**

1.0 PUBLIC COMMENT

2.0 CONSENT CALENDAR (+) Acceptance

2.1 Approval of the Minutes of July 6, 2010

2.2 Approval of the Deputy Director's Report

2.3 Other Information

2.3.1 Review Information Regarding MTC's October 27th Federal-aid Workshop For Recipients of STP/CMAQ Funding

A motion was made by Odumade to approve the consent calendar; Frascinella made a second. The motion passed unanimously.

3.0 ACTION ITEMS

3.1 Approval of the Transportation and Land Use Program: Revised PDA Reporting

Stark requested that ACTAC recommend the Commission approve the revised quarterly process and fund monitoring reports for Alameda County Priority Development Areas (PDAs). A motion was made by Odumade to approve the revised quarterly process and fund monitoring reports for Alameda County Priority Development Areas; Frascinella made a second. The motion passed unanimously.

3.2 Approval of the 2010 LOS Monitoring Study Draft Report

Suthanthira requested that ACTAC recommend the Commission approve the 2010 LOS Monitoring Study Draft Report. A motion was made by Rosevear to approve the 2010 LOS Monitoring Study Draft Report; Keener made a second. The motion passed unanimously.

3.3 Approval of ACTC Sponsorship for the SR2S Regional Application for the BikeMobile Project and Funding Strategy

Wheeler requested that ACTAC recommend the Commission accept the public sponsor role for the Safe Routes to School Competitive Grant Application for "The BikeMobile" Project, and to commit up to \$65,000 in matching funds, for the \$500,000 request from the MTC's Safe Route to School Competitive Grant program. A motion was made by Frascinella to approve the ACTC Sponsorship for the SR2S Regional Application for the BikeMobile Project and Funding Strategy (preference for Measure B Bicycle and Pedestrian Safety or TFCA funds); Odumade made a second. The motion passed unanimously.

4.0 NON-ACTION ITEMS**4.1 Review and Comment on the Development of the Sales Tax Expenditure Plan Development and Countywide Transportation Plan Update**

Walukas and Lengyel provided ACTAC with an update regarding the Development of the Sales Tax Expenditure Plan Development and Countywide Transportation Plan Update. This item was presented for information only.

4.2 Review and Comment on the Congestion Management Program 2010 Conformity Findings

Stark requested ACTAC to provide comments and any updates on the Congestion Management Program 2010 Conformity Findings by October 8th, 2010. This item was presented for information only.

4.3 Corridor System Management Plans (CSMP)**4.3.1 Review of the I-80 CSMP**

Yarjani requested that ACTAC recommend the Commission review the I-80 Corridor System Management Plan. An update was provided to the committee. This item was presented for information only.

4.3.2 Review of the I-880 CSMP

Yarjani requested that ACTAC recommend the Commission review the I-880 Corridor System Management Plan. An update was provided to the committee. This item was presented for information only.

4.4 Review and Comment on Projects Proposed for the FY 2010/11 Transportation Fund for Clean Air (TFCA) Remaining Program Balance

Taylor requested ACTAC to comment on the projects under consideration for the FY 2010/11 TFCA remaining program balance. Taylor informed ACTAC that a recommendation for programming the \$319,000 will be presented to ACTAC and the Commission for approval in October 2010. This item was presented for information only.

4.5 Monitoring Reports**4.5.1 Review and Comment on the State Transportation Improvement (STIP) Program Timely Use of Funds Report**

James O'Brien of Advance Project Delivery requested ACTAC to comment on the project specific information in the STIP Timely Use of Funds Report, dated September 30, 2010. This item was presented for information only.

4.5.2 Review and Comment on the Federal Surface Transportation/Congestion Mitigation and Air Quality (STP/CMAQ) Program Timely Use of Funds Report

James O'Brien of Advance Project Delivery requested ACTAC to comment on the project specific information in the Federal STP/CMAQ Program Timely Use of Funds Report, dated September 30, 2010. This item was presented for information only.

4.5.3 Review and Comment on the CMA Exchange Program Preliminary Quarterly Status Report

James O'Brien of Advance Project Delivery requested ACTAC to comment on the project specific information in the Preliminary Quarterly Status Report for the CMA Exchange Projects, dated September 30, 2010. This item was presented for information only.

4.5.4 Review and Comment on the Transportation for Clean Air (TFCA) Program Timely Use of Funds Report

Taylor requested ACTAC to comment on the project specific information in the TFCA Timely Use of Funds Report, dated September 30, 2010. This item was presented for information only.

4.6 Review and comment on Project Study Report / Project Initiation Document (PSR/PID) Priority List for Alameda County: Current and Projected Work Program

Bhat requested ACTAC to comment on the current FY 2010/11 PSR/PID Workplan and the 3-year look-ahead PSR/PID priority list for Alameda County (FY 2011/12, 2012/13, and 2013/14) which will be provided to the committees and Commission for approval in October. This item was presented for information only.

4.7 Review Local Safety Programs: Project Delivery Status Reports and Summaries

Bhat informed ACTAC that it was necessary to review the Local Safety Programs' Project Delivery Status Reports for the time period of April 1, 2010 to June 30, 2010. Funds not delivered within the established deadlines will be lost to the State as well as to the region. This Item was presented for information only.

4.8 Review Federal Inactive Projects List: June 2010 Quarterly Review

Bhat requested ACTAC to review the June 2010 Quarterly Federal Inactive obligation list of projects. This item was presented for information only.

4.9 Review of the Draft 2011 TIP

Taylor informed ACTAC that MTC had released the Draft 2011 TIP and the accompanying Draft Transportation Air Quality Conformity Analysis for a 30-day public comment period and that all comments be submitted to MTC by Friday, September 10, 2010. This item was presented for information only.

5.0 LEGISLATION ITEMS

Tess Lengyel provided a brief report on legislative issues.

6.0 OTHER/ADJOURNMENT

NEXT MEETING: October 5, 2010.

Location: ACTIA Office, 1333 Broadway, Suite 300, Oakland, CA 94612.

Attest by:


Claudia D. Leyva, Secretary

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ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE
SEPTEMBER 7, 2010
ROSTER OF MEETING ATTENDANCE
CMA COMMITTEE ROOM, OAKLAND, CALIFORNIA

	NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1.	Lyma Paillo	CUA/ACTC	(510) 836-2560	mpaillo@accma.ca.gov
2.	Sam Reese			
3.	Bob Rosevear	CALTRANS	510 286-5544	ROBERT-ROSEVEAR@DOT.CA.GOV
4.	Kunle Odumade	Fremont	510-494-4746	kodumade@fremont.gov
5.	Don Frascinella	Hayward	510-583-4781	don.frascinella@hayward-ca.gov
6.	HENRY LOUIE	UNION CITY	510.675.5301	hlouie@unioncity.org
7.	Paul Keener	Alameda County PWA	(510) 670-6452	paulk@acpwa.org
8.	OBAYD KHAN	Alameda (city)	510-749-5926	OKhan@ci.Alameda.CA.US
9.	ART DAO	ACTC	510 267 6104	adao@actarozz.com
10.	Matt Todd	"	350-2315	mtodd@accma.ca.gov
11.	Beth Walukas	ACTC	510/350-2326	bwalukas@accma.ca.gov
12.	Tess Lengyel	ACTC	510-267-6111	tlengyel@actiarozz.com
13.	Matt Nichols	Berkeley	510-981-7068	mnichols@city.berkeley.info
14.	Bruce Williams	Oakland	510-236-7229	bwilliams@oaklandut.com
15.	Jaimie Bourgeois	Dublin	925-833-6634	jaimie.bourgeois@ci.dublin.ca.us
16.	SOREN FATEAU	NEWARK	510-578-4286	soren.fateau@newark.org
17.	Rel-Lin Chen	San Leandro	510-577-3438	rchen@ci.san-leandro.ca.us
18.	Nathan Landau	ACT Transit	510-891-4792	nlandau@actransit.org
19.	Erik Alm	Caltrans DH	510-286-6053	ealm@dot.ca.gov
20.	CESAR PUJOL	CALTRANS-DHS	510-286-4594	cesar-pujol@dot.ca.gov
21.	Bi Jan Yar Jani	ACTC/ACCMA	510-350-2328	bjyari@accma.ca.gov
22.	Saravana Suthanthira	ACTC	510-350-2324	ssuthanthira@accma.ca.gov

- 23. Jane Stark ACTC 510 836 2560 dstark@accma.ca.gov
- 24. VIVEK BHAT ACTC Staff
- 25. JACKI TAYLOR ALAMEDA CTC STAFF (510)350-2320 JTAYLOR@ACCMA.CA.GOV
- 26. Laurel Poetan ACTC Staff (510)350-2339 lpoetan@accma.ca.gov
- 27. James O'Brien ACTC - Monitoring (510)502-4357 james@advantagepdi.com
- 28. Donna Lee BART (510) 464-6282 dlee@bart.gov
- 29. Mike Tassano Pleasanton (925) 931-5690 MTASSANO@C.PLEASANTON.CA.US
- 30. Kew Ross LIVERMORE 925-960-9512 keross@ci.livermore.ca.us
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Memorandum

DATE: September 27, 2010
TO: ACTAC
FROM: Jacki Taylor, Programming Liaison
SUBJECT: Review of CMA Block Grant Program Updates

Recommendations:

This is an informational item and no action is requested.

Summary:

The CMA Block Grant Program was approved by the Alameda CTC Board on July 22, 2010. Since that time the City of Albany's Local Streets and Roads (LSR) project has been revised. Additionally, for all projects in the approved program, the required Resolutions of Local Support are due by September 30, 2010, Complete Streets checklists are due by Friday, October 8th, and Fund Management System (FMS) TIP applications are due by Friday, October 22, 2010.

Discussion:

Program change

After the CMA Block Grant program was approved on July 22nd, the City of Albany requested to replace the approved LSR project on Solano Ave with an eligible project on Pierce Street. The project limits are on Pierce Street from the northern City Limits to the southern end of the 500 block and from the intersection with Calhoun St to the intersection of Buchanan Street. The project will include pavement rehabilitation, construction of ADA curb ramps and three raised crosswalks, and restriping. The project will also include construction of two bus bulb outs. With the \$117,000 of Block Grant LSR funding programmed in FFY 2010/11, the Pierce St project is fully-funded and will be constructed during summer 2011. The Draft 2011 TIP has been revised to reflect this change.

All Projects - Next Steps

- Resolutions of Local Support are due by Thursday, September 30, 2010. Please contact Jacki Taylor, JTaylor@accma.ca.gov, as soon as possible if a resolution cannot be submitted by the deadline.
- Complete Streets (formerly Routine Accommodations) checklists are due by Friday, October 8th. An email containing instructions and log-in information will be distributed to sponsors the week of September 27th.
- FMS TIP applications are due by Friday, October 22nd. All CMA Block Grant projects are currently proposed for inclusion in the 2011 TIP under a group TIP listing, but will be assigned individual TIP ID numbers after the December 2010 adoption of the 2011 TIP. An FMS application is required for individual project listings to be amended in to the TIP. An email with instructions will be distributed the week of October 4th.

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Memorandum

DATE: September 22, 2010

TO: ACTAC

FROM: Jacki Taylor, Programming Liaison

SUBJECT: Review of Cycle 4 Highway Safety Improvement Program (HSIP) Call for Projects Information

Recommendations:

This is an informational item and no action is requested.

Summary:

Caltrans Division of Local Assistance released a call for projects for Cycle 4 of the Highway Safety Improvement Program (HSIP). Cycle 4 is for the 2010/11 FFY with a local agency funding apportionment estimated to be nearly \$50M. Applications are due to the District Local Assistance Engineer's offices by Thursday, December 9, 2010.

Information

The following information was distributed by Caltrans Local Assistance on September 9, 2010.

On September 3, 2010, Caltrans Division of Local Assistance made a call for projects for Cycle 4 of the Highway Safety Improvement Program (HSIP). This HSIP call is for the 2010/11 FFY with a local agency funding apportionment estimated to be nearly \$50M. Applications are due to the District Local Assistance Engineer's offices by Thursday, December 9, 2010.

The Cycle 4 HSIP Guidelines, Application Tool, and sample attachments are available on HQ-DLA's website at: http://www.dot.ca.gov/hq/LocalPrograms/HSIP/apply_now.htm

For questions regarding this call for projects, please call the following Caltrans Local Assistance staff: Ted Davini, Safety Program Coordinator, at (916) 651-8256 or Randy Ronning at (916) 653-4727.

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ACCMMA ■ 1333 Broadway, Suite 220 ■ Oakland, CA 94612 ■ PH: (510) 836-2560
ACTIA ■ 1333 Broadway, Suite 300 ■ Oakland, CA 94612 ■ PH: (510) 893-3347

www.AlamedaCTC.org

Memorandum

DATE: September 21, 2010

TO: ACTAC

FROM: Vivek Bhat, Senior Transportation Engineer

SUBJECT: Review Information regarding the Metropolitan Transportation Commission's (MTC's) Upcoming Local Street and Road Needs, Revenue and Performance Survey

Recommendations:

This is an informational item and no action is requested.

Summary:

MTC is planning to release the Biennial Local Street and Road Needs, Revenue and Performance Survey in mid- October 2010. The survey results will be used to inform the upcoming regional long-range plan, as well as to determine each jurisdiction's share of federal funding that comes through MTC for Local Street and Road maintenance.

Background:

Every two years, MTC conducts a survey to determine the maintenance needs, available revenues and resulting funding shortfalls that exist on the region's Local Streets and Roads. The survey also informs MTC on how jurisdictions are performing in regard to the preventive maintenance of their roadways. The results of the survey are used to inform long range regional planning efforts, and expected to be used to calculate each jurisdiction's share of future federal funding that flows through MTC for Local Street and Road maintenance.

MTC will be conducting the survey again this October. Even though many jurisdictions have participated in the recent Statewide Needs Assessment Survey, it is important that every jurisdiction completes this regional survey as well. It is MTC's goal to achieve better coordination between the statewide and the regional survey efforts in the future; however, the information being collected at this time varies enough to require two separate surveys.

MTC intends to send out a draft version of the survey in the fourth week of September 2010 to allow jurisdictions to provide input to streamline the survey. The actual survey will be distributed in mid-October with a completion due date of December 31, 2010. A survey workshop for interested parties is proposed on November 29th from 1.00 pm to 4.00 pm.

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ACCMA ■ 1333 Broadway, Suite 220 ■ Oakland, CA 94612 ■ PH: (510) 836-2560
ACTIA ■ 1333 Broadway, Suite 300 ■ Oakland, CA 94612 ■ PH: (510) 893-3347

www.AlamedaCTC.org

Memorandum

DATE: September 23, 2010
TO: ACTAC
FROM: Jacki Taylor, Programming Liaison
SUBJECT: Review Information Regarding MTC's October 27th Federal-aid Workshop for Recipients of STP/CMAQ Funding

Recommendations:

This is an informational item and no action is requested.

Summary:

ACTAC is requested to review the attached information regarding a workshop that MTC is hosting on October 27, 2010 at 1 p.m. for recent recipients of STP/CMAQ funding. If attending, please RSVP to Janice Richards at: jrichards@mtc.ca.gov by October 22, 2010.

Information:

MTC is hosting a workshop for project sponsors receiving STP/CMAQ grants during the upcoming two fiscal years to learn about the federal-aid process. These involve grants from the following programs:

- CMA Block Grants (Regional Bicycle Program, County TLC Program, Local Streets and Roads Rehabilitation Program);
- Safe Routes to Schools Program;
- Climate Initiatives Innovative / Creative SR2S Grants; and
- Regional TLC Program.

Note that the attached notice includes information for two meetings. This is a reminder for the second meeting, scheduled for October 27th. The first workshop was held on September 1, 2010. Sponsors interested in attending the October 27th meeting are to RSVP to Janice Richards at: jrichards@mtc.ca.gov by October 22, 2010.

Attachments:

Attachment A: MTC Notice – Federal-aid Workshop Information

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From: [Marcella Aranda](#)
To: [Janice Richards](#);
Subject: TIME SENSITIVE: Federal-Aid Workshop - Information and Meeting
#1 Agenda
Date: Friday, August 20, 2010 3:40:41 PM
Attachments: [Agenda_Federal Aid Training_Ver3_Mtg1.pdf](#)

Distributed to: Congestion Management Agencies (CMA); Partnership Local Streets & Roads Working Group (LSRWG); Partnership Programming & Delivery Working Group (PDWG)

CMAs, PLEASE DISTRIBUTE TO YOUR RESPECTIVE JURISDICTIONS.

Dear Grantee:

MTC is inviting project sponsors receiving STP/CMAQ grants during the upcoming two fiscal years to learn about the federal-aid process. These involve grants from the following programs:

CMA Block Grants (Regional Bicycle Program, County TLC Program, Local Streets and Roads Rehabilitation Program)
Safe Routes to Schools Program
Climate Initiatives Innovative / Creative SR2S Grants
Regional TLC Program.

Caltrans will be presenting an overview of the federal-aid process and be available to answer questions. This presentation is well-suited for project managers who have no familiarity with the federal-aid process, and how it will apply to their project. Note that Caltrans periodically offers a several-day workshop on the federal-aid process that is in-depth; but it is not scheduled until next spring.

MTC staff will also discuss regional project delivery and the Transportation Improvement Program. Finally, a module is included to discuss MTC program management requirements for the TLC program grantees (meeting #1) and the Climate Initiatives Program grantees (meeting #2); those applicants should attend their respective meeting(s). CMA Block Grant recipients may attend either meeting and leave prior to the final agenda item addressing these specific MTC programs.

Please note that attendance is not required **except** for Regional TLC and Climate Initiatives Innovative/Creative program grantees. The federal-aid process / MTC delivery requirements have not changed significantly from the previous funding cycle. So CMA Block grantees already familiar with delivering a STP/CMAQ funded project may elect not to attend.

Two meetings will be held in the MTC auditorium at:

MetroCenter
1st Floor, Auditorium
101-8th Street
Oakland 94607

Meeting #1: September 1, 2010 - 9:00 a.m.-noon (**Note
the slight time**

change)

Meeting #2: October 27, 2010 - 1:00 p.m.-4:00 p.m

The agenda for the first meeting (September 1) is attached. Please confirm your attendance via email **by Friday, August 27, 5:00 p.m.** to Janice Richards at jrichards@mtc.ca.gov. Additional questions regarding the upcoming workshops should be directed to Craig Goldblatt at cgoldblatt@mtc.ca.gov or 510.817.5837.

Marcella Aranda
Planning Technician, Programming & Allocations
Metropolitan Transportation Commission
P: 510.817.5814 | F: 510.817.5848 | E: marand@mtc.ca.gov

P Please consider the environment before printing this email.

Memorandum

DATE: September 27, 2010

TO: ACTAC

FROM: Diane Stark, Senior Transportation Planner

SUBJECT: Review of MTC's Call for Projects for a Technical Assistance Program to Advance Priority Development Areas

Recommendations:

ACTAC is requested to review information regarding MTC's Call for Projects for the Technical Assistance Program (TAP) to advance implementation in Priority Development Areas. This is an informational item and no action is requested.

Summary:

MTC is accepting applications for Technical Assistance Projects (TAP) from local jurisdictions for planning projects that advance implementation of Priority Development Area (PDA) plans. Applications for up to \$60,000 per project are due to MTC November 1, 2010.

Discussion:

On behalf of the region's FOCUS Program, the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) have issued the second call for projects for the FOCUS Technical Assistance Program. Through this program, on-call technical assistance of up to \$60,000 per project is available to local jurisdictions for projects that will advance implementation of transit-oriented development (TOD) in Planned or Potential Priority Development Areas (PDAs).

Applications will be accepted until November 1, 2010 for projects within Planned or Potential PDAs that call for creative, forward-thinking solutions for addressing typical barriers to the development of successful TOD and that can help to build a higher level of support for development of complete communities within the Bay Area.

Projects will be selected on a competitive basis. The program seeks to award projects across a range of community place-types and technical assistance categories. For more information, see Attachment A and the website at <http://www.bayareavision.org/technicalassistance/> For questions regarding the application, please contact Therese Trivedi, MTC Planner at ttrivedi@mtc.ca.gov.

Attachments:

Attachment A: MTC Call for Projects, Technical Assistance Program

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MTC Call for Projects Technical Assistance Program (TAP)

MTC is announcing the upcoming Technical Assistance Program. Up to \$60,000 per project is available to local jurisdictions through FOCUS to advance transit-oriented development (TOD) in the Priority Development Areas (PDAs).

The objective of this flexible technical assistance program is to support discrete planning projects that will advance implementation of PDA-related plans in support of FOCUS goals. Customized in-kind technical assistance will be provided to local jurisdictions seeking to overcome specific policy or planning challenges to the adoption or successful implementation of PDA-related plans.

Projects within PDAs that call for creative, forward-thinking solutions for addressing typical impediments to the development of successful TOD, and that can help to build a higher level of support for development of complete communities within the Bay Area are ideal.

Type of Services:

Parking Policy & Demand Analysis	Municipal Financing Mechanisms
Development Feasibility Analysis	Visualization, Web, or Other Technical Tool
Equitable Development Analysis	Civic Engagement
Infrastructure Planning and Design	Station Access & Circulation
TOD-Supportive Zoning/Form-based Code	Smart Growth Design Guidelines
Sustainability Analysis	Urban Parks Policies/Financing Strategies

Applications for Cycle 2 Technical Assistance projects are due November 1, 2010.

For info see:

<http://www.bayareavision.org/technicalassistance/>

For questions regarding the application, please contact Therese Trivedi, MTC Planner at ttrivedi@mtc.ca.gov or 510-817-5767.

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ACTIA ■ 1333 Broadway, Suite 300 ■ Oakland, CA 94612 ■ PH: (510) 893-3347

www.AlamedaCTC.org

Memorandum

DATE: September 21, 2010

TO: ACTAC

FROM: Vivek Bhat, Senior Transportation Engineer

SUBJECT: Approval of Project Study Report / Project Initiation Document (PSR / PID) Priority List for Alameda County: Current and Projected Work Program

Recommendations:

It is recommended that the Alameda CTC Board approve the current FY 2010/11 PSR / PID Workplan and the 3-year look ahead PSR / PID priority list for Alameda County (FY 2011/12, 2012/13 and 2013/14).

Summary:

Caltrans has requested the Alameda CTC to provide updates to the current FY 2010/11 PSR / PID Workplan and the 3-year look ahead PSR / PID priority list for Alameda County (FY 2011/12, 2012/13 and 2013/14). At the September 2010 meeting, ACTAC members were requested to provide updates to the attached lists and complete fact sheets (Attachment C) for projects listed in FY 2010/11.

Background:

A Project Study Report / Project Initiation Document (PSR / PID) is a document that details a scope, cost and schedule of a proposed project and is required to be completed prior to receiving programming in the STIP. Caltrans may act as the lead agency or provide quality assurance / oversight services for projects wherein local agencies act as the lead agency.

Caltrans has requested the Alameda CTC to provide updates to the current FY 2010/11 PSR / PID Workplan and the 3-year look ahead PSR / PID priority list for Alameda County (FY 2011/12, 2012/13 and 2013/14) (Attachment B). At the September meeting, ACTAC members were requested to provide updates to the attached lists and complete fact sheets for projects listed in FY 2010/11. The lists with ACTAC comments are attached to the memo. (Attachment A & B)

For the 3-year look ahead PSR / PID priority list, projects with a more secured / identified fund source i.e. SR-238 LATIP funds, are proposed to be considered in FY 2012/13. Projects with unidentified / less secure fund sources are proposed in the 2013/14 workplan. Project sponsors would be provided an opportunity to re-prioritize projects on the 3-year look ahead workplans when this list will be revisited in the upcoming FYs.

The workplan and 3-year look ahead will be presented to the Programs and Projects Committee (PPC) and Commission for approval in October. A final list will be transmitted to Caltrans upon approval of the Commission.

Attachments:

Attachment A - FY 2010/11 PSR / PID Workplan

Attachment B - 3-year look ahead PSR / PID list (FY 2011/12, 2012/13 and 2013/14)

Attachment C - Fact Sheet Template

Office of
Projects/Plan
Coordination

Alameda County - NonSHOPP Project Initiation Documents (PID)

FY 2010/11

(1) LEAD or QA?	(3) County	(4) Route	(5) Begin Postmile	(6) End Postmile	(8) Improvement Description	(9) Location	(13) Project Cost with Support (\$M)	(16) Estimated PID Completion Date (Month/Year)	(20) Type of PID	(21) Type of Environmental Document	(35) PID Initiation Date (Month/Day/Year)	(36) Work Program Status (HQ edited)	Project Sponsor	(43) District/OPPC Comments	ACCMA Comments
QA	ALA	080	6.3	6.8	Roundabout	Gilman St I/C in Berkeley	9.0	12/2011	PSR	TBD	3/4/2004	Carryover	ACCMA	Local fund RTP No 21144	
QA	ALA	880	22.5	23.3	I/C reconstruction	Marina Blvd in San Leandro	32.5	12/2010	PSR	ND/FON SI	2/18/2009	Carryover	City of San Leandro and ACCMA	Local fund RTP No 230066	
QA	ALA	580	R8.3	R21.4	Crack and seat, and AC overlay	On WB from 0.06 mile west of Greenville Road UC in Livermore to 0.21 mile west of San Ramon Road/Foothill Road OC in Pleasanton	45.1	08/2010	PSSR	CE	5/26/2010	Carryover	Caltrans		
QA	ALA	880 260	31.1 0.0	32.4 2.0	Modify access ramps	Broadway, Jackson, Washington, Market, Martin Luther King and Posey/Webster Tubes in Oakland	106.0	10/2010	PSR	EIR/EIS	1/16/2009	Carryover	City of Oakland ACTIA	Local fund RTP No. 98207	
QA	ALA	880- 238 84,9 2-	Var-	Var	Provide integrated corridor management (ICM) and traffic operations systems (TOS) elements to the South County area, primarily on I-880 south of SR-92.	South County-	TBD	TBD	TBD	TBD	10/1/2010	New	TBD	RTP No 21002 Fund by LATIP	Moved to FY 11/12
QA	ALA	238	10.5	11.1	SR-238(Mission Blvd Improvements in the vicinity of the EWC Project)	Fremont Union City	TBD	TBD	TBD	TBD	10/1/2010	New	TBD	RTP No 94506 Fund by LATIP	Moved to FY 11/12
QA	ALA	185	TBD	TBD	Streetscape improvement (Phase II)	East 14th St from 162nd Ave to SR- 238 O/C	9.0	04/2011	PSR	CE	4/1/2009	New	Alameda County Redev. Agency	Local fund	
QA	ALA	262	0.0	1.1	I-680 I/C improvement, Rt 262 roadway improvement, and Rt 262/Warm Springs Blvd Intersection improvement	Rte 262 (Mission Blvd) between I-680 and I-880 in Fremont	10.0	06/2011	PSR	EIR	11/1/2010	New	City of Fremont and ACCMA	RTP No 94030	

Office of
Projects/Plan
Coordination

Alameda County - NonSHOPP Project Initiation Documents (PID)

