



SPECIAL MEETING: TDA ARTICLE 3

TDA ARTICLE 3 Committee Meeting

Tuesday, March 1, 2011, 1:15 p.m.

Alameda CTC Committee Meeting Room, Suite 300

FY 2011/12 Article 3 Program

Discussion/Action

The TDA Article 3 Committee is requested to review and approve the FY 2011/12 TDA Article 3 programming schedule and fund estimate. The materials will be available at the meeting.

ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE (ACTAC)

MEETING NOTICE

Tuesday, March 1, 2011, 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 INTRODUCTIONS

2.0 PUBLIC COMMENT

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

3.0 CONSENT CALENDAR

A/I

3.1 Approve Minutes of February 1, 2011 – **Page 1**

3.2 Funding Opportunities

3.2.1 Bicycle Transportation Account (BTA) Call for Projects – **Page 7**

3.2.2 Caltrans Planning Grants FY 2011/12 Cycle– **Page 9**

4.0 ACTION ITEMS A/D/I

- 4.1 Approve 2011 Congestion Management Program (CMP) Update - CMP issues review and recommendations – **Page 15**
- 4.2 Transportation Fund for Clean Air (TFCA) Program
- 4.2.1 Approve Alameda CTC Transportation Fund for Clean Air (TFCA) Program Guidelines – **Page 65**
- 4.2.2 Approve Transportation Fund for Clean Air (TFCA) Program FY 2011/12 Expenditure Plan – **Page 75**

5.0 NON-ACTION ITEMS D/I

- 5.1 Review Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP) and Countywide Transportation Plan (CWTP)/Transportation Expenditure Plan Information – **Page 81**
- 5.2 Review the Countywide Transportation Plan –Transportation Expenditure Plan/Regional Transportation Plan (CWTP-TEP/RTP) Call for Projects Process – **Page 91**
- 5.3 Review Regional Transportation Plan (RTP) Draft Committed Funding and Projects Policy – **Page 113**
- 5.4 Review Vehicle Registration Fee Program Status *
- 5.5 Review Summary of the Transportation for Clean Air (TFCA) Applications Received for FY 2011/12 Program– **Page 131**

6.0 LEGISLATIVE PROGRAM UPDATE

- 6.1 Review Legislative Program Update*

7.0 STAFF AND COMMITTEE MEMBER REPORTS**8.0 OTHER/ADJOURNMENT**

NEXT MEETING: April 5, 2011.

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

Glossary of Acronyms

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



1333 Broadway, Suites 220 & 300

Oakland, CA 94612

PH: (510) 208-7400

www.AlamedaCTC.org



Directions to the Offices of the Alameda County Transportation Commission:

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

Public Transportation Access:

BART: City Center / 12th Street Station

AC Transit:

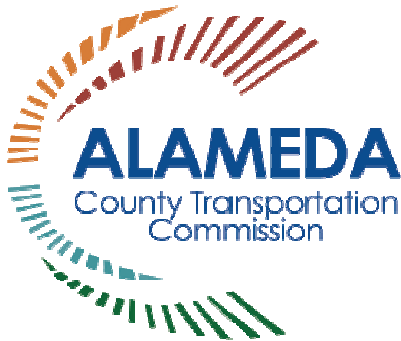
Lines 1,1R, 11, 12, 13, 14, 15, 18, 40, 51, 63, 72, 72M, 72R, 314, 800, 801, 802, 805, 840

Auto Access:

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



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



1333 Broadway, Suites 220 & 300

Oakland, CA 94612

PH: (510) 208-7400

www.AlamedaCTC.org

ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE MINUTES OF FEBRUARY 1, 2011

1.0 INTRODUCTIONS

2.0 PUBLIC COMMENT

3.0 CONSENT CALENDAR

3.1 Approval of the Minutes of January 4, 2011

3.2 Funding Opportunities

3.2.1 Review Caltrans Planning Grants FY 11-12 Cycle

3.3 Review CTC Meeting Summary

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

4.0 ACTION ITEMS

4.1 Approve 2011 CMP Update – CMP Requirements Review and Recommendations

Suthanthira requested ACTAC to review and make recommendations on the 2011 CMP Update. A motion was made by Cooke to postpone action on this item until March so that ACTAC has the opportunity to review the materials more thoroughly and forward the item to the Planning, Policy and Legislation Committee for information only; a second was made by Tassano; there was one abstention by the City of Hayward. Staff requested that comments be submitted by February 11, 2011 and said they would bring the item back through the Committees in March for approval.

4.2 State Transportation Improvement (STIP) Program Extension Requests

4.2.1 Approve Allocation Deadline Extension for the City of Dublin Alamo Canal Regional Trail, Route 580 Undercrossing Project

4.2.2 Approve Allocation Deadline Extension for the City of Oakland Coliseum BART Pedestrian Improvements Project

4.2.3 Approve Allocation Deadline Extension for the City of Berkeley Bay Trail Extension Segment One Project

4.2.4 Approve Allocation Deadline Extension for the Alameda CTC/ACCMA I-580 San Leandro Landscape Project

Todd requested ACTAC to recommend Board approval of Request of Time Extensions for (4) projects which include City of Dublin Alamo Canal Regional Trail, Route 580

Undercrossing; City of Oakland Coliseum BART Pedestrian Improvements Project; City of Berkeley Bay Trail Extension Segment One Project and Alameda CTC/ACCMA I-580 San Leandro Landscape Project. A motion was made by Frascinella to recommend Board approval of request of time extensions of all (4) project; Tassano made a second. The motion passed unanimously.

4.3 Monitoring Reports

4.3.1 Approve State Transportation Improvement (STIP) Program At Risk Report

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

4.3.3 Approve CMA Exchange Quarterly Status Report

4.3.4 Approve Transportation for Clean Air (TFCA) At Risk Report

James O'Brien of Advance Project Delivery requested ACTAC to recommend the Board approve (1) the State of Transportation Improvement (STIP Program at Risk Report; (2) the Federal Surface Transportation/Congestion Mitigation and Air Quality (STP/CMAQ) at Risk Report; (3) the CMA Exchange Quarterly Status Report; (4) Taylor requested ACTAC to recommend the Board approve the Transportation for Clean Air (TFCA) at Risk Report. A motion was made by Odumade to approve all (4) reports; Khan made a second. The motion passed unanimously.

5.0 NON-ACTION ITEMS

5.1 Review Project Study Report / Project Initiation Document (PSR/PID) FY 2011/12 Priority List for Alameda County

Bhat requested ACTAC to review and provide comments on the FY 2011/2012 PSR/PID priority list for Alameda County. This item was presented for information only.

5.2 Review Federal Inactive Project List

Bhat requested ACTAC to review the December 2010 Quarterly Federal Inactive obligation list of projects. Bhat informed ACTAC that in order to prevent deobligation and potential loss of unexpected federal funds, local agencies must submit a valid FMIS transaction by February 15, 2011. This item was presented for information only.

5.3 Review Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP) and Countywide Transportation Plan (CWTP)/Transportation Expenditure Plan Information

Walukas requested ACTAC to review the Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP) and Countywide Transportation Plan (CWTP)/Transportation Expenditure Plan information. She presented information on the upcoming Call for Projects and highlights on MTC's preliminary recommendations for the 25-year financial assumptions, the committed funding and project policy and the project assessment approach. Staff will be distributing information on the regional and countywide call for projects later this month. This item was presented for information only.

6.0 LEGISLATIVE PROGRAM UPDATE

6.1 Legislative Program Update

Dao gave a brief update on several legislation items. This information was presented for information only.

7.0 STAFF AND COMMITTEE MEMBER REPORTS

Bhat provided a brief update on the 2012 STIP Fund Estimate. This item was presented for information only.

8.0 OTHER/ADJOURNMENT

NEXT MEETING: March 1, 2011.

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

Attest by:



Claudia D. Leyva, Secretary

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ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE
FEBRUARY 1, 2011
ROSTER OF MEETING ATTENDANCE
CMA COMMITTEE ROOM, OAKLAND, CALIFORNIA

NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1. Mark Feldkamp	City of Piedmont	420-3073	
2. Claudia Uyva	ACCMA	(510) 350-2335	cuyva@accma.ca.gov
3. IRIS STARR	OAKLAND	(510) 238-6229	ISTARR@OAKLANDNET.COM
4. Kunle Odumade	Fremont	510.494.4746	kodumade@fremont.gov
5. Donna Lee	BART	510.464.6282	dlee@bart.gov
6. Nathan London	ACT Transit	510.891.4792	nlondon@actransit.org
7. Tina Spencer	ACT Transit	510.891.4754	tspencer@actransit.org
8. Amber Evans	Emeryville	510.596.4382	aevans@emeryville.org
9. Bob Rosevear	CALTRANS	510.286.5544	ROBERT.ROSEVEAR@DOT.CA.GOV
10. Don Frascinella	Hayward	510.583.4781	don.frascinella@hayward-ca.gov
11. Zach Rehm	Piedmont	(510) 420-3050	zrehm@ci.piedmont.ca.us - Please add me to email list!
12. Paul J. Keener	Alameda County	(510) 670-6452	paul.k@acpwa.org
13. Keith R. Cooke	San Leandro	510-577-3439	KCOOKE@ SAN sanleandro.org
14. OBAD KIHAN	Alameda	510-749-5926	OKIHAN@ci.Alameda.ca.us
15. Matt Nichols	Berkeley	510-981-7068	mnichols@cityofberkeley.info
16. ARTHUR DAO	ALAMEDA CTC	510.893.3347	adao@actia2022.com
17. Matt Todd	"	510.350.2315	mtodd@accma.ca.gov
18. Beth Walukas	Alameda CTC	510-350-2326	bwalukas@accma.ca.gov
19. SOREN FAYEAM	NEWARK	510-570-4286	Soren.Fayeam@newark.org
20. Mike Tassano	Pleasanton	925-931-5670	MTASSANO@Ci.Pleasanton.ca.us

21. HAMID MOSTOWFI CITY OF BERKELEY 510-981-6403 hmosiowfi@ci.berkeley.ca.us
22. George Frisk San Joaquin Regional Rail 209-944-6235 george@acrrail.com
23. ERIK JOHNSON City of Oakland 510-238-2330 ejohnson@oaklandnet.com
24. Jay Musante City of Oakland (510) 238-6658 ajmusante@oaklandnet.com
25. Jane Stark Alameda CTC 510/836-2560 dstark@accma.ca.gov
26. VIVER BHAI ALAMEDA CTC (510) 350-2323 vbhai@accma.ca.gov
27. Erik Alm Caltrans DH 510-286-6053 calm@dot.ca.gov
28. JACKI TAYLOR ALAMEDA CTC (510) 350-2320 JTAYLOR@ACCMA.CA.GOV
29. Laurel Pector Alameda CTC 510-350-2334 lpector@accma.ca.gov
30. James OBrien Alameda CTC Project Manager (510) 767-6106 james@advantepacific.com
31. Jaimee Bourgeois Dublin 925-833-6634 jaimie.bourgeois@dublin.ca.gov
32. Mark Feldkamp Piedmont 510-420-3064 m.feldkamp@ci.piedmont.ca.us
33. FAROOQ AZIM Union City (510) 875-5368 FAZIM@unimail.org
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From: DLA Webmaster <DLA_Webmaster@dot.ca.gov>
To: <dla-website-updates-announce@lists.dot.ca.gov>
Date: 12/23/10 11:34 AM
Subject: [DLAWUA] BTA 2011-12 Call for Projects - Due March 18, 2011
Attachments: Part.002

Announcement:
2011-12 Bicycle Transportation Account - Call for Projects

Basic local agency eligibility requirements:

The applicant agency has a current and adopted Bicycle Transportation Plan (BTP) - between Jan 1, 2006 and March 31, 2011; the BTP has been approved by the agency's MPO or RTPA; the project is listed in the BTP; the applicant agency does not have a Bicycle Transportation Account (BTA) project open project under a Cooperative Work Agreement (CWA) the completed application is submitted by March 18, 2011.

For more information on BTA eligibility, see the BTA Bicycle Transportation Plans webpage:
<http://www.dot.ca.gov/hq/LocalPrograms/bta/BTPProcessFinal.htm>

The BTA Call for Projects, Project Application, and List of agencies with BTA awards open with CWAs can be accessed from: <http://www.dot.ca.gov/hq/LocalPrograms/bta/BTACallForProjects.htm>

Application Processing Changes

The 2011-12 BTA application form has been recreated in Adobe Acrobat Professional v.9 to streamline processing of the application data. Also, users must have Acrobat Reader 8.0 or later to complete the form. Users will be able to save the data in the application form with Reader 8.0 or later and send the file as an attachment to an email. Download free software: <http://get.adobe.com/reader/>

To make use of this technological change, applicants must submit the application in two parts by March 18, 2011 - applications received or postmarked after this date will not be considered.

Part 1 - The electronic application file for each project is due via email to Caltrans Headquarters Bicycle Facilities Unit: ann_mahaney@dot.ca.gov

Part 2 - The printed application package for each project is due to the Caltrans District Local Assistance Office. <http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>.

Please see the 2011-12 BTA Call for Projects Checklist.pdf for complete instructions.
<http://www.dot.ca.gov/hq/LocalPrograms/bta/BTACallForProjects.htm>

For more information contact Ann Mahaney by email at ann_mahaney@dot.ca.gov, or voice at (916) 653-0036.

DLA Webmaster
Office of Policy Development and Quality Assurance
Division of Local Assistance
California Department of Transportation
1220 O Street, 5th Floor
Sacramento, CA 95814

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METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
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Oakland, CA 94607-4700
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TDD/TTY 510.817.5769
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WEB www.mtc.ca.gov

Memorandum

TO: Interested Parties

DATE: December 28, 2010

FR: Dave Vautin

W. I.

RE: Caltrans Planning Grants FY 11-12 Cycle

Caltrans recently announced the fiscal year 11-12 round of federal and state planning grants. **Applications are due to Caltrans on March 30, 2011** for the following grant programs:

- Partnership Planning (SP&R)
- Transit Planning (5304) grants, including
 - Statewide or Urban Transit Planning Studies,
 - Rural or Small Urban Transit Planning Studies, and
 - Transit Planning Student Internship grants
- Environmental Justice Transportation Planning (EJ)
- Community-Based Transportation Planning (CBTP)

[Attachment 1](#) includes a brief summary of the grant programs and application eligibility. More information on eligibility, grant size and Caltrans requirements is available at: <http://www.dot.ca.gov/hq/tpp/grants.html>. I highly recommend the Grant Guide document on the website, which details the grant programs and eligibility and answers most of the common questions.

Please note the requirement (see p. 2 of the Guide) that all applications be in accord with a region's Blueprint Plan (known as the FOCUS program in the Bay Area). MTC staff will review potential proposals and work with sponsors to achieve consistency with the appropriate regional policies and strategies. **We also encourage sponsors to consider how their proposals relate to the Transit Sustainability Project (TSP) and the Sustainable Communities Strategy/Regional Transportation Plan (SCS/RTP), as well as how their proposals could coordinate with these efforts.**

As in the past, MTC is willing to sponsor applications by agencies and organizations ("sub-applicants") that are not otherwise eligible to submit applications on their own. [Attachment 2](#) sets forth the process and schedule for those requesting MTC to sponsor a proposal on their behalf. This schedule was developed to help MTC respond to the numerous requests and inquiries we typically receive. MTC cannot guarantee support for your project if you fail to adhere to the schedule and process outlined in this memo. In brief, we ask that you:

- Notify MTC by **February 1, 2011** of your intent to seek MTC sponsorship for a grant application and provide a brief project description and approximate funding request at that time.
- Secure local matching funds as required by each grant program.

- Provide MTC by **March 1, 2011** several application elements including: the cover sheet and signature sheet (see last page of the application) which requires signature by MTC; project description; purpose and need statement; and scope of work and schedule. Your agency/organization signature must already be on the signature sheet. We will then return the fully signed signature sheet to you.
- Provide MTC by **March 1, 2011** an electronic one-page description, budget and schedule for inclusion in the FY 11-12 Overall Work Program. This document must be in MS Word format.
- Complete the application and submit it to Caltrans by the **March 30, 2011** deadline. It is your responsibility to submit the application to Caltrans.
- Following submittal to Caltrans in March, provide MTC with a printed and electronic copy of the final grant application. At that time, please send me the detailed accounting of in-kind match, based on the attached example, with the total amount matching the in-kind pledge on the grant application.

If your agency is eligible to apply for a grant on its own and seeks a letter of support from MTC, please plan to submit a request, including a sample letter of support, no later than **February 1, 2011**, as outlined in Attachment 2.

Please contact Dave Vautin (dvautin@mtc.ca.gov, 510-817-5709) about working with MTC to submit a grant application.

J:\PROJECT\Ct Consolidated Grants\11 12\Guidance for applying through MTC.doc

Attachment 1
Summary of FY 11-12 Caltrans Planning Grants

Environmental Justice: Context Sensitive Planning (EJ) Grants

Funds projects that promote community involvement in planning to improve mobility, access, and safety while promoting economic opportunity, equity, environmental protection and affordable housing for low-income, minority and Native America communities. \$3 million is available statewide. The maximum award is \$250,000. A local match of 10% of the grant request is required, up to one-quarter of which can be in-kind. Cities, counties, transit operators, Native American tribal governments, and MPOs may apply directly to Caltrans.

Community Based Transportation Planning (CBTP) Grants

Funds transportation and land use planning that promotes public engagement, livable communities, and a sustainable transportation system that includes mobility, access and safety. \$3 million is available statewide. The maximum award is \$300,000. A local match of 10% of the grant request is required, up to one-quarter of which can be in-kind. Cities, counties, transit operators, and MPOs may apply directly to Caltrans.

FHWA Partnership Planning Grants, also known as State Planning & Research (SP&R)

Funds transportation planning studies of multi-regional and statewide significance that strengthen the economy, protect the environment, and promote public involvement and safety in the State. \$1 million is available statewide. The maximum award is \$300,000. MPOs are the only eligible applicants; other agencies and organizations may apply as sub-applicants. A local match of 20% in non-federal funds of an in-kind contribution is required.

Transit Planning Grants (FTA 5304, 3 programs)

MPOs are the only eligible applicants for all FTA 5304 grants; other agencies and organizations may apply as sub-applicants. A local match of 11.47% in non-federal funds of an in-kind contribution of the total project cost is required for all 5304 grant programs:

- **Statewide or Urban Transit Planning Studies**
Funds studies on transit issues having statewide or multi-regional significance to assist in reducing congestion. \$2 million is available statewide. The maximum award is \$300,000.
- **Rural or Small Urban Transit Planning Studies**
Funds public transportation planning studies in rural or small urban areas (transit service area with population of 100,000 or less). \$1 million is available statewide. The maximum award is \$100,000.
- **Transit Planning Student Internships**
Funds student internship opportunities in transit planning at public transit agencies. \$500,000 is available statewide. The maximum award is \$50,000.

Community-based organizations, non-profit organizations, and universities are not eligible to apply on their own for any of the grants. These organizations must apply as a sub-applicant to an eligible agency – as listed above – for each grant.

See <http://www.dot.ca.gov/hq/tpp/grants.html> for more information on all grant programs.

Attachment 2
Schedule and Procedures for Working with MTC to
Submit Applications for FY 11-12 Caltrans Planning Grants

Those Requesting MTC to Sponsor an Application on Their Behalf

The sub-applicant is responsible for:

- (1) Selecting the grant program to which you will apply. Caltrans is providing detailed grant information on their website: <http://www.dot.ca.gov/hq/tpp/grants.html>. Caltrans District 4 may also host a workshop in January or February. Notice of the workshop would be posted on the above website.
- (2) Providing to Dave Vautin by **February 1, 2011**: (a) the program to which you will apply; (b) a single contact person; and (c) a few sentences or paragraph describing the project; (d) approximate funding request. E-mail communication is fine.
- (3) Securing local matching funds as required by each grant program.
- (4) Filling out and providing to Dave by **March 1, 2011** the following application elements:
 - a. Completed cover sheet and signature sheet. Please have the authorized official for your agency sign the signature sheet before submitting it for signature by MTC.
 - b. Project summary and justification, as outlined in the instructions in each grant application.
 - c. Scope of work, including the project schedule and funding chart
 - d. A one-page project description for the FY 11-12 Overall Work Program (OWP). A form will be provided for the one-page OWP description.
- (5) Completing all portions of the application and submitting the necessary printed and electronic copies to Caltrans by **March 30, 2011**. You are also responsible for submitting letters of support and any other supporting materials to Caltrans.
- (6) Meeting all general Caltrans requirements.
- (7) Following submittal of the final application to Caltrans, providing MTC with a printed and electronic copy of the final submitted grant.

MTC staff will assume responsibility for:

- (1) After receiving the application materials requested in Step 4, submitting it for signature by MTC's Executive Director and returning it to you by **March 17, 2011** for your submittal to Caltrans.
- (2) Identifying the project in the FY 11-12 OWP.

Those Requesting for Letters of Support For Applications Submitted Directly to Caltrans

If your agency is eligible to apply on its own and seeks a letter of support from MTC, please contact Dave Vautin no later than **February 1, 2011** with the following:

- a. Contact name and mailing address (Note that letters of support must be addressed to the applicant and must be submitted with the application.)
- b. Sample letter of support
- c. Grant program for which you are applying
- d. Project description (preferably the scope of work)
- e. Grant request amount

-----Original Message-----

From: Valerie Knepper [mailto:VKnepper@mtc.ca.gov]
Sent: Wednesday, February 16, 2011 3:18 PM
To: Valerie Knepper
Subject: Ct Transportation Planning Grant funds

Local jurisdictions interested in parking issues:

Just a heads-up in case you haven't seen this, Ct Transportation Planning Grant funds are available for planning projects that improve mobility and lead to the planning, programming, and implementation of transportation improvement projects. You can find the application form, Caltrans grant guide and list of prior year awards at:
<http://www.dot.ca.gov/hq/tpp/grants.html>.

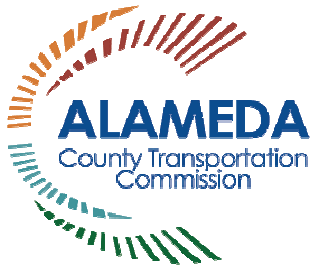
As communicated earlier, MTC has elected not to be the primary applicant on behalf of sub-recipients for the FHWA Partnership Planning and FTA 5304 Transit Planning Grant funds for the upcoming fiscal year 2011-2012. Cities, counties, transit agencies, and Native American Tribal Governments may apply directly to Caltrans for FHWA Partnership Planning and FTA 5304 Transit Planning Grant funds.

If you are interested in submitting an application regarding reforming parking policies, I may be able to provide feedback, participate and provide some in-kind match if desired.

Regards,

Ms. Valerie Knepper
Transportation Planner
Metropolitan Transportation Commission
510/817-5824
510/817-5848 fax
vknepper@mtc.ca.gov

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1333 Broadway, Suites 220 & 300

Oakland, CA 94612

PH: (510) 208-7400

www.AlamedaCTC.org

Memorandum

DATE: February 22, 2011

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Saravana Suthanthira, Senior Transportation Planner

SUBJECT: Approve the 2011 CMP Update: CMP issues review and recommendations

Recommendations

It is recommended that the Commission approve the proposed recommendations for the various elements of the Congestion Management Program (CMP) as part of the 2011 CMP update to better manage and formulate strategies for an effective transportation system in Alameda County.

Summary

Alameda CTC, in its role as the Congestion Management Agency for Alameda County, is required to use the Congestion Management Program (CMP) to identify strategies to address congestion in Alameda County. The Congestion Management Program (CMP) document is required to be in conformance with the CMP legislation and is required to be updated every two years.

The schedule and issues for the 2011 CMP update were approved by the Commission at its meeting on January 27, 2011. The Commission, while approving the schedule and issues, directed staff to use this update of the CMP as an opportunity to take a fresh look at transportation issues and identify ways to formulate strategies to better address congestion in Alameda County. Based on the direction from the Commission, staff performed a comprehensive review of the current CMP, the CMP legislation, and related activities of Alameda CTC, and identified potential areas for improvement. The recommendations for next steps for various elements of the CMP were presented to ACTAC and Planning Policy and Legislation Committee in February. In view of the implications of the recommendations on the local jurisdictions, ACTAC requested a comparison of Congestion Management Programs of the other CMAs in the Bay Area region and a discussion of how they relate to the proposed recommendations for the 2011 CMP Update. The purpose of the comparison would be to gain a

better understanding of the implementation of CMP elements in the region as a basis for considering the proposed recommendations by staff.

For comparison of CMP activities, three CMAs in the Bay Area region were selected: San Francisco County Transportation Authority (SFCTA); Santa Clara Valley Transportation Authority (VTA); and Contra Costa Transportation Authority (CCTA). This memorandum describes the CMP activities of these three CMAs and compares them to the Alameda CTC's CMP activities. Recommendations are provided for next steps for selected CMP elements.

Discussion

As requested by ACTAC at their February meeting, the following three CMAs in the Bay Area were selected to develop a comparison of CMP activities:

- San Francisco County Transportation Authority (SFCTA)- in view of their advanced transportation planning activities that aggressively promote alternative transportation modes;
- Santa Clara Valley Transportation Authority (VTA) - in view of the similarity in urban land use characteristics and transportation network connections as well as interaction of trips between Alameda and Santa Clara Counties because they are adjacent counties; and
- Contra Costa Transportation Authority (CCTA) - in view of the similarity in diverse land use characteristics and transportation network connections as well as interaction of trips between Alameda and Contra Costa Counties because they are adjacent counties.

Staff reviewed the CMP documents and also interviewed the responsible staff for updating and preparing the CMP in each agency. Highlights of the CMP in each County, particularly where they are different from Alameda CTC's CMP are described below. Table 1 provides a comparison of activities for all four CMAs including Alameda CTC by individual CMP element and finally identifies proposed recommendations for next steps for each element. The comparative analysis confirmed that many of the proposed recommendations presented at the February meeting are still valid while recommendations removed are shown in ~~strike-out~~ and additional recommendations proposed as a result of the comparative analysis of the other three CMAs are shown in *italics*. Table 1 does not include Capital Improvement Program as no changes are proposed to it and because the Capital Improvement Program is developed similarly in all four CMPs.

Attachment 1 provides the staff report presented at the February ACTAC meeting that provides the background review of Alameda CTC's CMP elements in relation to the CMP legislation along with the recommendations for next steps. Comments were received from the City of Alameda (attachment 2) and they are responded to either in this staff report or in a direct response to the City of Alameda where needed.

San Francisco County Transportation Authority (SFCTA):

SFCTA as the CMA for the City and County of San Francisco is charged with the responsibility of coordinating with other departments in the City of San Francisco to implement the CMP requirements. The Transit First Policy adopted in 1973 by the City Council is documented in the City Charter. Since then, it has evolved into a variety of policies advocating travel demand management and prioritization of alternate modes. The City believes that these policies have allowed them to accommodate the unprecedented growth in travel demand over the last two decades without making any proportionate investment in increasing highway and street capacity.

San Francisco has implemented and is considering various fees for congestion management. A landmark Transit Impact Development Fee ordinance enacted in 1981 requires new development to pay its fair share for expanded transit capacity to serve that development. SFCTA is proposing to replace the current auto focused level of service (LOS) measure with a net new Automobile Trips Generated (ATG) measure for the purposes of the land use analysis program. If implemented, projects that generate automobile trips would pay new Auto Trip Mitigation Fee (ATMF) that would fund projects designed to address environmental impacts caused by the projects. A nexus study for this purpose is underway. SFCTA has established a robust data collection mechanism for all modes of transportation. The multimodal data collected is used for the purposes of the performance element of the CMP as well as for the activity based travel demand model and other GIS tools, which are used to perform various analyses and inform decision making in transportation planning.

Contra Costa County Transportation Authority (CCTA):

Many of the CCTA's CMP functions are implemented through their voter approved Growth Management Program (GMP) with the exception of the LOS Monitoring, Capital Improvement Program and Countywide Travel Demand Model. Measures C and J in Contra Costa County required the CCTA to develop and update a Growth Management Program as a component of the Expenditure Plan. The GMP has several similar or more robust localized congestion management functions that focus on better growth and development of Contra Costa County. The GMP requires establishing Regional Transportation Planning Committees for each of the county's four sub-regions (similar to Alameda County Planning Areas) of the county. These Regional Transportation Planning Committees identify Routes of Regional Significance that cover the entire CMP network, establish Multi-modal Transportation Service Objectives (MTSO) for these routes and develop an action plan to identify actions for achieving the MTSOs.

MTSOs are quantifiable measures of transportation system performance such as vehicle occupancy and delay and can be region-wide or roadway specific. The GMP Action Plans are updated periodically.

The GMP element requires the Contra Costa County jurisdictions to work closely with each other. They are required to adopt a Growth Management Element as part of their General Plans and show how they comply with six GMP requirements including the following:

- Adopt a development mitigation program – this program is required to include two components, local and regional programs, to ensure that new growth (development) is paying its share of the costs associated with the growth. This means that each jurisdiction has two different development impact fees –local and regional;
- Address housing options – to accommodate all income levels;
- Participate in an ongoing cooperative, multi-jurisdictional planning process – in developing action plans for the Routes of Regional Significance and establishing MTSOs; and
- Adopt a TSM ordinance.

Santa Clara Valley Transportation Authority (VTA):

VTA has adopted a Community Design and Transportation (CDT) program as part of its Countywide Transportation Plan to better integrate transportation and land use and which augments the CMP land use analysis program. This program was developed in partnership with member agencies and communities and is endorsed by their elected bodies. The VTA Board promotes the CDT program as its policy tool and primary program to integrate transportation and land use. It includes a comprehensive toolkit for the member agencies to use in all aspects of transportation and land use planning and in developing both public and private development projects. The CDT program also includes two grant funds program and an incentive program, which is designed to encourage better coordination of transportation and land use planning. One of the objectives of the CDT program is to support concentrated development in selected locations of the county. Also, VTA developed the Transportation Energy and Air Quality Program (TEAQ) to provide a framework for VTA to develop initiatives, projects and programs, and to work with regional partner agencies to address climate change and energy issues. TEAQ guidelines coordinate with the CDT program.

As part of the annual conformity, the Santa Clara County jurisdictions have the responsibility to provide detailed land use approval data (parcel and zoning data) for the prior years and traffic volume data for the 252 CMP intersections monitored by VTA. Using the land use data in their countywide travel demand model, VTA performs a cumulative transportation analysis and identifies development trends for informational purposes, and undertakes a geographic analysis of land use changes including developing a countywide map showing land use changes over the last few years highlighting transit oriented developments or station areas.

VTA's CMP land use analysis program requires the jurisdictions to assume more responsibility for the implementation of the program. The following are the adopted steps for its land use analysis program:

1. The jurisdictions are required to notify VTA of the need to perform a transportation impact analysis if the project meets the threshold to prepare one;
2. A traffic impact analysis based on VTA's adopted traffic impact analysis guidelines is sent to VTA by the jurisdiction either along with the environmental document or separately if an environmental document is not needed;
3. VTA reviews the traffic impact analysis and sends the jurisdiction (project sponsor) comments and recommendations;
4. Jurisdiction reports back to VTA on the conditions of project approval;
5. VTA reports to its Committees and Board on suggested project recommendations based on the traffic impact analysis and approved project conditions.

Fiscal Impact

None

Attachments

Attachment 1 – February 2011 ACTAC Item 4.1 - 2011 CMP Update: review of CMP Requirements and Recommendations

Attachment 2 – Comments from the City of Alameda

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Table 1 – Comparison of Alameda CTC CMP activities with other CMAs and Recommendations				
1. CMP Element – Traffic Level of Service Standards				
Legislation Requirement – key elements ○ Adopt LOS standards for designated roadway system ○ Roadway system to include all state highways and principal arterials ○ Deficiency Plan to be prepared if roadway performs below LOS E that was not LOS F in 1991				
What is done by Alameda CTC	Contra Costa Transportation Authority (CCTA)	San Francisco County Transportation Authority (SFCTA)	VTA	
Principal arterials are selected using the primary criterion of 30,000 ADT as the threshold along with other secondary criteria.	Principal Arterials are selected based on 20,000 ADT threshold and other secondary criteria.	To identify Principal Arterials, no threshold is applied instead characteristics are defined similar to secondary criteria at Alameda CTC, which are: 1) cross-town thoroughfare; 2) routes generally of citywide significance; 3) routes of varying capacity depending on the travel demand for the specific direction and adjacent land uses.	Expressways and Principal Arterials are part of the CMP Network. Principal Arterials must be either a 6-lane arterial or non-residential arterial with 30,000 ADT.	
Adding new principal roadways to the CMP network is voluntary. One roadway segment has been added since 1991.	No new roadways have been added since adoption in 1991.	Added 28 miles of supplemental city arterials to the 237 miles CMP network in 2009 CMP update only for monitoring purposes to support planning and system management.	No new roadways have been added since adoption in 1991.	
Deficiency Plans are prepared.	No deficiency plans were required due to the legislative exemptions.	No deficiency plans prepared – attributed towards the legislative exemptions and also city's proactive	Pro-active Deficiency plans are encouraged. CMP offers two types of deficiency plans: location	

Table 1 – Comparison of Alameda CTC CMP activities with other CMAs and Recommendations		
	congestion reduction measures.	specific and area wide. So far, two area-wide deficiency plans were prepared. Deficiency Plan guidelines are being updated.
Recommendation - Re-evaluate and update the criteria for selecting principal arterials - <i>Since the 30,000 ADT threshold was determined based on 70% of vehicle miles traveled (VMT) countywide, use the countywide model to identify 1) the current ADT threshold for the 70% VMT and 2) %VMT for a range of ADT thresholds.</i> - Expand CMP network by either (1) identifying new roadways that could be part of the CMP system by applying the new criteria or (2) <i>similar to San Francisco's program, develop a two tiered network based on a set of qualitative criteria with the second tiered CMP network used only for informational purposes of monitoring and not for conformance. Review the policy every four years.</i> - Adopt a policy to give funding preference for improving deficient segments Develop an approach for adding new roadways to the CMP network in future CMPs - Update the existing Deficiency Plan Guidelines to include better information on how to prepare an area-wide deficiency plan.		

Table 1 – Comparison of Alameda CTC CMP activities with other CMAs and Recommendations			
2. CMP Element – Performance Measures			
Legislation Requirement – key elements Adopt a set of performance measures to evaluate multi-modal system performance for the movement of people and goods. At a minimum these measures must include roadway and transit related measures			
What is done by Alameda CTC	Contra Costa Transportation Authority (CCTA)	San Francisco County Transportation Authority (SFCTA)	VTa
A set of measures for roadway, transit and bicycle measures are adopted in the CMP.	A set of roadway performance measures (drawn from MTSO's of Action Plans) and the required three transit measures are adopted. A distinction is made between CMP measures that do not have thresholds to be met and the MTSO thresholds that have thresholds to be met.	Adopted two tiers of measures: Tier 1 includes legislation required minimum measures; and Tier 2 includes additional measures (transit related) for planning purposes.	Adopted a set of multi-model measures including transit sustainability policy as one of the measures.
An annual performance report is prepared by Alameda CTC on the State of the Transportation System with respect to these measures.	Data is collected on these measures periodically.	Robust data collection on performance measures for tracking trends and to inform decision making.	Uses it on CWTP to evaluate system wide effects of two alternatives and for the land use analysis program to analyze the cumulative effects of land use changes using their travel demand model
Recommendation - Integrate the performance measures developed from the CWTP-TEP and RTP/SCS process as appropriate - Every year collect data for the newly adopted measures, which will include the existing measures, in the same manner as it is currently done by using			

Table 1 – Comparison of Alameda CTC CMP activities with other CMAs and Recommendations <i>the existing data sources. Every other year, subject to availability of funding, augment data collection to collect additional data for all modes, as needed for improved analysis of the performance of the countywide transportation system.</i>			
For the existing Alameda CTC CMP measure “Coordination Between Operators”, expand measure to include an evaluation of the existing public transit system in Alameda County, including developing a strategy for improvement of the transit systems or developing a potential comprehensive countywide transit plan. Implementation of this recommendation would depend on the availability of funding.			
3. CMP Element -Travel Demand Management (TDM)			
Legislation Requirement – key elements Adopt TDM strategies to promote alternative transportation methods			
What is done by Alameda CTC	Contra Costa Transportation Authority (CCTA) Implementation of TDM is combined with the implementation of GMP. The GMP requires adoption of TSM ordinance for trip reduction by the jurisdictions.	San Francisco County Transportation Authority (SFCTA) Adopted various policies stemming from the City’s Transit First policy for advocating TDM. Also, combined it with active parking management and current and future pricing options.	VTA CDT program encourages various trip reduction efforts through partnerships and incentive programs. Implemented Ecopass and rail shuttles.
Recommendation: To be more successful in getting more people switch to alternative modes, explore developing a countywide comprehensive TDM program in the context of the SB 375 related efforts at local and regional level. This would include parking management and pricing strategies, and studying the existing countywide TDM resources such as Park-N-Ride lots, Guaranteed Ride Home and Travel Choice programs for potential for increased usage			

Table 1 – Comparison of Alameda CTC CMP activities with other CMAs and Recommendations				
4.a CMP Element – Land Use Analysis Program				
Legislation Requirement – key elements Adopt a program to analyze the impacts of land use decisions made by the local jurisdictions on the regional transportation systems				
What is done by Alameda CTC	Contra Costa Transportation Authority (CCTA)	San Francisco County Transportation Authority (SFCTA)	VTA	
- Implemented through reviewing and commenting on General Plan Amendments (GPA), Notice of Preparation (NOP) for environmental documents and Environmental Impact Reports (EIR). Uses 2000 HCM and will consider 2010 HCM when it is released. Comments and recommendations made in terms of impact on multi-model system. - Tri-Valley Transportation Development Impact Fee (TVTDF)	- Same as Alameda CTC in reviewing documents. Adopted technical procedures (based on 1985 HCM) are followed for transportation impact analysis. - Has established Regional Transportation Planning Committees in place. Local and regional Transportation Development Impact Fee adopted by individual jurisdictions such as sub-regional TVTDF as part of the GMP.	- Same as Alameda CTC in reviewing documents. Uses 2000 HCM. - New Auto Generated Trip (AGT) as a measure is considered for replacing the current auto focus LOS. An Associated Development Impact Fee, AGTF is being studied.	- Same as Alameda CTC in reviewing documents. Uses 2000 HCM. More responsibility for the jurisdictions to track development trends in the county. Adopted Transportation Impact Guidelines are followed for preparation of transportation impact analysis. - May consider moving towards SFTCA's AGT approach.	