FY 2010/11

(1) LEAD or QA?	(3) County	(4) Route	(5) Begin Postmile	(6) End Postmile	(8) Improvement Description	(9) Location	(13) Project Cost with Support (\$M)	(16) Estimated PID Completion Date (Month/Year)	(20) Type of PID	(21) Type of Environmental Document	(35) PID Initiation Date (Month/Day/Year)	(36) Work Program Status (HQ edited)	Project Sponsor	(43) District/OPPC Comments	ACCMA Comments
QA	ALA	880	17.6	18.3	Add I-880 NB & SB auxiliary lanes Paseo Grande St. I/C to Winton I/C	From West A St. I/C to Winton I/C in Hayward	32.5	2011	PSR	ND/FON SI	10/1/2010	New	Caltrans/ACCMA	RTP No 230052 Fund by LATIP	Moved to FY 11/12
QA	ALA	880	13.7	14.5	Add I-880 NB & SB auxiliary lanes Whipple Road to Industrial Pkwy West	From Whipple Road to Industrial Pkwy West, Hayward	19.5	2011	PSR	ND/FON SI	10/1/2010	New	Caltrans/ACCMA	RTP No 230054 Fund by LATIP	Moved to FY 11/12
QA	ALA	880	18.0	18.6	West A St. I/C reconstruction	West A Street, Hayward	27.0	2012	PSR	ND/FON SI	10/1/2010	New	Caltrans/ACCMA	RTP No 230047 Fund by LATIP	Moved to FY 13/14
QA	ALA	580	34.8	35.3	Operational Improvements at EB I-580 105th 106th Ave Off-ramp	I-580 @ 106th Ave Off-ramp	10.0	2011	PSR	TBD	10/1/2010 1/1/2011	New	Caltrans/ACCMA/Oakland	Fund by local	
QA	ALA	580	TBD	TBD	Ramp modifications Strobbridge/Castro Valley I/C	Strobbridge/Castro Valley	21.0	2014	PSR	ND/FON SI	10/1/2010 1/1/2011	New	Alameda County	Fund by LATIP	
QA	ALA	238 580 880	Var	Var	Integrated Corridor Mobility (ICM) Program and adaptive ramp metering	Various	32.5	2011	SEMP	CE/CE	10/1/2010	New	Caltrans/ACCMA	RTP No 230091 Fund by LATIP	
QA	ALA	580	R8.3	21.4	Convert I-580 WB HOV Lane to Express (HOT) Lane	WB from west of Greenville in Livermore to west of Foothill/San Ramon in Pleasanton	19.8	2011	PSR	IS/EA	10/1/2010 12/1/2010	New	ACCMA	RTP No. 230665	
QA	ALA	185	3.6	3.9	Intersection Improvements: Adding lane, signal modification	E.14th St/Hesperian Blvd, and E.14th St/150th Ave	3.1	Mar-11	TBD	TBD	10/1/2010	New	City of San Leandro and ACTIA	RTP No. 21451	New Project

Office of

ACCMA PROJECT INITIATION DOCUMENT PROJECTED WORK PROGRAM
FY 2011/12, 2012/13 & 2013/14

No. of Project	LEAD or QA?	County	Route	Begin Postmile	End Postmile	Improvement Description	Location	Estimated Capital Cost (\$M)	Estimated Support Cost (PAED, PS&E, & Construction, \$M)	Estimated PID Completion Date (Month/Year)	Type of PID	Environmental Document	Proposed Program Year (Construction begin)	Regional Transportation Plan	Capital Fund Source	PID Initiation Date (Month/Day/Year)	Work Program Status	Project Sponsor	ACCMA Comments
Proposed FY 11/12 PID Work Plan																			
1	QA	ALA	84	TBD	TBD	Widening for auxiliary lanes, HOV/HOT lane.	Widen SR-84 from Pigeon Pass to I-680. SB I-680 aux lane from SR-84 to Andrade. NB I-680 HOV/HOT lane from Alameda Creek to SR 84	TBD	TBD	TBD	TBD	TBD	TBD	RTP No. 230244	TBD	2011/12	Proposed New	ACCMA	
2	QA	ALA	92	TBD	TBD	Industrial Blvd I/C reconstruction	Hayward	6.0	TBD	2014	PSR	ND/ FONSI	2016	N	SR -238 LATIP	2011/12	Proposed New	Hayward	
3	QA	ALA	880	TBD	TBD	Winton I/C reconstruction	Winton Ave. Hayward	25.0	TBD	2015	PSR	ND/ FONSI	2017	N	SR-238 LATIP	2011/12	Proposed New	Hayward	Moved to FY 12/13
4	QA	ALA	880	TBD	TBD	I-880 / Whipple Road Interchange	Union City	13.5	TBD	2015	PSR	ND/ FONSI	2017	N	SR-238 LATIP	2011/12	Proposed New	Union City	Moved to FY 12/13
3	QA	ALA	92	TBD	TBD	Clawiter I/C modification	Hayward	52.0	TBD	2014	PSR	ND/ FONSI	2016	RTP No. 21093	SR -238 LATIP	2011/12	Proposed New	Hayward	
4	QA	ALA	880	TBD	TBD	Industrial Parkway West I/C	Hayward	41.0	TBD	2012	PSR	ND/ FONSI	2016	RTP No. 230053 & 230057	SR -238 LATIP	2011/12	Proposed New	Hayward/ ACCMA	
8	QA	ALA	880	TBD	TBD	Extend NB HOV lanes from Hacienda to north of Washington and north of Washington to Hegenberger	San Leandro & Ala County	155.0	TBD	2014	PSR	ND/ FONSI	2018	RTP No. 230088	SR-238 LATIP	2011/12	Proposed New	Galtrans/ ACCMA	Moved to FY 12/13
9	QA	ALA	238	TBD	TBD	Widen connector to NB 880	San Leandro	31.0	TBD	2015	PSR	ND/ FONSI	2018	RTP No. 230088	SR-238 LATIP	2011/12	Proposed New	Galtrans/ ACCMA	Moved to FY 12/13
10	QA	ALA	880	TBD	TBD	Washington to Lewelling I/C reconstruction	San Leandro	31.0	TBD	2015	PSR	ND/ FONSI	2018	RTP No. 230088	SR-238 LATIP	2011/12	Proposed New	Galtrans/ ACCMA	Moved to FY 12/13

Office of

**ACCMA PROJECT INITIATION DOCUMENT PROJECTED WORK PROGRAM
FY 2011/12, 2012/13 & 2013/14**

No. of Project	LEAD or QA?	County	Route	Begin Postmile	End Postmile	Improvement Description	Location	Estimated Capital Cost (\$M)	Estimated Support Cost (PAED, PS&E, & Construction, \$M)	Estimated PID Completion Date (Month/Year)	Type of PID	Environmental Document	Proposed Program Year (Construction begin)	Regional Transportation Plan	Capital Fund Source	PID Initiation Date (Month/Day/Year)	Work Program Status	Project Sponsor	ACCMA Comments
Proposed FY 11/12 PID Work Plan (continued)																			
5	QA	ALA	680	TBD	TBD	Construct HOV/HOT lane and auxiliary lanes on northbound I-680 between Santa Clara County line and SR-84	Fremont	TBD	TBD	TBD	TBD	TBD	TBD	RTP No. 230099	TBD	2011/12	Proposed New	Caltrans	
6	QA	ALA	580	39.9	TBD	Construct Noise Barrier along I-580 between 98th Ave. and Foothill Blvd.	Between 98th Ave. and Foothill Blvd.	TBD	TBD	TBD	NBSS R	TBD	TBD	RTP No. 98208	STIP	2011/12	Proposed New	Caltrans/ ACCMA/ Oakland	
7	QA	ALA	580	39.8	39.9	Construct Noise Barrier along I-580 between MacArthur Blvd. and Kingsland Place in Oakland	Between MacArthur Blvd. and Kingsland Place	TBD	TBD	TBD	NBSS R	TBD	TBD	RTP No. 98208	STIP	2011/12	Proposed New	Caltrans/ ACCMA/ Oakland	
8	QA	ALA	80	3.5	4.0	Widen I-80 Eastbound Powell Street Off-ramp	Emeryville	1.8	TBD	FY 11/12	PEER	PEAR	TBD	RTP No. 230108	Local	2011/12	Proposed New	Emeryville	
9	QA	ALA	185	1.2	3.7	Streetscape improvement (Phase III)	Mission Blvd SR-238 O/C to Hayward City Limits	TBD	TBD	FY 11/12	PSR	TBD	TBD	N	Local	2011/12	Proposed New	Alameda County Public Works Agency	
10	QA	ALA	880 238	84.92	Var	Improve mobility	Provide integrated corridor management (ICM) and traffic operations systems (TOS) elements to the South County area, primarily on I-880 south of SR-92.	TBD	TBD	FY 11/12	TBD	TBD	TBD	RTP No. 21002	SR-84 LATIP	2011/12	Proposed New	TBD	Moved from FY 10/11
11	QA	ALA	238	10.5	11.1	Operational Improvements & Safety	SR-238(Mission Blvd Improvements in the vicinity of the EWC Project)	TBD	TBD	FY 11/12	TBD	TBD	TBD	RTP No. 21002	SR-84 LATIP	2011/12	Proposed New	TBD	Moved from FY 10/11
12	QA	ALA	880	17.6	18.3	Add I-880 NB & SB auxiliary lanes Paseo Grande St. I/C to Winton I/C	From West A St. I/C to Winton I/C in Hayward	32.5	TBD	FY 11/12	PSR	TBD	TBD	RTP No. 230052	SR-238 LATIP	2011/12	Proposed New	Caltrans/ ACCMA	Moved from FY 10/11
13	QA	ALA	880	13.7	14.5	Add I-880 NB & SB auxiliary lanes Whipple Road to Industrial Pkwy West	From Whipple Road to Industrial Pkwy West, Hayward	19.5	TBD	FY 11/12	PSR	TBD	TBD	RTP No. 230054	SR-238 LATIP	2011/12	Proposed New	Caltrans/ ACCMA	Moved from FY 10/11



**ACCMA PROJECT INITIATION DOCUMENT PROJECTED WORK PROGRAM
FY 2011/12, 2012/13 & 2013/14**

No. of Project	LEAD or QA?	County	Route	Begin Postmile	End Postmile	Improvement Description	Location	Estimated Capital Cost (\$M)	Estimated Support Cost (PAED, PS&E, & Construction, \$M)	Estimated PID Completion Date (Month/Year)	Type of PID	Environmental Document	Proposed Program Year (Construction begin)	Regional Transportation Plan	Capital Fund Source	PID Initiation Date (Month/Day/Year)	Work Program Status	Project Sponsor	ACCMA Comments
Proposed FY 12/13 PID Work Plan																			
4	QA	ALA	680	TBD	TBD	SB HOV/HOT lane from Alcosta Blvd. to SR-84	+680 between Alcosta and SR-84	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	2012/13	Proposed New	ACCMA	Moved to FY 13/14 from combined FY 12/13 & 13/14 Plan
2	QA	ALA	680	TBD	TBD	NB HOV/HOT lane from SR-84 to Alcosta Blvd.	+680 between Alcosta and SR-84	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	2012/13	Proposed New	ACCMA	Moved to FY 13/14 from combined FY 12/13 & 13/14 Plan
3	QA	ALA	880	TBD	TBD	I-880 auxiliary lanes, Dixon Landing to Alvarado-Niles	Fremont Newark Union City	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	2012/13	Proposed New	Caltrans	Moved to FY 13/14 from combined FY 12/13 & 13/14 Plan
4	LEAD	ALA	580	TBD	TBD	Construct Noise Barrier along I-580 between 108th Ave and MacArthur Blvd. in San Leandro / Oakland	Between 108th Ave and MacArthur Blvd	TBD	TBD	2013	NBSS R	TBD	TBD	RTP No. 99208	STIP	2012/13	Proposed New	San Leandro	Moved to FY 13/14 from combined FY 12/13 & 13/14 Plan
1	QA	ALA	84	17.3	17.3	New roundabout	Intersection Niles Cayon Rd/Paloma Way and Pleasanton-Sunol Rd	1.1	TBD	TBD	PSR	ND/ FONSI	TBD	N	TBD	2012/13	Proposed New	Alameda County Public Works Agency	
2	QA	ALA	580	9.7	9.7	I/C modification	Vasco Rd I/C in Livermore	55.0	TBD	TBD	PSR	ND/ FONSI	TBD	RTP No. 21100	TBD	2012/13	Proposed New	City of Livermore	
3	QA	ALA	880	TBD	TBD	Winton I/C reconstruction	Winton Ave. Hayward	25.0	TBD	2015	PSR	ND/ FONSI	2017	N	SR -238 LATIP	2012/13	Proposed New	Hayward	Moved from FY 11/12
4	QA	ALA	880	TBD	TBD	I-880 / Whipple Road Interchange	Union City	13.5	TBD	2015	PSR	ND/ FONSI	2017	N	SR -238 LATIP	2012/13	Proposed New	Union City	Moved from FY 11/12
5	QA	ALA	880	TBD	TBD	Extend NB HOV lanes from Hacienda to north of Washington and north of Washington to Hegenberger	San Leandro & Ala County	155.0	TBD	2014	PSR	ND/ FONSI	2018	RTP No. 230088	SR -238 LATIP	2012/13	Proposed New	Caltrans/ ACCMA	Moved from FY 11/12
6	QA	ALA	238	TBD	TBD	Widen connector to NB 880	San Leandro	31.0	TBD	2015	PSR	ND/ FONSI	2018	RTP No. 230088	SR -238 LATIP	2012/13	Proposed New	Caltrans/ ACCMA	Moved from FY 11/12
7	QA	ALA	880	TBD	TBD	Washington to Lewelling I/C reconstruction	San Leandro	31.0	TBD	2015	PSR	ND/ FONSI	2018	RTP No. 230088	SR -238 LATIP	2012/13	Proposed New	Caltrans/ ACCMA	Moved from FY 11/12

Office of

**ACCMA PROJECT INITIATION DOCUMENT PROJECTED WORK PROGRAM
FY 2011/12, 2012/13 & 2013/14**

No. of Project	LEAD or QA?	County	Route	Begin Postmile	End Postmile	Improvement Description	Location	Estimated Capital Cost (\$M)	Estimated Support Cost (PAED, PS&E, & Construction, \$M)	Estimated PID Completion Date (Month/Year)	Type of PID	Environmental Document	Proposed Program Year (Construction begin)	Regional Transportation Plan	Capital Fund Source	PID Initiation Date (Month/Day/Year)	Work Program Status	Project Sponsor	ACCMA Comments
Proposed FY 13/14 PID Work Plan																			
1	QA	ALA	880	18.0	18.6	West A St. I/C reconstruction	West A Street, Hayward	27.0	TBD	2014	PSR	ND/ FONSI	2018	RTP No. 230047	SR -238 LATIP	2013/14	Proposed New	Caltrans/ ACCMA	Moved from FY 10/11
2	QA	ALA	680	TBD	TBD	SB HOV/HOT lane from Alcosta Blvd. to SR-84	I-680 between Alcosta and SR-84	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	2013/14	Proposed New	ACCMA	Moved from combined FY 12/13 & 13/14 Plan
3	QA	ALA	680	TBD	TBD	NB HOV/HOT lane from SR-84 to Alcosta Blvd.	I-680 between Alcosta and SR-84	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	2013/14	Proposed New	ACCMA	Moved from combined FY 12/13 & 13/14 Plan
4	QA	ALA	880	TBD	TBD	I-880 auxiliary lanes, Dixon Landing to Alvarado-Niles	Fremont Newark Union City	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	2013/14	Proposed New	Caltrans	Moved from combined FY 12/13 & 13/14 Plan
5	LEAD	ALA	580	TBD	TBD	Construct Noise Barrier along I-580 between 108th Ave and MacArthur Blvd in San Leandro / Oakland	Between 108th Ave and MacArthur Blvd	TBD	TBD	2013	NBSS R	TBD	TBD	RTP No. 98208	STIP	2013/14	Proposed New	San Leandro	Moved from combined FY 12/13 & 13/14 Plan

FACT SHEET

The purpose of this Fact Sheet is to obtain the necessary information that will assist the Department in determining the scope of oversight or lead work to be performed by the Department and in developing an estimation of necessary resources and schedule to complete the PID. The more data provided, the better the Department can fulfill this goal. Thank for your assistance.

Project priority:

Project EA:

Project Location – Please include the following applicable information:

- **Route(s)**
- **Postmiles**
- **County**
- **City**
- **Name of streets at overcrossings, undercrossings, intersections, etc that are locations of improvements or at the limits of the improvements.**

Project Description – Please include the following applicable information:

- **Basic project description**
- **Description of structures work**
- **Number of highway lanes impacted**
- **Description of any auxiliary lanes to be included in project**
- **Description of any HOV lanes to be included in project**
- **Description of highway traffic directions impacted**
- **Description of any anticipated nonstandard design features**
- **Description of ramp impacts**
- **Describe extent of State right of way impacts**

Project Purpose and Need:

Sponsoring Agency and Congestion Management Agency:

Fund Sources and fund amounts identified:

Project Capital Cost (estimated current year):

Type of PID:

Type of Environmental Document:

Tentative Schedule:

- PID start date
- PID Approval date
- Begin PA&ED
- Complete PA&ED
- Begin PS&E
- Complete PS&E
- Begin Construction

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www.AlamedaCTC.org

Memorandum

DATE: September 23, 2010
TO: ACTAC
FROM: Jacki Taylor, Programming Liaison
SUBJECT: Approval of the Programming of the FY 2010/11 Transportation Fund for Clean Air (TFCA) Remaining Program Balance

Recommendations:

It is recommended that the Alameda CTC Board approve the programming of a remaining balance in the FY 2010/11 TFCA program of \$319,485. The staff recommendation for programming the remaining balance will be distributed at the meeting.

Summary:

ACTAC is requested to review and approve the staff recommendation for the programming of the \$319,485 FY 2010/11 TFCA remaining program balance. The FY 2010/11 TFCA program was originally approved by the Alameda CTC on July 22, 2010. Since that time a project proposed to receive \$319,485 was determined to be ineligible for TFCA funding and new projects were submitted for consideration. To date, the required TFCA cost-effectiveness evaluation for these projects has not been completed. The final staff recommendation will be distributed at the meeting. Any funds that remain unprogrammed as of December 6, 2010 will be reclaimed by the Air District.

Background:

The FY 2010/11 TFCA program was approved by the Alameda CTC on July 22, 2010. Since that time Oakland's Broadway Signal Interconnect project that was proposed to receive \$319,485 through the FY 2010/11 program has been determined to be ineligible for TFCA funding. This amount needs to be programmed by December 6, 2010 or it will be reclaimed by the Air District.

On August 18th a request was emailed to ACTAC for projects to be submitted for consideration for the available \$319,485 balance. Sponsors were requested to submit projects by August 26th. A summary of the proposed projects was presented as an information item to the Committees and Board in September. At this time, the evaluation of the proposed projects for TFCA program eligibility and cost-effectiveness continues. A staff recommendation for programming the \$319,485 will be distributed to ACTAC at its October 5th meeting and presented to the Programming and Projects Committee (PPC) and the Alameda CTC Board for final approval in October 2010.

Attachments:

The programming recommendation will be distributed at the meeting.

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Memorandum

DATE: September 22, 2010

TO: ACTAC

FROM: Jacki Taylor, Programming Liaison

SUBJECT: Approval of Transportation Fund for Clean Air (TFCA) Program Expenditure
Deadline Extension Request: BART Electronic Bicycle Lockers,
TFCA Projects 07ALA06 and 08ALA02

Recommendations:

It is recommended that the Alameda CTC Board approve the request by BART for a one-year extension to the expenditure deadline for TFCA projects 07ALA06 and 08ALA02, Electronic Bicycle Lockers. An approval of this request would extend the expenditure deadline for these projects from December 22, 2010 to December 22, 2011.

Summary:

BART is requesting that the expenditure deadline for TFCA projects 07ALA06 and 08ALA02 be extended from December 22, 2010 to December 22, 2011. Per the CMA's agreements with the Air District for the 2007/08 and 2008/09 TFCA Programs, TFCA county program managers are allowed to approve up to two one-year extensions for each project. A third extension request would require written approval from the Air District. This is the first extension request for project 08ALA02 and the second request for project 07ALA06. The extension request letters for both projects are attached.

Background:

For 07ALA06, the CMA programmed \$275,405 in TFCA funding to the BART– Electronic Bicycle Locker Project through the 2007/2008 TFCA Program. 07ALA06 is a multi-jurisdiction project to install approximately 116 shared use electronic bicycle lockers at various locations throughout the BART system within Alameda County. A one-year extension to the expenditure deadline was previously approved for 07ALA06 by the CMA Board in December 2009. For 08ALA02, the CMA programmed \$66,500 in TFCA funding through the 2008/09 TFCA Program for the installation of 20 Electronic Bike Lockers at the Castro Valley BART Station.

In the attached extension request letters, for both projects which are being delivered together, the project sponsor cites continued delays regarding the review by BART's legal and procurement departments of the "Indefinite Quantities" contract for the procurement of the bike lockers. The procurement contract is currently scheduled to be awarded in November 2010 and both projects are scheduled to be completed by October 2011.

Per the CMA's agreements with the Air District for the 2007/08 and 2008/09 TFCA Programs, TFCA program managers are allowed to approve up to two one-year extensions for each project. A third extension request would require written approval from the Air District. This is the first extension request for 08ALA02 and the second request for project 07ALA06, so the requests can be granted without approval or review by the Air District. The extension requests are being presented to the Alameda CTC Board, since Alameda CTC is now responsible for the Alameda County TFCA program.

Fiscal Impacts:

The resources associated with the project are funded through revenues received from the Air District for the TFCA Program. The proposed schedule revision to the program does not affect the Alameda CTC Budget.

Attachments:

Attachment A - BART Extension Request Letter for TFCA Project 07ALA06

Attachment B - BART Extension Request Letter for TFCA Project 08ALA02



2010

September 16, 2010

James Fang
PRESIDENT

Bob Franklin
VICE PRESIDENT

Dorothy W. Dugger
GENERAL MANAGER

Mr. Matt Todd
Manager of Programming
Alameda County Congestion Management Agency
1333 Broadway, Suite 220, Oakland, CA 94612

**Re: Request to Extend Expenditure Deadline for Funding Agreement
#07ALA06 to December 22, 2011**

DIRECTORS

Gail Murray
1ST DISTRICT

Joel Keller
2ND DISTRICT

Bob Franklin
3RD DISTRICT

Carola Ward Allen
4TH DISTRICT

John McPartland
5TH DISTRICT

Thomas M. Blalock, P.E.
6TH DISTRICT

Lynette Sweet
7TH DISTRICT

James Fang
8TH DISTRICT

Tom Radulovich
9TH DISTRICT

Matt
Dear ~~Mr. Todd~~:

This letter constitutes a request from the San Francisco Bay Area Rapid Transit District (BART) to extend the expenditure deadline for ACCMA/TFCA Grant #07ALA06 "BART Electronic Bike Locker Project" from December 22, 2010 to December 22, 2011.

Project Information and Status:

The Project has not changed in scope. The Contract Book was issued in July and a pre-bid meeting held on July 27, 2010. Bids were originally schedule to be opened on August 10, 2010. The bid date has been extended to October 2, 2010.

There are currently two pre-bid protests and a question of Intellectual Property Rights in the final stages of review by Procurement, Insurance and Legal. Five addenda have been issued to date and a sixth is pending.

Reason for project delay:

This project is part of a larger system-wide project for new shared use lockers which is being funded through many regional and local grants. As the funding becomes available, BART is bundling the projects to make the procurement more efficient and economical.

The procurement will be handled with an Indefinite Quantities Contract which will allow BART to easily add more lockers as funding becomes available without going out to bid. Because this type of contract is less common, it has required additional review time at BART's Procurement and Legal Departments.

New Federal Procurement Regulations have required BART to revise our BID documents and caused delay. Also, BART Procurement and Legal Departments have been inundated with Title VI issues which are District-wide and extremely urgent and critical.

As a result of these delays, BART will not be able to meet the current expenditure deadline of December 22, 2010 for Funding Agreement #07ALA06. The requested time extension to December 22, 2011 will provide BART with the additional time needed to expend project funding to complete the project, submit final reports and final invoice.

Projected Schedule

1. Preparation of specifications and initial contract documents	Completed
2. Procurement review	Completed
3. Legal & Insurance review/approval	Completed
4. Contract Book issue	Completed
5. Advertise Bid	Completed
6. Board Approval/Award	Nov. 2010
7. Notice to Proceed	Dec. 2010
8. Prototype	Apr. 2011
9. Installation of first group	June 2011
10. Final Report	Oct. 2011

If you have any questions, please contact me at (510) 464-6121, e-mail <alee@bart.gov> or Steve Beroldo at (510) 464-6158, e-mail <sberold@bart.gov>. Thank you for your cooperation and continued support for enhancing bicycle access to transit.

Sincerely,



Alan Lee
BART Capital Development

Cc: Steve Beroldo
Laura Timothy
Pen Perez
Jacki Taylor



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
 300 Lakeside Drive, P.O. Box 12688
 Oakland, CA 94604-2688
 (510) 464-6000

2010

September 16, 2010

James Fang
 PRESIDENT

Bob Franklin
 VICE PRESIDENT

Dorothy W. Dugger
 GENERAL MANAGER

Mr. Matt Todd
 Manager of Programming
 Alameda County Congestion Management Agency
 1333 Broadway, Suite 220, Oakland, CA 94612

**Re: Request to Extend Expenditure Deadline for Funding Agreement
 #08ALA02 to December 22, 2011**

DIRECTORS

Gail Murray
 1ST DISTRICT

Joel Keller
 2ND DISTRICT

Bob Franklin
 3RD DISTRICT

Carole Ward Allen
 4TH DISTRICT

John McPartland
 5TH DISTRICT

Thomas M. Blalock, P.E.
 6TH DISTRICT

Lynette Sweet
 7TH DISTRICT

James Fang
 8TH DISTRICT

Tom Radulovich
 9TH DISTRICT

Matt

Dear Mr. ~~Todd~~:

This letter constitutes a request from the San Francisco Bay Area Rapid Transit District (BART) to extend the expenditure deadline for ACCMA/TFCA Grant #08ALA02 "BART Electronic Bike Locker Project" from December 22, 2010 to December 22, 2011.

Project Information and Status:

The Project has not changed in scope. The Contract Book was issued in July and a pre-bid meeting held on July 27, 2010. Bids were originally schedule to be opened on August 10, 2010. The bid date has been extended to October 2, 2010.

There are currently two pre-bid protests and a question of Intellectual Property Rights in the final stages of review by Procurement, Insurance and Legal. Five addenda have been issued to date and a sixth is pending.

Reason for project delay:

This project is part of a larger system-wide project for new shared use lockers which is being funded through many regional and local grants. As the funding becomes available, BART is bundling the projects to make the procurement more efficient and economical.

The procurement will be handled with an Indefinite Quantities Contract which will allow BART to easily add more lockers as funding becomes available without going out to bid. Because this type of contract is less common, it has required additional review time at BART's Procurement and Legal Departments.

New Federal Procurement Regulations have required BART to revise our BID documents and caused delay. Also, BART Procurement and Legal Departments have been inundated with Title VI issues which are District-wide and extremely urgent and critical.

As a result of these delays, BART will not be able to meet the current expenditure deadline of December 22, 2010 for Funding Agreement #08ALA02. The requested time extension to December 22, 2011 will provide BART with the additional time needed to expend project funding to complete the project, submit final reports and final invoice.

Projected Schedule

1. Preparation of specifications and initial contract documents	Completed
2. Procurement review	Completed
3. Legal & Insurance review/approval	Completed
4. Contract Book issue	Completed
5. Advertise Bid	Completed
6. Board Approval/Award	Nov. 2010
7. Notice to Proceed	Dec. 2010
8. Prototype	Apr. 2011
9. Installation of first group	June 2011
10. Final Report	Oct. 2011

If you have any questions, please contact me at (510) 464-6121, e-mail <alee@bart.gov> or Steve Beroldo at (510) 464-6158, e-mail <sberold@bart.gov>. Thank you for your cooperation and continued support for enhancing bicycle access to transit.

Sincerely,



Alan Lee
BART Capital Development

Cc: Steve Beroldo
Laura Timothy
Pen Perez
Jacki Taylor

Memorandum

DATE: September 22, 2010

TO: ACTAC

FROM: Jacki Taylor, Programming Liaison

SUBJECT: Approval of Transportation Fund for Clean Air (TFCA) Program Expenditure
Deadline Extension Request: Alameda CTC Webster St. Corridor Enhancements,
TFCA Project 08ALA01

Recommendations:

It is recommended that the Alameda CTC Board approve the staff request for a one-year extension to the expenditure deadline for TFCA project 08ALA01, Webster St. Corridor Enhancements. An approval of this request would extend the expenditure deadline for this project from December 22, 2010 to December 22, 2011.

Summary:

Alameda CTC staff is requesting that the expenditure deadline for TFCA project 08ALA01 be extended from December 22, 2010 to December 22, 2011. Per the ACCMA's agreement with the Air District for the 2008/09 TFCA Program, TFCA county program managers are allowed to approve up to two one-year extensions per project. A third extension request would require written approval from the Air District. This is the first extension request for project 08ALA01. The extension request letter is attached.

Background:

For 08ALA01, the CMA programmed \$420,000 in TFCA funding to the Webster St. Corridor Enhancements project through the 2008/09 TFCA Program. The project is implementing transit signal prioritization (TSP) along the Webster Corridor and includes the installation of items such as preemption system equipment, cabinet and controller upgrades, pedestrian push buttons, vehicle detection, communications system and the integration into the SMART Corridors program.

In the attached extension request letter, the project sponsor cites the coordination of project delivery with TFCA project 09ALA01 as the reason for the schedule delay. Currently, both projects are scheduled to be delivered together, with construction scheduled to start in March 2011 and be completed during July 2011.

Per the CMA's agreement with the Air District for the 2008/09 TFCA Program, TFCA program managers are allowed to approve up to two one-year extensions per project. A third extension request

would require written approval from the Air District. This is the first extension request for project 08ALA01, so the request can be granted without approval or review by the Air District. The extension request is being presented to the Alameda CTC Board, since Alameda CTC is now responsible for the Alameda County TFCA program.

Fiscal Impacts:

The resources associated with the project are funded through revenues received from the Air District for the TFCA Program. The proposed schedule revision to the program does not affect the Alameda CTC Budget.

Attachments:

Attachment A – Alameda CTC Extension Request Letter for TFCA Project 08ALA01

ALAMEDA

County Transportation
Commission

ACCMA ■ 1333 Broadway, Suite 220 ■ Oakland, CA 94612 ■ PH: (510) 836-2560
ACTIA ■ 1333 Broadway, Suite 300 ■ Oakland, CA 94612 ■ PH: (510) 893-3347

www.AlamedaCTC.org

September 20, 2010

Mr. Matthew Todd
Manager of Programming
Alameda County Transportation Commission/CMA
1333 Broadway, Suite 220
Oakland, CA 94612

**RE: Request for a 12-month extension to the Expenditure Deadline for TFCA Project
Number 08ALA01 – Webster Street Corridor Enhancement Project**

Dear Mr. Todd:

It is requested that a 12-month extension to the expenditure deadline be granted for the TFCA project number 08ALA01, "Webster Street Corridor Enhancement Project" from December 22, 2010 to December 22, 2011.

Project Information and Status:

The plans and specifications for this project have been completed. However, the construction of this project is being coordinated with another TFCA project along the same corridor (09ALA01) which was programmed a year later. It is anticipated that with the requested extension, both TFCA projects be delivered on time and schedule. The anticipated schedule for the start of construction for the combined projects is March 2011 with the completion and closeout in July 2011.

Reason for Project Delay:

The requested extension would provide for a coordinated project delivery which would allow procurement of similar equipment and eliminate any duplications or lack of compatibility for the hardware, software, and integration. The coordinated delivery would also allow for one contractor responsible for the construction and allow one construction management team to oversee all activities minimizing administration and risks associated with construction activities.

The companion project is ahead of its schedule providing for completion of both projects before the deadline of December 22, 2011 for both projects.

Please let me know if you have any question,



Cyrus Minoofar
Manager of Intelligent Transportation Systems

CC: Ms. Jacki Taylor, Engineering Staff Assistant/Project Monitoring Liaison

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Memorandum

DATE: September 22, 2010

TO: ACTAC

FROM: Jacki Taylor, Programming Liaison

SUBJECT: Approval of Transportation Fund for Clean Air (TFCA) Program Expenditure Deadline Extension Requests for City of Berkeley - 9th Street Bicycle Boulevard, TFCA Project 08ALA03

Recommendations:

It is recommended the Alameda CTC Board approve the request by the City of Berkeley for a one-year extension to the expenditure deadline for TFCA Project 08ALA03, Berkeley 9th Street Bicycle Boulevard. An approval of this request would extend the expenditure deadline for this project from December 22, 2010 to December 22, 2011.

Summary:

The City of Berkeley is requesting that the expenditure deadline for TFCA project 08ALA01 be extended from December 22, 2010 to December 22, 2011. Per the ACCMA's agreement with the Air District for the 2008/09 TFCA Program, TFCA county program managers are allowed to approve up to two one-year extensions per project. A third extension request would require written approval from the Air District. This is the first extension request for project 08ALA03. The extension request letter is attached.

Background:

For 08ALA03, the CMA programmed \$247,316 in TFCA funding to the 9th Street Bicycle Boulevard project through the 2008/09 TFCA Program. The project is to extend an existing 9th Street Bicycle Boulevard project by 0.22 miles which will close a gap in an 8.22-mile segment of the County-wide Bicycle Plan. The project will include the installation of signage, striping, and the removal of existing railroad tracks along the segment.

In the attached extension request letter, the project sponsor cites the unexpected cost increases during the design phase as the reason for the schedule delay. The additional funding has been indentified and the project design is almost complete. Construction is anticipated to start in March 2011 and be completed by June 2011.

Per the CMA's agreement with the Air District for the 2008/09 TFCA Program, TFCA program managers are allowed to approve up to two one-year extensions per project. A third extension request

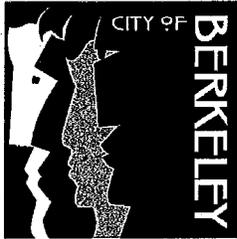
would require written approval from the Air District. This is the first extension request for project 08ALA03, so the request can be granted without approval or review by the Air District. The extension request is being presented to the Alameda CTC Board, since the Alameda CTC is now responsible for the Alameda county TFCA Program.

Fiscal Impacts:

The resources associated with the project are funded through revenues received from the Air District for the TFCA Program. The proposed schedule revision to the program does not affect the Alameda CTC Budget.

Attachments:

Attachment A – City of Berkeley Extension Request Letter for TFCA Project 08ALA03



Public Works Department
Transportation Division

September 16, 2010

Mr. Matt Todd
Manager of Programming
Alameda County Transportation Commission
1333 Broadway, Suite 220
Oakland, CA 94612

RE: Request for a 12-month extension to the Expenditure Deadline for TFCA Project Number 08ALA03

Dear Mr. Todd,

The City of Berkeley requests a 12-month extension to the December 22, 2010 expenditure deadline for the \$247,316 programmed to TFCA Project Number 08ALA03, the 9th Street Bicycle Boulevard. If approved, the expenditure deadline would be extended from December 22, 2010 to December 22, 2011.

Project Information and Status

The Project Scope has not changed, and the City of Berkeley has made significant progress toward completing the project deliverables. On July 22, 2009, the City issued a Request for Qualifications for design services for the Ninth Street Bicycle Boulevard Extension project. Ten firms submitted their Statements of Qualifications. On September 29, 2009, Berkeley City Council approved a contract not to exceed \$147,000 with Alta Planning + Design to provide architectural and engineering design services for project for the period October 1, 2009 through October 1, 2011. The project design has been completed to the 60% level. The 90% level design will be completed in September, and the 100% design and bid package will be completed in October.

The next step will be to advertise for construction bids. The City expects to release an Invitation to Bid in November or December 2010. Because it is not generally advisable to plan construction during the rainy winter months, construction is expected to occur in March-May 2011 and project completion is anticipated by June 2011.

Reason for Extension Request

Unexpectedly high cost estimates for soil remediation, drainage, and street improvements delayed the project while the City sought additional funds. However, the

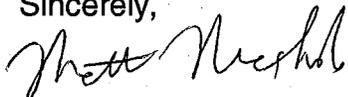
1947 Center Street, 3rd Floor, Berkeley, California, 94704
Telephone: 510.981.7010 TTY: 510.981.7075 Fax: 510.981.7060
E-mail: transportation@ci.berkeley.ca.us

City was unsuccessful in obtaining additional grant funds, so we are conducting a value-engineering exercise in order to complete a design within the construction budget. The project schedule was also slightly delayed to allow for adequate design review and coordination with the City of Emeryville, property owners and neighbors.

The City is funding this project from three grant sources: TFCA, TDA Article 3, and Caltrans Bicycle Transportation Account. If this extension request is granted, the City will be able to complete this project prior to December 2011. However, failure to receive this extension will severely jeopardize the project's viability because all of these funds sources are required in order to complete construction.

We hope you will grant our request for extension, and we look forward to completing this regionally important project in 2011.

Sincerely,

A handwritten signature in black ink, appearing to read "Matt Nichols". The signature is fluid and cursive, written over the printed name below.

Matt Nichols
Principal Transportation Planner

Memorandum

DATE: September 22, 2010

TO: ACTAC

FROM: Jacki Taylor, Programming Liaison

SUBJECT: Transportation Fund for Clean Air (TFCA) Program:
Approval of Extension Request for LAVTA – Route 10 - Transit Signal Priority (TSP)
and Queue Jumper Improvements, TFCA Project 08ALA011

Recommendations:

It is recommended that the Alameda CTC Board approve LAVTA's request for a six-month extension to the expenditure deadline for TFCA Project 08ALA11, TSP and Queue Jumper Improvements for Bus Rapid Transit (BRT) Route 10. An approval of this request would extend the expenditure deadline for this project from December 22, 2010 to June 30, 2011.

Summary:

LAVTA is requesting that the expenditure deadline for TFCA project 08ALA11 be extended six months, from December 22, 2010 to June 30, 2011. Per the ACCMA's agreement with the Air District for the 2008/09 TFCA Program, TFCA county program managers are allowed to approve up to two one-year extensions per project. A third extension request would require written approval from the Air District. This is the first extension request for project 08ALA11. The extension request letter is attached.

Background:

For 08ALA11, the CMA programmed \$444,722 in TFCA funding was programmed to the Rte 10 BRT - TSP and Queue Jumper Improvements through the 2008/09 TFCA Program. This project will purchase and install Transit Signal Prioritization (TSP) devices on all buses to be used for the BRT route and will fund development of queue jumper lanes in the right-hand lanes at various intersections to enhance the speed and efficiency of the route.

In the attached extension request letter, the project sponsor cites a delay in the project schedule due to a realignment of the Route 10. The equipment is scheduled to be installed by December, but the sponsor is requesting an additional 6 months to complete equipment testing and close the project.

Per the CMA's agreement with the Air District for the 2008/09 TFCA Program, TFCA program managers are allowed to approve up to two one-year extensions per project. A third extension request would require written approval from the Air District. This is the first extension request for project

08ALA11, so the request can be granted without approval or review by the Air District. The extension request is being presented to the Alameda CTC Board, since Alameda CTC is now responsible for the Alameda County TFCA program.

Fiscal Impacts:

The resources associated with the project are funded through revenues received from the Air District for the TFCA Program. The proposed schedule revision to the program does not affect the Alameda CTC Budget.

Attachments:

Attachment A – LAVTA’s Request Letter for TFCA Project 08ALA11



Livermore Amador Valley Transit Authority

September 14, 2010

Mr. Matthew Todd
Manager of Programming
Alameda County Transportation Commission (ACTC)
Alameda County Congestion Management Agency (ACCMA)
1333 Broadway, Suite 220
Oakland, CA 94612

Agreement No: **08ALA11**
TFCA Funds: **\$ 444,722**
Initial Due Date: **12/26/10**
Proposed Due Date: **6/30/11**

RE: FY 2009 TFCA Cycle 1; Transit Signal Priority (TSP) Queue Jumper Improvements

Dear Mr. Todd:

This notification constitutes Livermore Amador Valley Transit Authority's (LAVTA) request for a 6-month extension to the expenditure deadline for the Transit Signal Priority (TSP) Queue Jumper Improvements project (08ALA11) from December 26, 2010 to June 30, 2011.

Project Information, Status and Schedule:

TFCA funding will be used to purchase and install Transit Signal Prioritization (TSP) devices on all buses to be used for the BRT route and development of queue jumper lanes in the right-hand lanes at various intersections in order to enhance the speed and efficiency of the route. The project itself has been unchanged. However; due to feedback from the public, the route alignment changed. The new realigned route will begin in Livermore, use the freeway to arrive in Dublin, continue through Dublin to the BART station and then onto the Stoneridge Mall. This change pushed the timeline back by a year. The adjusted project will retain all the elements of the original scope.

The contractor is currently installing the equipment and plans to make software modification once it has been installed and tested. The equipment is scheduled to be installed by December 2010.

Reason for Extension:

Due to the project having IT requirements, which may result in unforeseen issues, LAVTA is requesting to extend the project from December 26, 2010 to June 30, 2011 in order to complete the project within the expenditure deadline.

If you have any questions and/or concerns, please feel free to contact me at 925-455-7564 or Alfonso Hernandez at 925-455-7561.

Sincerely,

A handwritten signature in red ink that reads 'Paul Matsuoka'.

Paul Matsuoka,
Executive Director

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ACCMA ■ 1333 Broadway, Suite 220 ■ Oakland, CA 94612 ■ PH: (510) 836-2560
ACTIA ■ 1333 Broadway, Suite 300 ■ Oakland, CA 94612 ■ PH: (510) 893-3347

www.AlamedaCTC.org

Memorandum

DATE: September 22, 2010
TO: ACTAC
FROM: Matt Todd, Manager of Programming
SUBJECT: State Transportation Improvement Program (STIP) At Risk Report

Recommendations:

It is recommended that the Alameda CTC Board approve of the attached STIP At Risk Report, dated September 30, 2010.

Summary:

The Report includes a total of 35 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 at low risk.

Information:

The report is based on the information made available to the CMA’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 CMA 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

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STIP At Risk Report
2010 STIP-Locally Sponsored Alameda County Projects

Status Date: September 30, 2010

Red Zone Projects

Index	PP No.	Sponsor	Project Title		Req'd Activity	Date	Zone	Notes	Prev Zone
	Source	Prog'd Amount (\$x 1,000)	Phase	FY		Req'd By			
1	2009A	AC Transit	Maintenance Facilities Upgrade		Complete Expend	2/2/11	R	\$3,705K Alloc'd 9/7/06 12-Mo Ext App'd Jan 10	G
	RIP	\$3,705	Con	06/07					
2	1014	BART	BART Transbay Tube Seismic Retrofit		Accept Contract	3/5/11	R	\$38M Alloc'd 9/5/07	G
	RIP	\$38,000	Con	07/08					
3	2009K	LAVTA	Satellite Bus Operating Facility (Phases 1 & 2)		Accept Contract	9/10/10	R	Contract Awd 9/10/07	Y
	RIP	\$1,500	Con	06/07					
	RIP	\$4,000	Con	11/12	Allocate Funds	6/30/11	G		

Yellow Zone Projects

Index	PP No.	Sponsor	Project Title		Req'd Activity	Date	Zone	Notes	Prev Zone
	Source	Prog'd Amount (\$x 1,000)	Phase	FY		Req'd By			
4	0139F	ACCMA	Rt 580, Landscaping, San Leandro Estudillo ave - 141st		Allocate Funds	6/30/11	Y	Added into 2010 STIP	NA
	RIP-TE	\$350	Con	10/11					
5	2179	ACCMA	Planning, Programming and Monitoring ¹		Complete Expend	6/30/11	Y	\$1,409 Alloc'd 7/24/08	G
	RIP	\$1,409	Con	08/09					
	RIP	\$1,209	Con	09/10	Complete Expend	6/30/12	G	\$1,209 Alloc'd 7/9/09	
	RIP	\$1,948	Con	10/11	Complete Expend	6/30/13	G	Contingent Allocation	
	RIP	\$1,947	Con	11/12	Allocate Funds	6/30/12	G		
	RIP	\$1,993	Con	12/13	Allocate Funds	6/30/13	G		
6	0016U	ACTIA	I-580 Castro Valley I/C Improvements		Accept Contract	6/26/11	Y	\$7.315M Alloc'd 3/12/08	G
	RIP	\$7,315	Con	07/08					
7	2009L	Alameda Co.	Vasco Road Safety Improvements		Accept Contract	7/29/11	Y	\$4.6M Alloc'd 2/14/08 Contract Awd 7/29/08	G
	RIP	\$4,600	Con	07/08					
8	2100F	Alameda Co.	Grove Wy sidewalk improvements, Meekland-Haviland		Allocate Funds	6/30/11	Y	Added into 2010 STIP	NA
	RIP-TE	\$1,150	Con	10/11					
9	2008B	BART	MacArthur BART renovate & enhance entry plaza		Allocate Funds	6/30/11	Y	Added into 2010 STIP	NA
	RIP-TE	\$954	Con	10/11					
10	2103	BART	Oakland Airport Connector		Allocate Funds	6/30/11	Y	App'd into STIP 9/23/10	NA
	RIP	\$20,000	Con	10/11					
11	2103A	BART	Coliseum BART pedestrian improvements		Allocate Funds	6/30/11	Y	Added into 2010 STIP	NA
	RIP-TE	\$885	Con	10/11					

STIP At Risk Report
2010 STIP-Locally Sponsored Alameda County Projects

Status Date: September 30, 2010

Yellow Zone Projects (cont.)

Index	PP No.	Sponsor	Project Title			Date	Zone	Notes	Prev Zone
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Req'd By			
12	2100G	Berkeley	Berkeley Bay Trail Project, Seg 1						
	RIP-TE	\$1,928	Con	10/11	Allocate Funds	6/30/11	Y	Added into 2010 STIP	NA
13	2100H	Dublin	Alamo Canal Regional Trail, Rt 580 undercrossing						
	RIP-TE	\$1,021	Con	10/11	Allocate Funds	6/30/11	Y	Added into 2010 STIP	NA
14	2110	Union City	Union City Intermodal Station						
	RIP	\$4,600	Con	07/08	Accept Contract	5/13/11	Y	\$4.6M Alloc'd 9/5/07	Y
	RIP	\$720	Con	05/06	Accept Contract	5/13/11	Y	\$720K Alloc'd 11/9/06	
	RIP-TE	\$5,307	Con	05/06	Accept Contract	5/13/11	Y	\$5,307K Alloc'd 11/9/06	
	RIP-TE	\$2,000	Con	06/07	Accept Contract	5/13/11	Y	\$2,000K Alloc'd 11/9/06	
	RIP	\$9,787	Con	06/07	Accept Contract	5/13/11	Y	\$9,787K Alloc'd 11/9/06 6-Mo Ext App'd 9/23/10	
	RIP	\$715	Con	11/12	Allocate Funds	6/30/12	G		
15	2110A	Union City	Union City Intermodal Stn, Ped Enhanc PH 2 & 2A						
	RIP-TE	\$3,000	Con	10/11	Allocate Funds	6/30/11	Y	Added into 2010 STIP	NA

Green Zone Projects

Index	PP No.	Sponsor	Project Title			Date	Zone	Notes	Prev Zone
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Req'd By			
16	2009B	AC Transit	SATCOM Expansion						
	RIP	\$1,000	Con	06/07	Accept Contract	Note 2	G	\$1,000K Alloc'd 9/7/06	G
17	2009C	AC Transit	Berkeley/Oakland/San Leandro Corridor MIS						
	RIP	\$2,700	Env	06/07	Final Invoice/Report		NA	\$2,700K Alloc'd 4/26/07	R
18	2009D	AC Transit	Bus Component Rehabilitation						
	RIP	\$4,500	Con	06/07	Accept Contract	Note 2	G	\$4.5M Alloc'd 7/20/06	G
19	2009I	AC Transit	New Bus Component Rehabilitation Project						
	RIP	\$7,738	Con	07/08	Accept Contract	Note 2	G	\$7,738 Alloc'd 5/29/08	G
20	2009Q	AC Transit	Bus Purchase						
	RIP	\$14,000	Con	06/07	Accept Contract	Note 2	G	\$14M Alloc'd 10/12/06	G
21	2009X	AC Transit	Zero Emission Bus Project						
	RIP	\$7,810	Con	07/08	Accept Contract	Note 2	G	\$7.81M Alloc'd 9/20/07	G
22	00160	ACCMA	I-680 SB HOT Lane Accommodation						
	RIP	\$8,000	Con	07/08	Accept Contract	6/26/12	G	\$8M Alloc'd 6/26/08 42 months for Accept App'd by CTC	G
23	0044C	ACCMA	I-880 Reconstruction, 29th to 23rd						
	RIP	\$2,000	PSE	10/11	Complete Expend	6/30/13	G	Contingent Allocation	R

STIP At Risk Report
2010 STIP-Locally Sponsored Alameda County Projects

Status Date: September 30, 2010

Green Zone Projects (cont.)

Index	PP No.	Sponsor	Project Title	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
24	0062E	ACCMA	I-80 Integrated Corridor Mobility							
		RIP		Env	07/08	Final Invoice/Report		NA	\$954 Alloc'd 9/5/07 Contra Costa RIP Expenditures Comp	G
25	2100K	ACCMA	I-880 Landscape/Hardscape Improvements in San Leandro							
		RIP-TE		PSE	09/10	Complete Expend	6/30/12	G	\$400K Alloc'd 6/30/10	R
26	0081D	ACTA	Rte 84 Expressway - Fremont and Union City							
		RIP		Con	14/15	Allocate Funds	6/30/15	G		G
27	2009N	Alameda	Tinker Avenue Extension							
		RIP		Con	07/08	Accept Contract	3/17/12	G	\$4M Alloc'd 9/25/08 Contract Awd 3/17/09	G
28	2009P	BART	Ala. Co. BART Station Renovation							
		RIP		Con	07/08	Accept Contract	10/30/12	G	\$3M Alloc'd 12/11/08 4-Mo Ext App'd June 09	G
		RIP		PSE	07/08				\$248 Alloc'd 9/5/07 Expend. Complete	
29	2009Y	BART	Ashby BART Station Concourse/Elevator Imps							
		RIP-TE		Con	07/08	Accept Contract	1/22/12	G	\$1,200 Alloc'd 6/26/08	G
30	2009W	Berkeley	Ashby BART Station Intermodal Imps							
		RIP		Con	07/08	Accept Contract	12/26/11	G	\$4,614 Alloc'd 6/26/08	G
		RIP		Con	09/10	Accept Contract	12/26/11	G	AB 3090 app'd 8/28/08 \$1.5M Alloc'd 9/10/09	
31	2014U	GGBHTD	SF Golden Gate Bridge Barrier							
		RIP		Con	11/12	Allocate Funds	6/30/12	G		G
32	2100	MTC	Planning, Programming and Monitoring ¹							
		RIP		Con	09/10	Complete Expend	6/30/12	G	\$113 Alloc'd 7/9/09	
		RIP		Con	10/11	Complete Expend	6/30/11	G	Contingent Allocation	
		RIP		Con	11/12	Allocate Funds	6/30/12	G		
		RIP		Con	12/13	Allocate Funds	6/30/13	G		
		RIP		Con	13/14	Allocate Funds	6/30/14	G		
		RIP		Con	14/15	Allocate Funds	6/30/15	G		
33	1022	Oakland	Rte. 880 Access at 42nd Ave./High St., APD							
		RIP		R/W	07/08	Complete Expend	2/29/12	G	\$5.990M Alloc'd 12/13/07 20-Mo Ext App'd May	R
34	2100C1	Oakland	MacArthur Transit Hub Improvement, 40th St							
		RIP-TE		Con	07/08	Final Invoice/Report		NA	Alloc App'd 7/26/07	R
35	2100E	Oakland	7th St. / West Oakland TOD							
		ARRA-TE		Con	09/10	Accept Contract	9/30/12	G	\$1,300 Obligated 8/5/09 Contract Awd 2009	G

Notes:

- 1 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."
- 2 Transit projects receiving State-only funds are subject to project specific requirements in agreements with Caltrans.
- 3 Deadline for ARRA funding may be different than STIP Timely Use of Funds requirement. ARRA deadlines shown.

STIP At Risk Report
2010 STIP-Locally Sponsored Alameda County Projects

Status Date: September 30, 2010

2010 STIP -Timely Use of Funds Provisions	
The At Risk Report monitors 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	Description
Allocation	For all phases, by the end (June 30th) of the fiscal year programmed in the STIP.
Construction Contract Award ¹	Within six (6) months of allocation.
Accept Contract	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 (Final Report of Expenditures)	For Env, PSE, & R/W funds, within 180 days (6 months) after the FY in which the expenditure occurred. For Con funds, within 180 Days (6 months) of contract acceptance.

Zone Criteria			
The At Risk Report utilizes 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 (4) to eight (8) months	All conditions other than Red or Yellow Zones
Allocation -PS&E Phase	within six months	within six (6) to ten (10) months	All conditions other than Red or Yellow Zones
Allocation -Right of Way Phase	within eight months	within eight (8) to twelve (12) months	All conditions other than Red or Yellow Zones
Allocation -Construction Phase	within eight months	within eight (8) to twelve (12) months	All conditions other than Red or Yellow Zones
Construction Contract Award	within six months	NA	All conditions other than Red or Yellow Zones
Accept Contract	within six months	within six (6) to twelve (12) months	All conditions other than Red or Yellow Zones
Complete Expenditures	within eight months	within eight (8) to twelve (12) months	All conditions other than Red or Yellow Zones
Final Invoice (Final Report of Expenditures)	NA	NA	NA
Other Zone Criteria			
Yellow Zone	STIP /TIP Amendment pending		
Red Zone	Extension Request pending		
Notes:			



ACCMA ■ 1333 Broadway, Suite 220 ■ Oakland, CA 94612 ■ PH: (510) 836-2560
ACTIA ■ 1333 Broadway, Suite 300 ■ Oakland, CA 94612 ■ PH: (510) 893-3347

www.AlamedaCTC.org

Memorandum

DATE: September 22, 2010
TO: ACTAC
FROM: Matt Todd, Manager of Programming
SUBJECT: Federal STP/CMAQ Program At Risk Report

Recommendations:

It is recommended that the Alameda CTC Board approve the attached Federal STP/CMAQ Program At Risk Report, dated September 30, 2010.

Summary:

The report includes 55 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 at low risk.

Information:

The report is based on the information made available to the CMA’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, projects programmed with funding in federal FY 2010/11, the deadline to submit the request for authorization is February 1, 2011 and the obligation deadline is April 30, 2011.

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 risk zone associated with each risk factor is indicated in the 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 which zone of risk a project is assigned to. Appendix C provides the date of the last invoice for projects with obligated funds. The 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

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Federal At Risk Report

Status Date: September 30, 2010

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	ALA070051	BART	BART Station Electronic Bike Lockers, Phase 2						
	CMAQ	\$130	Con	08/09	Obligate Funds	Note 1	R	Pending Transfer to FTA Req Sub'd by BART	R

Yellow 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			
2	ALA030002	Ala. County	Vasco Road Safety Imps. Phase 1A						
	STP	\$2,250	Con	07/08	Advertise Contract	02/28/11	Y	\$2,250 Obligated 8/31/10	NA
					Award Contract	05/31/11	Y		
					Submit First Invoice	08/31/11	G		
					Liquidate Funds	08/31/16	G		

Green 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			
3	ALA050017	AC Transit	Enhanced Bus - Telegraph/Int'l/East 14th						
	CMAQ	\$35,000	Con	08/09	Obligate Funds			Obligated for Transfer to FTA Grant	
4	ALA010034	AC Transit	Maintenance Facilities Upgrade						
	STP	\$4,000	Con	07/08				Obligated for Transfer to FTA Grant	
5	ALA010063	AC Transit	Acquire 416 Bus Catalyst Devices						
	CMAQ	\$68	Con	04/05				Obligated for Transfer to FTA Grant	
6	ALA070047	AC Transit	Travel Choice -Berkeley						
	CMAQ	\$216	Con	07/08				Obligated for Transfer to FTA Grant	
7	ALA070055	AC Transit	Bike Racks for New Buses						
	CMAQ	\$100	Con	07/08				Obligated for Transfer to FTA Grant	
8	ALA010032	ACCMA	I-580 San Leandro Estudillo Noise Barrier						
	STP	\$7,262	Con	08/09	Liquidate funds	03/27/15	G	\$7,262 Obligated 3/27/09 Contract Awd 5/28/09	G
9	ALA050018	ACCMA	Grand/MacArthur Bus Improvements						
	CMAQ	\$500	Con	06/07	Liquidate Funds	05/22/14	G	\$500 Obligated 5/22/08	G

Green Zone Projects (cont.)