Table 1 – Comparison of Alameda CTC CMP activities with other CMAs and Recommendations			
Recommendation:			
▪ Update NOP/GPA response letter to reflect current focus on Preferred Development Areas and greenhouse gas related efforts in view of SB 375. ▪ <i>Consider options for tracking developments countywide similar to VTA but with minimal resources.</i> ▪ For projects that may impact long travel corridors that traverse multiple jurisdictions within the County, consider establishing a means for the project to contribute its fair share of required mitigation measures. ▪ Consider implementing a sub-regional transportation impact fee in the other three Planning Areas similar to Tri Valley's Transportation Development Fee.			
4.b CMP Element - Land Use Analysis Program			
Legislation Requirement – key elements			
○ Ability to require trip generators in other counties to participate in the respective county's CMP			
What is done by Alameda CTC	Contra Costa Transportation Authority (CCTA)	San Francisco County Transportation Authority (SFCTA)	VTA
▪ Previous cross-county partnership for SR 24, I-80 projects. No cost-sharing arrangements in place.	a. No cost sharing arrangement with adjacent county.	▪ Cross County-Line Study between C-CAG (San Mateo County CMA (C-CAG) and SFCTA underway to study the development around the county line and travel pattern, and to establish a potential fair-share cost of development impact mitigation around the county line.	No cost sharing arrangement with adjacent county.
Recommendation:			
▪ For congested cross county corridors, explore developing partnerships for sharing the cost for implementing related mitigation measures. ▪ For long term corridor improvements for such corridors, explore establishing cross county partnerships to develop mutually agreeable strategies for improvements. As a first step in this direction, a county line development study in partnership with San Joaquin County could be considered.			

Table 1 – Comparison of Alameda CTC CMP activities with other CMAs and Recommendations			
5. CMP Element - Infill Opportunity Zones			
Legislation Requirement – key elements			
The legislation related to Infill Opportunity Zone had a sunset in December 2009. Now there is an increased need to better coordinate the land use and transportation connection in view of SB 375 requirements.			
What is done by Alameda CTC	Contra Costa Transportation Authority (CCTA)	San Francisco County Transportation Authority (SFCTA)	VTA
No IOZ adopted.	No IOZ adopted.	IOZs were adopted as part of 2009 CMP Update and it covers almost the entire city.	Adopted a policy supported with incentives to encourage Land Use and Transportation planning. Also adopted Transportation Energy and Air Quality program.
Recommendation:			
In view of the current efforts regarding the importance of the land use and transportation connection in the context of SB 375, explore ways of harmonizing policies, guidelines and regulation so that infill development is easier to implement.			

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ALAMEDA
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Memorandum

Date: January 31, 2011

To: ACTAC

From: Saravana Suthanthira, Senior Transportation Planner

Subject: 2011 CMP Update: Review of CMP Requirements and Recommendations

Recommendations

It is recommended that the Alameda CTC Board review and provide input on the proposed options for using the Congestion Management Program as a tool to better manage and formulate strategies for an effective transportation system in Alameda County

Summary

Alameda CTC is now the congestion management agency for Alameda County, taking over this role from the Alameda County Congestion Management Agency (ACCMA). In this role, Alameda CTC is required to use the Congestion Management Program (CMP) to identify strategies to address congestion problems in Alameda County. The Congestion Management Program document is required to be in conformance with the CMP legislation. The CMP was first adopted by the ACCMA Board in October 1991 and has been updated every two years since then.

The schedule and issues for the 2011 CMP update were approved by the Alameda CTC Board at its meeting on January 27, 2011. The Board directed staff to use this update of the CMP as an opportunity to take a fresh look at transportation issues and ways to formulate strategies to better address congestion problems in Alameda County through a review of the CMP legislation. This memorandum reviews the current CMP, the CMP legislation and related activities of the ACCMA and the Alameda CTC, and identifies potential areas for improvement and makes recommendations for next steps.

Discussion

The CMP legislation (Attachment 1) stipulates that five specific elements form the core CMP, and also specifies certain other requirements and exemptions that the CMP is required to comply with. The five elements are:

- Traffic Level of Service Standards
- Performance Element
- Travel Demand Element
- Land Use Analysis Program
- Capital Improvement Program.

The following sections include detailed discussion and analysis of these core elements and the other CMP requirements. Table 1 provides an overview of the required elements and highlights major points.

Required CMP Elements:

1. *Traffic Level of Service Standards – Designation of the CMP roadway system*

The designated CMP roadway system is the regionally significant core roadway network for Alameda County for moving the majority of people and goods. This system must be monitored biennially using the adopted Level of Service (LOS) standards, and if any segment fails to meet the minimum required standards (subject to application of mandated exemptions), then a deficiency plan is required to be prepared to improve the segment. Attachment 2 shows the CMP roadway network for Alameda County.

The law mandates that the designated CMP roadway system include all state highways and “principal arterials.” However, the law provides no guidance or definition as to what constitutes a principal arterial. Therefore, the 1991 CMP adopted an approach consistent with the core concept of the CMP legislation: identify a system of roadways that carry a majority of the vehicle trips countywide over time to be included in the CMP network. Using the countywide travel model and average minimum daily traffic volume of 30,000 trips as the threshold that would produce a system of roadways carrying at least 70% of the vehicle miles traveled (VMT) countywide, the CMA developed the CMP network shown in Attachment 2. Since then, the selection criteria (30,000 daily traffic volume) and the methodology (voluntary designation by the local jurisdiction) for adding new roadways to the CMP network have been reviewed periodically and will be reviewed as part of the 2011 update as described below.

The 2009 CMP suggested that the selection criteria for principal arterials should be reevaluated in the 2011 update, in light of the changed land use and travel patterns that have occurred in the county since 1991. Further, since the development of the CMP roadway system in 1991, only one roadway, a 1.7 mile segment of Hegenberger Road between I-880 and Doolittle Drive, has been added to the system. While there may be other roadways that meet the principal arterial criteria now and hence potentially could be added to the CMP system, adding a new principal arterial on the CMP system is considered to be a liability by the local jurisdictions largely because they will be required to prepare a deficiency plan to improve any newly added segment that drops to LOS F, without any new funding to support that effort. Therefore, the adopted approach to add any new roadways to the CMP roadway system in the existing CMP is through voluntary designation by the local jurisdictions.

Recommendation: The above dilemma prevents the agency from getting a truly complete picture regarding congestion and developing strategies in the context of a comprehensive countywide transportation system. In order to identify a true regionally significant system that carries highest volumes of traffic and keeping in mind the current fiscal situation and impacts being experienced by the local jurisdictions, the following are recommended for consideration:

- Reevaluate the criteria for identifying principal arterials including using the countywide model to assess the minimum daily traffic volume threshold that would carry 70% of county traffic.
- Identify the principal arterials that will be part of the CMP system applying the new criteria. The legislation states that any roadway that is once part of the CMP system cannot be removed;

therefore, if any of the existing CMP roadways don't meet the new criteria, they will still stay on the CMP system.

- For the addition of new roadways based on the newly established criteria:
 - Develop an approach for adding new roadways to the CMP network
 - Adopt a formal policy that gives preference to funding to improve any deficient segments. An adopted policy could provide additional encouragement to the local jurisdictions to nominate new roadways for the CMP roadway system. If adopted, this policy will apply to the existing and newly identified deficient segments.

2. Performance Element – Required application of performance measures

The CMP law states that a set of performance measures be adopted that will evaluate current and future multi-modal system performance for the movement of people and goods. At a minimum, these measures must incorporate highway and roadway system performance, and measures established for the frequency and routing of public transit and for the coordination of transit service provided by separate operators. In this regard, the CMP currently includes a set of multi-modal performance measures and prepares a 'Performance Report on the State of the Transportation System' annually using these performance measures on the Alameda County Transportation System (Attachment 3).

Recommendation: Based on direction from the Commission and a review of the legislation, the following recommendations are made to improve this element:

- Integrate the performance measures that are being developed for the Countywide Transportation Plan-Transportation Expenditure Plan (CWTP-TEP) process as they will better reflect the land use and transportation connection mandated by SB 375 related to reducing greenhouse gas emissions from automobiles and light trucks. The current measures should nest within new measures for the purposes of the tracking trends over time. Trends for the new measures could be reported if past data on the measures are available.
- For the required public transit performance measures as defined in the legislation, evaluate the existing public transit system in Alameda County in light of the current service-cuts and develop new measures. For assessing the coordination of transit services, identify better measures for reporting on gaps in transit coverage or lack of transit connectivity, and explore developing a strategy for improvement of the transit system.
 - As identified in the 2009 CMP, this could be done through developing a comprehensive countywide transit plan that is intended to address ways to improve transit frequency and service; improve coordination among operators, especially transfer opportunities in the county and with adjacent counties; identify and close gaps in the transit systems; and identify better access to transit.
- Incorporate a performance measure for goods movement in the new set of performance measures. It should provide a momentum to move the proposal identified in the 2009 CMP to develop a Countywide Goods Movement Plan.

3. Travel Demand Management Element –Promoting alternative transportation methods

The CMP legislation states that the Travel Demand Management (TDM) Element be adopted to promote alternative transportation methods, including, but not limited to carpools, vanpools, bicycles, and park-and-ride lots; improvements in the balance between jobs and housing; and other strategies, including but not limited to flexible work hours, telecommuting, and parking management programs. In this regard, the Alameda CTC currently implements the Guaranteed Ride Home program and distributes a checklist to local jurisdictions to follow-up on the programs implemented by them as part of the Annual Conformity Finding Process. The Guaranteed Ride Home program has been successful and has resulted in a reduction of 3,100 drive alone trips per week. Other Alameda CTC TDM related programs include Safe Routes to Schools Program, Senior Travel Training Program and Bicycle Education Training.

Recommendation: Because available TDM alternatives are numerous, a coordinated and comprehensive approach would be more successful in getting more people to switch to alternative modes. Also, in view of the current added focus on the alternative transportation methods to reduce auto travel in the context of SB 375, and the regional RTP/SCS efforts and countywide CWTP-TEP efforts, the following recommendations are made for improving this element:

- Explore options for promoting alternative transportation methods through developing a countywide comprehensive TDM program in the context of land use and transportation connection and the regional efforts in reducing greenhouse gas (GHG) emissions from autos and light trucks.
 - The 2009 CMP identified the need for developing a countywide TDM program in conjunction with Transit Oriented Developments (TODs), now Planned Development Areas (PDAs), and a Parking Management Program.
 - Some of the options that could be considered in a TDM program could include, but not be limited to, promoting shuttle services to improve transit connectivity in order to increase transit ridership; exploring ways to increase the use of under-used Park and Ride lots to support transit; and encourage jurisdictions to require a comprehensive TDM program, if TDM is proposed as a mitigation measure in an Environmental Impact Report (EIR).

4. Capital Improvement Program – Using performance measures

The legislation requires the Capital Improvement Program (CIP) to be developed using the adopted performance measures to determine effective projects that maintain or improve the performance of the multimodal system for the movement of people and goods and to mitigate transportation impacts identified pursuant to the CMP Land Use Analysis Program. It further adds that the program must conform to transportation-related vehicle emission air quality mitigation measures, and include any project that will increase the capacity of the multimodal system.

In terms of the conformance of CIP-CMP projects to the air quality mitigation measures, it is ensured through the Metropolitan Transportation Commission's Regional Transportation Improvement Program wherein the CIP is included. The Alameda CTC will continue to work to ensure that the intent of the legislation is met for the CIP.

5. Land Use Analysis Program – Assessment and mitigation of land use development impact on the transportation network

The intent of the legislation for the Land Use Analysis Program is to analyze the impacts of land use decisions made by local jurisdictions on the regional transportation systems, including an estimate of costs associated with mitigating those impacts. It encourages, to the extent possible, that impacts to the transportation system be identified using the performance measures adopted in the CMP. The legislation also states that this program may be implemented through the California Environmental Quality Act (CEQA) requirements and analysis to avoid duplication.

Currently, the CMP's Land Use Analysis Program requires local jurisdictions to inform the Alameda CTC about all (1) General Plan Amendments (GPAs) and (2) Notice of Preparations (NOPs) for Environmental Impact Reports (EIRs) for projects consistent with the General Plan. If it is determined that a CMP analysis is required based on applying trip generation criteria, a separate CMP analysis is required to be included in the environmental document using the countywide model to analyze the impact of the project on selected regional roadways, regional transit system, and countywide bicycle and pedestrian networks. A sample NOP/GPA response letter identifying these requirements is found in Attachment 4.

Recommendation: In order to effectively identify the impacts and related mitigation measures on the regional roadway, transit and bicycle and pedestrian network, the following recommendations are made:

- Update the NOP/GPA response letter to reflect the current focus on the PDAs and GHG emission reductions in view of SB 375.
- For projects that may cause impacts on roadways or intersections outside the jurisdiction proposing or reviewing the project, or that may affect longer corridors that traverse multiple jurisdictions, consider establishing a means for the project to contribute its fair financial share of any required mitigation measures. This may involve the collection and retention of the fair share contribution by Alameda CTC until such time the mitigation measure is implemented.
- Consider implementing a sub-regional transportation impact fee such as the Tri-Valley's Tri-Valley Transportation Development Fee (TVTDF) in the other three planning areas. If the respective jurisdictions agree, the Alameda CTC could assist in moderating this fee process.

Other CMP Requirements

6. Land Use Analysis Program – Ability to require trip generators in other county to participate in the respective county's Congestion Management Program

The CMP legislation states that – at the request of the agency, a local jurisdiction that owns, or is responsible for operation of, a trip generating facility in another county shall participate in the congestion management program of the county where the facility is located. Because many of the Alameda County travel corridors (e.g. I-80, I-580, I-680, I-880, SR 24) traverse other counties, and because we share these congested corridors with adjacent counties, the CMP should explore the potential for sharing the costs for certain mitigation measures identified in the EIRs.

Recommendation: Alameda CTC has formed partnerships to cost share on large projects such as SR 24 Caldecott Tunnel 4th Bore, I-680 Express Lanes and I-80 Integrated Corridor Mobility (ICM) project. The same opportunity for cross county partnerships could be explored in the CMP

Land Use Analysis Program. In this regard, the following recommendations are made to improve this element:

- For EIRs that identify transportation impacts in Alameda County corridors that traverse other counties and experience congestion because of the cross-county trips potentially generated by a specific development project, explore the potential of developing cross county partnerships for sharing the cost of implementing selected and related mitigation measures identified in the EIRs and of developing mutually agreeable strategies, solutions and improvements through the Land Use Analysis Program.

7. Infill Opportunity Zones – Update it to describe Infill Development Areas

The legislation regarding Infill Opportunity Zones had a sunset in December 2009. However, in view of the current regional and state level efforts regarding the importance of linking transportation and land use to reduce the greenhouse gas emissions through infill land use developments, it is important that a policy supporting designation of infill development areas in the county be included in the CMP. This will be consistent with the SCS requirement and CEQA requirements, and could streamline and promote the development of PDAs.

Recommendations: In this regard, the following recommendations are made:

- Explore ways of harmonizing policies, guidelines and regulations (e.g. deficiency plan) so that infill development is easier to implement.
- Investigate and develop criteria for designation of infill development areas in Alameda County and present it to the Commission for adopting a policy supporting such designation and for approval of those criteria.

8. Countywide Travel Demand Model – Model database to be consistent with the regional planning agency's database

This is for information purposes only as there is no further action needed. The legislation requires that the Alameda CTC as the CMA develop a computer model consistent with the data bases used by the Regional Planning Agency, in the case of Alameda County, Association of Bay Area Governments (ABAG), and that this model be used by the local jurisdictions to determine the quantitative impacts of development on the transportation system.

The Countywide transportation model is updated every two years to be consistent with ABAG's most recently adopted Projections, the land use and socio-economic database. Local jurisdictions up to this point have been permitted to redistribute housing and employment data to be more consistent with their adopted land use plans. However, with the SB 375 mandate, ABAG's Projections database will most likely be updated every 4 years, will be more closely coordinated with the local jurisdictions, will have to be more strictly defined with regional policies as defined in the Regional Transportation Plan and the Sustainable Communities Strategy and will be tied to the Regional Housing Needs Assessment (RHNA). These issues are being addressed as part of the CWTP-TEP update. ABAG recently developed the land use and socio-economic database for the Sustainable Community Strategy Base Case in close consultation with the jurisdictions, which Alameda CTC coordinated for Alameda County jurisdictions. It is expected that with these coordinated efforts between ABAG, local jurisdictions and Alameda CTC, the database developed

by ABAG will be directly used in the countywide transportation model and will have better local acceptance.