Index	PP No.	Sponsor		Project Title			Date Req'd By	Zone	Notes	Prev Zone
		Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity				
10	ALA050036	ACCMA		SMART Corridors Operations & Management						
		CMAQ	\$283	Con	06/07	Liquidate Funds	01/27/15	G	\$283 Obligated 1/27/09	G
		STP	\$135	Con	05/06	Liquidate Funds	09/07/12	G	\$135 Obligated 9/7/06	
		CMAQ	\$518	Con	07/08	Liquidate Funds	07/03/14	G	\$518 Obligated 7/3/08	
11	ALA070020	ACCMA		I-580 (Tri-Valley) Corridor - EB HOV/HOT Lanes						
		I-580 EB HOT Conversion								
		ARRA	\$7,500	PE		Liquidate Funds	11/27/15	G	Contract Awarded 3/25/10 \$7.5M Obligated 11/27/09 System Integrator in PE2	G
		I-580 EB HOV/HOT Lanes								
		CMAQ	\$6,161	Con	08/09	Liquidate Funds	04/09/15	G	\$6,161 Obligated 12/19/08 Funds De-Obligated 2/4/09 Re-Obligated 4/9/09 Caltrans Adminstering Funds	G
12	ALA070041	ACCMA		I-80 Integrated Corridor Mobility						
		CMAQ	\$3,243	PE	07/08	Liquidate funds	07/10/14	G	\$3,243 Obligated 7/10/08	G
13	ALA070042	ACCMA		I-880 SB HOV Lanes -Marina to Hegenberger						
		STP	\$198	PE	08/09	Liquidated Funds	12/19/13	G	Req Sub'd by Sponsor	G
		CMAQ	\$6,781	PE	07/08 08/09	Liquidate funds	12/19/13	G	\$4M obligated 12/19/07 STP to CMAQ 4/18/08 \$2.781M added 4/15/09	
14	ALA070042	ACCMA		I-880 S/B HOV Lanes - Marina Blvd. to Hegenberger						
		CMAQ	\$801	PE	09/10	Submit First Invoice	03/21/11	G	\$801 Obligated 9/21/10	NA
						Liquidate Funds	09/21/16	G		
15	ALA050009	ACTIA		I-580 Castro Valley Interchange Improvements						
		STP	\$1,000	Con	07/08	Liquidate Funds	04/28/14	G	\$1,000 Obligated 4/28/08	G
16	ALA070025	Alameda		City of Alameda Signal Coordination						
		CMAQ	\$59	Con	06/07	Liquidate Funds	05/31/13	G	\$59 Obligated 5/31/07 Force Account	G
17	ALA070049	Alameda		Signal Coordination: 8th St, Otis Dr., & Park St.						
		CMAQ	\$138	Con	07/08	Liquidate Funds	04/18/14	G	\$138 Obligated 4/18/08	G
18	ALA030002	Ala. County		Vasco Road Safety Imps. Phase 1						
		STP	\$9,350	Con	07/08	Liquidate Funds	06/20/14	G	\$9,350 Obligated 6/20/08 Contract Awarded 7/29/08	G
		STP	\$3,900	R/W	04/05	Liquidate Funds	06/29/11		\$3,900 Obligated 6/29/05 R/W Phase drawn down	

Green Zone Projects (cont.)

Index	PP No.	Sponsor	Project Title			Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone	
			Source	Prog'd Amount (\$x 1,000)	Phase						FY
19	ALA050072	Ala. County	Castro Valley Blvd Pavement Rehabilitation -Foothill Blvd. to Stanton Ave.			Liquidate Funds	07/23/15	G	\$758 Obligated 7/23/09 advertised 8/7/09	R	
			STP	\$758	Con						08/09
			STP	\$83	PSE	06/07		\$83 Obligated 6/26/07			
20	ALA070040	Ala. County	Hampton Rd Streetscape Improvement			Liquidate Funds	06/17/15	G	\$2,999 Obligated 6/17/09	R	
			CMAQ	\$2,999	Con						08/09
21	ALA050065	BART	Ed Roberts Campus						Obligated for Transfer to FTA Grant 8/1/08		
			CMAQ	\$2,000	Con						07/08
22	ALA070034	BART	Ashby BART Station / Ed Roberts Campus						Obligated for Transfer to FTA Grant 8/1/08		
			CMAQ	\$1,386	Con						08/09
23	ALA050073	Berkeley	University Ave Reconstruction			Liquidate funds	02/05/15	NA	Final Invoiced Paid 3/22/10	G	
			STP	\$630	Con						08/09
24	ALA050059	Caltrans	SR 13 Median Landscaping			Liquidate Funds	05/15/13	G	\$400 Obligated 5/15/07	G	
			STP	\$500	Con						06/07
			STP	\$100	Con						08/09
25	ALA050082	Dublin	East Dublin BART Station Corridor Enhancements			Liquidate Funds	03/09/15	G	Contract Awarded 5/19/09	G	
			CMAQ	\$2,587	Con						08/09
			CMAQ	\$489	PE						06/07
26	ALA050022	Fremont	Rehab on Various Sts			Liquidate Funds	06/13/12	G	\$2,172 Obligated 6/13/06	G	
			STP	\$2,172	Con						05/06
			STP	\$2,850	Con						06/07
27	ALA070037	Fremont	Bay Street Streetscape and Parking Project			Liquidate Funds	01/21/15	G	\$1,570 Obligated 1/21/09	G	
			CMAQ	\$1,570	Con						08/09
28	ALA070050	Fremont	Mowry Ave Arterial Management			Liquidate Funds	09/15/14	G	\$419 Obligated 9/15/08	G	
			CMAQ	\$419	Con						07/08
29	ALA050025	Hayward	Hesperian Blvd Rehab			Liquidate Funds	06/27/12	G	\$713 Obligated 6/27/06	G	
			STP	\$713	Con						05/06
			STP	\$8	Env						05/06
30	ALA050056	Hayward	West A Street Rehab			Liquidate Funds	06/27/12	G	\$117 Obligated 6/27/06	G	
			STP	\$117	Con						05/06
			STP	\$5	Env						05/06
31	ALA050071	Hayward	Rehab on Various Streets (Arterial Pavement Rehab)			Liquidate Funds	03/26/14	G	\$835 Obligated 3/26/08	G	
			STP	\$776	Con						07/08
			STP	\$104	PE						06/07
								E-76 Rev to \$45 3/26/08			

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
32	ALA030015 CMAQ	LAVTA \$175	Acquire 25 Bus Catalyst Devices Con	04/05				Obligated for Transfer to FTA Grant	
33	ALA030017 CMAQ	LAVTA \$89	Exp. Bus -Route 70 & Subscript. Routes Con	04/05				Obligated for Transfer to FTA Grant	
34	ALA070028 CMAQ	LAVTA \$88	ACE Station Shuttle Services Con	06/07				Obligated for Transfer to FTA Grant	
35	ALA070029 CMAQ	LAVTA \$102	E. Dublin/ Pleasanton BART Station Shuttle Con	06/07				Obligated for Transfer to FTA Grant	
36	ALA050054 STP	Livermore \$158	East Ave Rehab (Hillcrest to Loyola) Con	05/06	Liquidate Funds	05/01/12	G	\$158 Obligated 5/1/06	G
37	ALA050024 STP	Livermore \$300	South Vasco Rd Rehab Con	05/06	Liquidate Funds	05/01/12	G	\$300 Obligated 5/1/06	G
38	ALA050068 STP	Livermore \$486	Murrieta Blvd Pavement Rehabilitation Con	06/07	Liquidate Funds	04/27/13	G	Final Invoice Sub'd 11/17/07	G
39	ALA070038 CMAQ	Livermore \$1,060	Downtown Livermore Ped Transit Connection Con	08/09	Liquidate Funds	03/30/15	G	\$888 Obligated 3/30/09 Contract Awarded 7/13/09	R
	CMAQ	\$140	PE	07/08	Liquidate Funds	11/16/13	G	\$140 obligated 11/16/07	
40	ALA070059 CMAQ	Livermore \$845	Downtown Pedestrian Improvements Con	08/09	Liquidate Funds	04/08/15	G	\$845 Obligated 4/8/09 Contract Awd 10/12/09	R
41	ALA010021 STP	Oakland \$825	City of Oakland Street Resurfacing Program Con	05/06	Liquidate Funds	06/21/12	G	\$825 Obligated 6/21/06	G
42	ALA030007	Oakland \$89	Coliseum Transit Hub (San Leandro St. btwn 73rd & 66th Ave) Con	06/07	Liquidate Funds	01/17/13	G	\$89K Obligated 1/17/07 CE determination 5/26/04	G
43	ALA050023 STP	Oakland \$2,486	Rehab on Various Sts Con	07/08	Liquidate Funds	04/11/14	G	\$2,486 Obligated 4/11/08 Contract Awd 1/6/09	G
	STP	\$1,573	Con	05/06	Liquidate Funds	06/21/12	G	\$1,573 Obligated 6/21/06	
44	ALA050039 CMAQ	Oakland \$996	MacArthur Transit Hub Improvement Project Con	06/07 07/08	Liquidate Funds	03/30/13	G	\$681 Obligated 3/30/07 \$215 Obligated 9/5/07 \$100 Obligated 6/11/08	G
	CMAQ	\$200	PE	05/06	Liquidate Funds	03/30/12	G	\$200 Obligated 3/30/06	

Green Zone Projects (cont.)

Index	PP No.	Sponsor		Project Title			Date Req'd By	Zone	Notes	Prev Zone	
		Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity					
45	ALA050080	Oakland	7th St, W. Oakland Transit Village Imps								
			ARRA-TE	\$1,300	Con				\$1,300 Obligated 8/5/09	Y	
			STP	\$2,330	Con	08/09	Liquidate Funds	08/05/15	G	\$2,330 Obligated 1/21/09 Re-Obligated 8/5/09	
							Liquidate Funds	08/05/15	G	Contract Awarded 12/8/09	
	CMAQ	\$320	PE	07/08	Liquidate Funds	11/05/13	G	\$320 Obligated 11/5/07			
46	ALA070011	Oakland	66th Avenue Streetscape Improvement Project								
			CMAQ	\$1,230	Con	08/09	Liquidate Funds	03/30/15	G	\$1,230 Obligated 3/30/09 Contract Awarded 11/17/09	G
47	ALA070027	Oakland	W. Oakland Bay Trail: Mandela Pkwy & 8th Street								
	CMAQ	\$770	Con	06/07	Liquidate Funds	03/19/13	G	\$770 Obligated 3/19/07	G		
48	ALA070039	Oakland	Oakland Waterfront Bay Trail								
			CMAQ	\$899	Con	07/08	Liquidate Funds	04/16/14	G	\$599 Obligated 4/16/08 Add'l \$300 Obligated 7/11/08	G
49	ALA050026	San Leandro	Washington Ave Rehab								
			STP	\$30	PSE	04/05	Liquidate Funds	02/24/11	G	\$30 Obligated 2/24/05	G
	STP	\$445	Con	05/06	Liquidate Funds	03/24/12	G	\$455 Obligated 3/24/06			
50	ALA050055	San Leandro	Floresta Blvd Street Rehab								
	STP	\$185	Con	05/06	Liquidate Funds	03/24/12	G	\$185 Obligated 3/24/06	G		
51	ALA050069	San Leandro	Washington Ave Rehab -San Lorenzo Creek to I-880 O/C								
			STP	\$442	Con	07/08	Liquidate Funds	05/07/14	G	\$442 Obligated 5/7/08	G
	STP	\$49	PE	06/07	Liquidate Funds	03/05/13	G	\$49 Obligated 3/5/07			
52	ALA050078	San Leandro	Bay Trail Bridge at Oyster Bay Slough								
	CMAQ	\$750	Con	08/09	Liquidate funds	12/19/14	G	\$750 Obligated 12/19/08	G		
53	ALA070030	San Leandro	Traffic Signal System Improvements								
	CMAQ	\$100	Con	06/07	Liquidate Funds	04/30/13	G	\$100 Obligated 4/30/07	G		
54	ALA070048	San Leandro	San Leandro ATMS Upgrade								
	CMAQ	\$184	Con	07/08	Liquidate Funds	04/02/14	G	\$184 Obligated 4/2/08 Force Account	G		
55	ALA990015	Union City	UC Intermodal Station								
			CMAQ	\$124	Con	07/08			Obligated for Transfer to FTA Grant 2/6/08		
			CMAQ	\$1,702	Con	07/08			Obligated for Transfer to FTA Grant 1/25/08		
	CMAQ	\$3,024	Con	05/06			Obligated for Transfer to FTA Grant 7/10/06				

Notes:

- 1 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."
- 2 Transit projects receiving State-only funds are subject to project specific requirements in agreements with Caltrans.
- 3 Deadline for ARRA funding may be different than STIP Timely Use of Funds requirement. ARRA deadlines shown.

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

Required Activities Monitored by CMA ¹	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		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
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.			

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.

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.

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	
	<p>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.</p> <p>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."</p>	<p>Est. Completion Date: For each phase, fully expend federal funds 1 year prior to date provided to Caltrans.</p> <p>Project Close-out: Within 6 months of final project invoice.</p>

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.

Appendix C**Date of Most Recent Invoice on Record at CMA**

Project Sponsors are required to submit an invoice at least once every six months following obligation for each phase for which federal funds have been obligated (per MTC Resolution 3606 - Revised 7/23/08), with the exception of the first invoice for the construction phase which must be submitted within 12 months following obligation. Funds that are not invoiced and reimbursed against at least once every 12 months are subject to de-obligation by FHWA.

Project Sponsors are requested to provide the CMA with copies of excerpts from invoices showing the invoice number, date, amount, and the signature of the agency representative (i.e. the CMA does not need copies of the entire invoice package).

Index	TIP ID/ Sponsor Project	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Obligation Date	Date of Most Recent Invoice on Record at CMA	Months Since Most Recent Invoice on Record at CMA
C1	ALA070042/ ACCMA I-880 SB HOV Lane	CMAQ	\$4,000	PE	07/08	12/19/07	4/28/10	6
C2	ALA10032/ ACCMA I-580 San Leandro Estudillo Noise Barrier	STP	\$7,262	Con	08/09	3/27/09	7/15/10	3
C3	ALA050018/ ACCMA Grand/MacArthur Bus Improvements	CMAQ	\$500	Con	06/07	5/22/08	11/30/09	10
C4	ALA030002/ Ala. County Vasco Road Safety Imps., Phase 1	STP	\$3,900 \$9,350	R/W Con	04/05 07/08	6/29/05 6/20/08	11/26/07 5/27/10	Note 2 5
C5	ALA050072/ Ala. County Castro Vly Blvd. Rehab - Foothill to Stanton	STP	\$83 \$758	PSE Con	06/07 08/09	6/26/07 7/23/09	5/6/10 5/6/10	Note 2 5
C6	ALA070040/ Ala. County Hampton Rd Streetscape Improvement	CMAQ	\$2,999	Con	08/09	6/17/09	6/23/10	4
C7	ALA050082/ Dublin East Dublin BART Station Corridor	CMAQ CMAQ	\$2,587 \$489	Con PE	08/09 06/07	3/9/09 4/12/07	3/16/10 3/16/10	7 Note 2
C8	ALA070037/Fremont Bay Street Streetscape and Parking Project	CMAQ	\$1,570	Con	08/09	1/21/09	1/14/2010	9
C9	ALA070038/ Livermore Downtown Ped Transit Connection	CMAQ	\$140 \$1,060	PE Con	07/08 08/09	11/16/07 3/30/09	5/10/10 5/10/10	Note 2 5
C9	ALA070059/ Livermore Downtown Pedestrian Improvements	CMAQ	\$845	Con	08/09	4/8/09	7/26/10	3
C10	ALA050021/ Oakland Oakland Street Resurfacing Program	STP	\$825	Con	05/06	6/21/06	9/23/10	1
C11	ALA050023/ Oakland Rehabilitation on Various Streets	STP STP	\$1,573 \$2,486	Con Con	05/06 07/08	6/21/06 4/11/08	6/9/10 6/9/10	Note 2 4
C12	ALA050039/ Oakland MacArthur Transit Hub Imps	CMAQ CMAQ	\$200 \$996	PE Con	05/06 06/07	3/30/06 3/20/07	2/26/10 2/26/10	Note 2 8
C13	ALA050080/ Oakland 7th St., W. Oakland Transit Villiage Imps.	CMAQ STP ARRA	\$320 \$2,330 \$1,300	PE Con Con	07/08 08/09 08/09	11/5/07 8/5/09 8/5/09	04/02/10 6/15/10 6/15/10	6 4 4
C14	ALA070011 Oakland 66th Ave. Streetscape Improvement Project	CMAQ	\$1,230	Con	08/09	3/30/09	9/14/10	1
C15	ALA070027 Oakland W. Oakland Bay Trail: Mandela Pkwy	CMAQ	\$770	Con	06/07	3/19/07	7/16/10	3

Appendix C (cont.)

Date of Most Recent Invoice on Record at CMA

Project Sponsors are required to submit an invoice at least once every six months following obligation for each phase for which federal funds have been obligated (per MTC Resolution 3606 - Revised 7/23/08), with the exception of the first invoice for the construction phase which must be submitted within 12 months following obligation. Funds that are not invoiced and reimbursed against at least once every 12 months are subject to de-obligation by FHWA.

Project Sponsors are requested to provide the CMA with copies of excerpts from invoices showing the invoice number, date, amount, and the signature of the agency representative (i.e. the CMA does not need copies of the entire invoice package).

Index	TIP ID/ Sponsor Project	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Obligation Date	Date of Most Recent Invoice on Record at CMA	Months ¹ Since Most Recent Invoice on Record at CMA
C16	ALA070039 Oakland Oakland Waterfront Bay Trail	CMAQ	\$899	Con	07/08	4/16/08	9/22/10	1
C17	ALA050069/ San Leandro Washington Ave Rehab - Creek to I-880	STP	\$49 \$442	PE Con	06/07 07/08	3/5/07 5/7/08	5/7/09 8/9/10	Note 2 2
C18	ALA050078/ San Leandro Bay Trail Bridge at Oyster Bay Slough	CMAQ	\$750	Con	08/09	12/19/08	3/8/10	7
C19	ALA070048/ San Leandro San Leandro ATMS Upgrade	CMAQ	\$184	Con	07/08	4/2/08	5/7/10	5
C20	ALA050070/ Union City Alvarado-Niles Pavement Rehabilitation	STP STP	\$5 \$421	PE Con	07/08 08/09	4/4/08 1/21/09	1/6/09 9/14/2009	Note 2 13

Notes: ¹ Partial months are rounded up to full months (i.e. 4 months and 1 day = 5 months).
² The programmed amount for this phase has been fully invoiced.
³ Final Invoice submitted by Sponsor.

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Memorandum

DATE: September 22, 2010
TO: ACTAC
FROM: Matt Todd, Manager of Programming
SUBJECT: CMA Exchange Program Quarterly Status Report

Recommendations:

It is recommended that the Alameda CTC Board approve the CMA Exchange Program Quarterly Status Report, dated September 30, 2010.

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. No additional exchange revenue has been received since the April 2010 report.

Attachments:

Attachment A – CMA Exchange Program Quarterly Status Report

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CMA Exchange Projects - Quarterly Status Report
Status Date: September 30, 2010

Index	CMA Exchange Project Number	Sponsor	Project	Exchange Fund Source	Exchange Amount	Amount Rec'd (as of 9/20/10)	Amount Remaining (to be rec'd)	Estimated Payback Date (full amount)	Agreement Status ¹	Notes
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	\$ 4,728,844	\$ 1,649,156	12/31/10	E	
5	Ex 18	Ala. County	Vasco Rd. Safety Improvements	STP	\$ 5,727,700		\$ 5,727,700	12/31/10	D	
				STP	\$ 3,000,000		\$ 3,000,000	6/30/11	D	
6	Ex 19	Ala. County	ARRA LSR Project	ARRA	\$ 1,503,850		\$ 1,503,850	12/31/10	D	
7	Ex 16	ACTIA	I-580 Castro Valley I/C Imps	STP	\$ 1,000,000		\$ 1,000,000	12/31/10	D	
8	Ex 17	ACTIA	I-580 Castro Valley I/C Imps	STIP-RIP	\$ 1,300,000		\$ 1,300,000	12/31/10	D	
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 9	Livermore	Isabel Interchange	STIP-RIP	\$ 3,600,000	\$ 3,600,000	\$ -	Done	E	
17	Ex 10	MTC	East Dublin County BART	STP	\$ 750,000	\$ 750,000	\$ -	Done	E	
18	Ex 11	Union City	UC Intermodal Station	STIP-RIP	\$ 9,314,000	\$ 1,813,153	\$ 7,500,847	12/31/10	E	
Totals:					\$ 79,828,880	\$ 58,147,327	\$ 21,681,553			

Notes:

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

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Memorandum

DATE: September 22, 2010

TO: ACTAC

FROM: Jacki Taylor, Programming Liaison

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

Recommendations:

It is recommended that the Alameda CTC Board approve the TFCA At Risk Report, dated September 30, 2010.

Summary:

The report includes all of the currently active projects programmed with Alameda County TFCA Program Manager funds. The report segregates a total of 30 projects into Red, Yellow, and Green zones. The ten "Red Zone" projects have required activities due within the next four months. The eleven "Yellow Zone" projects have required activities due within the next five to seven months. The remaining nine projects are listed under the report's "Green Zone" and have required activities that are not due for eight months or more.

Discussion:

The following three projects have been completed and will be archived from the report: 1) 08ALA06 - Pleasanton Trip Reduction Program (FY 08/09); 2) 07ALA01 - ACCMA's Alameda Signal Timing on Constitution Way and Lincoln Ave; and 3) 08ALA09 - ACE Shuttle Service- Route 53 (FY 08/09-09/10).

The projects approved for the FY 2010/11 program by the Alameda CTC Board at its July 22, 2010 Board meeting have been included under the report's Yellow Zone. The funding agreements for the FY 2010/11 projects will be distributed to sponsors in late September or early October and a fully-executed agreement will be due within three (3) months of receipt.

Attachments:

Attachment A – TFCA Program Manager Fund At Risk Report

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**TFCA County Program Manager Fund
At Risk Report**

Report Date: September 30, 2010

Project No.	Sponsor	Project Title	Balances	Required Activity	Date Due	Activity Completed (Date or Y/N)	Notes
RED ZONE (Milestone deadline within 4 months)							
07ALA03	County of Alameda	Class II Bicycle Lanes: Wente Street	TFCA Award	Agreement Executed	1/1/08	4/21/08	Expenditures not complete (Extension approved 10/22/09) FMR Due Mar '11
			\$ 150,000.00	Project Start	10/1/2007	Apr-08	
			TFCA Expended	Final Reimbursement	12/31/11		
			\$ -	FMR	Mar-11		
			Expend Deadline Met?	12/26/10			
07ALA06	BART	Multi-Jurisdiction Bike Locker Project	TFCA Award	Agreement Executed	1/1/08	3/8/08	Expenditures not complete Expenditure deadline Dec '10 FMR Due Mar '11 2nd extension requested.
			\$ 275,405.00	Project Start	2/1/08	Feb-08	
			TFCA Expended	Final Reimbursement	12/31/11		
			\$ -	FMR	Mar-11		
			Expend Deadline Met?	12/22/10			
08ALA01	ACCOMA	Webster Street Corridor Enhancements Project	TFCA Award	Agreement Executed	1/8/09	12/16/08	Expenditures not complete Expenditure deadline Dec '10 FMR Due Dec '10 Extension request received.
			\$ 420,000.00	Project Start	Jan-09	Jun-09	
			TFCA Expended	Final Reimbursement	12/31/11		
			\$ -	FMR	Dec-10		
			Expend Deadline Met?	12/22/10			
08ALA02	BART	Castro Valley BART Station Bicycle Lockers	TFCA Award	Agreement Executed	1/31/09	2/12/09	Expenditures not complete Expenditure deadline Dec '10 FMR Due Dec '10 Extension request received.
			\$ 66,500.00	Project Start	Jan-09	Jan-09	
			TFCA Expended	Final Reimbursement	12/31/11		
			\$ -	FMR	Dec-10		
			Expend Deadline Met?	12/22/10			
08ALA03	Berkeley	9th Street Bicycle Boulevard	TFCA Award	Agreement Executed	1/8/09	1/14/09	Expenditures not complete Expenditure deadline Dec '10 FMR Due Dec '10 Extension request received.
			\$ 247,316.00	Project Start	Jan-09	Jan-09	
			TFCA Expended	Final Reimbursement	12/31/11		
			\$ -	FMR	Dec-10		
			Expend Deadline Met?	12/22/10			
08ALA04	Oakland	Bay Trail Gap Closure, Fruitvale to Park Street Bridge	TFCA Award	Agreement Executed	1/8/09	11/19/08	TFCA expenditures complete. FMR Due Oct '10
			\$ 125,000.00	Project Start	Jan-09	Nov-08	
			TFCA Expended	Final Reimbursement	12/31/11	10/20/09	
			\$ 125,000.00	FMR	Oct-10		
			Expend Deadline Met?	12/22/10	Yes		
08ALA05	ACCOMA	Oakland San Pablo Avenue TSP/Transit Improvement Project	TFCA Award	Agreement Executed	NA	8/22/08	Expenditures not complete Expenditure deadline Dec '10 FMR Due Jul '12
			\$ 174,493.00	Project Start	Apr-09	Jul-09	
			TFCA Expended	Final Reimbursement	12/31/11		
			\$ -	FMR	Jul-12		
			Expend Deadline Met?	12/22/10			
08ALA07	San Leandro	San Leandro LINKS (FY 08/09-09/10)	TFCA Award	Agreement Executed	1/8/09	12/12/08	TFCA Expenditures complete FMR Due Oct '10
			\$ 165,000.00	Project Start	Dec-08	Sep-08	
			TFCA Expended	Final Reimbursement	12/31/11	05/07/10	
			\$ 165,000.00	FMR	Oct-10		
			Expend Deadline Met?	12/22/10	Yes		
08ALA10	LAVTA	ACE Shuttle Service-Route 54 (FY 08/09-09/10)	TFCA Award	Agreement Executed	1/8/09	11/19/08	Expenditures not complete Expenditure deadline Dec '10 FMR Due Oct '10
			\$ 84,950.00	Project Start	Nov-08	Oct-08	
			TFCA Expended	Final Reimbursement	12/31/11		
			\$ 38,642.56	FMR	Oct-10		
			Expend Deadline Met?	12/22/10			
08ALA11	LAVTA	Route 10 BRT TSP and Queue Jumper Improvements	TFCA Award	Agreement Executed	1/8/09	11/19/08	Expenditures not complete Expenditure deadline Dec '10 FMR Due Mar '11 Extension request received.
			\$ 444,722.00	Project Start	Jul-09	Jul-09	
			TFCA Expended	Final Reimbursement	12/31/11		
			\$ 14,947.92	FMR	Mar-11		
			Expend Deadline Met?	12/22/10			
YELLOW ZONE (Milestone deadline within 5-7 Months)							
10ALA01	Alameda County	Fairmont Campus to BART Shuttle (FY 10/11)	TFCA Award	Agreement Executed	1/9/11		TFCA funding agreement to be distributed to sponsor.
			\$ 110,000.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
			Expend Deadline Met?	TBD			

**TFCA County Program Manager Fund
At Risk Report**

Report Date: September 30, 2010

Project No.	Sponsor	Project Title	Balances	Required Activity	Date Due	Activity Completed (Date or Y/N)	Notes
YELLOW ZONE (Milestone deadline within 5-7 Months), continued							
10ALA02	ACCMA	I-80 Corridor Arterial Management	TFCA Award	Agreement Executed	1/9/11		TFCA funding agreement to be distributed to sponsor.
			\$ 100,000.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
			Expend Deadline Met?	TBD			
10ALA03	Fremont	Signal Retiming: Paseo Padre parkway and Auto Mall Parkway	TFCA Award	Agreement Executed	1/9/11		TFCA funding agreement to be distributed to sponsor.
			\$ 210,000.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
			Expend Deadline Met?	TBD			
10ALA04	Hayward	Traffic Signal Controller Upgrade and Synchronization	TFCA Award	Agreement Executed	1/9/11		TFCA funding agreement to be distributed to sponsor.
			\$ 528,000.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
			Expend Deadline Met?	TBD			
10ALA06	Oakland	Webster/Franklin Bikeway Project	TFCA Award	Agreement Executed	1/9/11		TFCA funding agreement to be distributed to sponsor.
			\$ 90,000.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
			Expend Deadline Met?	TBD			
10ALA07	Pleasanton	Pleasanton Trip Reduction Program (FY 10/11)	TFCA Award	Agreement Executed	1/9/11		TFCA funding agreement to be distributed to sponsor.
			\$ 52,000.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
			Expend Deadline Met?	TBD			
10ALA08	AC Transit	TravelChoice- New Residents (TCNR)	TFCA Award	Agreement Executed	1/9/11		TFCA funding agreement to be distributed to sponsor.
			\$ 165,000.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
			Expend Deadline Met?	TBD			
10ALA09	LAVTA	BART to Downtown Pleasanton - Route 8 (FY 10/11)	TFCA Award	Agreement Executed	1/9/11		TFCA funding agreement to be distributed to sponsor.
			\$ 96,860.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
			Expend Deadline Met?	TBD			
10ALA10	LAVTA	BART/Hacienda Business Park Shuttle - Route 9 (FY 10/11)	TFCA Award	Agreement Executed	1/9/11		TFCA funding agreement to be distributed to sponsor.
			\$ 60,380.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
			Expend Deadline Met?	TBD			
10ALA11	LAVTA	ACE Shuttle Service - Route 53 (FYs 10/11 & 11/12)	TFCA Award	Agreement Executed	1/9/11		TFCA funding agreement to be distributed to sponsor.
			\$ 70,677.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
			Expend Deadline Met?	TBD			
10ALA12	LAVTA	ACE/BART Shuttle Service - Route 54 (FYs 10/11 & 11/12)	TFCA Award	Agreement Executed	1/9/11		TFCA funding agreement to be distributed to sponsor.
			\$ 72,299.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	TBD		
			\$ -	FMR	TBD		
			Expend Deadline Met?	TBD			
GREEN ZONE (Milestone deadline beyond 7 months)							
09ALA01	ACCMA	Webster St SMART Corridors	TFCA Award	Agreement Executed	1/7/10	07/07/09	Expenditures not complete Expenditure deadline Jan '12 FMR Due Mar '12
			\$ 400,000.00	Project Start	Oct-09		
			TFCA Expended	Final Reimbursement	01/13/13		
			\$ -	FMR	Mar-12		
			Expend Deadline Met?	01/13/12			

**TFCA County Program Manager Fund
At Risk Report**

Report Date: September 30, 2010

Project No.	Sponsor	Project Title	Balances	Required Activity	Date Due	Activity Completed (Date or Y/N)	Notes
GREEN ZONE (Milestone deadline beyond 7 months), continued							
09ALA02	Alameda County	Fairmont Campus to BART Shuttle (FY 09/10)	TFCA Award	Agreement Executed	1/7/10	1/5/10	Expenditures not complete Expenditure deadline Jan '12 FMR Due Mar '12
			\$ 170,000.00	Project Start	Mar-10		
			TFCA Expended	Final Reimbursement	01/13/13		
			\$ -	FMR	Mar-12		
			Expend Deadline Met?	01/13/12			
09ALA04	Berkeley	Citywide Bicycle Parking Program	TFCA Award	Agreement Executed	1/7/10	1/5/10	Expenditures not complete Expenditure deadline Jan '12 FMR Due Mar '12
			\$ 46,887.00	Project Start	Mar-10		
			TFCA Expended	Final Reimbursement	01/13/13		
			\$ -	FMR	Mar-12		
			Expend Deadline Met?	01/13/12			
09ALA05	Fremont	South Fremont Arterial Management	TFCA Award	Agreement Executed	1/7/10	12/03/09	Expenditures not complete Expenditure deadline Jan '12 FMR Due Mar '12
			\$ 232,000.00	Project Start	Jan-10	Nov-09	
			TFCA Expended	Final Reimbursement	01/13/13		
			\$ 155,075.95	FMR	Mar-12		
			Expend Deadline Met?	01/13/12			
09ALA06	Pleasanton	Trip Reduction Program (FY 09/10)	TFCA Award	Agreement Executed	1/7/10	12/03/09	Expenditures not complete Expenditure deadline Jan '12 FMR Est. Mar '11
			\$ 47,000.00	Project Start	Dec-09		
			TFCA Expended	Final Reimbursement	01/13/13		
			\$ -	FMR	Mar-11		
			Expend Deadline Met?	01/13/12			
09ALA07	AC Transit	Easy Pass Transit Incentive Program	TFCA Award	Agreement Executed	1/7/10	12/03/09	Expenditures not complete Expenditure deadline Jan '12 FMR Due Mar '12
			\$ 350,000.00	Project Start	Sep-09	Nov '09	
			TFCA Expended	Final Reimbursement	01/13/13		
			\$ -	FMR	Mar-12		
			Expend Deadline Met?	01/13/12			
09ALA08	ACCMA	Guaranteed Ride Home Program (FYs 09/10 & 10/11)	TFCA Award	Agreement Executed	1/7/10	07/07/09	Expenditures not complete Expenditure deadline Jan '12 FMR Due Mar '12
			\$ 280,000.00	Project Start	Nov-09		
			TFCA Expended	Final Reimbursement	01/13/13		
			\$ -	FMR	Mar-12		
			Expend Deadline Met?	01/13/12			
09ALA09	LAVTA	Route 9 Operating Assistance (FY 09/10)	TFCA Award	Agreement Executed	1/7/10	11/16/09	Expenditures not complete Expenditure deadline Jan '12 FMR Due Mar '12
			\$ 86,133.00	Project Start	Nov-09	Nov-09	
			TFCA Expended	Final Reimbursement	01/13/13		
			\$ 68,960.72	FMR	Mar-12		
			Expend Deadline Met?	01/13/12			
09ALA10	ACCMA	Bike to Work Day Marketing and Survey	TFCA Award	Agreement Executed	1/7/10	07/07/09	Expenditures not complete Expenditure deadline Jan '12 FMR Due Mar '12
			\$ 96,000.00	Project Start	Mar-10	Mar-10	
			TFCA Expended	Final Reimbursement	01/13/13		
			\$ -	FMR	Mar-12		
			Expend Deadline Met?	01/13/12			
Completed Projects (will be removed from the monitoring report)							
07ALA01	ACCMA	Signal Timing: Constitution Way/ Lincoln Ave	TFCA Award	Agreement Executed	1/1/2008	2/4/08	TFCA Expenditures complete. Final Invoice paid. FMR received. \$14.82 relinquished.
			\$ 99,985.18	Project Start	Oct-09	Sep-09	
			TFCA Expended	Final Reimbursement	12/31/10	09/07/10	
			\$ 99,985.18	FMR	Dec-09	Jan '10	
			Expend Deadline Met?	12/26/09	Yes		
08ALA06	Pleasanton	Pleasanton Trip Reduction Program (FY 08/09)	TFCA Award	Agreement Executed	1/8/09	12/05/08	TFCA Expenditures complete. FMR received. Final Invoice paid.
			\$ 77,000.00	Project Start	Jan-09	Aug-08	
			TFCA Expended	Final Reimbursement	12/31/11	07/20/10	
			\$ 77,000.00	FMR	Mar-10	Feb-10	
			Expend Deadline Met?	12/22/10	Yes		
08ALA09	LAVTA	ACE Shuttle Service-Route 53 (FY 08/09-09/10)	TFCA Award	Agreement Executed	1/8/09	11/19/08	TFCA Expenditures complete FMR received. Final Invoice paid.
			\$ 59,864.00	Project Start	Nov-08	Oct-08	
			TFCA Expended	Final Reimbursement	12/31/11	07/20/10	
			\$ 59,864.00	FMR	Oct-10	9/18/10	
			Expend Deadline Met?	12/22/10	Yes		

Report Milestone Notes

- Agmt Executed = Date TFCA Agreement executed
- Project Start = Date of project initiation
- FMR = Date Final Monitoring Report received by CMA
- Exp. Deadline Met? = Expenditures completed before deadline (Yes/No)

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Memorandum

DATE: September 20, 2010

TO: ACTAC

FROM: Diane Stark, Senior Transportation Planner

SUBJECT: Approval of Transit Oriented Development Quarterly Update, Transportation and Land Use Program

Recommendation:

It is recommended that the Commission approve the attached Transit Oriented Development (TOD) Quarterly Fund Monitoring and Project Status Report. The report provides project and funding status for nine of the Transit Oriented Development projects identified in the Countywide Transportation Plan (CTP): MacArthur, W. Oakland, Oakland Coliseum, Ashby/Ed Roberts Campus, San Leandro, Union City, Warm Springs, South Hayward and Fruitvale Phase II.

Background:

The attached quarterly report provides a status of the delivery of nine of the TOD projects in the Countywide Transportation Plan (CWTP). In addition to an update of the progress of each project, it also provides a Fund Monitoring Report for eight active projects in the CWTP. This report tracks this quarter's status and upcoming requirements for programmed TOD funds, i.e., those included in an official document showing a commitment of funding approved or adopted by the governing board responsible for the administration of the funds. The report is based on information provided by the sponsors and funding agencies such as the Alameda CTC, MTC, Caltrans and the CTC.

Staff has been submitting quarterly TOD reports to the ACCMA Board since 2005 to provide updates on funding, plans and development of the TOD sites in the 2004 CWTP, and an additional two active TODs (South Hayward and Fruitvale Phase II), as requested by Hayward and Oakland. Together, the TOD projects being monitored are at the following BART stations: MacArthur, W. Oakland, Oakland Coliseum, Ashby/Ed Roberts Campus, San Leandro, Union City, Warm Springs, South Hayward and Fruitvale Phase II. With the adoption of the 2008 Countywide Transportation Plan, the TODs were replaced by 35 Priority

Development Areas (PDAs), which are a more comprehensive way of defining TODs. The Association of Bay Area Governments (ABAG) has approved of Alameda County's PDAs as areas within existing developed communities, near existing or planned fixed transit (i.e., rail or ferry) or comparable bus service, which have plans to add more housing. Monitoring the status of Alameda County's PDAs is a way to track how Alameda County is supporting connections between land use and transportation, with the goals of reducing traffic congestion, vehicle miles traveled and reducing greenhouse gas and other air emissions.

At its meeting on September 23, 2010, the Commission directed staff to monitor the status of up to 35 active PDAs in the Countywide Transportation Plan, for which jurisdictions are interested in providing updates, as well as the 11 PDAs for which the ACCMA Board approved funds from the Transportation for Livable Communities (TLC) Program. The expanded update will be included in the January 2011 quarterly update based on input from the jurisdictions.

Fiscal Impact:

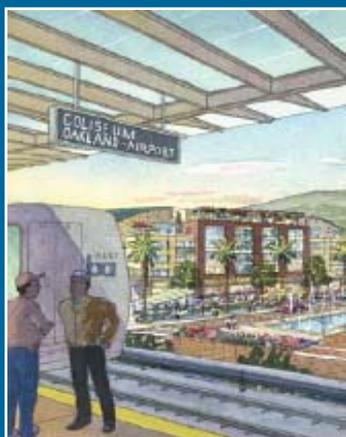
The cost of providing quarterly updates of PDAs is funded by MTC's Transportation and Land Use (T Plus) Program within the existing budget.

Attachments:

Attachment A: TOD Quarterly Progress Report

Attachment B: TOD Quarterly Fund Monitoring Report

Coliseum BART Transit Village



4th QUARTER, April to June 2010

Development: Oakland developed a workable replacement parking approach with BART and continued to refine a viable development approach with developers. Oakland acquired another parking parcel along 73rd Avenue and the Redevelopment Agency acquired the Capitol Corridor/AMTRAK parking lot from the City.

Funding: Updated the STIP TE grant information to retain the BART plaza and pedestrian area grant. Selected a design team to design the plaza and pedestrian area refurbishments at the Coliseum BART Station.

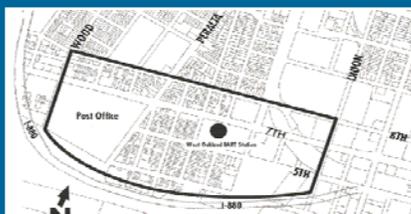
Next Steps: The State HCD Prop 1C TOD Infrastructure grant of \$8.4 million for the Coliseum BART Station Area Transit Village has been awarded. The grant will be used to link the existing Oakland Housing Authority Lion Creek Crossings and the proposed Coliseum Transit Village projects. The infrastructure grant contributes to the construction of a new Coliseum BART plaza as well as improves the streetscape along 69th Avenue, 70th Avenue, 71st Avenue and Snell Street. It also proposes a new mid-block street between 70th and 71st Avenues to connect Lion Creek Crossings Phase IV project and CTV Phase I to the Coliseum BART Station plaza. However, the Agency is awaiting the state HCD TOD grant agreement to be signed before they begin work.

1st QUARTER, July to September 2010

Design: The City of Oakland has hired a consultant to design the Oakland Coliseum plaza improvements. Oakland is working with BART, the Coliseum Authority, AirBART, AC Transit and Alameda CTC to coordinate the schedule, timing, design standards and needs at the site. The design is expected to be complete December 2010.

Next Steps: Go to CTC for fund allocation Spring 2011. Construction of the Coliseum plaza improvements is expected to begin summer 2011.

W. Oakland Bart Transit Village



Construction: Notice to Proceed for construction was issued mid May 2010. At the west end of the project, the city is negotiating with BART Seismic Retrofit project to schedule their work such that its affect on the Transit Village project would be minimal.

Construction: Construction is in progress. To avoid a scheduling conflict between West Oakland project and the BART Seismic Retrofit project between Chester Street and Peralta Street on 7th Street, it was decided that BART complete their work on this section first. City is working on Phase I of the construction, which includes the construction of improvements on the south side of 7th Street between Union Street and Chester. Phase II will include work on the north side and Phase III will be the construction work in the median.

MacArthur Transit Village



4th QUARTER, April to June 2010

Design: Continued to work on design for first phase of construction.

1st QUARTER, July to September 2010

Design: The Planning Commission reviewed the final design and the Tentative Map for the site in August 2010 and the City Council approval for the Phase I Final Develop Plan is scheduled for September 2010.

Construction: Construction for the first phase is anticipated to begin early 2011.

Ashby / Ed Roberts Campus



Construction: Construction is ongoing.

Next Steps: Construction expected to be complete in spring 2010.

Construction: Construction on the Ed Roberts Campus is in process and expected to be complete summer 2010.

Union City TOD



Construction: Infrastructure improvements (roads, utilities, drainage, etc.) for the Intermodal Station District core area (former PG&E property located on the east side of the BART Station – 30 acres) has commenced. Mid-Peninsula Housing will begin construction in April 2010 on Phase 1 (100 units and parking garage) of their 157-unit affordable housing development within the Intermodal Station District.

Funding: Received an Infill Infrastructure Grant from HCD for \$15 million for BART Phase 2. The recently approved Mid-Peninsula Housing Coalition's 157-unit affordable housing project (proposed on former PG&E property) received 4 percent tax credits for Phase 1 and is preparing for bond issuance.

Design: Redevelopment Agency contracted with ROMA Design Group to prepare preliminary Final Design, updated detailed cost estimate and phasing program for BART Phase 2 to accelerate pedestrian connection and to minimize disruption to existing operations.

Construction: Infrastructure improvements (roads, utilities, drainage, etc.) for the Intermodal Station District core area (former PG&E property located on the east side of the BART Station – 30 acres) is nearing completion. Mid-Peninsula Housing Phase 1 (100 units and parking garage) of the 157-unit affordable housing development is under construction. BART Phase 1 (west side expansion) is nearing completion.

Funding: Received a 1C TOD grant of \$7.6 million to construct the roadway and infrastructure. Received a 1C Infill Infrastructure Grant of \$15 million for the construction of BART Phase 2. Received a \$4.45 million MTC TLC grant for the East Plaza improvements, and a \$1.9 million FTA grant for bus improvements at the Intermodal Station. Mid Peninsula Housing Coalition received a 4 percent tax credits for Phase 1 (100 units) and has issued bonds. Mid Peninsula was awarded tax credits on September 22, 2010, ensuring the construction of Phase 2 (57 units). The Mid Peninsula Housing is now fully funded and Phase 2 construction will begin December 2010.

4th QUARTER, April to June 2010

1st QUARTER, July to September 2010

Union City TOD continued

Design: Redevelopment Agency contracted with ROMA Design Group to prepare preliminary Final Design, updated detailed cost estimate and a phasing program for BART Phase 2 to accelerate pedestrian connection to the east side of BART and minimize disruption to BART operations. The East Plaza is nearing 100 percent design.

San Leandro Transit Village



Planning: TOD TAP access study initiated. Kick off meeting held with consultants

Studies: Access study funded through Alameda CTC TOD TAP Program is underway.

Next Steps: The Alameda has been delayed due to the current economic climate and new State HCD infrastructure grant requirements related to the project. The nonprofit developer, BRIDGE Housing Corporation, was unable to meet State low income housing tax credit deadlines and had to return the credit. The City is working with BRIDGE Housing to reapply for tax credits and go forward with construction.

Warm Springs TOD



Funding: The City of Fremont received a \$333,000 grant from the United States Department of Commerce Economics Development Administration (EDA) for studies to develop a Recover Strategy for the reuse, planning, and job creation for the NUMMI site and surrounding area. The 850 acre study area includes the future Warm Springs BART Station and potential Transit Oriented Development (TOD) around the station.

Planning and Environmental: On July 13, 2010, the City Council adopted a resolution designating boundaries of the South Fremont / Warm Springs Survey Area and authorized a Redevelopment Plan Adoption Process and EIR preparation for the area.

Plans and Policy On May 4, 2010, the City Council approved Guiding Principles for development of the Warm Springs/South Fremont Area.

Studies: On July 27, 2010 City Council awarded a contract of \$333,000 contract to Perkins + Will to lead a team of consultants in the preparation studies funded from the Economic Development Administration (EDA) the studies include: 1) An Economic and Market Analysis Strategies Plan; 2) Land Use Alternatives Studies; 3) Infrastructure and Cost Analysis and 4) Financial Assessment. The studies will focus on an area of about 850 acres in the area of the former NUMMI Plant and Fremont/Warm Springs BART Station.

Community Outreach: On October 4, 2010, The City of Fremont and Perkins + Will consultants will host a first community meeting on the EDA Studies at the Warm Springs Community Center. On November 6, 2010, a second workshop will be held in conjunction with the Community meeting on the Draft General Plan 2010. This meeting will be held at Fremont City Hall.

South Hayward TOD



4th QUARTER, April to June 2010

Planning: The City is pursuing development of a form-based code for the area encompassed by the 2006 Concept Design Plan. A public workshop/charrette was held September 29 through October 4. Also, a market analysis and parking strategy report are being developed.

Funding: The City's Redevelopment Agency was successful in acquiring \$30 million through the State Proposition 1C Infill Infrastructure grant program, and the developer and Eden Housing were awarded \$17 million from the State Proposition 1C TOD grant program for the South Hayward BART Mixed Use Project, which will result in 788 units, 26 percent of which will be affordable, and a new grocery store at the South Hayward BART station.

1st QUARTER, July to September 2010

No changes reported.

Fruitvale TOD Phase II



Entitlements: Fruitvale Transit Village Phase II received discretionary entitlements and COLA clearance from the City of Oakland Planning Commission on May 19, 2010.

Funding: Fruitvale Transit Village Phase II continues to seek subsidy funding for the affordable housing and infrastructure components of the project. They anticipate having financing in place to break ground on the project in early 2012.

Entitlements: Entitlements are in hand.

Programmed Funds Monitored by Alameda County CMA							
Index	Sponsor	Project Title			Prog'd Amt		Date Req'd
	Fund Source	Program	Phase	FY	(\$ x 000)	Required Activity	
1	BART	Dublin/Pleasanton BART Station Area TOD					
	CMATIP		Con	NA	\$ 3,675	Funds 100% expended	
2	BART	Warm Springs Station (Future) Area TOD					
	No funds being monitored by the CMA at this time						
3	Berkeley	Ed Roberts Campus - Ashby BART Station Area TOD					
	SAFETEA-LU	Earmark	Con	NA	\$ 2,508	Drawdown Grant	
	STIP	RIP-TE	Con	07/08	\$ 1,200	Accept Contract within 3 years from Award	1/22/12
	STIP	RIP	Con	07/08	\$ 2,000	Accept Contract within 3 years from Award	12/26/11
	STIP	RIP	Con	07/08	\$ 2,614	Accept Contract within 3 years from Award	12/26/11
	FTA	Earmark	Con	NA	\$ 300	Drawdown Grant	
	CMAQ	Lifeline	Con	08/09	\$ 1,386	Drawdown Grant	
	ACTIA	Para Gap	Con	NA	\$ 141	Drawdown Grant	
	CMAQ	TLC	Con	07/08	\$ 2,000	Drawdown Grant	
	ACTIA	TCD	Con	NA	\$ 230	Drawdown Grant	
	CMAQ	HIP	Con	07/08	\$ 544	Drawdown Grant	
	ACTIA	Bike/Ped Grant	Con	NA	\$ 136	Drawdown Grant	
	RM2	Safe Routes to Trail	Con	07/08	\$ 325	Drawdown Grant	

Report Continued on Next Page

Programmed Funds Monitored by Alameda County CMA (cont.)							
Index	Sponsor	Project Title			Prog'd Amt	Required Activity	Date Req'd
	Fund Source	Program	Phase	FY	(\$ x 000)		
4	Oakland	Oakland Coliseum BART Station Area TOD					
	CMATIP		Con	NA	\$ 500	Submit Quarterly Progress Report	10/15/10
	STIP	RIP-TE	Con	10/11	\$ 885	Allocate Funds Added to 2010 STIP	6/30/11
	FTA	Earmark		NA	\$ 600	Agreement with Transit Agency (Note 3)	
	CMAQ		Con	06/07	\$ 89	Liquidate Funds Submit Invoice at least once every 6 months	1/17/13
	TDA		Con	NA	\$ 189		
5	Oakland	West Oakland BART Station Area TOD					
	CMAQ	TLC	Con	08/09	\$ 2,330	Liquidate Funds Submit Invoice at least once every 6 months	8/5/15
	ARRA	ARRA-TE	Con	08/09	\$ 1,300	Liquidate Funds Submit Invoice at least once every 6 months	8/5/15
	CMAQ	TLC	PE	07/08	\$ 320	Liquidate Funds Submit Invoice at least once every 6 months	11/5/13
6	Oakland	MacArthur BART Station Area TOD					
	CMATIP		PE	04/05	\$ 500	Submit Quarterly Progress Report	10/15/10
	CMAQ		Con	07/08	\$ 100	Liquidate Funds Submit Invoice at least once every 6 months	6/12/14
	CMAQ		PE	05/06	\$ 200	Liquidate Funds Submit Invoice at least once every 6 months	3/30/13
	CMAQ		Con	06/07	\$ 681	Liquidate Funds Submit Invoice at least once every 6 months	3/30/13
	CMAQ		Con	07/08	\$ 215	Liquidate Funds Submit Invoice at least once every 6 months	9/15/13
	STIP	RIP-TE	Con	07/08	\$ 193	Submit Final Invoice Within 6 months of contract acceptance	
	STIP	RIP-TE	Con	10/11	\$ 954	Allocate Funds Added to 2010 STIP with BART as sponsor	6/30/11

Report Continued on Next Page

Programmed Funds Monitored by Alameda County CMA (cont.)							
Index	Sponsor	Project Title			Prog'd Amt		
	Fund Source	Program	Phase	FY	(\$ x 000)	Required Activity	Date Req'd
7	San Leandro	BART TOD					
		No funds being monitored by the CMA at this time					
8	Union City	Union City Intermodal Station Area TOD					
	CMAQ	TLC	Con	05/06	\$ 3,024	Drawdown FTA Grant	
	CMAQ	TLC	Con	07/08	\$ 1,824	Drawdown FTA Grant	
	STIP	RIP-TE	Con	05/06	\$ 5,307	Accept Contract (6-Mo Ext App'd by CTC 9/23/10)	5/13/11
	STIP	RIP-TE	Con	06/07	\$ 2,000	Accept Contract (6-Mo Ext App'd by CTC 9/23/10)	5/13/11
	STIP	RIP	Con	05/06	\$ 720	Accept Contract (6-Mo Ext App'd by CTC 9/23/10)	5/13/11
	STIP	RIP	Con	06/07	\$ 9,787	Accept Contract (6-Mo Ext App'd by CTC 9/23/10)	5/13/11
	STIP	RIP	Con	07/08	\$ 4,600	Accept Contract (6-Mo Ext App'd by CTC 9/23/10)	5/13/11
	TCRP		Con	NA	\$ 1,880	Drawdown Grant	
	SAFETEA-LU	Earmark	Con	NA	\$ 3,553	(Note 2)	
Notes: This is a report of eight TOD projects in the Countywide Transportation Plan. It does not include TOD projects in progress that are not in the Plan.							
1 CMATIP Fund Transfer Agreements must be executed prior to any reimbursements being approved.							
2 SAFETEA-LU Earmarks are not subject to timely use of funds provisions. The amounts available for authorization each federal fiscal year are prescribed by the legislation and adjusted annually during the budget process.							
3 FTA funds are reimbursed through FTA grants. Sponsors must be an eligible transit agency or have an agreement with an eligible transit agency to receive funds.							
4 Funds with "NA" shown under FY do not have a specific fiscal year associated with the programming.							

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Memorandum

DATE: September 20, 2010
TO: ACTAC
FROM: Diane Stark, Senior Transportation Planner
SUBJECT: Review of Draft Conformity Findings:
Congestion Management Plan (CMP) 2010

Recommendations:

It is recommended that ACTAC review Attachment A detailing the conformity status with the Congestion Management Program (CMP).

Summary:

Local jurisdictions are required to comply with the CMP as follows:

- 1) (a) Tier 1 Land Use Analysis – submit to Alameda CTC all Notice of Preparations, EIRs and General Plan amendments;
(b) Tier 2 Land Use Forecasts- review ABAG Projections by traffic analysis zones;
- 2) Traffic Demand Management (TDM) – Complete Site Design Checklist;
- 3) Payment of Fees; and
- 4) Deficiency Plans and Deficiency Plan Progress Reports, as needed in some jurisdictions.

Letters were sent to the jurisdictions requesting 1a) Tier 1 Land Use Analysis Program and 2) TDM Site Design Checklist by September 30, 2010, and 4) Deficiency Plan Progress Reports as required for those jurisdictions discussed below by October 8, 2010.

Final conformity findings will be presented to the Alameda CTC at its December 9, 2010 meeting.

Discussion:

Regarding the requirement for some jurisdictions to submit Deficiency Plans or Deficiency Plan Progress Reports, no CMP roadway segments were found to be deficient in 2010 based on the select link analysis from the Countywide Travel Demand Model and after applying all applicable exemptions. Therefore, the preparation and submission of Deficiency Plans for

2010 is not required. However, there are four ongoing Deficiency Plans for 2010, for which jurisdictions are required to send progress reports:

- | | |
|--|-----------------|
| 1) SR 260 Posey Tube eastbound to
I-880 northbound freeway connection | City of Oakland |
| 2) SR 185 northbound between 45 th and 42 nd Streets | City of Oakland |
| 3) I-580 Westbound between Center Street and I-238 | City of Hayward |
| 4) Mowry Avenue | City of Fremont |

A request has been sent to the Cities of Oakland, Fremont and Hayward to submit their Deficiency Plan progress reports by October 8, 2010.

Attachment A is a summary table that demonstrates the status of conformity with the Alameda County CMP.

Fiscal Impacts:

This item does not affect the ACCMA budget as it is a request to the jurisdictions for information.