Fiscal Impact

None

Attachments

Attachment 1 - Copy of the CMP legislation

Attachment 2 – CMP Roadway Network

Attachment 3 – Summary of Performance Measures from the Annual Performance Report on the State of the Countywide Transportation System

Attachment 4 - Response Letter to Notice of Preparation (NOP) of Environmental Document

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Table 1 – Summary of CMP Legislation Analysis, Current CMP Activities and Recommendations

CMP Element	Legislation Requirement	What is currently being done by Alameda CTC	Recommendation
Required CMP Elements			
1. Traffic Level of Service Standards	a. Adopt LOS standards for designated roadway system b. Roadway system to include all state highways and principal arterials c. Deficiency Plan to be prepared if roadway performs below LOS E that was not LOS F in 1991	a. Yes b. Yes b.1. Principal arterials are selected based on adopted approach since legislation provides no guidance b.2. Adding new principal roadways to the CMP network is voluntary as it has potential financial liability, which prevents Alameda CTC from getting complete picture of true regionally significant roadway network and related congestion. c. Yes	- o Re-evaluate and update the criteria for selecting principal arterials - o Identify new roadways that could be part of the CMP system applying the new criteria - o Adopt a policy to give funding preference to improve deficient segments - o Develop an approach for adding new roadways to the CMP network in future CMPs
2. Performance Measures Element	a. Adopt a set of performance measures to evaluate multi-modal system performance for the movement of people and goods.	a. Yes – An annual performance report is prepared by Alameda CTC on the State of the Transportation System with respect to these measures	- o Integrate the performance measures developed from the CWTP-TEP and RTP/SCS process as appropriate - o Evaluate the existing public transit system in the county, including developing a strategy for improvement of the transit system or a potential

CMP Element	Legislation Requirement	What is currently being done by Alameda CTC	Recommendation
	b. At a minimum these measures must include roadway and transit related measures	b. Yes, roadway, transit and bicycle measures are included	comprehensive countywide transit plan
3. Travel Demand Management Element	a. Adopt TDM to promote alternative transportation methods	a. Yes. Alameda CTC is currently implementing five different options	o To be more successful in getting more people switch to alternative modes, explore developing a countywide comprehensive TDM program in the context of the SB 375 related efforts at local and regional level
4. Capital Improvement Program	a. Develop CIP using adopted performance measures b. CIP must conform to air quality mitigation measures	a. Yes b. Yes, ensured through the air quality conformity in the RTP prepared by MTC	o Continue to be in conformance with the legislation
5. Land Use Analysis Program	a. Adopt a program to analyze the impacts of land use decisions made by the local jurisdictions on the regional transportation systems	a. Yes, it's done through reviewing and commenting on General Plan Amendments (GPA), Notice of Preparation (NOP) for environmental documents and Environmental Impact Reports (EIR)	- o Update NOP/GPA response letter to reflect current focus on Preferred Development Areas and greenhouse gas related efforts in view of SB 375 - o For long travel corridors that traverse more than one jurisdiction, explore the potential for contributing fair financial share for mitigation of impacts due to development projects into an escrow account, which can be used for that corridor improvement - o Consider implementing a sub-regional transportation impact fee in the other three Planning Areas similar to Tri Valley's Transportation Development Fee

CMP Element	Legislation Requirement	What is currently being done by Alameda CTC	Recommendation
Other CMP Requirements			
6. Land Use Analysis Program	a. Ability to require trip generators in other counties to participate in the respective county's CMP	a. None yet	- o For congested cross county corridors, explore sharing the cost for implementing related mitigation measures - o For long term corridor improvements for such corridors, explore establishing cross county partnerships to develop mutually agreeable strategies for improvements
7. Infill Opportunity Zones	a. The legislation related to Infill Opportunity Zone had a sunset in December 2009	a. None yet	o In view of the current efforts regarding importance of land use and transportation connection in the context of SB 375, explore ways of harmonizing policies, guidelines and regulation so that infill development is easier to implement
8. Countywide Travel Demand Model	a. Model Database to be consistent with the Regional Planning Agency's (ABAG's) database	a.1 Yes, countywide model is updated every two years to be consistent with ABAG's most recently updated database a.2 The database will potentially be directly used in the countywide model and will have better acceptance from the jurisdictions. Updates to the Countywide Model would only be required every four years	o None needed.

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APPENDIX A

Congestion Management Program Legislation

GOVERNMENT CODE SECTION 65080

65088. The Legislature finds and declares all of the following:

- (a) Although California's economy is critically dependent upon transportation, its current transportation system relies primarily upon a street and highway system designed to accommodate far fewer vehicles than are currently using the system.
- (b) California's transportation system is characterized by fragmented planning, both among jurisdictions involved and among the means of available transport.
- (c) The lack of an integrated system and the increase in the number of vehicles are causing traffic congestion that each day results in 400,000 hours lost in traffic, 200 tons of pollutants released into the air we breathe, and three million one hundred thousand dollars (\$3,100,000) added costs to the motoring public.
- (d) To keep California moving, all methods and means of transport between major destinations must be coordinated to connect our vital economic and population centers.
- (e) In order to develop the California economy to its full potential, it is intended that federal, state, and local agencies join with transit districts, business, private and environmental interests to develop and implement comprehensive strategies needed to develop appropriate responses to transportation needs.
- (f) In addition to solving California's traffic congestion crisis, rebuilding California's cities and suburbs, particularly with affordable housing and more walkable neighborhoods, is an important part of accommodating future increases in the state's population because homeownership is only now available to most Californians who are on the fringes of metropolitan areas and far from employment centers.
- (g) The Legislature intends to do everything within its power to remove regulatory barriers around the development of infill housing, transit-oriented development, and mixed use commercial development in order to reduce regional traffic congestion and provide more housing choices for all Californians.
- (h) The removal of regulatory barriers to promote infill housing, transit-oriented development, or mixed use commercial development does not preclude a city or county from holding a public hearing nor finding that an individual infill project would be adversely impacted by the surrounding environment or transportation patterns.

65088.1. As used in this chapter the following terms have the following meanings:

- (a) Unless the context requires otherwise, "regional agency" means the agency responsible for preparation of the regional transportation improvement program.
- (b) Unless the context requires otherwise, "agency" means the agency responsible for the preparation and adoption of the congestion management program.
- (c) "Commission" means the California Transportation Commission.
- (d) "Department" means the Department of Transportation.
- (e) "Local jurisdiction" means a city, a county, or a city and county.

(f) "Parking cash-out program" means an employer-funded program under which an employer offers to provide a cash allowance to an employee equivalent to the parking subsidy that the employer would otherwise pay to provide the employee with a parking space. "Parking subsidy" means the difference between the out-of-pocket amount paid by an employer on a regular basis in order to secure the availability of an employee parking space not owned by the employer and the price, if any, charged to an employee for use of that space. A parking cash-out program may include a requirement that employee participants certify that they will comply with guidelines established by the employer designed to avoid neighborhood parking problems, with a provision that employees not complying with the guidelines will no longer be eligible for the parking cash-out program.

(g) "Infill opportunity zone" means a specific area designated by a city or county, pursuant to subdivision (c) of Section 65088.4, zoned for new compact residential or mixed use development within one-third mile of a site with an existing or future rail transit station, a ferry terminal served by either a bus or rail transit service, an intersection of at least two major bus routes, or within 300 feet of a bus rapid transit corridor, in counties with a population over 400,000. The mixed use development zoning shall consist of three or more land uses that facilitate significant human interaction in close proximity, with residential use as the primary land use supported by other land uses such as office, hotel, health care, hospital, entertainment, restaurant, retail, and service uses. The transit service shall have maximum scheduled headways of 15 minutes for at least 5 hours per day. A qualifying future rail station shall have broken ground on construction of the station and programmed operational funds to provide maximum scheduled headways of 15 minutes for at least 5 hours per day.

(h) "Interregional travel" means any trips that originate outside the boundary of the agency. A "trip" means a one-direction vehicle movement. The origin of any trip is the starting point of that trip. A roundtrip consists of two individual trips.

(i) "Level of service standard" is a threshold that defines a deficiency on the congestion management program highway and roadway system which requires the preparation of a deficiency plan. It is the intent of the Legislature that the agency shall use all elements of the program to implement strategies and actions that avoid the creation of deficiencies and to improve multimodal mobility.

(j) "Multimodal" means the utilization of all available modes of travel that enhance the movement of people and goods, including, but not limited to, highway, transit, non-motorized, and demand management strategies including, but not limited to, telecommuting. The availability and practicality of specific multimodal systems, projects, and strategies may vary by county and region in accordance with the size and complexity of different urbanized areas.

(k) "Performance measure" is an analytical planning tool that is used to quantitatively evaluate transportation improvements and to assist in determining effective implementation actions, considering all modes and strategies. Use of a performance measure as part of the program does not trigger the requirement for the preparation of deficiency plans.

(l) "Urbanized area" has the same meaning as is defined in the 1990 federal census for urbanized areas of more than 50,000 population.

(m) "Bus rapid transit corridor" means a bus service that includes at least four of the following attributes:

- (1) Coordination with land use planning.
- (2) Exclusive right-of-way.
- (3) Improved passenger boarding facilities.
- (4) Limited stops.
- (5) Passenger boarding at the same height as the bus.
- (6) Prepaid fares.
- (7) Real-time passenger information.
- (8) Traffic priority at intersections.

- (9) Signal priority.
- (10) Unique vehicles.

65088.3. This chapter does not apply in a county in which a majority of local governments, collectively comprised of the city councils and the county board of supervisors, which in total also represent a majority of the population in the county, each adopt resolutions electing to be exempt from the congestion management program.

65088.4. (a) It is the intent of the Legislature to balance the need for level of service standards for traffic with the need to build infill housing and mixed use commercial developments within walking distance of mass transit facilities, downtowns, and town centers and to provide greater flexibility to local governments to balance these sometimes competing needs.

(b) Notwithstanding any other provision of law, level of service standards described in Section 65089 shall not apply to the streets and highways within an infill opportunity zone. The city or county shall do either of the following:

(1) Include these streets and highways under an alternative area wide level of service standard or multimodal composite or personal level of service standard that takes into account both of the following:

(A) The broader benefits of regional traffic congestion reduction by citing new residential development within walking distance of, and no more than one-third mile from, mass transit stations, shops, and services, in a manner that reduces the need for long vehicle commutes and improves the jobs-housing balance.

(B) Increased use of alternative transportation modes, such as mass transit, bicycling, and walking.

(2) Approve a list of flexible level of service mitigation options that includes roadway expansion and investments in alternate modes of transportation that may include, but are not limited to, transit infrastructure, pedestrian infrastructure, and ridesharing, vanpool, or shuttle programs.

(c) The city or county may designate an infill opportunity zone by adopting a resolution after determining that the infill opportunity zone is consistent with the general plan and any applicable specific plan. A city or county may not designate an infill opportunity zone after December 31, 2009.

(d) The city or county in which the infill opportunity zone is located shall ensure that a development project shall be completed within the infill opportunity zone not more than four years after the date on which the city or county adopted its resolution pursuant to subdivision (c). If no development project is completed within an infill opportunity zone by the time limit imposed by this subdivision, the infill opportunity zone shall automatically terminate.

65088.5. Congestion management programs, if prepared by county transportation commissions and transportation authorities created pursuant to Division 12 (commencing with Section 130000) of the Public Utilities Code, shall be used by the regional transportation planning agency to meet federal requirements for a congestion management system, and shall be incorporated into the congestion management system.

65089. (a) A congestion management program shall be developed, adopted, and updated biennially, consistent with the schedule for adopting and updating the regional transportation improvement program, for every county that includes an urbanized area, and shall include every city and the county. The program shall be adopted at a noticed public hearing of the agency. The program shall be developed in consultation with, and with the cooperation of, the transportation planning agency, regional transportation providers, local governments, the department, and the air pollution control district or the air quality management district, either by the county transportation commission, or by another public agency, as designated by resolutions adopted by the county board of supervisors and the city councils of a majority of the cities representing a majority of the population in the incorporated area of the county.

(b) The program shall contain all of the following elements:

(1) (A) Traffic level of service standards established for a system of highways and roadways designated by the agency. The highway and roadway system shall include at a minimum all state highways and principal arterials. No highway or roadway designated as a part of the system shall be removed from the system. All new state highways and principal arterials shall be designated as part of the system, except when it is within an infill opportunity zone. Level of service (LOS) shall be measured by Circular 212, by the most recent version of the Highway Capacity Manual, or by a uniform methodology adopted by the agency that is consistent with the Highway Capacity Manual. The determination as to whether an alternative method is consistent with the Highway Capacity Manual shall be made by the regional agency, except that the department instead shall make this determination if either:

(i) The regional agency is also the agency, as those terms are defined in Section 65088.1

(ii) The department is responsible for preparing the regional transportation improvement plan for the county.

(B) In no case shall the LOS standards established be below the level of service E or the current level, whichever is farthest from level of service A except when the area is in an infill opportunity zone. When the level of service on a segment or at an intersection fails to attain the established level of service standard outside an infill opportunity zone, a deficiency plan shall be adopted pursuant to Section 65089.4.

(2) A performance element that includes performance measures to evaluate current and future multimodal system performance for the movement of people and goods. At a minimum, these performance measures shall incorporate highway and roadway system performance, and measures established for the frequency and routing of public transit, and for the coordination of transit service provided by separate operators. These performance measures shall support mobility, air quality, land use, and economic objectives, and shall be used in the development of the capital improvement program required pursuant to paragraph (5), deficiency plans required pursuant to Section 65089.4, and the land use analysis program required pursuant to paragraph (4).

(3) A travel demand element that promotes alternative transportation methods, including, but not limited to, carpools, vanpools, transit, bicycles, and park-and-ride lots; improvements in the balance between jobs and housing; and other strategies, including, but not limited to, flexible work hours, telecommuting, and parking management programs. The agency shall consider parking cash-out programs during the development and update of the travel demand element.

(4) A program to analyze the impacts of land use decisions made by local jurisdictions on regional transportation systems, including an estimate of the costs associated with mitigating those impacts. This program shall measure, to the extent possible, the impact to the transportation system using the performance measures described in paragraph (2). In no case shall the program include an estimate of the costs of mitigating the impacts of interregional travel. The program shall provide credit for local public and private contributions to improvements to regional transportation systems. However, in the case of toll road facilities, credit shall only be

allowed for local public and private contributions which are unreimbursed from toll revenues or other state or federal sources. The agency shall calculate the amount of the credit to be provided. The program defined under this section may require implementation through the requirements and analysis of the California Environmental Quality Act, in order to avoid duplication.

(5) A seven-year capital improvement program, developed using the performance measures described in paragraph (2) to determine effective projects that maintain or improve the performance of the multimodal system for the movement of people and goods, to mitigate regional transportation impacts identified pursuant to paragraph (4). The program shall conform to transportation-related vehicle emission air quality mitigation measures, and include any project that will increase the capacity of the multimodal system. It is the intent of the Legislature that, when roadway projects are identified in the program, consideration be given for maintaining bicycle access and safety at a level comparable to that which existed prior to the improvement or alteration. The capital improvement program may also include safety, maintenance, and rehabilitation projects that do not enhance the capacity of the system but are necessary to preserve the investment in existing facilities.

(c) The agency, in consultation with the regional agency, cities, and the county, shall develop a uniform data base on traffic impacts for use in a countywide transportation computer model and shall approve transportation computer models of specific areas within the county that will be used by local jurisdictions to determine the quantitative impacts of development on the circulation system that are based on the countywide model and standardized modeling assumptions and conventions. The computer models shall be consistent with the modeling methodology adopted by the regional planning agency. The data bases used in the models shall be consistent with the data bases used by the regional planning agency. Where the regional agency has jurisdiction over two or more counties, the data bases used by the agency shall be consistent with the data bases used by the regional agency.

(d) (1) The city or county in which a commercial development will implement a parking cash-out program that is included in a congestion management program pursuant to subdivision (b), or in a deficiency plan pursuant to Section 65089.4, shall grant to that development an appropriate reduction in the parking requirements otherwise in effect for new commercial development.

(2) At the request of an existing commercial development that has implemented a parking cash-out program, the city or county shall grant an appropriate reduction in the parking requirements otherwise applicable based on the demonstrated reduced need for parking, and the space no longer needed for parking purposes may be used for other appropriate purposes.

(e) Pursuant to the federal Intermodal Surface Transportation Efficiency Act of 1991 and regulations adopted pursuant to the act, the department shall submit a request to the Federal Highway Administration Division Administrator to accept the congestion management program in lieu of development of a new congestion management system otherwise required by the act.

65089.1. (a) For purposes of this section, "plan" means a trip reduction plan or a related or similar proposal submitted by an employer to a local public agency for adoption or approval that is designed to facilitate employee ridesharing, the use of public transit, and other means of travel that do not employ a single-occupant vehicle.

(b) An agency may require an employer to provide rideshare data bases; an emergency ride program; a preferential parking program; a transportation information program; a parking cash-out program, as defined in subdivision (f) of Section 65088.1; a public transit subsidy in an amount to be determined by the employer; bicycle parking areas; and other noncash value programs which encourage or facilitate the use of alternatives to driving alone. An employer may

offer, but no agency shall require an employer to offer, cash, prizes, or items with cash value to employees to encourage participation in a trip reduction program as a condition of approving a plan.

(c) Employers shall provide employees reasonable notice of the content of a proposed plan and shall provide the employees an opportunity to comment prior to submittal of the plan to the agency for adoption.

(d) Each agency shall modify existing programs to conform to this section not later than June 30, 1995. Any plan adopted by an agency prior to January 1, 1994, shall remain in effect until adoption by the agency of a modified plan pursuant to this section.

(e) Employers may include disincentives in their plans that do not create a widespread and substantial disproportionate impact on ethnic or racial minorities, women, or low-income or disabled employees.

(f) This section shall not be interpreted to relieve any employer of the responsibility to prepare a plan that conforms with trip reduction goals specified in Division 26 (commencing with Section 39000) of the Health and Safety Code, or the Clean Air Act (42 U.S.C. Sec. 7401 et seq.).

(g) This section only applies to agencies and employers within the South Coast Air Quality Management District.

65089.2. (a) Congestion management programs shall be submitted to the regional agency. The regional agency shall evaluate the consistency between the program and the regional transportation plans required pursuant to Section 65080. In the case of a multicounty regional transportation planning agency, that agency shall evaluate the consistency and compatibility of the programs within the region.

(b) The regional agency, upon finding that the program is consistent, shall incorporate the program into the regional transportation improvement program as provided for in Section 65082. If the regional agency finds the program is inconsistent, it may exclude any project in the congestion management program from inclusion in the regional transportation improvement program.

(c) (1) The regional agency shall not program any surface transportation program funds and congestion mitigation and air quality funds pursuant to Section 182.6 and 182.7 of the Streets and Highways Code in a county unless a congestion management program has been adopted by December 31, 1992, as required pursuant to Section 65089. No surface transportation program funds or congestion mitigation and air quality funds shall be programmed for a project in a local jurisdiction that has been found to be in nonconformance with a congestion management program pursuant to Section 65089.5 unless the agency finds that the project is of regional significance.

(2) Notwithstanding any other provision of law, upon the designation of an urbanized area, pursuant to the 1990 federal census or a subsequent federal census, within a county which previously did not include an urbanized area, a congestion management program as required pursuant to Section 65089 shall be adopted within a period of 18 months after designation by the Governor.

(d) (1) It is the intent of the Legislature that the regional agency, when its boundaries include areas in more than one county, should resolve inconsistencies and mediate disputes which arise between agencies related to congestion management programs adopted for those areas.

(2) It is the further intent of the Legislature that disputes which may arise between regional agencies, or agencies which are not within the boundaries of a multicounty regional transportation planning agency, should be mediated and resolved by the

Secretary of Business, Housing and Transportation Agency, or an employee of that agency designated by the secretary, in consultation with the air pollution control district or air quality management district within whose boundaries the regional agency or agencies are located.

(e) At the request of the agency, a local jurisdiction that owns, or is responsible for operation of, a trip-generating facility in another county shall participate in the congestion management program of the county where the facility is located. If a dispute arises involving a local jurisdiction, the agency may request the regional agency to mediate the dispute through procedures pursuant to subdivision (d) of Section 65089.2. Failure to resolve the dispute does not invalidate the congestion management program.

65089.3. The agency shall monitor the implementation of all elements of the congestion management program. The department is responsible for data collection and analysis on state highways, unless the agency designates that responsibility to another entity. The agency may also assign data collection and analysis responsibilities to other owners and operators of facilities or services if the responsibilities are specified in its adopted program. The agency shall consult with the department and other affected owners and operators in developing data collection and analysis procedures and schedules prior to program adoption. At least biennially, the agency shall determine if the county and cities are conforming to the congestion management program, including, but not limited to, all of the following:

- (a) Consistency with levels of service standards, except as provided in Section 65089.4.
- (b) Adoption and implementation of a program to analyze the impacts of land use decisions, including the estimate of the costs associated with mitigating these impacts.
- (c) Adoption and implementation of a deficiency plan pursuant to Section 65089.4 when highway and roadway level of service standards are not maintained on portions of the designated system.

65089.4. (a) A local jurisdiction shall prepare a deficiency plan when highway or roadway level of service standards are not maintained on segments or intersections of the designated system. The deficiency plan shall be adopted by the city or county at a noticed public hearing.

(b) The agency shall calculate the impacts subject to exclusion pursuant to subdivision (f) of this section, after consultation with the regional agency, the department, and the local air quality management district or air pollution control district. If the calculated traffic level of service following exclusion of these impacts is consistent with the level of service standard, the agency shall make a finding at a publicly noticed meeting that no deficiency plan is required and so notify the affected local jurisdiction.

(c) The agency shall be responsible for preparing and adopting procedures for local deficiency plan development and implementation responsibilities, consistent with the requirements of this section. The deficiency plan shall include all of the following:

- (1) An analysis of the cause of the deficiency. This analysis shall include the following:
 - (A) Identification of the cause of the deficiency.
 - (B) Identification of the impacts of those local jurisdictions within the jurisdiction of the agency that contribute to the deficiency. These impacts shall be identified only if the calculated traffic level of service following exclusion of impacts pursuant to subdivision (f) indicates that the level of service standard has not been maintained, and shall be limited to impacts not subject to exclusion.
- (2) A list of improvements necessary for the deficient segment or intersection to maintain the minimum level of service otherwise required and the estimated costs of the improvements.

(3) A list of improvements, programs, or actions, and estimates of costs, that will (A) measurably improve multimodal performance, using measures defined in paragraphs (1) and (2) of subdivision (b) of Section 65089, and (B) contribute to significant improvements in air quality, such as improved public transit service and facilities, improved non-motorized transportation facilities, high occupancy vehicle facilities, parking cash-out programs, and transportation control measures. The air quality management district or the air pollution control district shall establish and periodically revise a list of approved improvements, programs, and actions that meet the scope of this paragraph. If an improvement, program, or action on the approved list has not been fully implemented, it shall be deemed to contribute to significant improvements in air quality. If an improvement, program, or action is not on the approved list, it shall not be implemented unless approved by the local air quality management district or air pollution control district.

(4) An action plan, consistent with the provisions of Chapter 5 (commencing with Section 66000), that shall be implemented, consisting of improvements identified in paragraph (2), or improvements, programs, or actions identified in paragraph (3), that are found by the agency to be in the interest of the public health, safety, and welfare. The action plan shall include a specific implementation schedule. The action plan shall include implementation strategies for those jurisdictions that have contributed to the cause of the deficiency in accordance with the agency's deficiency plan procedures. The action plan need not mitigate the impacts of any exclusions identified in subdivision (f). Action plan strategies shall identify the most effective implementation strategies for improving current and future system performance.

(d) A local jurisdiction shall forward its adopted deficiency plan to the agency within 12 months of the identification of a deficiency. The agency shall hold a noticed public hearing within 60 days of receiving the deficiency plan. Following that hearing, the agency shall either accept or reject the deficiency plan in its entirety, but the agency may not modify the deficiency plan. If the agency rejects the plan, it shall notify the local jurisdiction of the reasons for that rejection, and the local jurisdiction shall submit a revised plan within 90 days addressing the agency's concerns. Failure of a local jurisdiction to comply with the schedule and requirements of this section shall be considered to be nonconformance for the purposes of Section 65089.5.

(e) The agency shall incorporate into its deficiency plan procedures, a methodology for determining if deficiency impacts are caused by more than one local jurisdiction within the boundaries of the agency.

(1) If, according to the agency's methodology, it is determined that more than one local jurisdiction is responsible for causing a deficient segment or intersection, all responsible local jurisdictions shall participate in the development of a deficiency plan to be adopted by all participating local jurisdictions.

(2) The local jurisdiction in which the deficiency occurs shall have lead responsibility for developing the deficiency plan and for coordinating with other impacting local jurisdictions. If a local jurisdiction responsible for participating in a multi-jurisdictional deficiency plan does not adopt the deficiency plan in accordance with the schedule and requirements of paragraph (a) of this section, that jurisdiction shall be considered in nonconformance with the program for purposes of Section 65089.5.

(3) The agency shall establish a conflict resolution process for addressing conflicts or disputes between local jurisdictions in meeting the multi-jurisdictional deficiency plan responsibilities of this section.

(f) The analysis of the cause of the deficiency prepared pursuant to paragraph (1) of subdivision (c) shall exclude the following:

- (1) Interregional travel.
- (2) Construction, rehabilitation, or maintenance of facilities that impact the system.
- (3) Freeway ramp metering.
- (4) Traffic signal coordination by the state or multi-jurisdictional agencies.

- (5) Traffic generated by the provision of low-income and very low income housing.
- (6) (A) Traffic generated by high-density residential development located within one-fourth mile of a fixed rail passenger station, and
- (B) Traffic generated by any mixed use development located within one-fourth mile of a fixed rail passenger station, if more than half of the land area, or floor area, of the mixed use development is used for high density residential housing, as determined by the agency.
- (g) For the purposes of this section, the following terms have the following meanings:
 - (1) "High density" means residential density development which contains a minimum of 24 dwelling units per acre and a minimum density per acre which is equal to or greater than 120 percent of the maximum residential density allowed under the local general plan and zoning ordinance. A project providing a minimum of 75 dwelling units per acre shall automatically be considered high density.
 - (2) "Mixed use development" means development which integrates compatible commercial or retail uses, or both, with residential uses, and which, due to the proximity of job locations, shopping opportunities, and residences, will discourage new trip generation.

65089.5. (a) If, pursuant to the monitoring provided for in Section 65089.3, the agency determines, following a noticed public hearing, that a city or county is not conforming with the requirements of the congestion management program, the agency shall notify the city or county in writing of the specific areas of nonconformance. If, within 90 days of the receipt of the written notice of nonconformance, the city or county has not come into conformance with the congestion management program, the governing body of the agency shall make a finding of nonconformance and shall submit the finding to the commission and to the Controller.

(b) (1) Upon receiving notice from the agency of nonconformance, the Controller shall withhold apportionments of funds required to be apportioned to that nonconforming city or county by Section 2105 of the Streets and Highways Code.

(2) If, within the 12-month period following the receipt of a notice of nonconformance, the Controller is notified by the agency that the city or county is in conformance, the Controller shall allocate the apportionments withheld pursuant to this section to the city or county.

(3) If the Controller is not notified by the agency that the city or county is in conformance pursuant to paragraph (2), the Controller shall allocate the apportionments withheld pursuant to this section to the agency.

(c) The agency shall use funds apportioned under this section for projects of regional significance which are included in the capital improvement program required by paragraph (5) of subdivision (b) of Section 65089, or in a deficiency plan which has been adopted by the agency. The agency shall not use these funds for administration or planning purposes.

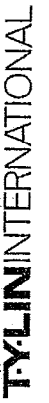
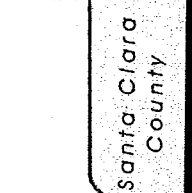
65089.6. Failure to complete or implement a congestion management program shall not give rise to a cause of action against a city or county for failing to conform with its general plan, unless the city or county incorporates the congestion management program into the circulation element of its general plan.

65089.7. A proposed development specified in a development agreement entered into prior to July 10, 1989, shall not be subject to any action taken to comply with this chapter, except actions

required to be taken with respect to the trip reduction and travel demand element of a congestion management program pursuant to paragraph (3) of subdivision (b) of Section 65089.

65089.9. The study steering committee established pursuant to Section 6 of Chapter 444 of the Statutes of 1992 may designate at least two congestion management agencies to participate in a demonstration study comparing multimodal performance standards to highway level of service standards. The department shall make available, from existing resources, fifty thousand dollars (\$50,000) from the Transportation Planning and Development Account in the State Transportation Fund to fund each of the demonstration projects. The designated agencies shall submit a report to the Legislature not later than June 30, 1997, regarding the findings of each demonstration project.

65089.10. Any congestion management agency that is located in the Bay Area Air Quality Management District and receives funds pursuant to Section 44241 of the Health and Safety Code for the purpose of implementing paragraph (3) of subdivision (b) of Section 65089 shall ensure that those funds are expended as part of an overall program for improving air quality and for the purposes of this chapter.



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Table ES.1—Performance of Alameda County Transportation System

ROADWAYS

PERFORMANCE MEASURE	Congestion (Level of Service)
OBJECTIVE OF CMP	Mobility / Air Quality
2008-2009 RESULTS	Freeways: Uncongested (LOS A, B, C): increased by 11 percent; Moderately congested (LOS D and E): decreased by 10 percent; Severely congested LOS F): decreased by one percent Arterials: Uncongested increased three percent; moderately congested decreased four percent; and severely congested remained the same.
OBSERVATION	From 2006 to 2008, freeways improved and arterials remained steady.

PERFORMANCE MEASURE	Average Speed
OBJECTIVE OF CMP	Mobility / Air Quality / Land Use
2008-2009 RESULTS	Freeways: 51 mph for the afternoon peak Freeways: 52 for the morning peak Arterials: 26 mph for the afternoon peak
OBSERVATION	Average speeds increased slightly (1.6 to 3.2 miles per hour) for arterials and freeways.

PERFORMANCE MEASURE	Travel Time (Origin and Destination)
OBJECTIVE OF CMP	Mobility / Air Quality / Land Use
2008-2009 RESULTS	In general, transit trips continue to take 2 to 5.5 times longer than auto for the 10 travel location pairs studied. Consistently, Fremont-Pleasanton has the highest transit travel times, which are over 5.5 times longer than auto.
OBSERVATION	Overall, auto travel time has reduced and transit times have increased since 2006. Most transit delay is associated with transfer between lines.

PERFORMANCE MEASURE	Congestion (Vehicle Hours of Delay)
OBJECTIVE OF CMP	Air Quality / Economic
2008-2009 RESULTS	Congestion decreased on most of the top 10 corridors in 2008, with 53,000 VHD in 2008, which is down from 63,900 VHD in 2007, a decrease of 17 percent. Congestion on eastbound I-80 across the bridge in the afternoon peak decreased seven percent compared with 2007. Congestion on EB I-580 in the afternoon decreased by 29 percent compared to 2007
OBSERVATION	The congestion reduced along most corridors in the county likely due to the economic downturn.

PERFORMANCE MEASURE	Road Maintenance (PCI)
OBJECTIVE OF CMP	Economic
2008-2009 RESULTS	Excellent: 10 percent Very Good: 23 percent Good: 23 percent Fair: 23 percent Poor: 15 percent Very Poor: six percent
OBSERVATION	Percentage of roads reported to be in good or satisfactory condition was stable (reduced by one percent). This is an average among 15 jurisdictions.

PERFORMANCE MEASURE	Accidents
OBJECTIVE OF CMP	Mobility / Air Quality / Economic
2008-2009 RESULTS	The following changes in total number of accidents occurred since 2007: I-680 had a 25 percent reduction. I-580 had a 24 percent reduction. SR-84 had a 30 percent reduction. I-238 had an eight percent increase.
OBSERVATION	Accident rates generally reduced in 2008, with the exception of I-238. Reductions may have been influenced by lessened congestion associated with the economic downturn.



TRANSIT

PERFORMANCE MEASURE	Ridership
OBJECTIVE OF CMP	Air Quality / Economic / Land Use
2008-2009 RESULTS	Transit ridership in terms of total annual passenger boardings decreased by 2.3 percent in 2008 compared to 2007.
OBSERVATION	Likely due to the economic downturn.

PERFORMANCE MEASURE	Service Coordination
OBJECTIVE OF CMP	Mobility / Air Quality
2008-2009 RESULTS	Transfer facilities are located at BART, AMTRAK, ACE, Dublin and Livermore Transit Centers, two malls, Greyhound and ferry terminals
OBSERVATION	BART offers the greatest number of transfer opportunities.

PERFORMANCE MEASURE	Vehicle Maintenance
OBJECTIVE OF CMP	Air Quality
2008-2009 RESULTS	Bus Service: Miles between mechanical road calls reduced for Union City Transit, increased for LAVTA, and stayed stable for AC Transit. Rail: Mean time between service delays reduced by 11 percent for BART, beginning to reverse a five-year upward trend, and reduced by 17 percent for ACE.
OBSERVATION	Improvements in transit vehicle maintenance can be attributed to aggressive maintenance programs and operational improvements. Decreases in maintenance are attributed to aging fleets.

TRANSIT

PERFORMANCE MEASURE	Routing
OBJECTIVE OF CMP	Mobility / Air Quality / Land Use
2008-2009 RESULTS	Transit service coverage and passenger boardings both reduced by two percent.
OBSERVATION	Reduction in transit service coverage and passenger boardings parallel the downturn in the economy.

PERFORMANCE MEASURE	Frequency
OBJECTIVE OF CMP	Mobility / Air Quality / Land Use
2008-2009 RESULTS	LAVTA cut fixed route service 30 percent the end of FY 2008-2009; Union City Transit terminated some of the Sunday service.
OBSERVATION	Reductions in transit frequency in 2008 show a response to the economic downturn, combined with a response to state budget cuts.

BICYCLE

PERFORMANCE MEASURE	Countywide Bike Plan
OBJECTIVE OF CMP	Mobility / Air Quality
2008-2009 RESULTS	Twelve High Priority projects showed progress in environmental, design and funding in 2008.
OBSERVATION	Bicycle facilities are progressing.

Pedestrian Access

The CMA Board and ACTIA adopted the first Countywide Strategic Pedestrian Plan in October 2006. The Pedestrian Plan identifies and prioritizes pedestrian improvements and programs to increase walking and improve safety on a countywide level. Performance measures to monitor progress toward the Plan's goals and objectives are being developed, and may include:

- ▣ Completed Projects
- ▣ Pedestrian Counts
- ▣ Pedestrian Collisions with Motor Vehicles

▣ Completed Projects

Funding for capital projects in the Pedestrian Plan are focused in areas of countywide significance, defined as "places that serve pedestrians traveling to and from a variety of locations through Alameda County and beyond." Three targeted areas and corresponding capital projects and programs include providing access to:

- ▣ Transit
- ▣ Activity Centers
- ▣ Inter-jurisdictional Trails

Four projects of countywide significance completed in FY 2008-2009, include:

- ▣ City of Alameda: Atlantic/Webster Streets Intersection Improvements;
- ▣ Hayward: San Francisco Bay Trail Eden Landing;
- ▣ San Leandro: San Francisco Bay Trail Oakland/San Leandro Connector; and
- ▣ Oakland: San Francisco Bay Trail Tidewater Segment.

▣ Pedestrian Counts

As shown in Appendix D-1 the UC Berkeley Traffic Safety Center in 2009 and MTC in 2002 collected data to measure pedestrian mobility trends. Pedestrians were counted in the weekday afternoons at three intersections in Berkeley, Dublin and San Leandro. In comparing the two data sources by year, two locations (Dublin and San Leandro) showed an increase, while Berkeley counts remained relatively stable. Additional research on pedestrian mobility is underway.

▣ Pedestrian Collisions with Motor Vehicles

In 2008, the reported countywide motor-vehicle-involved pedestrian collisions, resulting in injuries and fatalities, increased by nearly 4 percent, to 682 pedestrians since 2004 (see Appendix D-2). The rate of collisions has remained steady with more people walking.

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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

Date:

To:

Address:

Email:

SUBJECT: Comments on the Notice of Preparation of a Draft Environmental Impact Report (DEIR) for City of xxxxxxxxxxxx

Dear Ms./Mr:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for a Draft Environmental Impact Report (DEIR) for the City of xxxxxxxxxxxx. The Project Area covers..... .:

Details added here

The Alameda County Transportation Commission (Alameda CTC), on behalf of the Alameda County Congestion Management Agency (ACCMA) through the powers delegated to Alameda CTC by the joint powers agreement which created Alameda CTC, respectfully submits the following comments:

- The City of Oakland adopted Resolution No. on establishing guidelines for reviewing the impacts of local land use decisions consistent with the Alameda County Congestion Management Program (CMP). If the proposed project is expected to generate at least 100 p.m. peak hour trips over existing conditions, the CMP Land Use Analysis Program requires the City to conduct a traffic analysis of the project using the Countywide Transportation Demand Model for projection years 2015 and 2035 conditions. Please note the following paragraph as it discusses the responsibility for modeling.
 - The CMP was amended on March 26th, 1998 so that local jurisdictions are responsible for conducting the model runs themselves or through a consultant. The Alameda CTC and ACCMA have a Countywide model that is available for this purpose. The City of and the ACCMA signed a Countywide Model Agreement on Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request.