Attachments:

Attachment A 2010 CMP Conformance: Land Use Analysis, Site Design Guidelines, Payment of Fees, and Deficiency Plans

Table 1
2010 CMP CONFORMANCE

Land Use Analysis, Site Design, Payment of Fees and Deficiency Plans

Jurisdiction	Land Use Analysis Program			Site Design	Payment of Fees	Deficiency Plans/LOS Standards	Meets All Requirements
	Tier 1 - Ordinance Adoption	Tier 1: GPA & NOP Submittals	Tier 2- Land Use Forecasts*	Checklist Complete	Payments thru 4th Qts FY 09/10	Deficiency Plan Progress Reports and Concurrence	
Alameda County	Yes		Yes		Yes	Yes	
City of Alameda	Yes		Yes		Yes		
City of Albany	Yes		Yes		Yes	N/A	
City of Berkeley	Yes		Yes		Yes		
City of Dublin	Yes		Yes		Yes		
City of Emeryville	Yes		Yes		Yes	N/A	
City of Fremont	Yes	Yes	Yes	Yes	Yes		
City of Hayward	Yes	Yes	Yes	Yes	Yes	N/A	Yes
City of Livermore	Yes	Yes	Yes	Yes	Yes		
City of Newark	Yes		Yes		Yes		
City of Oakland	Yes		Yes		Yes		
City of Piedmont	Yes		Yes		Yes	NA	
City of Pleasanton	Yes		Yes		Yes		
City of San Leandro	Yes		Yes		Yes		
City of Union City	Yes		Yes		Yes	NA	

N/A indicates that the city is not responsible for any deficiency plan for the past fiscal year.

* The CMA is currently working with the jurisdictions and ABAG to update the land use forecasts in the context of ABAG developing SCS

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ACCMA ■ 1333 Broadway, Suite 220 ■ Oakland, CA 94612 ■ PH: (510) 836-2560
ACTIA ■ 1333 Broadway, Suite 300 ■ Oakland, CA 94612 ■ PH: (510) 893-3347

www.AlamedaCTC.org

Memorandum

DATE: September 22, 2010
TO: ACTAC
FROM: Jacki Taylor, Programming Liaison
SUBJECT: Review of PM_{2.5} Hot-spot Analysis and Interagency Consultation Requirements

Recommendation:

ACTAC is requested to review information regarding the PM_{2.5} Hot-spot Analysis and Interagency Consultation Requirements

Summary:

The Alameda CTC hosted a workshop presented by MTC staff on September 7th, prior to the September 7th ACTAC meeting. This item summarizes the material discussed at the workshop.

Effective December 14, 2010, project sponsors must demonstrate project level conformity for PM_{2.5} for certain roadway and transit projects involving diesel vehicle traffic. This requirement is the result of the EPA designating the Bay Area as nonattainment for national 24-hour PM_{2.5} standard. The first step of the project-level conformity determination process requires project sponsors to submit project information using MTC's Fund Management System (FMS) to determine whether or not the project will be required to demonstrate project level conformity for PM_{2.5}. If project level conformity is required, sponsors will need to complete Interagency Consultation and a PM_{2.5} Hot-spot Analysis.

Background:

Particle pollution, also called particulate matter or PM, is a complex mixture of extremely small particles and liquid droplets in the air. Fine particles (PM_{2.5}) describes particulate matter that is 2.5 micrometers in diameter and smaller. When breathed in, these particles can reach the deepest regions of the lungs. Exposure to particle pollution poses health problems, ranging from aggravated asthma to premature death in people with heart and lung disease. Sources of fine particles include all types of combustion activities (motor vehicles, power plants, wood burning, etc.) and certain industrial processes.

The EPA designated the Bay Area as nonattainment for national 24-hour PM_{2.5} standard on December 14, 2009. As a result, a PM_{2.5} Hot-spot Analysis must be prepared for certain roadway and transit projects involving diesel vehicle traffic. A hot-spot analysis is defined in 40 CFR 93.101 as an estimation of likely future localized PM_{2.5} or PM₁₀ pollutant concentrations and a comparison of those concentrations to the relevant air quality standards. A hot-spot analysis assesses the air quality impacts

on a scale smaller than an entire nonattainment or maintenance area, including for example, congested roadway intersections and highways or transit terminals. Such an analysis is a means of demonstrating that a transportation project meets Clean Air Act conformity requirements to support state and local air quality goals with respect to potential localized air quality impacts. When a hot-spot analysis is required, it is included within the project-level conformity determination that is made by FHWA or the Federal Transit Administration (FTA).

The EPA's Transportation Conformity Guidance for Qualitative Hot-spot Analyses in PM_{2.5} and PM₁₀ Nonattainment and Maintenance Areas (Attachment C) includes the following examples of the types of projects that are considered to be the most likely to be of air quality concern and require a PM_{2.5} or PM₁₀ hot-spot analysis:

- Truck traffic, such as facilities with greater than 125,000 annual average daily traffic (AADT) and 8% or more of such AADT is diesel truck traffic;
- New exit ramps and other highway facility improvements to connect a highway or expressway to a major freight, bus, or intermodal terminal;
- Expansion of an existing highway or other facility that affects a congested intersection (operated at Level-of-Service D, E, or F) that has a significant increase in the number of diesel trucks; and,
- Similar highway projects that involve a significant increase in the number of diesel transit buses and/or diesel trucks.
- A major new bus or intermodal terminal that is considered to be a "regionally significant project" under 40 CFR 93.1019; and,
- An existing bus or intermodal terminal that has a large vehicle fleet where the number of diesel buses increases by 50% or more, as measured by bus arrivals.

Attachments:

Attachment A – MTC's 9/7/10 PM 2.5 Workshop Presentation

Attachment B – Bay Area Interagency Consultation Procedures

Attachment C – EPA Conformity Guidance for Qualitative Hot-spot Analyses

Attachment D – Project Assessment Form for PM_{2.5} Interagency Consultation

PM_{2.5} Project-Level Conformity

Alameda CMA
September 7, 2010

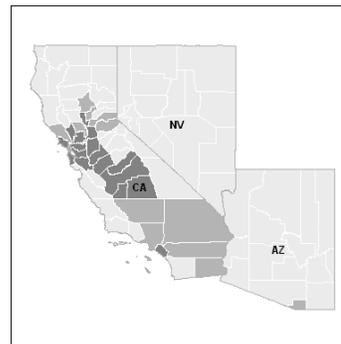


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Fine particulate Matter (PM_{2.5}) and the Bay Area

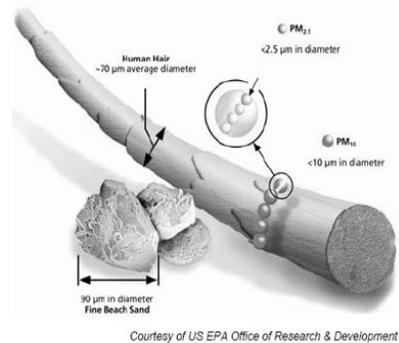
- EPA designated Bay Area as nonattainment for national 24-hour PM_{2.5} standard on December 14, 2009



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What is PM_{2.5}?

- **Particles smaller than 2.5 microns can be inhaled deeply into lungs and cause damage to our health**
- **Sources of PM include combustion activities (motor vehicles, power plants, wood burning, etc.)**



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State and Regional PM_{2.5} Planning Requirements

- **State Implementation Plan must outline how region will attain and maintain the standard**
(by December 2012)
- **RTP and TIP must demonstrate transportation conformity** (effective December 14, 2010)
- **T-2035 and 2011 TIP Conformity Analysis available for public review**



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Project Sponsor PM_{2.5} Planning Requirements

- **Project sponsors must demonstrate project level conformity for PM_{2.5} for certain roadway and transit projects involving diesel vehicle traffic** (effective December 14, 2010)



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What does Project Level Conformity Entail?

For certain transit and roadway projects conformity will require conducting a hot-spot analysis.

Per 40 CFR 93.101, a PM_{2.5} Hot-Spot Analysis:

- Estimates likely future localized PM_{2.5} pollutant concentrations and compares those concentrations to the national ambient air quality standards
- Estimates the air quality impacts of a project on a small scale, such as at a congested roadway intersection or a bus terminal, and uses an air quality dispersion model to determine the effects of emissions on air quality
- Is used to demonstrate that a transportation project meets Clean Air Act conformity requirements to support state and local air quality goals with respect to potential localized air quality impacts



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PM_{2.5} Hot-Spot Analyses

- **2006 Qualitative Guidance**
 - > Guidance is in effect until EPA issues quantitative guidance

- **2010 Quantitative Guidance – Public Draft**
 - > First time that EPA has released draft conformity guidance for quantifying the local air quality impacts of certain transportation projects on PM_{2.5} and PM₁₀
 - > Draft guidance describes how to estimate project emissions using California's EMFAC2007 model
 - > Draft guidance to be finalized late 2010, and after grace period, quantitative guidance would apply



Which Projects are Subject to PM_{2.5} Project-Level Conformity Requirements?

- **PM_{2.5} Hot-Spot Analysis not required for:**
 - Projects exempt under 40 CFR 93.126
 - **Examples:** Safety improvements (RR crossing, shoulders, medians, lighting, etc.); mass transit (transit operations, purchase of vehicles/operating equipment, renovation of transit buildings/structure, etc.); bicycle/pedestrian projects, rideshare projects; etc.
 - Traffic signal synchronization projects under 40 CFR 93.128; or
 - Projects that use no federal funds and/or require no federal approval

- **PM_{2.5} Hot-Spot Analysis must be prepared for:**
 - Projects of Air Quality Concern under 40 CFR 93.123(b)(1)
 - Projects that use federal funds and/or require federal approval



What Is a Project of Air Quality Concern?

Per 40 CFR 93.123(b)(1):

- **New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;**
- **Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;**
- **New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;**
- **Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and**
- **Projects in or affecting locations, areas, or categories of sites which are identified in the PM_{2.5} or PM₁₀ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.**



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What is the Project of Air Quality Concern Determination Process and Interagency Consultation?

- **Interagency consultation process determines if project is deemed a “project of air quality concern” pursuant to 40 CFR 93.123(b)(1)**
- **Projects to undergo full hot-spot analysis continue consultation process by submitting analysis methodology, assumptions, and results for interagency evaluation and review.**



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Bay Area Interagency Consultation Procedures

(MTC Resolution No. 3946)

1. **Sponsor submits project information via the Air Quality module in Fund Management System (FMS) and requests interagency consultation.**
2. **MTC staff determines if the project is exempt from project level conformity or if the project must continue on with the interagency consultation process to make a project of air quality concern determination.**
3. **For those projects to proceed with consultation, the Conformity Task Force determines if project is of air quality concern and therefore requires a PM_{2.5} hot-spot analysis.**
4. **If deemed as a project of air quality concern, sponsor submits PM_{2.5} hot-spot analysis for review by Conformity Task Force.**
5. **Conformity Task Force reviews and comments on PM_{2.5} hot-spot analysis.**
6. **After consultation, sponsor completes PM_{2.5} hot-spot analysis and seeks approval from FHWA and FTA.**



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FMS Air Quality Module Overview



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What is FMS?

FMS is short for Fund Management System. This system serves as an interface that allows the general public and MTC partners access to TIP and other project listings over the Internet.



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Who uses FMS?

For the general public, FMS can be used as a tool to query projects. Once the desired projects are found, reporting features are available to empower the user to print or save the results.

Only transit operators, CMAs and other project sponsors are allowed to enter the FMS Secure Portal. The secured portal allows for editing of projects and for proposing Amendments to projects. This area is secured by user authentication, and as such, partners who wish to enter this area to propose an amendment will have to sign in or create a new FMS profile, activated by MTC before they can proceed.



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How do I get started?

- **Before any work can be done with FMS, a user profile must be created. To do this, simply go to the FMS home page at <http://fms.mtc.ca.gov/fms> and follow the link to create a user profile to the FMS Secure Portal.**
- **Note that the user profile is NOT active or available for use immediately after creation. The user profile will be reviewed by the FMS administrator where the appropriate user privileges will be assigned. Once the privileges have been assigned, the profile will be activated for use.**



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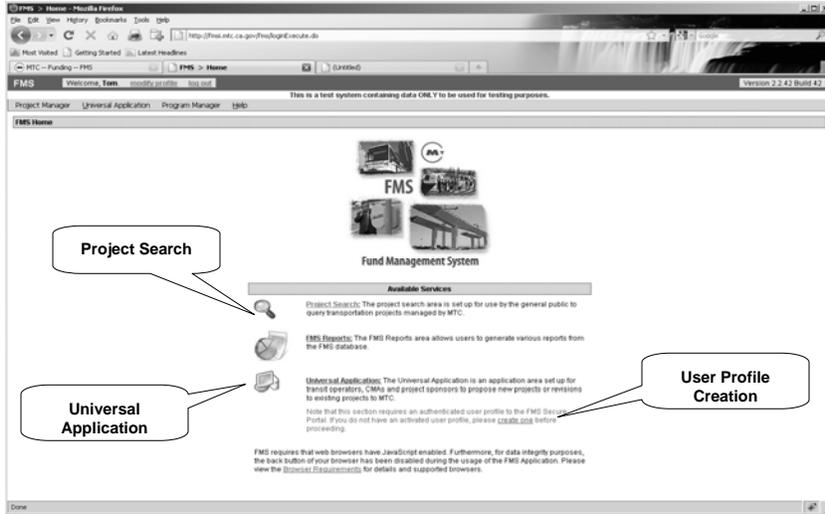
How do I locate a project to start the Air Quality Consultation process?

- **The Air Quality Module can be accessed via either the Project Search or the Universal Application.**
- **Both methods require the user to log into FMS using an activated user profile.**
- **The Project Search area provides users with access to all Active and Proposed projects.**
- **The Universal Application area allows users to create a new project or a new revision to an existing project.**

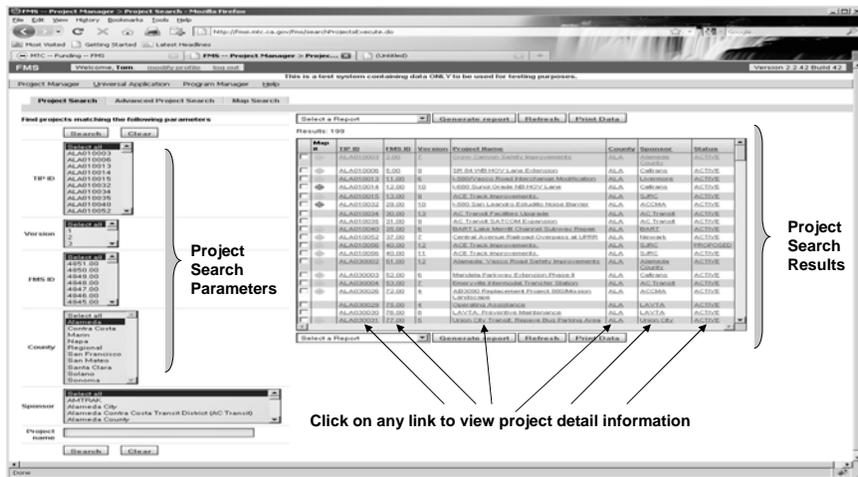


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FMS Home Page



Project Search Page



Project Detail Page

Project Manager - View Project - Profile Profile

Project Manager: Universal Application Program Manager - Links

Project Name: AC Transit Facilities Upgrade

Project Details | Funding | Contacts | Location | Lineage | Comments | Project Documents | **Air Quality** | << Back to project search results

Alternate ID Information

TIP ID	ALAG10034	Version	13	Revision No.	2009-25	
FMS ID	30-00	CEBS ID	20600002155	Created	05/05/2009	
REP ID	04526	REP Page No.	0	Last updated by	stms@mtc.ca.gov	
REP Title	AC Transit Transit operating and capital improvement program including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets, does not include system expansion		REP Cycle	T-2035	Revision Level	AA
			REP Project Cost	\$13,480,300,000		

General Information

Project Name	AC Transit Facilities Upgrade	Implementing Agency	AC Transit
Sponsor	AC Transit	Purpose	MAINTREHAB
Project Type	STRUCTUREBLDG	Mode percent	100
Mode	OTHER TRANSIT	Submode percent	
Submode			
Transportation System	TRANSIT		

Description
AC Transit Agency's facilities & equipment upgrades.

Expanded Description
This project is part of the District's facilities & Equipment Maintenance Program established to ensure that District's facilities and equipment are properly maintained to remain in operational condition to achieve optimum performance. This program helps achieve the maximum economic life from the existing fixed assets at the affordable cost.

Reason for Release
Project cost decrease. Transfer \$1,504M in FTA 5307 funds to the AC Transit Preventive Maintenance Fund (MLAGP1070)

Reason Type
4D

Description of Change
Move the funds to another existing project.

Transportation problems to be addressed
Implementation of this project will help maintain the existing transit services.

Status Information

Created	05/05/2009	Last updated	05/05/2009	Status	ACTIVE
Created Version	13	Last updated by	stms@mtc.ca.gov	Revision Level	AA

Location Information

Location	Unincorporated Area
Area	Alameda
Unincorporated Area	
State Hwy	
Post Mile	From To

ITS Information

ITS Component	NO
Project in ITS Regional Architecture	NO
Major ITS Project	NO



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Air Quality Module Summary Page

Project Manager - View Project - Profile Profile

Project Manager: Universal Application Program Manager - Links

Project Name: AC Transit Facilities Upgrade

Project Details | Funding | Contacts | Location | Lineage | Comments | Project Documents | **Air Quality** | << Back to project search results

Regional Conformity

Air Quality Costs

TCM Number	VOC	NOX	CO	PM10	PM2.5	CO2
0.0	0.0	0.0	0.0	0.0	0.0	0.0

Project Conformity

Overview
The San Francisco Bay Area has been designated as non-attainment for the 24-hour PM2.5 standard. Beginning December 14, 2010, certain projects are required to complete a PM2.5 hot spot analysis as part of the project level conformity determination process. Project sponsors must engage in interagency consultation on the PM2.5 hot spot analysis through MTC's Air Quality Conformity Task Force. The Conformity Task Force will (1) determine if a project meets the definition of a project of air quality concern and therefore requires a project level PM2.5 hot spot analysis, and (2) review the methods, assumptions and analysis of the PM2.5 hot spot analysis. The EPA and other PM10 or FTA must consult with the Conformity Task Force. Upon completion of the interagency consultation, project sponsors must seek approval from PM10 or FTA on the PM2.5 hot spot analysis.

Click here to edit Air Quality Module Information

Project Conformity Analysis Summary

Step	Milestone	Status	Comments
Step 1 - Project Identification - System Determined POAGC	NO	Regional estimate	Pending completion of questions on Step 1 - Project Identification
Step 2 - Interagency Consultation - Required	NO		
Start Commencement of POAGC	NO		
Task Force Commencement of POAGC	NO		
Step 3 - PM 2.5 Hot Spot Analysis - Required	NO		

Air Quality Module Summary



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Air Quality Module – 3 Steps

- **Step 1 – Project Identification**
- **Step 2 – Interagency Consultation**
- **Step 3 – Hot Spot Analysis**



M E T R O P O L I T A N T R A N S P O R T A T I O N C O M M I S S I O N

Project Conformity Analysis Summary

Project Conformity Analysis Summary			
Milestone	Status	Requirements	Comments
★ Step 1 - Project Identification - System Determined POAQC	Yes		Step 1 - Project Identification is complete, plea
★ Step 2 - Interagency Consultation - Required	Yes	Project Assessment Form: Project Assessment Form - ALA030001.pdf	Pending requirements for Step 2 - Interagency
Staff Concurrence of POAQC	Yes	Requested Date for Interagency Consultation: 12/1/2010	
Task Force Concurrence of POAQC	Yes	Meeting Date of PM2.5 consultation: 12/15/2010 Action Date of PM2.5 consultation: Pending	
★ Step 3 - PM 2.5 Hot Spot Analysis - Required	Yes	PM 2.5 Hot Spot Analysis Report: Pending Meeting Date for PM2.5 Hot Spot Analysis Review: Pending Action Date for PM2.5 Hot Spot Analysis Review: Pending	Pending requirements for Step 3 - PM 2.5 Hot



M E T R O P O L I T A N T R A N S P O R T A T I O N C O M M I S S I O N

Step 1 – Project Identification

Step 1: Project Identification

Questions	Answers
1. Does this project have any federal funding?	No
2. Does this project (or any phases of the project) require any federal action (such as federal authorization or approval for funding or environmental review) after December 14, 2010?	Yes
3. Is the project exempt from both regional and project-level air quality conformity under 40 CFR 93.126? Click here to determine.	Yes
4. Is the project exempt from regional air quality conformity under 40 CFR 93.127? Click here to determine. Note that a project exempt from regional air quality conformity may still be required to undergo a PM 2.5 hot-spot analysis and project-level conformity determination.	No
5. Is the project exempt from regional air quality conformity under 40 CFR 93.128? Click here to determine.	Yes
6. Does this project meet the definition of a "project of air quality concern" under 40 CFR 93.123(b)(1)? Click here to determine. Note that the interagency consultation via the Air Quality Conformity Task will be needed to make the final determination.	Yes



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Step 2 – Interagency Consultation

Step 2: Interagency Consultation

This project may be subject to a PM 2.5 hot-spot analysis per federal conformity regulations because this project uses Federal funds, requires Federal approval, or is not automatically exempt from PM 2.5 hot-spot analysis requirements.

Project sponsors are required to download and complete the **Project Assessment Form for PM2.5 Interagency Consultation** in its entirety. The purpose of this form is for the project sponsor to provide sufficient information to allow the Air Quality Conformity Task Force to determine if a project is considered a "project of air quality concern" and therefore requires a project-level PM 2.5 hot-spot analysis. This form is not required if the project is exempt as per 40 CFR 93.126, or exempt as per 40 CFR 93.128, or uses no Federal funds and requires no Federal approval.

[Click here to download: Project Assessment Form for PM2.5 Interagency Consultation \(Word\)](#)

Upon completion of the Project Assessment Form for PM2.5 Interagency Consultation, click the Browse button to locate the file on your local computer and then click Upload Button to upload the form.

Project Assessment Form Uploaded Filename

Project Assessment Form - ALA030001.pdf

Once you have uploaded the completed Project Assessment Form for PM2.5 Interagency Consultation, you may request MTC to schedule your project for interagency consultation with the Air Quality Conformity Task Force.

Indicate the quarter and year in which you would like to schedule the interagency consultation with the Air Quality Conformity Task Force.

Requested Date of Interagency Consultation: Jan-Mar 2010



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Step 3 – Hot Spot Analysis

Step 3: Review of PM_{2.5} Hot-Spot Analysis

The Air Quality Conformity Task Force has determined that your project meets the definition of a project of air quality concern as per 40 CFR 93.123(b)(1).

This project requires a project-level PM_{2.5} hot-spot analysis. A hot-spot analysis is defined in 40 CFR 93.101 as an estimation of likely air quality impacts of a project on a small scale, such as at a congested roadway intersection or a bus terminal, and uses an air quality dispersion model to determine the effects of emissions on air quality. A hot-spot analysis would be done for required projects when a project-level conformity determination is completed. This is typically done during the environment review process for the National Environmental Policy Act (NEPA).

The Air Quality Conformity Task Force is responsible for conducting the interagency consultation on the methods, assumptions and analysis to be used in the PM_{2.5} hot-spot analysis as per 40 CFR 93.105(c)(1)(i).

Project sponsor may upload the a report describing the methods, assumptions and analysis to be used in the PM_{2.5} hot-spot analysis here.

[Click here to download: PM_{2.5} Hot Spot Analysis Sample \(PDF\)](#)

Upon completion of the PM_{2.5} Hot Spot Analysis, click the Browse button to locate the file on your local computer and then click Upload Button to upload the form.

PM_{2.5} Hot Spot Analysis Report with Methods and Assumptions:

PM _{2.5} Hot Spot Analysis Report Uploaded Filename
PM _{2.5} Hot Spot Analysis Report-AL4030001.pdf



METROPOLITAN TRANSPORTATION COMMISSION

MTC Contact

**For questions about the
PM_{2.5} consultation process, contact:**

**Grace Cho
Project Manager
gcho@mtc.ca.gov
510.817.5826**



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**Bay Area
Interagency Consultation Procedures
(MTC Resolution No. 3946)**

- 1. Sponsor submits project information via the Air Quality module in Fund Management System (FMS) and requests interagency consultation.**
- 2. MTC staff determines if the project is exempt from project level conformity or if the project must continue on with the interagency consultation process to make a project of air quality concern determination.**
- 3. For those projects to proceed with consultation, the Conformity Task Force determines if project is of air quality concern and therefore requires a PM2.5 hot-spot analysis.**
- 4. If deemed as a project of air quality concern, sponsor submits PM2.5 hot-spot analysis for review by Conformity Task Force.**
- 5. Conformity Task Force reviews and comments on PM2.5 hot-spot analysis.**
- 6. After consultation, sponsor completes PM2.5 hot-spot analysis and seeks approval from FHWA and FTA.**

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Transportation Conformity Guidance for Qualitative Hot-spot Analyses in PM_{2.5} and PM₁₀ Nonattainment and Maintenance Areas

**Transportation Conformity Guidance for Qualitative
Hot-spot Analyses in PM_{2.5} and PM₁₀
Nonattainment and Maintenance Areas**

Office of Transportation and Air Quality
U.S. Environmental Protection Agency

Office of Natural and Human Environment
Federal Highway Administration

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- 1.1. What is the purpose of this guidance?
- 1.2. What is a hot-spot analysis?
- 1.3. What projects in PM_{2.5} and PM₁₀ areas are addressed by this guidance?
- 1.4. How is this guidance structured?
- 1.5. Which parts of this guidance apply to PM_{2.5} hot-spot analyses and which parts of this guidance apply to PM₁₀ hot-spot analyses?
- 1.6. Who can I contact for more information?
- 1.7. Does this guidance create new requirements?

Chapter 2: Overview of Transportation Conformity Requirements

- 2.1. What are the primary requirements for assessing the impacts of projects in PM_{2.5} and PM₁₀ nonattainment and maintenance areas?
- 2.2. What is a project of air quality concern?
- 2.3. When is a PM_{2.5} or PM₁₀ hot-spot analysis required?
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- 2.5. What is the definition of causing a new violation or increasing the frequency or severity of an existing air quality violation?
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- 2.7. What are the roles and responsibilities of different agencies in project-level conformity determinations?
- 2.8. What are the public participation requirements for PM_{2.5} and PM₁₀ hot-spot analyses?

Chapter 3: Analytical Requirements

- 3.1. What are the general analytical requirements for PM_{2.5} and PM₁₀ hot-spot analyses?
- 3.2. What emissions are considered in PM_{2.5} and PM₁₀ hot-spot analyses?
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- 3.5. What time frame and analysis years should be used in hot-spot analyses?

Chapter 4: Developing a Qualitative PM_{2.5} or PM₁₀ Hot-spot Analysis

- 4.1. What methods can be used for performing qualitative PM_{2.5} and PM₁₀ hot-spot analyses?
- 4.2. What should be documented for a qualitative PM_{2.5} or PM₁₀ hot-spot analysis?
- 4.3. What are some of the factors that may be considered in describing existing conditions absent the proposed project?
- 4.4. How would changes in existing conditions be evaluated for future scenarios with the proposed project?
- 4.5. What are the potential measures to mitigate PM_{2.5} or PM₁₀ air quality concerns?

Appendix A – Examples of Projects of Air Quality Concern

Appendix B – Examples of Qualitative PM_{2.5} or PM₁₀ Hot-spot Analyses

Appendix C – Potential Mitigation Measures

Chapter 1: Introduction

1.1. What is the purpose of this guidance?

On March 10, 2006, the Environmental Protection Agency (EPA) published a final rule that establishes the transportation conformity criteria and procedures for determining which transportation projects must be analyzed for local air quality impacts in PM_{2.5} and PM₁₀ nonattainment and maintenance areas (“areas”) (71 FR 12468). The final rule also provides flexibility so that state and local resources are used efficiently. The EPA and the Federal Highway Administration (FHWA) have developed this guidance to help state and local agencies meet the final rule’s hot-spot analysis requirements.