Potential impacts of the project on the Metropolitan Transportation System (MTS) need to be addressed. (See 2009 CMP Figure 2). The MTS roads in the city of in the project study area are;

- The DEIR should address all potential impacts of the project on the MTS roadway and transit systems. These include MTS roadways as shown in the attached map as well as BART and AC Transit. Potential impacts of the project must be addressed for 2015 and 2035 conditions.
 - Please note that the ACCMA and Alameda CTC have *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see chapter 6 of 2009 CMP for more information).
 - For the purposes of CMP Land Use Analysis, 2000 Highway Capacity Manual is used.
- The adequacy of any project mitigation measures should be discussed. On February 25, 1993, the ACCMA Board adopted three criteria for evaluating the adequacy of DEIR project mitigation measures:
 - Project mitigation measures must be adequate to sustain CMP service standards for roadways and transit;
 - Project mitigation measures must be fully funded to be considered adequate;
 - Project mitigation measures that rely on state or federal funds directed by or influenced by the CMA must be consistent with the project funding priorities established in the Capital Improvement Program (CIP) section of the CMP or the Regional Transportation Plan (RTP).

The DEIR should include a discussion on the adequacy of proposed mitigation measures relative to these criteria. In particular, the DEIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and what would be the effect on LOS if only the funded portions of these projects were assumed to be built prior to project completion.

- Potential impacts of the project on CMP transit levels of service must be analyzed. (See 2009 CMP, Chapter 4). Transit service standards are 15-30 minute headways for bus service and 3.75-15 minute headways for BART during peak hours. The DEIR should address the issue of transit funding as a mitigation measure in the context of the Alameda CTC / ACCMA policies discussed above.
- The DEIR should also consider demand-related strategies that are designed to reduce the need for new roadway facilities over the long term and to make the most

efficient use of existing facilities (see 2009 CMP, Chapter 5). The DEIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. The Site Design Guidelines Checklist may be useful during the review of the development proposal. A copy of the checklist is enclosed.

- The EIR should consider opportunities to promote countywide bicycle routes identified in the Alameda Countywide Bicycle Plan, which was approved by the ACCMA Board in October 2006. The approved Countywide Bike Plan is available at <http://www.accma.ca.gov/pages/HomeBicyclePlan.aspx>.
- The Alameda Countywide Strategic Pedestrian Plan, developed by the Alameda County Transportation Improvement Authority (ACTIA), was adopted by both the ACTIA and ACCMA Boards in September 2006 and October 2006, respectively. The EIR should consider opportunities to promote pedestrian improvements identified in the Plan through the project development review process. The approved Plan is available at http://www.actia2022.com/ped-toolkit/Full_Ped_Plan.pdf
- For projects adjacent to state roadway facilities, the analysis should address noise impacts of the project. If the analysis finds an impact, then mitigation measures (i.e., soundwalls) should be incorporated as part of the conditions of approval of the proposed project. It should not be assumed that federal or state funding is available.
- Local jurisdictions are encouraged to consider a comprehensive Transit Oriented Development (TOD) Program, including environmentally clearing all access improvements necessary to support TOD development as part of the environmental documentation.

Thank you for the opportunity to comment on this Notice of Preparation. Please do not hesitate to contact me at 510.350.2334 if you require additional information.

Sincerely,

Laurel Poeton
Engineering Assistant

Cc: Beth Walukas, Manager of Planning
File: CMP – Environmental Review Opinions – Responses - 2010

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Comments from the City of Alameda

General Comments

1. Please provide a summary of pros and cons of the changes that are being proposed with a specific focus of local agency. This is important for us to understand the issues and provide our input at the March ACTAC meeting.
2. What are the potential funding concerns for the local agencies if the changes are implemented? What are we expected to do when one of the modes are deficient and how it would be different from the past practice of creating a deficiency plan?
3. What other CMA's are doing in regards to updating their CMP and how they are tackling the issues of SB 375 and/or AB 32.
4. How to handle the arterail congestion and associated potential deficiency plan that is a result of a Caltrans or another regional agency project? This issue came up during our discussions on the I880-29th/23rd project impacts on Park Street. There, we are anticipating additional congestion due to the changes at the freeway ramps.
5. What about TSM (SMART Corridors) approach when dealing with the CMP street congestion. There needs to be stronger emphasis on this as the current capacities will be difficult increase with no major roadway expansions.

Specific Comments

LOS Standards

1. As you know that many of our arterials are congested near the ingress and egress points of the Island. This congestion is a direct result of limited capacities at the crossings. How the LOS standards will take into account the Island setting of Alameda when applying the rules that are mostly geared towards a typical City that experiences significant diversions from the freeways during congestion times? What we are asking to keep this aspect in mind when developing the standards for the Island City like ours. For example, we are probably the only City in the County that is OK with freeway CMS that would advise motorists to use the City streets in a way to reduce freeway congestion at the estuary crossings.
2. Please keep "Movement of People and Goods" as the key goal in prioritizing modes of transportation or applying LOS standards for different modes.

Performance Measures

1. The report indicates that the performance measures from the TEP and CWTTP processes may be used for the CMP performance measures. This needs to be done with thorough input from local agencies as the goal and purpose of the two programs are different, and therefore we need to be careful.

TDM Element

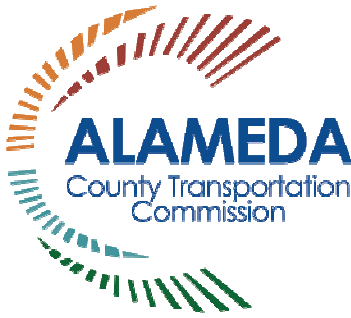
1. We noticed the word of shuttles in the proposal. AC Transit has been concerned about the proliferation of competing shuttles. So we need to create a system where shuttles complement buses and do not compete with them.

Land Use Analysis Program

1. Consider the CAP and Trade concept in addressing the multi jurisdictional impacts and tackling them for a win/win for all jurisdictions involved. The Cap and Trade will work great when used in the context of GHG emissions or unused capacity of a facility in one jurisdiction.

2. The sub-regional TIF concept for Alameda County is interesting, but the report did not provide any details how it is collected and how is the nexus is created for the fee. The City will be concerned about more fees on businesses and developers in an environment of limited development activity.

Also does this mean that in order to evaluate impacts of a project on a region a regional model run would be required even for smaller projects?



1333 Broadway, Suites 220 & 300

Oakland, CA 94612

PH: (510) 208-7400

www.AlamedaCTC.org

Memorandum

DATE: February 22, 2011

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Jacki Taylor, Programming Liaison

SUBJECT: **Approve Alameda CTC Transportation Fund for Clean Air (TFCA) Program Guidelines**

Recommendation:

It is recommended the Commission approve the Alameda CTC Transportation Fund for Clean Air (TFCA) Program Guidelines for FY 2011/12.

Summary:

It is recommended the Commission approve the Alameda CTC TFCA Program Guidelines for FY 2011/12. TFCA Program Managers are required to review the TFCA Program Guidelines on an annual basis. As of July 2010, the Alameda CTC has been designated as the TFCA Program Manager for Alameda County. Revisions to the Alameda County TFCA Program Guidelines were last approved by the ACCMA Board in March 2010.

Information:

Statute requires Program Managers to annually review the programming guidelines for the TFCA Program. As specified in the Health and Safety Code section 44241, the Alameda CTC, as the entity designated to receive the TFCA Program Manager funds, is required to hold a public meeting, at least once a year, for the purpose of adopting criteria for the expenditure of the funds and to review the expenditure revenues. This review period will allow staff to incorporate updates to the TFCA legislation into the Alameda CTC's TFCA Program, as well as consider additional comments to the program from the member agencies.

Staff is proposing the attached revisions to the Alameda CTC TFCA Program Guidelines based on the Bay Area Air Quality Management District (Air District)'s final FY 2011/12 TFCA Policies, approved by the Air District Board on December 2, 2010, and the Air District Expenditure Plan Guidance released December 22, 2010. Additionally, clarifications have been made to the guidelines based on staff's experiences with administering the TFCA program.

Edits of note to the Alameda CTC TFCA Program Guidelines for 2011/12:

- The implementation of automobile buy back scrappage programs has been removed from the list of eligible project types to reflect the Air District's current Program Manger Fund Policies.
- TFCA Timely Use of Funds provisions have been revised to reflect that final requests for reimbursement must be submitted no later than the date of the Final Project Report submittal .
- Clarification has been added that project budgets should segregate indirect project costs, if these costs are proposed to be reimbursed by TFCA.
- Clarification has been added that Program Managers must allocate funding to projects that implement relevant transportation control measures and/or mobile source measures.

Additional proposed revisions detailed in the attachment are clarifications and corrections to the current Guidelines and do not reflect changes to the TFCA Program.

Attachments:

Attachment A – Draft March 2011 Alameda CTC TFCA Program Guidelines

ALAMEDA COUNTY
CONGESTION MANAGEMENT TRANSPORTATION
AGENCY COMMISSION
TRANSPORTATION FUND FOR CLEAN AIR
(TFCA) PROGRAM GUIDELINES

I. BACKGROUND

AB 434 (Sher, Statutes of 1991) and AB 414 (Sher, Statutes of 1995) permit the Bay Area Air Quality Management District (hereinafter the "Air District") to collect a fee of up to \$4 per vehicle per year for reducing air pollution from motor vehicles and for related planning and programs. This legislation requires the Air District to allocate 40% of the revenue to an overall program manager in each county. The overall program manager must be designated "by resolutions adopted by the county board of supervisors and the city councils of a majority of the cities representing a majority of the population."

As of July 2010, the Alameda County Transportation Commission (hereinafter the "Alameda CTC"), is acting on behalf of the Alameda County CMA and has been designated as overall program manager in Alameda County in accordance with the above requirements, through the powers delegated to the Alameda CTC by the joint powers agreement which created the Alameda CTC.

II. ELIGIBLE PROJECTS

Projects/Programs eligible for funding from revenues generated by this fee are:

1. Implementation of rideshare programs;
2. Purchase or lease of clean fuel buses for school districts and transit operators;
3. Provision of local feeder bus or shuttle service to rail and ferry stations and to airports;
4. Implementation and maintenance of local arterial traffic management, including, but not limited to, signal timing, signal preemption, bus stop relocation and "smart streets";
5. Implementation of rail-bus integration and regional transit information systems;
6. Implementation of demonstration projects in congestion pricing of highways, bridges and public transit; and in telecommuting (No funds expended pursuant telecommuting projects shall be used for the purchase of personal computing equipment for an individual's home use);
7. Implementation of vehicle-based projects to reduce mobile source emissions, including, but not limited to light duty vehicles with a gross vehicle weight (GVW) of 10,000 pounds or lighter, engine repowers, engine retrofits, fleet modernization, alternative fuels, and advanced technology demonstrations. Note: Engine repowers are subject to Air District approval on a case-by-case basis;
8. Implementation of smoking vehicles program;
- ~~9. Implementation of automobile buy back scrappage program operated by a governmental agency;~~
- 10.9. Implementation of bicycle facility improvement projects that are included in an adopted countywide bicycle plan or congestion management program; and

11.10. Design and construction by local public agencies of physical improvements that support development projects that achieve motor vehicle emission reductions. The projects and the physical improvements shall be identified in an approved area-specific plan, redevelopment plan, general plan, or other similar plan.

AB 414 references the trip reduction requirements in the CMP legislation and states that Congestion Management Agencies in the Bay Area that are designated as AB 434 program managers, “shall ensure that those funds are expended as part of an overall program for improving air quality and for the purposes of this chapter (the CMP Statute).” The Air District has interpreted this language to allow a wide variety of transportation control measures as now eligible for funding by program managers, including an expansion of eligible transit, rail and ferry projects.

AB 414 adds a requirement that County Program Managers adopt criteria for the expenditure of the county subventions and to review the expenditure of the funds. The content of the criteria and the review were not specified in the bill. However, the Air District has specified that any criteria used by a Program Manager must allocate funding to projects that are: 1) eligible under the law, 2) reduce motor vehicle emissions, 3) implement the relevant Transportation Control Measures and/or Mobile Source Measures in the Air District’s most recently approved strategy(ies) for state and national ozone standards (2010 Clean Air Plan, or CAP), and 4) are not planning or technical studies.

The program funds will be disbursed either through an individual call for projects or in a coordinated call for projects with other funding sources that provide funding for similar projects.

III. COST EFFECTIVENESS

The Air District requires that all proposed and completed projects be evaluated for TFCA cost-effectiveness. The Alameda CTC will measure the effectiveness level of TFCA-funded projects using the TFCA cost of the project divided by an estimate of the total tons of emissions reduced (reactive organic gases (ROG), oxides of nitrogen (NOx), and weighted particulate matter 10 microns in diameter and smaller (PM₁₀)) due to the project. These are used to calculate a cost effectiveness number of \$/ton. The Alameda CTC will only approve projects with a TFCA cost effectiveness, on an individual project basis, equal to or less than \$90,000 of TFCA funds per ton of total ROG, NOx and weighted PM₁₀ emissions reduced (\$/ton). ~~All projects will be required to conduct cost-effectiveness calculations.~~

IV. GENERAL PROGRAM STRUCTURE

As the overall program manager in Alameda County, the Alameda CTC will be allocated 40% of the funds collected in Alameda County. The Air District will advance these funds to the Alameda CTC in biannual installments each fiscal year.

The 40% funds programmed by the Alameda CTC will be distributed as follows:

- A maximum of 5% of the funds for program implementation and administration annually to the Alameda CTC.
- 70% of the remaining funds to be allocated to the cities/county based on population, with a minimum of \$10,000 to each jurisdiction. City population will be updated annually based on State Department of Finance estimates. 70% funds will be programmed annually in its own call for projects or in a coordinated call for projects with like funding sources. The Board

may also program against future TFCA programming for projects that are larger than the annual funds available.

- 30% of the funds (discretionary) allocated to transit related projects. All eligible applicants may apply for these funds for transit related projects. 30% funds will be programmed annually in its own call for projects or in a coordinated call for projects with like funding sources. The Board may also program against future TFCA programming for projects that are larger than the annual funds available.

A city or the county, with approval from the Alameda CTC Board, may choose to roll its annual “70%” allocation into a future program year. Since all of the available TFCA funds are to be programmed each year, a jurisdiction may borrow against its projected future year share in order to use rolled over funds available in the current year.

With approval from the Alameda CTC Board, a local jurisdiction may request programming of a multi-year project using its current and projected future year share of the 70% funds.

Projects competing for the 30% discretionary funds will be evaluated based on the total emissions reductions projected as a result of the project. Projects will be prioritized based on the total tons of pollutants reduced divided by the TFCA funds invested, as calculated using the Air District guidelines for the regional program. When this calculation is not sufficient to prioritize candidate projects, the Alameda CTC Board may also consider the emissions reductions per total project dollar invested for the project and the matching funds provided by the project sponsor.

Projects will normally be funded only if the TFCA funds requested exceed \$50,000, unless the project sponsor can show special and unusual circumstances to set this limit aside.

V. PROGRAM SCHEDULE

December-January	A call for projects will be issued by the Alameda CTC.
January-February	Project applications due to Alameda CTC.
February - March	Alameda CTC adopts resolution endorsing the programming of TFCA funds consistent with the Expenditure Plan Application. Expenditure Plan Application due to Air District.
March-April	Review of projects by ACTAC. Draft program reviewed by the PPC and released by the Alameda CTC Board.
April-May	ACTAC adopts list of recommended projects and forwards list to Alameda CTC Board. <u>BiSemi</u> -annual project status reports due to Alameda CTC. Alameda CTC submits Semi-annual Report to Air District by May 31 st .
September	For on-going projects, annual status reports from project sponsors due to the Alameda CTC.
October 31 st	Alameda CTC submits Annual Report to Air District.

Schedule subject to modification based on schedule changes imposed by the Air District and previous programming actions by the Board.

VI. APPLICATION PROCESS

Project sponsors shall complete the Alameda CTC TFCA funding application. This can be a single TFCA application or included in coordinated call for projects process that consolidates like fund sources. Please include the following in your application:

1. **Partner agencies/organizations:** If the project is sponsored by more than one agency, the applicant shall list the partner agencies, including the point of contact(s).
2. **TFCA Funding Category:** The applicant shall indicate whether the funds applied for are from the 70% city/county funds or the 30% transit discretionary funds. Project sponsors may choose to rollover their 70% funds to into a future fiscal year 70% allocation. Project sponsors may also request to reprogram any remaining TFCA funds from previous projects or allocations in their jurisdiction, to the proposed project.
3. **Funding Sources/Budget:** Applicants shall include a funding plan listing all funding sources and amounts (including regional 60% TFCA funds and unsecured funds-)). Applicants shall include a project budget listing the total project cost by phase and cost type.
4. **Schedule and Project Milestones:** Applicants shall include project schedule and milestones.
5. **Input Data Chart:** Applicants shall submit the necessary data for their project(s) to calculate the estimated emissions reductions and cost-effectiveness.
6. **Transportation Control Measures (TCM) and Mobile Source Measures (MSM):** Applicants shall list the TCMs and/or MSMs from the Air District's most recently approved strategy(ies) for state and national ozone standards that are applicable to the project.

VII. MONITORING REQUIREMENTS

The Air District ~~may~~requires that emissions reduced as a result of each project be calculated twice. The first is an estimate of projected emissions reduction. Sponsors must provide input data for this calculation in their application.

Sponsors must also conduct post-project evaluation and/or surveys (known as the monitoring requirements) as specified in the fund transfer agreement for the project.

Project sponsors shall provide estimates for the cost of collecting the data for the monitoring requirements that are required by the Air District. The cost of the monitoring requirements data collection efforts should not exceed 5% of the total project budget (including both TFCA and non-TFCA funds).

VIII. INSURANCE REQUIREMENTS

Each Project Sponsor must maintain general liability insurance, workers compensation insurance and additional insurance as appropriate for specific projects, with coverage amounts specified in the ~~specifie~~ project funding agreements.

This section provides guidance on the insurance coverage and documentation typically required for TFCA Program Manager Fund projects. Note that the Air District reserves the right to specify different types or levels of insurance in the funding agreement. The typical funding

agreement requires that each project sponsor provide documentation showing that the project sponsor meets the following requirements for each of its projects.

1. **Liability Insurance** with a limit of not less than \$1,000,000 per occurrence, of the type usual and customary to the business of the Project Sponsor, and to the operation of the vehicles, vessels, engines or equipment operated by the Project Sponsor.
2. **Property Insurance** in an amount of not less than the insurable value of Project Sponsor's vehicles, vessels, engines or equipment funded under the Agreement, and covering all risks of loss, damage or destruction of such vehicles, vessels, engines or equipment.

3. Worker's Compensation Insurance for construction projects including but not limited to bike/pedestrian paths, bike lanes, smart growth and vehicle infrastructure, as required by California law and employers insurance with a limit not less than \$1 million.

Acceptability of Insurers: Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A, VII. The Air District may, at its sole discretion, waive or alter this requirement or accept self-insurance in lieu of any required policy of insurance. Below is a table listing the types of insurance coverage generally required for each project type. The requirements may differ in specific cases.

<u>County Program Manager Fund Contract Activity</u>	<u>Insurance Required</u>
Vehicle Purchase	Automobile Liability; and Automobile Physical Damage
Engine Repowers/Retrofits	Automobile Liability; and Automobile Physical Damage
Operation of shuttle from transit hubs to private business and other location	Commercial General Liability; Automobile Liability; and Automobile Physical Damage
Transit pass subsidy or commute incentives	None
Transit Marketing Program	Commercial General Liability
Guaranteed Ride Home	None
Bicycle facilities including bike paths, bike lanes (either striping and signs or construction of roadway Shoulders), bike routes, bike lockers, and bike racks.	Commercial General Liability; Automobile Liability; and Worker's Compensation
Constructing a bike/pedestrian overpass	Commercial General Liability, Automobile Liability; and Worker's Compensation
Signal Timing	Commercial General Liability

IX. FUNDING AGREEMENT, REPORTS AND AUDIT REQUIREMENTS

Prior to receiving any reimbursement of funds, project sponsors must execute a fund transfer agreement with the Alameda CTC. The fund transfer agreement includes a description of the project/program to be funded and specifies the terms and conditions for the expenditure of funds, including all audit requirements imposed by the Air District.

A contract executed by both the Air District and the Alameda CTC constitutes final approval and obligation for the Air District to fund a project. Costs incurred before the execution of the funding agreement (Air District and Alameda CTC) will not be reimbursed. An executed funding agreement between the Alameda CTC and project sponsor is required before any reimbursements will be made. The funding agreement between the Alameda CTC and project sponsor is to be executed within six months from the date the funding agreement between the Air District and the Alameda CTC is executed. After the six month deadline has passed, any funding associated with an unexecuted funding agreement may be considered unallocated and may be reprogrammed by the Air District.

Project sponsors will be required to submit bi-annual progress reports to the Alameda CTC which provide project status and itemize the expenditure of funds for each project. Project sponsors are also required to submit a final project report, which include monitoring requirements, upon completion of the project.

All projects will be subject to a performance audit including project monitoring requirements established by the Air District. Project sponsors will, for the duration of the project/program, and for three (3) years following completion, make available to the Air District or to an independent auditor, all records relating to expenses incurred in implementing the projects.

X. TIMELY IMPLEMENTATION OF PROJECTS AND USE OF FUNDS

The enabling legislation requires project sponsors to encumber and expend funds within two years, unless a time extension has been granted. To ensure the timely implementation of projects and use of funds, the following timelines will be imposed for each program year:

1. Within two months of receipt of funds from the Air District, the Alameda CTC will send out fund transfer agreements to each project sponsor
2. Project sponsors must execute a fund transfer agreement with the Alameda CTC within three months of receipt of an agreement from the Alameda CTC to ensure that the agreement is executed within six months from the execution of the funding agreement between the Air District and the Alameda CTC. The executed fund transfer agreement must contain an expenditure plan for implementation of the project. After the deadline has passed, any funding associated with an unexecuted funding agreement may be considered unallocated and may be reprogrammed by the Air District.
3. Project sponsors must initiate implementation of a project within three months of the date of receipt of the executed fund transfer agreement from the Alameda CTC, unless an extended schedule has been approved in advance by the Alameda CTC.
4. Funds must be expended within two years from the date of the first receipt of funds by the Alameda CTC from the Air District. The Alameda CTC Board may, if it finds that significant

~~progress has been made on a project, approve no more than two one-year schedule extensions for a project., unless an extension has been approved by the CMA Board. (No more than two (one year) extensions can be approved by the CMA Board., a~~ Additional schedule extension requests can only be granted with approval from the Air District).

5. Sponsors must submit requests for reimbursement at least once per fiscal year. Requests must be submitted within six (6) months after the end of the fiscal year, defined as the period from July 1 to June 30. All final requests for reimbursement must be submitted no later than the date the Final Project Report is submitted.
6. Sponsors must submit bisemi-annual progress reports within the period established by the Air District.
7. Sponsors must submit required Final Project Reports (project monitoring reports) within three months of project completion or Sponsors must submit required post-project monitoring reports within three months after the post-project evaluation period as established in the funding agreement.
8. An at risk report will be presented to Alameda CTC Committees throughout the year to advise sponsors of upcoming critical dates and deadlines.

Any sponsor that does not comply with any of the above requirements within the established time frames will be given written notice from the Alameda CTC that they have 60 days in which to comply. Failure to comply within 60 days will result in the reprogramming of the funds allocated to that project, and the project sponsor will not be permitted to apply for new projects until the sponsor has demonstrated to the Alameda CTC that steps have been taken to avoid future violations of this policy.

XI. REIMBURSEMENT OF FUNDS

Upon execution of a fund transfer agreement, project sponsors may request reimbursement for documented expenses on an approved project. All project costs must be identified in the budget in the approved grant application and conform with the project scope included in attachment A of the TFCA funding agreement. Project sponsors must complete the "Request for Reimbursement of Funds" form attached to the fund transfer agreement for each reimbursement request. All complete requests for reimbursement will be paid within 30 days.

The Request for Reimbursement form must have an original signature by an authorized person, and should be sent to the attention of Alameda CTC's Administrative and Financial Officer. The form must be accompanied by the following documentation:

1. **Direct Costs:** Copies of invoices that the project sponsor has paid, including copies of checks evidencing payment that are directly and solely related to implementation of the project. Travel and training costs may be used only if the travel and training are directly related to the implementation of the funded project.

2. **Labor Charges:** Payroll records indicating pay rate, time sheets indicating time worked on project. Hourly labor charges are the sum of the salary paid to an employee plus the cost of fringe benefits provided, expressed on the basis of hours worked.
3. **Indirect Costs:** Indirect costs may be considered eligible for reimbursement with TFCA funds provided the project sponsor requests and justifies the reimbursement in the approved grant application. Sponsor will be required to have an Indirect Cost Rate proposal approved in advance by the Air District. The Air District relies on OMB Circular A-87, Cost Principles for State, Local and Indian Tribal Governments for determining appropriate Indirect Costs for TFCA projects. Sponsor may choose not to charge any indirect costs to a TFCA project. Indirect costs are the reasonable overhead costs incurred in providing a physical place of work and in performing general support services and oversight. Examples include rent, utilities, office supplies, computer, payroll, reproduction, mailroom support staff, and management oversight. All administrative costs combined shall not exceed 5% of the project cost. Sponsor may choose not to charge any administrative costs to a TFCA project.



1333 Broadway, Suites 220 & 300

Oakland, CA 94612

PH: (510) 208-7400

www.AlamedaCTC.org

Memorandum

DATE: February 16, 2011

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Jacki Taylor, Programming Liaison

RE: **Approve Transportation Fund for Clean Air (TFCA) Program FY 2011/12 Expenditure Plan**

Recommendation:

It is recommended the Commission approve Resolution 11-006, regarding the submittal of the FY 2011/12 TFCA County Program Manager Fund Expenditure Plan Application to the Bay Area Air Quality Management District (Air District).

Summary:

Alameda CTC Resolution 11-006 and the FY 2011/12 TFCA County Program Manager Fund Expenditure Plan Application (both attached) are due to the Air District by March 31, 2011. The Expenditure Plan Application includes \$1,832,360 in available funding for programming to projects.

Background:

Starting with the 2009/10 program, the administration procedures of the TFCA program have been revised so the Air District now approves an annual expenditure plan that includes the total amount of TFCA funds to be programmed, in lieu of approving the individual projects. Following the approval and execution of the FY 2011/12 Expenditure Plan, the Alameda CTC will have six months to provide a final program of eligible projects to the Air District.

The revenue in the FY 2011/12 Expenditure Plan Application comprises the following:

- | | |
|---|-------------|
| • New revenue for FY 2010/11: | \$1,759,147 |
| • Additional revenue from FY 2004/05: | \$149,717 |
| • Earned interest for 2010: | \$18,925 |
| • Relinquished revenue from FY 2010/11: | \$15 |

The total TFCA funding available for FY 2010/11 is \$1,927,803. After five percent of the \$1,908,864 in new revenue (which includes an additional \$149,717 in revenue from 2004/05) is set aside for the

Alameda CTC's administration of the TFCA program, the earned interest and relinquished funds are added, resulting in \$1,832,360 available for programming to projects.

The attached Expenditure Plan Application is due to the Air District by March 31, 2011, prior to the submittal of a detailed program of projects. Applications for the FY 2011/12 program were due to the Alameda CTC on February 11th and a draft FY 2011/12 TFCA program of projects is scheduled to be considered by the Commission in April.

Financial Impact:

This programming action has no financial impact to the Alameda CTC. The TFCA funds included in this funding program are being made available by the Air District. Costs associated with the Alameda CTC's administration of the TFCA program are included in the current Alameda CTC's budget.

Attachments:

Attachment A – Resolution 11-006 for the FY 2011/12 TFCA Expenditure Plan Application

Attachment B – FY 2011/12 TFCA Expenditure Plan Application

**ALAMEDA COUNTY TRANSPORTATION COMMISSION
RESOLUTION 11-006**

WHEREAS, the Alameda County Congestion Management Agency (ACCMA) has been the overall Program Manager for the Transportation Fund for Clean Air (TFCA) County Program Manger Fund for Alameda County as designated by the Alameda County Board of Supervisors and the city councils of the majority of cities representing a majority of the population of the incorporated areas of Alameda County; and

WHEREAS, as of July 2010, the Alameda County Transportation Commission (hereinafter the "Alameda CTC"), is acting on behalf of the ACCMA through the powers delegated to the Alameda CTC by the joint powers agreement which created the Alameda CTC.

WHEREAS, the joint powers agreement which created the Alameda CTC supersedes previous agreements relative to the TFCA program and designates the Alameda CTC as the Alameda County Program Manager for the TFCA program.

WHEREAS, the Alameda CTC finds the action taken in this Resolution to be consistent with the intent of the enabling resolutions designating the Alameda CTC as Alameda County's overall Program Manager; and

WHEREAS, the TFCA Program requires that the Program Manager submit an Expenditure Plan Application to the Bay Area Air Quality Management District by March 31, 2011.

NOW, THEREFORE BE IT RESOLVED, that the Alameda CTC Board approves the programming of \$1,832,360 to projects, consistent with the attached FY 2011/12 TFCA County Program Manager Fund Expenditure Plan Application; and

BE IT FURTHER RESOLVED, that the Alameda CTC authorizes the Executive Director to execute any necessary fund transfer agreements related to this programming with the Bay Area Air Quality Management District and project sponsors.

DULY PASSED AND ADOPTED by the Alameda CTC at the regular Alameda CTC Board meeting held on Thursday, March 24, 2011 in Oakland, California, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

ATTEST:

Mark Green, Chairperson

Gladys V. Parmelee, Board Secretary

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Expenditure Plan Application

11-ALA

FY 2011/2012

SUMMARY INFORMATION

Program Manager Agency Name: Alameda County Transportation Commission

Address: 1333 Broadway, Suite 220, Oakland, CA 94612

PART A: NEW TFCA FUNDS

- | | | |
|---|----------|-----------------------|
| 1. Estimated FY11/12 DMV revenues (based on projected CY2010 revenues): | Line 1: | <u>\$1,754,911.00</u> |
| 2. Difference between prior-year estimate and actual revenue: ¹ | Line 2: | <u>\$4,235.88</u> |
| a. Actual FY09/10 DMV revenues (based on CY2009): | | <u>\$1,816,393.88</u> |
| b. Estimated FY09/10 DMV revenues (based on CY2009): | | <u>\$1,812,158.00</u> |
| <i>('a' minus 'b' equals Line 2.)</i> | | |
| 3. Allocation of withheld FY04/05 funds: ² | Line 2c: | <u>\$149,716.61</u> |
| 4. Estimated New Allocation (Sum of Lines 1, 2, and 2c): | Line 3: | <u>\$1,908,863.49</u> |
| 5. Interest income. List interest earned on TFCA funds in calendar year 2010. | Line 4: | <u>\$18,925.00</u> |
| 6. Estimated TFCA funds budgeted for administration: Line 5: | | <u>\$95,443.18</u> |
| <i>(Note: This amount may not exceed 5% of Line 3.)</i> | | |
| 7. Total new TFCA funds available in FY11/12 for projects and administration | Line 6: | <u>\$1,927,788.49</u> |
| <i>(Add Lines 3 and 4. These funds are subject to the six-month allocation deadline.)</i> | | |

PART B: TFCA FUNDS AVAILABLE FOR REPROGRAMMING

- | | | |
|--|---------|----------------|
| 8. Total amount from previously funded projects available for reprogramming to other projects. (Enter zero (0) if none.) | Line 7: | <u>\$14.92</u> |
| <i>(Note: Reprogrammed funds originating from pre-2006 projects are not subject to the six-month allocation deadline.)</i> | | |

PART C: TOTAL AVAILABLE TFCA FUNDS

- | | | |
|---|---------|-----------------------|
| 9. Total Available TFCA Funds (Sum of Lines 6 and 7) | Line 8: | <u>\$1,927,803.41</u> |
| 10. Estimated Total TFCA funds available for projects (Line 8 minus Line 5) | Line 9: | <u>1,832,360.41</u> |

I certify that, to the best of my knowledge, the information contained in this application is complete and accurate.

Executive Director Signature: _____

Date: _____

¹ As of 2/3/11, the FY10/11 actual revenues (based on CY2010) are not available from DMV, and are not anticipated to be available until March 31, 2010. Thus the difference between the FY10/11 estimated and actual revenues is not included in this form.

² One-time allocation of funds remaining from \$780,000.00 from the FY04/05 cycle. As part of an agreement with Alameda CMA and BART, these funds were requested to be withheld by the Air District to fund aspects of the Spare the Air free transit program.

Complete if there are TFCA Funds available for reprogramming.

TOTAL TFCA FUNDS AVAILABLE FOR REPROGRAMMING
(Enter this amount in Part B, Line 7 of Summary Information form)

* Enter CP (for completed project) or CN (for canceled project)



Memorandum

DATE: February 16, 2011

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Beth Walukas, Manager of Planning
Tess Lengyel, Manager of Programs and Public Affairs

SUBJECT: Review Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP) and Countywide Transportation Plan (CWTP)/Transportation Expenditure Plan Information

Recommendations

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

Summary

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

Discussion

Staff will be submitting monthly reports to ACTAC; the Planning, Policy and Legislation Committee (PPLC); the Alameda CTC Board; the Citizen's Watchdog Committee; the Paratransit Advisory and Planning Committee; the Citizen's Advisory Committee; and the Bicycle and Pedestrian Advisory Committee. The purpose of these reports is to keep various Committee and Working Groups updated on regional and countywide planning activities, alert Committee members about issues and opportunities requiring input in the near term, and provide an opportunity for Committee feedback in a timely manner. CWTP-TEP Committee agendas and related documents are available on the Alameda CTC website.

March 2011 Update:

This report focuses on the month of March 2011. A summary of countywide and regional planning activities for the next three months is found in Attachment A and a three year schedule is found in Attachment B. Highlights include MTC/Alameda CTC Call for Projects, MTC Committed Funding and Projects Policy, Financial Assumptions, ABAG's release of the Initial Vision Scenario, Update on SCS presentations to Councils, and Upcoming Meetings on Countywide and Regional Planning Efforts, as described below:

1) RTP/SCS Work Element Proposals and Release of Initial Vision Scenario

MTC continues to refine their proposals and guidance for the following work elements of the RTP/SCS:

- 25-year financial forecast assumptions:
- preliminary draft committed funds and projects policy (covered under agenda item 5.3): scheduled to be reviewed by MTC Committees in March as a draft and adopted as final in April,
- guidance for the call for projects (covered under agenda item 5.2),
- draft projects performance assessment approach, and
- transit capital, local streets and roads maintenance needs, and transit operation needs approach.

The supporting documentation can be found at

<http://apps.mtc.ca.gov/events/agendaView.akt?p=1617>.

2) Update on SCS Presentations to City Councils and Boards of Directors on Initial Vision Scenario

Jurisdiction	Date to Council/Board	Type of item	Completed?
Alameda County	February 8		Yes
Alameda	February 1		Yes
Albany	January 18	Presentation	Yes
Berkeley	January 25	Information to Council	
	January 19	Presentation to Planning Commission	Yes
Dublin	January 25	Information to Council	Yes
	January 29	District 1 Workshop	
Emeryville	January 18	Working Session	Yes
Fremont	January 29	District 1 Workshop	Yes
Hayward	January 18	Working Session	Yes
Livermore	February 28	Information to Council	
	January 29	District 1 Workshop	Yes
Newark	February 24		
Oakland	February 15	Presentation to Council	Yes
	February 2	Presentation to Planning Commission	Yes
Piedmont	February 7		Yes
Pleasanton	February 1 (tentative)		
	January 29	District 1 Workshop	Yes
San Leandro	February 22	Working Session	
Union City	January 25	Presentation	Yes
AC Transit	No presentation scheduled at this time		
BART	January 27		Yes

Committee	Regular Meeting Date and Time	Next Meeting
CWTP-TEP Steering Committee	4 th Thursday of the month, noon Location: Alameda CTC	March 24, 2011 April 28, 2011
CWTP-TEP Technical Advisory Working Group	2 nd Thursday of the month, 1:30 p.m. Location: Alameda CTC	March 10, 2011 April 14, 2011
CWTP-TEP Community Advisory Working Group	1 st Thursday of the month, 3:00 p.m. Location: Alameda CTC	March 3, 2011 April 7, 2011
SCS/RTP Regional Advisory Working Group	1 st Tuesday of the month, 9:30 a.m. Location: MetroCenter, Oakland	March 1, 2011 April 5, 2011
SCS/RTP Performance Target Ad Hoc Committee	Varies Location: MetroCenter, Oakland	No additional meetings scheduled
SCS/RTP Equity Ad Hoc Committee	Location: MetroCenter, Oakland	March 9, 2011 April 13, 2011
SCS/RTP Housing Methodology Committee	10 a.m. Location: BCDC, 50 California St., 26th Floor, San Francisco	March 24, 2011 April 28, 2011
CWTP-TEP Public Workshops	Tentative Schedule	February 24, 2011 (Oakland) February 28, 2011 (Fremont) March 9, 2011 (Hayward) March 16, 2011 (San Leandro) March 24, 2011 (Dublin)

Fiscal Impacts: None.