Transportation conformity is required under Clean Air Act section 176(c) (42 U.S.C. 7506(c)) to ensure that federally supported highway and transit project activities are consistent with (“conform to”) the purpose of the state air quality implementation plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant national ambient air quality standards (NAAQS or “standards”). EPA’s transportation conformity rule (40 CFR 51.390 and Part 93) establishes the criteria and procedures for determining whether transportation activities conform to the SIP.

From this date forward, future qualitative PM_{2.5} and PM₁₀ hot-spot analyses should be based on today’s new guidance, which supersedes FHWA’s existing September 12, 2001, “Guidance for Qualitative Project-Level ‘Hot Spot’ Analysis in PM₁₀ Nonattainment and Maintenance Areas.” However, any PM₁₀ hot-spot analysis that was started prior to the release of EPA and FHWA’s new guidance may be completed with the previous 2001 guidance. Any PM_{2.5} hot-spot analysis that was started prior to the release of EPA and FHWA’s new guidance must meet the March 2006 final rule’s requirements, and should meet the new guidance whenever possible.

1.2. What is a hot-spot analysis?

A hot-spot analysis is defined in 40 CFR 93.101 as an estimation of likely future localized PM_{2.5} or PM₁₀ pollutant concentrations and a comparison of those concentrations to the relevant air quality standards. A hot-spot analysis assesses the air quality impacts on a scale smaller than an entire nonattainment or maintenance area, including for example, congested roadway intersections and highways or transit terminals. Such an analysis is a means of demonstrating that a transportation project meets Clean Air Act conformity requirements to support state and local air quality goals with respect to potential localized air quality impacts. When a hot-spot analysis is required, it is included within the project-level conformity determination that is made by FHWA or the Federal Transit Administration (FTA).

EPA and FHWA are issuing guidance at this time for qualitative hot-spot analyses. Quantitative PM_{2.5} or PM₁₀ hot-spot analyses will be required when appropriate methods and modeling

guidance are available. Qualitative hot-spot analyses involve more streamlined reviews of local factors such as local monitoring data near a proposed project location.

1.3. What projects in PM_{2.5} and PM₁₀ areas are addressed by this guidance?

This guidance provides information to meet hot-spot analysis requirements for projects in PM_{2.5} and PM₁₀ areas. See Chapter 2 and Appendix B for more specific information.

For PM_{2.5} areas

For all PM_{2.5} areas, this guidance would be used to complete qualitative PM_{2.5} hot-spot analyses only for “projects of air quality concern” as defined in the final rule by 40 CFR 93.123(b)(1). The final rule specifies that projects of air quality concern are certain highway and transit projects that involve significant levels of diesel traffic, or any other project that is identified by the PM_{2.5} SIP as a localized air quality concern.

A qualitative PM_{2.5} hot-spot analysis is not required for projects that are not an air quality concern. For these types of projects, state and local project sponsors should briefly document in their project-level conformity determinations that Clean Air Act and 40 CFR 93.116 requirements were met without a hot-spot analysis, since such projects have been found to not be of air quality concern under 40 CFR 93.123(b)(1).

For PM₁₀ areas without approved conformity SIPs

For these PM₁₀ areas, this guidance would also be used to complete qualitative PM₁₀ hot-spot analyses only for “projects of air quality concern” as defined by 40 CFR 93.123(b)(1).

A qualitative PM₁₀ hot-spot analysis is not required for projects that are not an air quality concern. For these types of projects, state and local project sponsors should briefly document in their project-level conformity determination that Clean Air Act and 40 CFR 93.116 requirements were met without a hot-spot analysis, since such projects have been found to not be of air quality concern under 40 CFR 93.123(b)(1).

For PM₁₀ areas with approved conformity SIPs

In areas where EPA has already approved conformity SIPs that include PM₁₀ hot-spot provisions from previous conformity rulemakings, the revised PM₁₀ hot-spot requirements in the March 10, 2006 final rule will only be effective when a state either:

- withdraws the existing provisions from its approved conformity SIP and EPA approves the withdrawal, or
- includes the revised PM₁₀ hot-spot requirements in a SIP revision and EPA approves that SIP revision.

For more information on revising approved conformity SIPs, please see the February 14, 2006 EPA and DOT guidance entitled, “Interim Guidance for Implementing the Transportation Conformity Provisions in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).”¹

Therefore, for all non-exempt federally funded or approved projects, PM₁₀ areas with approved conformity SIPs must continue to follow the PM₁₀ hot-spot procedures in their existing conformity SIPs until the SIP is updated and subsequently approved by EPA. PM₁₀ areas with approved conformity SIPs most likely are required to complete a qualitative PM₁₀ hot-spot analysis for every project-level conformity determination, since these were the federal conformity requirements prior to the March 10, 2006 final rule.

1.4. How is this guidance structured?

This guidance is in the form of questions and answers for basic components of PM_{2.5} and PM₁₀ hot-spot analyses. The guidance addresses many issues such as:

- What requirements must be met under the March 10, 2006 final rule?
- When must the analysis be performed?
- What are the different agencies involved in PM_{2.5} and PM₁₀ hot-spot analyses and project-level conformity determinations?
- What information should be included in a qualitative hot-spot analysis?

Following the question and answer section are three appendices that provide examples of:

- Projects that are or are not an air quality concern,
- Approaches for qualitative PM_{2.5} and PM₁₀ hot-spot analyses, and
- Potential project-level mitigation measures.

These examples demonstrate different levels of inquiry that may be used to qualitatively consider the local air quality impacts of projects in a given PM_{2.5} or PM₁₀ nonattainment or maintenance area. This guidance is not definitive for any specific project but rather is general guidance for all relevant projects.

Additional assistance is available from:

- EPA regional and headquarters offices,
- FHWA division and headquarters offices, and
- FTA regional and headquarters offices.

See Question 1.6 for specific contact information.

¹ SAFETEA-LU is Public Law 109-59. EPA and DOT’s interim conformity guidance is available at either <http://www.epa.gov/otaq/stateresources/transconf/420b06901.pdf>, or <http://www.fhwa.dot.gov/environment/conformity/sec6011guidmemo.htm>.

1.5. Which parts of this guidance apply to PM_{2.5} hot-spot analyses and which parts of this guidance apply to PM₁₀ hot-spot analyses?

The criteria and procedures for hot-spot analyses will be generally the same for both PM_{2.5} and PM₁₀ areas, except for PM₁₀ areas with approved conformity SIPs as noted elsewhere in this guidance. Questions and answers in this guidance address PM_{2.5} and PM₁₀ together where the requirements or analytical methods and data are the same. Separate answers are provided where the answers differ.

1.6. Who can I contact for more information?

For specific questions concerning a particular nonattainment or maintenance area, please contact the transportation conformity staff person responsible for your state at the appropriate EPA regional office, FHWA division office, or FTA regional office.

- Contact information for EPA regional offices can be found at: <http://www.epa.gov/otaq/stateresources/transconf/contacts.htm>.
- Contact information for FHWA division offices can be found at: <http://www.fhwa.dot.gov/field.html>.
- Contact information for FTA regional offices can be found at: http://www.fta.dot.gov/about/offices/4978_ENG_HTML.htm.

General questions about this guidance can be directed to:

- Meg Patulski at EPA's Office of Transportation and Air Quality, patulski.meg@epa.gov, (734) 214-4842;
- Joe Pedelty at EPA's Office of Transportation and Air Quality, pedelty.joe@epa.gov, (734) 214-4410;
- Cecilia Ho at FHWA's Office of Natural and Human Environment, cecilia.ho@fhwa.dot.gov, (202) 366-9862; or
- Abbe Marner at FTA's Office of Planning and Environment, abbe.marner@fta.dot.gov, (202) 366-4317.

1.7. Does this guidance create new requirements?

No, this guidance explains how to implement the hot-spot analysis requirements of the March 10, 2006 final rule, and does not create any new requirements.

The regulations described in this document contain legally binding requirements. This document is not a substitute for those provisions or regulations, nor is it a regulation itself. Thus, it does not impose legally binding requirements on EPA, FHWA, FTA, states, or the regulated community, and may not apply to a particular situation based upon the circumstances. EPA, FHWA, and FTA retain the discretion to adopt approaches on a case-by-case basis that may differ from this guidance, but still comply with the Clean Air Act and the transportation conformity regulations. Any decisions regarding a particular conformity determination or hot-spot analysis will be made based on the statute and regulations, after appropriate public input. This guidance may be revised periodically without public notice.

Chapter 2: Overview of Transportation Conformity Requirements

2.1. What are the primary requirements for assessing the impacts of projects in PM_{2.5} and PM₁₀ nonattainment and maintenance areas?

Clean Air Act section 176(c)(1)(B) is the statutory criterion that must be met by all projects in nonattainment and maintenance areas that are subject to transportation conformity. Section 176(c)(1)(B) states that federally-supported transportation projects must not “cause or contribute to any new violation of any standard in any area; increase the frequency or severity of any existing violation of any standard in any area; or delay timely attainment of any standard or any required interim emission reductions or other milestones in any area.”

To meet statutory requirements, the March 10, 2006 final rule requires PM_{2.5} and PM₁₀ hot-spot analyses to be performed for projects of air quality concern. Qualitative hot-spot analyses would be done for these projects before appropriate methods and modeling guidance are available and quantitative PM_{2.5} and PM₁₀ hot-spot analyses are required under 40 CFR 93.123(b)(4). In addition, through the final rule, EPA determined that projects not identified in 40 CFR 93.123(b)(1) as projects of air quality concern have also met statutory requirements without any further hot-spot analyses (40 CFR 93.116(a)). Please see Questions 1.3 and 2.3 for information on when the new PM₁₀ hot-spot analysis requirements can be used in PM₁₀ areas with and without approved conformity SIPs.

2.2. What is a project of air quality concern?

EPA specified in 40 CFR 93.123(b)(1) of the final rule that projects of air quality concern are certain highway and transit projects that involve significant levels of diesel vehicle traffic, or any other project that is identified in the PM_{2.5} or PM₁₀ SIP as a localized air quality concern. See the preamble of the March 10, 2006 final rule for further information regarding how and why EPA defined projects of air quality concern (71 FR 12491-12493).

The final rule defines the projects of air quality concern that require a PM_{2.5} or PM₁₀ hot-spot analysis in 40 CFR 93.123(b)(1) as:

- “(i) New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;
- (ii) Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;
- (iii) New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;
- (iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and

(v) Projects in or affecting locations, areas, or categories of sites which are identified in the PM_{2.5} or PM₁₀ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Appendix A of this guidance includes the final rule's examples of projects that are most likely to be an air quality concern, as well as examples of projects that are not considered an air quality concern (and therefore do not require a PM_{2.5} or PM₁₀ hot-spot analysis). However, as described in Questions 1.3 and 2.3, a PM₁₀ hot-spot analysis is required for any project-level conformity determination in PM₁₀ areas with approved conformity SIPs, until such SIPs are revised and approved by EPA.

2.3. When is a PM_{2.5} or PM₁₀ hot-spot analysis required?

In general, a hot-spot analysis would be done for required projects when a project-level conformity determination is completed. This is typically done during the environmental review process for the National Environmental Policy Act (NEPA). There can be limited cases, as described below, when transportation conformity requirements initially apply in a nonattainment area after the NEPA process has been completed for a project, but a project-level conformity determination is required for a subsequent federal approval.

The following paragraphs provide more specific information for PM_{2.5} and PM₁₀ areas.

PM_{2.5} areas

The March 10, 2006 final rule requires a qualitative PM_{2.5} hot-spot analysis to be completed for project-level conformity determinations for projects of air quality concern completed on or after April 5, 2006, when PM_{2.5} conformity requirements apply and the final rule is effective.²

Prior to April 5, 2006, FHWA or FTA could voluntarily make a project-level conformity determination that includes a PM_{2.5} hot-spot analysis that meets the final rule's requirements.

If a project still requires a FHWA or FTA approval or authorization, a project-level conformity determination will be required prior to the first such action on or after April 5, 2006, even if the project has already completed the NEPA process. After project-level conformity is determined for a project, a new conformity determination is only required under the scenarios discussed in 40 CFR 93.104(d).³

² On January 5, 2005 (70 FR 943), EPA designated areas as attainment and nonattainment for the PM_{2.5} standards. These designations became effective on April 5, 2005. As a result, conformity for the PM_{2.5} standards will apply to newly designated nonattainment areas on April 5, 2006.

³ 40 CFR 93.104(d) states, "FHWA/FTA projects must be found to conform before they are adopted, accepted, approved, or funded. Conformity must be redetermined for any FHWA/FTA project if one of the following occurs: a significant change in the project's design concept and scope; three years elapse since the most recent major step to advance the project; or initiation of a supplemental environmental document for air quality purposes. Major steps include NEPA process completion; start of final design; acquisition of a significant portion of the right-of-way; and, construction (including Federal approval of plans, specifications and estimates)."

A project-level conformity determination and hot-spot analysis will not be required for projects that have already completed the NEPA process and require no further FHWA or FTA approval or authorization on or after April 5, 2006. A project-level conformity determination would only be required for such projects under the scenarios discussed in 40 CFR 93.104(d).

PM₁₀ areas without approved conformity SIPs

The revised PM₁₀ hot-spot requirements in the final rule are not effective until April 5, 2006. A qualitative PM₁₀ hot-spot analysis that meets the final rule's requirements must be completed for project-level determinations for projects of air quality concern completed on or after April 5, 2006.

Prior to April 5, 2006, any project-level conformity determination made by FHWA or FTA in these PM₁₀ nonattainment and maintenance areas must meet the previous conformity rule's requirements for PM₁₀ hot-spot analyses.

PM₁₀ areas with approved conformity SIPs

As described above, PM₁₀ areas that have approved conformity SIPs that include PM₁₀ hot-spot provisions from previous rulemakings cannot take advantage of the March 10, 2006 final rule until the conformity SIP is revised and approved by EPA.

Prior to that time, all project-level conformity determinations in these PM₁₀ areas must include a PM₁₀ hot-spot analysis that meets the requirements in the approved conformity SIP.

2.4. What air quality standards are evaluated in PM_{2.5} or PM₁₀ hot-spot analyses?

The Clean Air Act and transportation conformity regulation require that conformity be met for all national ambient air quality standards (NAAQS or "standards") for a given pollutant. Therefore, a conformity determination must address all relevant standards for a given pollutant, unless meeting conformity for the controlling standard would ensure that Clean Air Act requirements are met for all standards. This conformity approach is consistent with how SIPs are developed for pollutants with multiple standards.

The following paragraphs provide more specific information on the current 24-hour and annual standards that must be addressed in respective PM_{2.5} and PM₁₀ hot-spot analyses.⁴

PM_{2.5} areas

PM_{2.5} nonattainment and maintenance areas are required to attain and maintain two standards:

⁴ This guidance document implements conformity under the current PM_{2.5} and PM₁₀ air quality standards. EPA proposed revisions to the current PM_{2.5} and PM₁₀ air quality standards on January 17, 2006 (71 FR 2620).

- 24-hour standard – $65 \mu\text{g}/\text{m}^3$, and
- annual standard – $15.0 \mu\text{g}/\text{m}^3$

The current 24-hour standard is based on a 3-year average of the 98th percentile of 24-hour $\text{PM}_{2.5}$ concentrations; the current annual standard is based on a 3-year average of annual mean $\text{PM}_{2.5}$ concentrations.

A $\text{PM}_{2.5}$ hot-spot analysis must consider both standards, unless it is determined for a given area that meeting the controlling standard would ensure that Clean Air Act requirements are met for both standards. The interagency consultation process should be used to discuss how the qualitative $\text{PM}_{2.5}$ hot-spot analysis meets statutory and regulatory requirements for both $\text{PM}_{2.5}$ standards, depending on the factors that are evaluated for a given project.

PM_{10} areas

PM_{10} nonattainment and maintenance areas are required to attain and maintain two standards as well:

- 24-hour standard – $150 \mu\text{g}/\text{m}^3$, and
- Annual standard – $50 \mu\text{g}/\text{m}^3$

The 24-hour PM_{10} standard is attained when the average number of exceedances in the past three calendar years is less than or equal to 1.0. An exceedance occurs when a 24-hour concentration of $155 \mu\text{g}/\text{m}^3$ or greater is measured at a site. The annual PM_{10} standard is attained if the average of the annual arithmetic means for the past three calendar years is less than or equal to $50 \mu\text{g}/\text{m}^3$.

A PM_{10} hot-spot analysis must consider both standards, unless it is determined for a given area that meeting the controlling standard would ensure that Clean Air Act requirements are met for both standards. The interagency consultation process should be used to discuss how the qualitative PM_{10} hot-spot analysis meets statutory and regulatory requirements for both PM_{10} standards, depending on the factors that are evaluated for a given project.

2.5. What is the definition of causing a new violation or increasing the frequency or severity of an existing air quality violation?

A $\text{PM}_{2.5}$ or PM_{10} hot-spot analysis assesses potential new or worsened future violations due to the project in combination with changes in background air quality concentrations. The interagency consultation process would be used to determine if new violations or increases in the frequency or severity of existing violations are anticipated based on the hot-spot analysis.

40 CFR 93.101 already defines when a new or worsened air quality violation is determined to occur:

“Cause or contribute to a new violation for a project means:

(1) To cause or contribute to a new violation of a standard in the area substantially affected by the project or over a region which would otherwise not be in violation of the standard during the future period in question, if the project were not implemented; or

(2) To contribute to a new violation in a manner that would increase the frequency or severity of a new violation of a standard in such area.”

“Increase the frequency of severity means to cause a location or region to exceed a standard more often or to cause a violation at a greater concentration than previously existed and/or would otherwise exist during the future period in question, if the project were not implemented.”

These definitions apply whether air quality information at the project location is used or when a monitor not in the geographic area of the project is used because it is located near a different project with similar characteristics (i.e., a “surrogate”).

In addition, as discussed in the preamble to the November 24, 1993, transportation conformity rule, EPA believes that “a seemingly new violation may be considered to be a relocation and reduction of an existing violation only if it were in the area substantially affected by the project and if the predicted [future] design value for the “new” site would be less than the design value at the “old” site without the project – that is, if there would be a net air quality benefit” (58 FR 62213).

2.6. What are the interagency consultation requirements for PM_{2.5} and PM₁₀ hot-spot analyses?

The interagency consultation process is an important tool to completing project-level conformity determinations and hot-spot analyses.⁵ Interagency consultation must also be used to evaluate and choose associated methods and assumptions to be used in PM_{2.5} and PM₁₀ hot-spot analyses (40 CFR 93.105(c)(1)(i)).

The different agencies that can be involved in the interagency consultation process include the project sponsor, other state and local transportation and air quality agencies, EPA, FHWA, and FTA.

2.7. What are the roles and responsibilities of different agencies in project-level conformity determinations?

Roles and responsibilities of different agencies for meeting the transportation conformity requirements are addressed in 40 CFR 93.105 or in the approved conformity SIP. The following

⁵ Throughout this document, the term “interagency consultation process” is intended to mean that process required by 40 CFR 93.105 for transportation conformity determinations.

paragraphs provide more information on the potential roles and responsibilities in implementing the PM_{2.5} and PM₁₀ hot-spot analysis requirements.

Project Sponsor

The project sponsor is the agency responsible for implementing the project. Typically, the project sponsor is a local government, transit operator, or state department of transportation. The project sponsor is responsible for providing the PM_{2.5} and/or PM₁₀ qualitative hot-spot analysis addressed in this guidance and meeting consultation requirements described in 40 CFR 93.105 or the approved conformity SIP. The interagency consultation process is critical to completing project-level conformity determinations and qualitative PM_{2.5} and PM₁₀ hot-spot analyses. The project sponsor, in cooperation with federal agencies, is also responsible for conducting the environmental analysis and review to comply with NEPA as required by the Council on Environmental Quality regulations (40 CFR 1500-1508) and the FHWA/FTA Environmental Impact and Related Procedures (23 CFR Part 771).

FHWA and FTA

FHWA and FTA are responsible for determining that the requirements of the transportation conformity rule are met. PM_{2.5} or PM₁₀ hot-spot analyses would generally be included in documents prepared to meet NEPA requirements. Such documents may include:

- an Environmental Impact Statement (EIS) with a Record of Decision (ROD);
- an Environmental Assessment (EA) with a Finding of No Significant Impact (FONSI); or
- a Categorical Exclusion (CE) determination.

It is the responsibility of either FHWA or FTA to review and approve these NEPA documents for their certain actions.

EPA

EPA is responsible for promulgating transportation conformity regulations and related guidance, and as such, provides general and specific policy and technical assistance to federal, state, and local conformity implementers. EPA is also an active member of the interagency consultation process regarding conformity determinations. Additionally, EPA reviews submitted SIPs and makes adequacy or other findings as appropriate for conformity purposes, and provides policy and technical support with air quality modeling and monitoring issues.

State and local air agencies

State and local air quality agencies are part of the interagency consultation process and aid in air quality and transportation modeling. These agencies may provide much of the data required to perform a qualitative PM_{2.5} or PM₁₀ hot-spot analysis, as described in Questions 4.4 and 4.5). The state air quality agency also operates the air quality monitoring network and is responsible for developing SIPs for PM_{2.5} and PM₁₀ nonattainment and maintenance areas.

2.8. What are the public participation requirements for PM_{2.5} and PM₁₀ hot-spot analyses?

Affected agencies developing project-level conformity determinations (and any associated PM_{2.5} or PM₁₀ hot-spot analysis) need to establish a proactive public involvement process that provides opportunity for public review and comment. The NEPA public involvement process can be used to satisfy these public participation requirements, since project-level conformity determinations are usually conducted as part of the NEPA process. If a project-level conformity determination that includes an associated hot-spot analysis is done after NEPA is completed, as described in Question 2.3, a public comment period is also to be provided.

Chapter 3: Analytical Requirements

3.1. What are the general analytical requirements for PM_{2.5} and PM₁₀ hot-spot analyses?

In the March 2006 final rule, EPA retained for PM₁₀ areas and extended for PM_{2.5} areas the general requirements in 40 CFR 93.123(c) for all hot-spot analyses (71 FR 12496-12497). These requirements are as follows:

- Analyzing the total emissions burden of direct PM_{2.5} or PM₁₀ emissions which may result from the implementation of the projects (including re-entrained road dust and construction emissions as appropriate, as described below), summed together with future background concentrations;
- Analyzing the entire transportation project, after the identification of major design features which will significantly impact local concentrations;
- Using consistent assumptions with those used in regional emissions analyses for inputs that are required for both analyses (e.g., temperature, humidity);
- Assuming the implementation of mitigation or control measures only where written commitments for such measures have been obtained (40 CFR 93.125(c)); and
- Not considering temporary emissions increases from construction-related activities which occur only during the construction phase and last five years or less at any individual site.

For a project-level conformity determination, the design concept and scope of the project must be consistent with that included in the conforming transportation plan and transportation improvement program (TIP). Any significant change in a project's design concept or scope will require a reevaluation of regional emissions (i.e., a new plan/TIP conformity determination) and a new project-level conformity determination and hot-spot analysis.

PM_{2.5} and PM₁₀ hot-spot analyses must also be based on the latest planning assumptions. In addition, FHWA or FTA, as applicable, must obtain from the project sponsor and/or operator enforceable written commitments to implement any required project-level control or mitigation measures, prior to making a project-level conformity determination (40 CFR 93.125(c)).

3.2. What emissions are considered in PM_{2.5} and PM₁₀ hot-spot analyses?

Hot-spot analyses under this guidance must be based only on directly emitted PM_{2.5} or PM₁₀ emissions. Tailpipe, break wear, and tire wear PM_{2.5} or PM₁₀ would always be considered in a project's hot-spot analysis. See Questions 3.3 and 3.4 for further information regarding when re-entrained road dust and construction emissions would be considered in a PM_{2.5} or PM₁₀ hot-spot analysis.

PM_{2.5} and PM₁₀ precursors are not considered in respective hot-spot analyses. Secondary particles formed through PM_{2.5} and PM₁₀ precursor emissions from a transportation project take several hours to form in the atmosphere giving emissions time to disperse beyond the immediate project area of concern for localized analyses.

3.3. When is re-entrained road dust considered in PM_{2.5} or PM₁₀ hot-spot analyses?

For PM_{2.5} nonattainment and maintenance areas

Re-entrained road dust must only be considered in PM_{2.5} hot-spot analyses if EPA or the state air agency has made a finding that such emissions are a significant contributor to the PM_{2.5} air quality problem in a given area (40 CFR 93.102(b)(3)). See the July 1, 2004 final conformity rule for further information (69 FR 40004). Please refer to the EPA regional office for information on whether a finding of significance for re-entrained road dust was made for a given PM_{2.5} nonattainment or maintenance area.

For PM₁₀ nonattainment and maintenance areas

Re-entrained road dust must be included in all PM₁₀ hot-spot analyses. EPA has historically required road dust emissions to be included in all conformity analyses of direct PM₁₀ emissions - including hot-spot analyses. See the March 2006 final conformity rule for further background (71 FR 12496).

3.4. When are construction emissions considered in PM_{2.5} or PM₁₀ hot-spot analyses?

Construction-related PM_{2.5} or PM₁₀ emissions due to a particular project are not required to be included in hot-spot analyses, if such emissions are considered temporary as defined in 40 CFR 93.123(c)(5) (i.e., emissions which occur only during the construction phase and last five years or less at any individual site).

While, for most projects, it is anticipated that construction emissions would not be included in PM_{2.5} or PM₁₀ hot-spot analyses, there may be limited cases where a large project is constructed over a longer time period where it may be appropriate to include construction emissions, when an analysis year is chosen during project construction. For example, PM_{2.5} or PM₁₀ emissions, as applicable, would be considered for projects that take more than five years to build at any individual site. See Question 3.5 for further information on analysis years for PM_{2.5} or PM₁₀ hot-spot analyses.

3.5. What time frame and analysis years should be used in hot-spot analyses?

The March 2006 final rule does not change the time frame and analysis years required when PM_{2.5} or PM₁₀ hot-spot analyses are conducted. As discussed in the July 1, 2004, final conformity rule (69 FR 40056-40058), hot-spot analyses in metropolitan nonattainment and maintenance areas must consider the full time frame of an area's transportation plan at the time the analysis is conducted. Hot-spot analyses for projects in isolated rural nonattainment and maintenance areas must consider the full time frame of the area's 20-year regional emissions

analysis since these areas are not required to develop a transportation plan under DOT's statewide transportation planning regulations. Although SAFETEA-LU and Clean Air Act section 176(c)(7) now allow the election of changes to the time horizons for transportation plan and TIP conformity determinations, these changes do not affect the time frame and analysis requirements for hot-spot analyses.

To ensure that conformity requirements are being satisfied, areas should examine the year(s) within the transportation plan or regional emissions analysis, as appropriate, during which:

- peak emissions from the project are expected, and
- a new violation or worsening of an existing violation would most likely occur due to the cumulative impacts of the project and background concentrations in the project area.

EPA believes that conformity requirements are met if areas demonstrate that no new or worsened violations occur in the year(s) of highest expected emissions – which includes the project's emissions in addition to background regional emissions. If such a demonstration occurs, then no adverse impacts would be expected to occur in any other years within the time frame of the transportation plan or regional emissions analysis. See the July 2004 final rule for further information on this topic.

Chapter 4: Developing a Qualitative PM_{2.5} or PM₁₀ Hot-spot Analysis

This chapter provides general information on the methods and data that can be used to meet qualitative PM_{2.5} and PM₁₀ hot-spot requirements. The interagency consultation process would be used to determine what is needed for a particular project.

4.1. What methods can be used for performing qualitative PM_{2.5} and PM₁₀ hot-spot analyses?

This guidance highlights two methods for completing qualitative PM_{2.5} and PM₁₀ hot-spot analyses. These methods are provided as examples only, and there may be other methods. Elements of both methods may also be combined for a given hot-spot analysis. The method chosen will be affected by the characteristics of a particular project, the project location, and available information.

The data and method used, whether one of those below or an alternate method, must be selected and documented through the interagency consultation process (40 CFR 93.105(c)(1)(i)).

A. Comparison to another location with similar characteristics

This method is a simple approach for demonstrating that a new project will meet statutory conformity requirements. It involves reviewing existing highway or transit facilities that were constructed in the past and built in locations similar to the proposed project and, whenever possible, near an air quality monitor (a “surrogate”) to allow a comparison of PM_{2.5} or PM₁₀ air quality concentrations. See Examples A, C, and D in Appendix B for suggestions of when this method can be used.

The interagency consultation process would be used to determine what project(s) and air quality monitor(s) are appropriate to be used as a surrogate for the air quality impacts of the proposed project. The project sponsor would document in the project-level conformity determination the reasons for picking a surrogate project and air quality monitor, including similarities to and differences between the surrogate and proposed project and location. See Question 4.3 for more information on what other documentation should be included for a hot-spot analysis.

B. Air quality studies for the proposed project location

Air quality information from many sources may be available for the proposed project’s location. See Examples B, C, and D in Appendix B for suggestions of when this method can be used.

The SIP can be an important tool to be referenced when conducting qualitative hot-spot analyses, especially for PM₁₀ nonattainment and maintenance areas that already have SIPs in place. PM_{2.5} nonattainment areas may use, as appropriate, any preliminary data or modeling from a PM_{2.5} SIP under development. The SIP contains specific information on the air quality conditions of a given nonattainment or maintenance area. Such information may include monitoring data and

modeling data for past or future years at or near a project's location. Even if a state has not yet begun work on its PM_{2.5} SIP, the air agency would be able to supply data from air quality monitors that may be useful in a given hot-spot analysis.

In some cases, the state or local air agency or a university may also have performed an air quality study near the location of a proposed project. In addition, other scientific studies may be appropriate to understand the potential air quality impact from certain projects.⁶

The interagency consultation process would be used to determine what air quality information from a SIP or other air quality study is appropriate for assessing the air quality impacts of the proposed project. The project sponsor would document within the project-level conformity determination the air quality information used and why it is appropriate. See Question 4.3 for more information on what other documentation should be included for a hot-spot analysis.

4.2. What should be documented for a qualitative PM_{2.5} or PM₁₀ hot-spot analysis?

The hot-spot analysis should include sufficient documentation to justify the conclusion that a proposed project meets conformity hot-spot analysis requirements in 40 CFR 93.116 and 93.123. The amount of documentation needed and method of analysis chosen will vary depending on individual circumstances (e.g., local background PM_{2.5} or PM₁₀ concentrations, the size and nature of the project, etc.).

The hot-spot analysis should include a summary of the method and data that were used, such as:

- A description of the proposed project,⁷ including where the project is located, the project's scope (adding an interchange, widening a highway, expanding a major bus terminal, etc.), when the project is expected to be open to traffic, and what part of 40 CFR 93.123(b)(1) is applicable.
- A description of the method chosen to conduct the hot-spot analysis (see Question 4.1);
- A description of the type of PM_{2.5} or PM₁₀ emissions from the proposed project that are considered in the qualitative hot-spot analysis (see Questions 3.2, 3.3, and 3.4).
- A description of existing conditions pertaining to the project and project location (see list of factors that may be considered in Question 4.3).
- A description of the changes in these factors that will result from the project for future scenarios, including changes in the surrounding environment that will affect PM_{2.5} or PM₁₀ air quality, changes in traffic and emissions trends (see Question 4.4);
- A description of the analysis year(s) that is examined (see Question 3.5).
- A discussion of any mitigation measures that will be implemented and their expected effects; and

⁶ EPA will be providing a summary of scientific studies that have been completed on the potential impacts of transportation projects. See EPA's website for further information: <http://www.epa.gov/otaq/stateresources/transconf/policy.htm>.

⁷ The appropriate section of the NEPA document can also be referenced when relevant.

- A conclusion for how the proposed project meets 40 CFR 93.116 and 93.123 conformity requirements for the PM_{2.5} and/or PM₁₀ air quality standards.

4.3. What are some of the factors that may be considered in describing existing conditions absent the proposed project?

An accurate description of existing conditions and factors that may influence PM_{2.5} or PM₁₀ concentrations in the proposed project area should be provided. Analysis of those conditions and how they are projected to change over time with the addition of the proposed project is the basis of the hot-spot analysis.

While the following list is not intended to be exhaustive or prescriptive, factors that are relevant to PM_{2.5} or PM₁₀ levels may include:

A. Air Quality

Existing and future air quality information should be considered to assess the probability of the project causing or contributing to an air quality violation. Analysts and reviewers should be aware of the existing air quality conditions so that they can understand the relative impact that the proposed project is likely to have. The description of existing air quality information may include the following:

- Summarize PM_{2.5} or PM₁₀ design values from nearby monitors in the nonattainment or maintenance area. Determine if a monitoring station is near the project that will provide data on local air quality conditions, including PM_{2.5} and PM₁₀ concentrations. Monitors closer to the project location, but still within the nonattainment or maintenance area are preferable to those further away. In the absence of a nearby monitor, other appropriate monitors in the nonattainment or maintenance area can also be used. Interagency consultation would be used to select appropriate monitors for a given project, when monitoring information is necessary for a hot-spot analysis.
- Consider reviewing data from monitoring stations located in other PM_{2.5} or PM₁₀ nonattainment or maintenance areas that may have similar traffic and environmental conditions to the proposed project and location.
- Describe future estimated air quality for the attainment year, years beyond the attainment year, and any changes in PM_{2.5} or PM₁₀ concentrations needed to meet attainment and maintenance schedules. Expected changes in air quality at the project location may result in changes in the background concentration and the likelihood that a given project may create or worsen an air quality problem.
- Consider PM_{2.5} or PM₁₀ source apportionment studies when available.
- Consider future emissions trends that could affect air quality concentrations at the project's location, such as a stationary source, port, or other new source of PM_{2.5} or PM₁₀ emissions.
- It is appropriate to also cite published scientific studies or other information regarding regional or local trend data on PM_{2.5} or PM₁₀ concentrations, when such data is available and applicable to a given project and location.

Sources: State/local air quality agencies or public health departments would have monitoring data and modeling results included in a nonattainment or maintenance area's SIP or recent monitoring, modeling, or other data. Universities or other sources may have completed independent air quality studies for the project or similar location. Air quality information may also be useful from other nonattainment and maintenance areas with similar types of projects and locations.

B. Transportation and traffic conditions

Available traffic information such as current volumes and expected volumes should be included, including any information regarding the types of percentages of diesel and other vehicles on the affected roadway(s). Planned or expected development that will affect traffic volume growth rates should be taken into consideration.

Understanding whether vehicle miles traveled (VMT) are increasing or decreasing, or how a project would change the mix of vehicles on the road will assist in judging the project's air quality impacts. For example, it would be important to consider the PM_{2.5} or PM₁₀ air quality impacts of any increase in diesel truck or bus traffic due to the proposed project or other activities at the project location. Also, increased VMT and how re-entrained road dust emissions are impacted would be considered in PM₁₀ areas and PM_{2.5} areas where re-entrained road dust is found to be significant (40 CFR 93.102(b)(3)).

Other relevant information may include transportation modes, volumes, speed, congestion, trends, etc. When the project analysis is incorporated in a NEPA document, this description should largely reference other sections of the NEPA document that address traffic and transportation issues in greater depth.

Sources: Project sponsor, state department of transportation, local planning agency or metropolitan planning organization.

C. Built and natural environment

This description would include whether the character of the project area is urban, suburban or rural, and whether adjacent buildings or topography create barriers to dispersal of PM_{2.5} or PM₁₀. Relevant development trends and land use patterns should be addressed if they have a bearing on potential PM_{2.5} or PM₁₀ emissions and concentrations in the vicinity of the project (e.g., a new area or stationary emissions source, increased rail traffic resulting from a rail terminal, increased truck traffic due to a port or intermodal freight terminal, or due to industrial or agricultural purposes).

Sources: State department of transportation, the project sponsor, local planning agency or metropolitan planning organization.

D. Meteorology, climate and seasonal data

This description could address atmospheric inversions, prevailing wind direction and speed, as they impact PM_{2.5} or PM₁₀ concentrations in the project area, if appropriate.

Sources: State/local air quality agencies, review of the applicable PM_{2.5} or PM₁₀ SIP, and the National Weather Service.

E. Retrofit, anti-idling or other adopted emission control measures

Emission control measures, such as retrofit or anti-idling measures, may mitigate any potential increase in PM_{2.5} or PM₁₀ emissions at the proposed project's location. The impact of phase-in of national rules and regulations that EPA has promulgated, such as heavy-duty diesel rules, that are currently being implemented should also be considered.

Source: State/local air agency, EPA, review of the applicable PM₁₀ or PM_{2.5} SIP.

4.4. How would changes in existing conditions be evaluated for future scenarios with the proposed project?

Many factors may change air quality in the future and whether increases or decreases in PM_{2.5} or PM₁₀ levels are expected should be documented in the project-level conformity determination. Examples of changes in factors that may lead to changes in PM_{2.5} or PM₁₀ concentrations in the project are listed below. Potential sources for this type of information are similar to those in Question 4.4.

PM_{2.5} and PM₁₀

- Changes in traffic volumes and VMT, broken out by estimated diesel fraction and diesel vehicle class;
- Changes in traffic congestion and traffic flow;
- Changes in diesel truck or bus routes;
- Changes in truck weight limits;
- Retrofit projects, idling policies, truck hoteling electrification infrastructure, or other emission reduction policies;
- Date the project is expected to open;
- Effect on phase-in of heavy-duty diesel emission; and
- Changes in the built and natural environment that may change existing PM_{2.5} or PM₁₀ dispersion patterns.

PM₁₀ (unless fugitive dust is included in a PM_{2.5} area – see Questions 3.3 and 3.4)

- street sanding/sweeping practices.

As described in Question 3.5, the future (build) scenario should consider whether the proposed project would be expected to increase or decrease PM_{2.5} or PM₁₀ concentrations at the project location over the time frame of the area's transportation plan or, in the case of an isolated rural area, over the 20-year period covered by the area's regional emissions analysis. The hot-spot analysis should address the expected air quality changes resulting from the proposed project, and address whether the build scenario(s) would be expected to result in new or worsened air quality violations of the PM_{2.5} or PM₁₀ standards.

4.5. What are the potential measures to mitigate PM_{2.5} or PM₁₀ air quality concerns?

Where the proposed project may lead to a potential new PM_{2.5} or PM₁₀ violation or increase the severity or frequency of an existing PM_{2.5} or PM₁₀ violation, mitigation measures would be considered to reduce project emissions and any local air quality impact. In these cases, written commitments for project-level mitigation or control measures must be obtained from the project sponsor and/or operator prior to making a project-level conformity determination (40 CFR 93.125(a)). A table including a menu of available options is included in Appendix C; however, many others may be possible.

APPENDIX A

EXAMPLES OF PROJECTS OF AIR QUALITY CONCERN

Examples of Projects of Air Quality Concern

Note: EPA noted in the March 2006 final rule that the examples below are considered to be the most likely projects that would be covered by 40 CFR 93.123(b)(1) and require a PM_{2.5} or PM₁₀ hot-spot analysis (71 FR 12491).

Some examples of projects of air quality concern that would be covered by 40 CFR 93.123(b)(1)(i) and (ii) are:

- A project on a new highway or expressway that serves a significant volume of diesel truck traffic, such as facilities with greater than 125,000 annual average daily traffic (AADT) and 8% or more⁸ of such AADT is diesel truck traffic;
- New exit ramps and other highway facility improvements to connect a highway or expressway to a major freight, bus, or intermodal terminal;
- Expansion of an existing highway or other facility that affects a congested intersection (operated at Level-of-Service D, E, or F) that has a significant increase in the number of diesel trucks; and,
- Similar highway projects that involve a significant increase in the number of diesel transit busses and/or diesel trucks.

Some examples of projects of air quality concern that would be covered by 40 CFR 93.123(b)(1)(iii) and (iv) are:

- A major new bus or intermodal terminal that is considered to be a “regionally significant project” under 40 CFR 93.101⁹; and,
- An existing bus or intermodal terminal that has a large vehicle fleet where the number of diesel buses increases by 50% or more, as measured by bus arrivals.

⁸This percentage is the national average of truck vehicle miles traveled (VMT) to total VMT, based on FHWA’s Highway Statistics publication which can be found at: <http://www.fhwa.dot.gov/policy/ohim/hs04/index.htm>. EPA’s MOBILE6.2 motor vehicle emissions model also uses 8% truck VMT as a national default.

⁹40 CFR 93.101 defines a “regionally significant project” as “a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area’s transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.”

Examples of Projects of That Are Not an Air Quality Concern

Note: The March 2006 final rule also provided examples of projects that would not be covered by 40 CFR 93.123(b)(1) and would not require a PM_{2.5} or PM₁₀ hot-spot analysis (71 FR 12491). However, as noted elsewhere in this guidance, PM₁₀ nonattainment and maintenance areas with approved conformity SIPs that include PM₁₀ hot-spot provisions from previous rulemakings must continue to follow those approved conformity SIP provisions until the SIP is revised.

The following are examples of projects that are not an air quality concern under 40 CFR 93.123(b)(1)(i) and (ii):

- Any new or expanded highway project that primarily services gasoline vehicle traffic (i.e., does not involve a significant number or increase in the number of diesel vehicles), including such projects involving congested intersections operating at Level-of-Service D, E, or F;
- An intersection channelization project or interchange configuration project that involves either turn lanes or slots, or lanes or movements that are physically separated. These kinds of projects improve freeway operations by smoothing traffic flow and vehicle speeds by improving weave and merge operations, which would not be expected to create or worsen PM_{2.5} or PM₁₀ violations; and,
- Intersection channelization projects, traffic circles or roundabouts, intersection signalization projects at individual intersections, and interchange reconfiguration projects that are designed to improve traffic flow and vehicle speeds, and do not involve any increases in idling. Thus, they would be expected to have a neutral or positive influence on PM_{2.5} or PM₁₀ emissions.

Examples of projects that are not an air quality concern under 40 CFR 93.123(b)(1)(iii) and (iv) would be:

- A new or expanded bus terminal that is serviced by non-diesel vehicles (e.g., compressed natural gas) or hybrid-electric vehicles; and,
- A 50% increase in daily arrivals at a small terminal (e.g., a facility with 10 buses in the peak hour).

APPENDIX B

EXAMPLES OF QUALITATIVE PM_{2.5} OR PM₁₀ HOT-SPOT ANALYSES

Note: The information in Appendix B is intended to briefly summarize the types of methods and data that can be considered in qualitative PM_{2.5} or PM₁₀ hot-spot analyses. An actual qualitative PM_{2.5} or PM₁₀ hot-spot analysis would include more documentation regarding the proposed project, the analysis method and data considered, and the analysis' final conclusion.

Example A: Comparison of a New Bus Terminal to Another Site Based on Monitoring Data

Proposed project

- A new major bus terminal is proposed to be built along a public transit route in a rapidly growing suburban area. The proposed project would significantly increase diesel bus traffic at the project's location.
- The project would be located in a PM_{2.5} nonattainment area.
- A PM_{2.5} hot-spot analysis is required for this project since it is covered by 40 CFR 93.123(b)(1)(iii).

Analysis method

- The interagency consultation process is used to decide that the hot-spot analysis would rely on a comparison to an existing project with similar characteristics as the proposed project, as discussed in Question 4.2.

Data considered

- The hot-spot analysis would not consider PM_{2.5} road dust emissions, since a finding of significance has not been made by EPA or the state air agency.
- A nearby air quality monitor indicates that the proposed project's location is significantly below the 24-hour PM_{2.5} standard (50 µg/m³) and close to the annual PM_{2.5} standard (14.5 µg/m³).
- A monitor in the vicinity of an existing bus terminal in another part of the PM_{2.5} nonattainment area has recorded data near the 24-hour PM_{2.5} standard (60 µg/m³) and a violation of the annual PM_{2.5} standard (15.1 µg/m³).
- The existing bus terminal also has significant levels of diesel bus traffic and other similar traffic characteristics as the proposed project.
- Two measures were added to the project to mitigate potential local air quality impacts. These measures were an anti-idling policy for diesel buses and retrofitting older buses that were committed to be implemented at the project location.

Conclusion

- The interagency consultation process concluded that additional mitigation measures for the new bus terminal would be beneficial and should allow concentrations to be lower than the standards compared to the air quality monitoring data found by the existing terminal that did not have the mitigation measures that were near or slightly over the 24-hour and annual PM_{2.5} standards.
- These measures allowed the project to meet the conformity hot-spot requirements in 40 CFR 93.116 and 93.123.

Example B: Consideration of a Highway Project and Nearby Monitoring Data

Proposed project

- The project entails a major modification to a highway interchange connecting a primary route to an interstate. A significant number of diesel vehicles are expected to use the interchange.
- The project would be located in a suburban portion of a larger metropolitan city. The project is located in a nonattainment area for PM_{2.5} and PM₁₀ standards.
- PM_{2.5} and PM₁₀ hot-spot analyses are required pursuant to 40 CFR 93.123(b)(1)(i).

Analysis method

- The interagency consultation process was used to decide that the hot-spot analysis would rely on air quality data at the proposed project location, as discussed in Question 4.2.

Data considered

- Air quality information supplied by the state air quality agency found the project's location did not have any current violations and was significantly below the annual and 24-hour PM_{2.5} and PM₁₀ standards. This information also showed that PM_{2.5} and PM₁₀ emissions from existing sources were decreasing in the project area into the future.
- The hot-spot analysis would not consider PM_{2.5} road dust emissions, since a finding of significance has not been made by EPA or the state air agency. Road dust emissions would be considered for the PM₁₀ hot-spot analysis.
- The traffic change resulting from the project was estimated. It was found to be consistent with VMT increases in the metropolitan area generally where no increase in PM_{2.5} and PM₁₀ emissions or concentrations has been noted.
- The meteorology at the project location can generally be categorized as variable, since the wind varies during the day. There is often some wind that acts to disperse PM_{2.5} and PM₁₀ emissions at the site. Temperature, humidity, and rainfall do not seem to influence the level of PM_{2.5} and PM₁₀ pollution at this site.
- A nearby monitor has not registered any violations, and through the consultation process, it was determined that emissions from the project would not result in a new violation as any increased emissions that might affect concentrations would be offset by the decreasing PM_{2.5} and PM₁₀ emissions and concentrations at the project location. In other words, any increase in the emissions due to traffic changes associated with the project, would be offset by decreases in the emissions from the transportation facility due to decreasing on-road vehicle emissions trends, as well as decreasing background concentrations. This conclusion was supported by scientific journal articles about the air quality impact of similar projects, which were discussed through the consultation process and cited in the final hot-spot analysis.

Conclusion

- For the reasons described above, future new or worsened PM_{2.5} and PM₁₀ violations of any standards are not anticipated, and therefore, the project meets the conformity hot-spot requirements in 40 CFR 93.116 and 93.123 for both PM_{2.5} and PM₁₀.

Example C: Comparison of New Highway Project to Similar Project Location in the SIP

Proposed project

- A new 6-lane freeway interchange is proposed to be built at the edge of an urban area. This interchange would lead to a significant increase in diesel vehicle traffic from both additional travel on the new connecting road, and from commercial and industrial development planned for the vicinity of the interchange.
- The project would be located in a PM₁₀ maintenance area.
- A PM₁₀ hot-spot analysis is required for this project since it is covered by 40 CFR 93.123(b)(1)(i).

Analysis method

- The interagency consultation process is used to decide that the hot-spot analysis would rely on a hybrid of the two methods discussed in Question 4.2, which include a comparison to another location with similar characteristics and air quality studies.

Data considered

- Through the interagency consultation process, it was determined that the approved PM₁₀ maintenance plan included a modeled demonstration of maintenance for the 24-hour PM₁₀ standard extending out to the year 2015. The SIP also included a modeled demonstration that the annual PM₁₀ standard would be met as long as the 24-hour PM₁₀ standard was met. Therefore, consistent with the SIP's demonstration, conformity requirements can also be achieved by evaluating only the 24-hour PM₁₀ standard in this particular area.
- The interagency consultation group decided to evaluate the new interchange by comparing it to an existing interchange that is within the PM₁₀ maintenance plan's modeling domain. The interagency consultation group located an existing interchange that was located near another edge of the urban area that was similar in terms of meteorological conditions, and had higher diesel traffic volumes and more intensive surrounding development than that expected at the new interchange location.
- This existing interchange was within the PM₁₀ maintenance plan's modeling grid that was predicted to experience concentrations of approximately 110 µg/m³. The current 24-hour PM₁₀ standard is 150 µg/m³.

Conclusion

- Since this existing interchange was not predicted to experience new or worsened violations of the 24-hour and annual PM₁₀ standards, and the new interchange would see lower traffic volumes and less development, the interagency consultation group concluded that the new interchange met the conformity hot-spot requirements in 40 CFR 93.116 and 93.123.

Example D: Determination of Screening Threshold for Multiple Projects

Proposed projects to be considered

- The state department of transportation (DOT) for a PM₁₀ nonattainment area anticipates a large number of new highway interchange projects involving significant levels of diesel traffic that would require a qualitative PM₁₀ hot-spot analysis in the next few years.
- These projects would be considered of air quality concern by 40 CFR 93.123(b)(1)(i).

Analysis method

- The interagency consultation process is used to decide that a screening method that would support future qualitative PM₁₀ hot-spot analyses for such projects. The screening method is based on a hybrid of the two methods discussed in Question 4.2, which include a comparison to another location with similar characteristics and air quality studies.

Data considered

- The interagency consultation group agreed that it would be the most efficient use of their resources to develop an analysis for a hypothetical project to which individual projects could be compared.
- The state DOT retained a consultant to conduct an air quality analysis of some hypothetical interchange projects that were representative of those the State may wish to construct in the future. This PM₁₀ nonattainment area's on-road mobile source inventory is dominated by re-entrained road dust.
- The consultant conducted an air quality modeling exercise, using typical project configurations and the highest background values typically experienced in the metropolitan area, and concluded that a project would have to generate 500,000 daily VMT within a one-square-mile area in order to cause a potential violation of the PM₁₀ standard.
- After discussing the situation with the interagency consultation group, it was decided that certain projects, depending on their characteristics, could be constructed without triggering a violation of the PM₁₀ standard.

Conclusion

- Any applicable future project would meet the conformity hot-spot requirements in 40 CFR 93.116 and 93.123 by referencing the study and providing project-specific information for comparison.
- Under this example, if a future project has less than 500,000 VMT/day, no further hot-spot analysis and no mitigation is required.
- If a future project has more than 500,000 VMT/day, further hot-spot analysis is required, and possibly mitigation measures.

APPENDIX C

POTENTIAL MITIGATION MEASURES

Potential PM_{2.5} or PM₁₀ Project-level Mitigation Measures: Diesel Emissions

Suspected Source of PM _{2.5} or PM ₁₀ Problem	Type of PM primarily controlled	Options to Reduce PM Pollution	
		Mitigation Measure	Comments
Diesel emissions in general from a highway or transit facility	PM _{2.5} or PM ₁₀	Provide a “retrofit” program for older, higher emitting vehicles	Retrofits could be used on truck or bus fleets to install newer engines or technologies known to have lower emissions
		Anti-idling requirements or policies (e.g., restrictions on idling, truck stop electrification)	Anti-idling polices are relevant where significant numbers of diesel vehicles congregate for extended periods of time
		Routing existing traffic away from populated areas (e.g., truck restricted zone)	Routing traffic away from populated areas may change an area’s VMT
		Replace a significant number of older buses with cleaner busses (e.g., those meeting 2007 heavy-duty diesel standards, as practical, hybrid-electric vehicles, etc.)	Cleaner buses will reduce localized PM _{2.5} and PM ₁₀ emissions for these types of transit projects

Potential PM_{2.5} or PM₁₀ Project-level Mitigation Measures: Fugitive Dust Emissions

Suspected Source of PM _{2.5} or PM ₁₀ Problem	Options to Reduce PM Pollution		
	Type of PM primarily controlled	Mitigation Measure	Comments
Fugitive Dust	PM ₁₀	Truck cover laws	May require greater enforcement effort in some areas
	PM ₁₀	Street cleaning program	Includes vacuuming and flushing
	PM ₁₀	Site watering program	Regular program will reduce dust
	PM ₁₀	Street and shoulder paving; Runoff and erosion control	Should reduce significant quantities of dust material
	PM ₁₀	Changes in highway weight and length restrictions for trucks	May change an area's fugitive dust emissions or change the number of trucks on the road
Snow and Ice Control	PM ₁₀	Reduce the quantity of sand	Use harder material that is not prone to grinding into finer particles or additional chemical treatments

Note: The above table focuses on measures for mitigating PM₁₀ fugitive dust emissions because all PM₁₀ areas must include these emissions in their PM₁₀ hot-spot analyses. However, as described in Questions 3.3. and 3.4., there may be PM_{2.5} areas that also could take advantage of the above measures if re-entrained road dust or construction dust is required for a PM_{2.5} hot-spot analysis.

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Project Assessment Form for PM_{2.5} Interagency Consultation

The San Francisco Bay Area is designated as nonattainment for the 24-hour PM_{2.5} standard. Beginning December 14, 2010, certain projects are required to engage in interagency consultation and complete PM_{2.5} hot-spot analysis as part of the project-level conformity determination process.

The purpose of this form is for the project sponsor to provide sufficient information to allow the Air Quality Conformity Task Force to determine if a project is considered a project of air quality concern and therefore requires a project-level PM_{2.5} hot-spot analysis pursuant to Federal Conformity Regulations.

A project of air quality concern is defined in 40 CFR 93.123(b)(1) as follows:

- (i). New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;
- (ii). Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;
- (iii). New bus and rail terminals and transfer points than have a significant number of diesel vehicles congregating at a single location;
- (iv). Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and
- (v). Projects in or affecting locations, areas, or categories of sites which are identified in the PM₁₀ or PM_{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The form is not required under the following circumstances:

The project does not require a project-level PM hot spot analysis since it:

- Is exempt pursuant to 40 CFR 93.126; or
- Is a traffic signal synchronization project under 40 CFR 93.128; or
- Uses no Federal funds AND requires no Federal approval.

Instructions

The project sponsor is responsible for taking the following actions:

1. Fill out this form in its entirety and ensure that there is a sufficient level of detail about the project for the Air Quality Conformity Task Force to make an informed decision on whether or not a project requires a project-level PM_{2.5} hot-spot analysis.
2. Upload and submit this completed form to MTC via the FMS so that MTC can schedule this project for interagency consultation by the Air Quality Conformity Task Force. In addition to this form, the project sponsor may upload the PM_{2.5} hot-spot analysis via FMS for review by the Conformity Task Force.
3. Ensure a representative is available to discuss the project at the Air Quality Conformity Task Force meeting if necessary.

PM_{2.5} Project Assessment Form for Interagency Consultation

RTIP ID# <i>(required)</i>				
TIP ID# <i>(required)</i>				
Air Quality Conformity Task Force Consideration Date				
Project Description <i>(clearly describe project)</i>				
Type of Project: <i>Pick one project type:</i> New State highway, Change to existing State highway, New regionally significant street, Change to existing regionally significant street, New interchange, Reconfigure existing interchange, Intersection Channelization, Intersection signalization, Roadway realignment, Bus, rail or intermodal facility/terminal/transfer point, Truck weight/inspection station				
County	Narrative Location/Route & Postmiles			
	Caltrans Projects – EA#			
Lead Agency:				
Contact Person	Phone#	Fax#	Email	
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other
Scheduled Date of Federal Action:				
NEPA Delegation – Project Type <i>(check appropriate box)</i>				
Exempt	Section 6004 – Categorical Exemption	Section 6005 – Non-Categorical Exemption		
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start				
End				

PM_{2.5} Project Assessment Form for Interagency Consultation

Project Purpose and Need (Summary): *(please be brief)*

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

Opening Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

RTP Horizon Year / Design Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

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Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Opening Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses

RTP Horizon Year / Design Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

Comments/Explanation/Details *(please be brief)*