Attachments:

Attachment A: Summary of Next Quarter Countywide and Regional Planning Activities

Attachment B: CWTP-TEP-RTP-SCS Development Implementation Schedule

Attachment A: Summary of Next Quarter Countywide and Regional Planning Activities (March through May)

Countywide Planning Efforts

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

- Finalizing the Briefing Book, available on the Alameda CTC's website, that is intended to be an information and reference document and a point of departure for the discussion on transportation needs;
- Identifying performance measures and a methodology for prioritizing transportation improvements in the CWTP;
- Coordinating with ABAG and local jurisdictions on defining the Vision Scenarios for the Sustainable Communities Strategy and establishing how land use and the SCS will be addressed in the CWTP;
- Identifying transportation needs and issues including presentation of best practices and strategies for achieving Alameda County's vision beyond this CWTP update;
- Developing a Call for Projects and Committed Project Policy that is consistent and concurrent with MTC's call for projects and guidance and identifying supplemental information needed for Transportation Expenditure Plan projects and programs;
- Developing financial projections;
- Identifying transportation investment packages for evaluation;
- Conducting polling and reviewing polling results for an initial read on voter perceptions;
- Conducting public outreach on transportation needs and the Initial Vision Scenario.

Regional Planning Efforts

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

In the three month period for which this report covers, MTC and ABAG are focusing on developing an Initial SCS Vision Scenario (scheduled for release March 11, 2011), assisting in presenting the Initial Vision Scenario to the public and City Councils and Boards of Directors; developing draft financial projections, adopting a committed transportation funding policy, releasing a call for projects, completing the work on targets and indicators for assessing performance of the projects and beginning the performance assessment.

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

- Participating on the MTC/ABAG Regional Advisory Working Group (RAWG),
- Participating on regional Sub-committees: on-going performance targets and indicators and the equity sub-committee which is being formed by MTC;

These activities will feed into our discussion on revenue and financial projections and availability and the discussion of transportation investment both new and existing that will begin around the early spring timeframe.

Key Dates and Opportunities for Input

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

Sustainable Communities Strategy:

Presentation of SCS information to local jurisdictions: Will be completed by March 1.

Initial Vision Scenario Released: March 11, 2011

Detailed SCS Scenarios Released: July 2011

Preferred SCS Scenario Released/Approved: December 2011/January 2012

RHNA

RHNA Process Begins: January 2011

Draft RHNA Methodology Released: September 2011

Draft RHNA Plan released: February 2012

Final RHNA Plan released/Adopted: July 2012/October 2012

RTP

Develop Financial Forecasts and Committed Funding Policy: March/April 2011

Call for RTP Transportation Projects: March 1 through April 29, 2011

Conduct Performance Assessment: March 2011 - September 2011

Transportation Policy Investment Dialogue: October 2011 – February 2012

Prepare SCS/RTP Plan: April 2012 – October 2012

Draft RTP/SCS for Released: November 2012

Prepare EIR: December 2012 – March 2013

Adopt SCS/RTP: April 2013

CWTP-TEP

Develop Land Use Scenarios: May 2011

Call for Projects: Concurrent with MTC

Outreach: January 2011 - June 2011

Draft List of CWTP screened Projects and Programs: July 2011

First Draft CWTP: September 2011

TEP Program and Project Packages: September 2011

Draft CWTP and TEP Released: January 2012

Outreach: January 2012 – June 2012

Adopt CWTP and TEP: July 2012

TEP Submitted for Ballot: August 2012

Calendar Year 2010

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

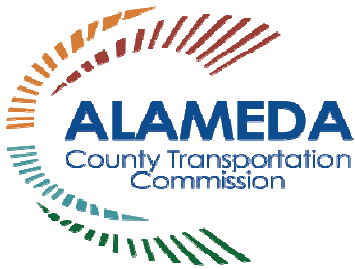
Calendar Year 2011

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

Calendar Year 2012

	2012					FY2011-2012					
Task	January	February	March	April	May	June	July	August	Sept	Oct	November
Alameda CTC Committee/Public Process											
Steering Committee	Full Draft TEP, Outcomes of outreach meetings	Finalize Plans	Meetings to be determined as needed			Adopt Draft Plans	Adopt Final Plans	Expenditure Plan on Ballot			VOTE: November 6, 2012
Technical Advisory Working Group	Full Draft TEP, Outcomes of outreach meetings	Finalize Plans	Meetings to be determined as needed								VOTE: November 6, 2012
Community Advisory Working Group	Full Draft TEP, Outcomes of outreach meetings	Finalize Plans	Meetings to be determined as needed								VOTE: November 6, 2012
Public Participation			Expenditure Plan City Council/BOS Adoption								VOTE: November 6, 2012
Agency Public Education and Outreach	Ongoing Education and Outreach Through November 2012 on this process and final plans					Ongoing Education and Outreach through November 2012 on this process and final plans					
Alameda CTC Technical Work											
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level	Finalize Plans										
Polling					Potential Go/No Go Poll for Expenditure Plan						
Sustainable Communities Strategy/Regional Trar											
Regional Sustainable Community Strategy Development Process - Final RTP in April 2013	Approval of Preferred SCS, Release of Regional Housing Needs Allocation Plan		Begin RTP Technical Analysis & Document Preparation	Prepare SCS/RTP Plan							Release Draft SCS/RTP for review

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Memorandum

DATE: February 21, 2011

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Tess Lengyel, Programs and Public Affairs Manager
Beth Walukas, Planning Manager

SUBJECT: **Review the Countywide Transportation Plan – Transportation Expenditure Plan/Regional Transportation Plan (CWTP-TEP/RTP) Call for Projects Process**

Recommendation

Staff recommends review of the process and timeline for implementation of the MTC-directed Call for Projects for the Regional Transportation Plan (RTP) and development of the Sustainable Communities Strategy (SCS) in Alameda County. This Call for Projects will be used to support the update of the Countywide Transportation Plan (CWTP) and development of a new Transportation Expenditure Plan (TEP), which may be placed on the November 2012 ballot.

Summary

This memo summarizes how Alameda CTC will meet the requirements of MTC's Call for projects and details how project and program submissions will be sought, evaluated, approved and submitted to MTC by the April 29, 2011 deadline. The Alameda CTC schedule is included in Table 1 and requires that Alameda County jurisdictions submit projects and programs to the Alameda CTC, using the MTC web-based application, by no later than April 12, 2011. This due date is necessary to allow the Alameda CTC to perform the required evaluations and to package a list for submission to MTC by April 29, 2011. The submittal will occur in two steps. The Alameda CTC will submit a draft list that meets the \$11.75 Billion county-share allocation by the April deadline followed by a final list in May. This is to ensure that the proposed list of projects and programs is presented for comment to all Alameda CTC committees, including the Alameda County Technical Advisory Committee (ACTAC), the CWTP-TEP Community and Technical Advisory Working Groups, the CWTP-TEP Steering Committee, the Planning, Policy and Legislation Committee, a public hearing, and adoption of a final list by the full Commission on May 26, 2011.

Discussion

The update of the RTP and development of the SCS includes a series of efforts and evaluation processes for integrating the first Bay Area SCS in accordance with SB 375 with the proposed transportation system. This effort includes the following:

- Development of performance goals and targets (*adopted January 2011*)
- Development of an Initial Vision Scenario, which takes the currently planned land use in the nine-county region adds housing and employment to address the projected population that must be accommodated in the region as required by SB 375 and overlays the Transportation 2035 RTP transportation system with some augmented services (*to be released March 11, 2011*)
- A call for projects (*released February 14, 2011 to the CMAs and a web based application available March 1, 2011*) for potential projects and programs.
- A performance assessment of projects and programs submitted during the Call for Projects from which projects for the Detailed SCS Scenarios will be selected (*May through July 2011*)
- Development and evaluation of Detailed SCS scenarios using information from the Initial Vision Scenario and the selected projects resulting from the performance assessment (*July through September 2011*).
- After further evaluation and repackaging on how detailed scenarios are meeting goals, a Preferred SCS will be developed and adopted and will be included in the environmental impact report review with the RTP (*adoption expected January/February 2012*)
- Adoption of a Final SCS/RTP (*April 2013*)

The Alameda CTC is concurrently working on the update of the CWTP and development of a new TEP, both of which will inform the RTP and SCS. The county-level plans development is in sync with the regional efforts and this memo recommends the process for administering the MTC-directed call for projects in Alameda County, which has been delegated to the CMAs to implement.

Call for Projects

MTC is delegating the implementation of the call for projects to each of the Congestion Management Agencies (CMAs) for county-level coordination, packaging and submission to MTC. This effort is being done on a tight schedule to meet the developmental deadlines of the SCS/RTP, and for CWTP-TEP in Alameda County.

Draft guidance for the Call for Projects was issued by MTC at the end of January and final guidance submitted to the CMAs on February 14, 2011. Implementation of the call and evaluation of the project and program submittals will also be guided by several sets of policies and procedures, some of which are still going through the approval processes by MTC, ABAG and Alameda CTC in February, March and April.

In January, MTC adopted the RTP/SCS goals and performance targets, which will be used to evaluate projects and programs in meeting both statutory and voluntary performance targets. In addition, draft policies regarding committed funds and projects, as well as project performance assessments are currently in circulation for review and are expected to be adopted in April 2011. Meanwhile, MTC's schedule for the call for projects is as follows:

- Issue Call for Projects Letter to CMAs February 14, 2011
- Open Online Project Application Form for Use by CMAs/ Project Sponsors: March 1, 2011
- Close of Project Submittal Period April 29, 2011 (See Table 1 for Alameda CTC's submission deadline of April 12, 2011)
- MTC Conducts Project-Level Performance Assessment and Selection Process for Projects for Detailed SCS Scenarios: May through July 2011

According to MTC's guidance for implementation of the call for projects (see Attachment A, MTC' Call for Projects), there are seven specific efforts the CMAs must do as part of the call. MTC's requirements are shown below in bold, and Alameda CTC's approach is detailed in italics:

1. Public Involvement and Outreach:

a) Conduct countywide outreach to stakeholders and the public to solicit project ideas.

The Alameda CTC has adopted a public involvement strategy for the development of the CWTP-TEP, which includes informing stakeholders and the public about the call for projects and seeking public comment on project and program ideas. This effort will be done through its technical and community advisory working groups, as well as through targeted countywide outreach that seeks feedback on potential projects and programs using a specifically designed Toolkit and questionnaire, which will be used at meetings and will also be placed on the Alameda CTC webpage. This outreach effort is broad-based, addresses language and access needs, and will be conducted throughout the county. Information about the call, submission processes and decision-making timelines are included on the agency website. Five public meetings are scheduled in each area of the County to also share information and solicit project and program feedback. These include the following 2011 dates, times and locations:

Thursday, February 24th — Oakland, 5:30-7:30pm

City of Oakland City Hall—Hearing Room 3 (1 Frank H. Ogawa Plaza)

5:30–6:00 pm—Informational Open House

6:00–7:30 pm—Workshop

Monday February 28th — Fremont, 6:30-8:30pm

Fremont Public Library—Fukaya Room A (2400 Stevenson Blvd.)

6:30–7:00 pm—Informational Open House

7:00–8:30 pm—Workshop

Wednesday March 9th — Hayward, 6:30-8:30pm

Hayward City Hall—Conference Room 2A (777 B Street)

6:30–7:00 pm—Informational Open House

7:00–8:30 pm—Workshop

Wednesday March 16th — San Leandro, 6:30-8:30pm

San Leandro Library—Karp Room (300 Estudillo Avenue)

6:30–7:00 pm—Informational Open House

7:00–8:30 pm—Workshop

Thursday, March 24th — Dublin, 6:30-8:30pm

Dublin Public Library—Community Meeting Room (200 Civic Plaza)

- b) **Document the outreach effort undertaken for the local call for projects.** *Alameda CTC will provide an overall description of the outreach process including how project and program submissions were solicited, evaluated and recommended to MTC. Table 1 below describes the Alameda CTC timeline, public hearings and opportunities for public comment on the draft and recommended project and program lists that will be submitted to MTC. A fully documented summary of outreach, how the outreach followed MTC's Public Participation Plan, as well as comments received and responses to comments addressing project/program inclusion will be submitted to MTC.*

2. Agency Coordination: Work closely with local jurisdictions, transit agencies, MTC, Caltrans, and stakeholders to identify projects for consideration in the RTP/SCS. *Alameda CTC has begun and will continue to inform elected officials, the public, stakeholders, local jurisdictions, transit operators and other partners of the call for projects, submission timelines and public commentary periods, and will be responsible for assigning passwords to local jurisdiction staffs, fielding questions about the project application form, reviewing and verifying project information, and submitting projects to MTC.*

3. Title VI Responsibilities: Ensure the public involvement process provides underserved communities access to the project submittal process as in compliance with Title VI of the Civil Rights Act of 1964. *Alameda CTC has developed a public participation approach specifically designed for broad engagement, which will also address the Title VI requirements. The CWTP is subject to Title VI and therefore, all work associated with the update of the CWTP has been planned to meet these requirements and will be documented as described above.*

4. County Target Budgets: Ensure that the County project list fits within the target budget defined by MTC for the county. *Alameda CTC will use the targeted budget of \$11.76 Billion supplied by MTC as a starting point to guide the County's recommended project list with the understanding that additional work will be conducted after the call for projects to hone in on a more financially constrained list of projects and programs that fit within the RTP/SCS financially constrained envelope. The final list of projects and programs included in the CWTP and TEP will not necessarily be as constrained as the list submitted to MTC for inclusion in the RTP.*

5. Cost Estimation Review: Establish guidelines for estimating project costs. *Alameda CTC has developed a cost estimating guide specifically for use with this call for projects and which may also be used for a second more refined effort related to projects that could be included in the TEP. The Alameda County cost estimating guidelines will be finalized in February for use in this call and will be placed on the Alameda CTC website by February 28, 2011. All project submittals will be evaluated prior to submission to MTC to ensure that appropriate cost estimates were used.*

6. General Project Criteria: Identify whether projects meet basic project parameters and criteria as outlined by MTC. *Alameda CTC will communicate MTC's criteria to project sponsors, encouraging submission of projects that support the goals and performance targets adopted by MTC in January 2011. These basic project criteria, which have been articulated in MTC's Call for Projects Guidance, are as follows:*

- Support the goals and performance targets of the RTP/SCS (See Attachment A, MTC's Call for Projects)
- Serves as a regionally significant component of the regional transportation network. A regionally significant transportation project serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned development such as new retail malls, sports complexes, etc., or major transportation terminals as well as most terminals themselves.)
- Support focused growth by serving existing housing and employment centers – FOCUS Priority Development Areas
- Derives from an adopted plan, corridor study, or project study report (e.g., countywide transportation plan, regional bicycle plan, climate action plans, etc.)

Based on information that will be presented to the Committees and the Commission, there may be additional screening criteria proposed that reflect the goals and targets from the CWTP-TEP process. This process will build on on-going programs and information gathered from the Working Groups, Committees and the public participation process.

7. Programmatic Categories. *As directed in MTC's call for projects (Attachment A), Alameda CTC will group similar types of projects and programs that are exempt from regional air quality conformity and do not add capacity or expand the transportation network into broader programmatic categories. This process will build on on-going programs and information gathered from the Working Groups, Committees and the public participation process.*

Alameda CTC Timeline for the Call for Projects

Table 1 describes the timeline for project and program solicitation, submission, evaluation, approvals and delivery to MTC. An Alameda County-specific project and program prioritization process is under development and is anticipated to be approved by the end of February. That process will help guide how projects and programs will be evaluated for inclusion in a list submitted to MTC.

Table 1: 2011 Call for Projects Timeline

Alameda CTC: CWTP-TEP Process Timeline		MTC/ABAG: SCS-RTP Process Timeline	
Activity	Date	Activity	Date
Update on Call for Projects	ACTAC: 2/1 CAWG: 2/3 TAWG: 2/10 SC: 2/24	Official Call for Projects Release to CMAs	February 14
Alameda CTC Issues Call for Projects Guidance and Schedule	February 25		
Alameda CTC issues access codes to Alameda County jurisdictions	March 1	MTC Web Based Application Available	March 1
MTC Training on on-line Application	March	Define Project Performance Assessment Methodology	Through April
Update on Call for Projects	ACTAC: 3/1 CAWG: 3/3 TAWG: 3/10 PPLC/PPC: 3/14 SC: 3/24	Release Initial Vision Scenario	March 11. Seek stakeholder feedback through end of April
Sponsor Submittals to Alameda CTC	April 12, 5 p.m.		
Alameda CTC preliminary evaluations	April 12-21		
Mailout of Draft list to Steering Committee	April 21		
Steering Committee Meeting/Approval of DRAFT project/program list	April 28		
Submission of draft list to MTC	Friday, April 29		
Mailout of draft list to Alameda	May 2		

CTC Committees and Working Groups: ACTAC, CAWG, TAWG, PPLC and PPC				
Advisory Committee meetings discussion of draft list	ACTAC: 5/3 CAWG: 5/5 TAWG: 5/12		Adopt Project Performance Methodology	April 27
Revised list submitted to PPLC, PPC	May 6 (via email)			
PPLC/PPC Review final draft list	May 9			
Alameda CTC additional evaluation	May 10-19			
Steering Committee Mailout	May 19			
Steering Committee Meeting/Public Hearing/ Recommendation of final list to full Alameda CTC Commission for approval of project/program list	May 26			
Alameda CTC Commission Approval of Final project/program list	May 26			
Submission of list to MTC	Friday, May 27		MTC Project Performance Evaluation and Selection Process for Projects for Detailed SCS Scenarios	May – July

As part of this process, Alameda CTC will request feedback on the following items:

- a preliminary list of potential programs,
- the 2008 CWTP projects, and
- project and program ideas that are being collected from the outreach processes (workshops, on-line questionnaires, toolkit outreach, polling)

These lists will be brought through committees in March for feedback prior to the project and program submission deadlines.

Attachments

Attachment A – MTC February 14 Issuance of Call for Projects

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February 14, 2011

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Alameda County

Adrienne J. Tissier, Vice Chair
San Mateo County

Tom Azumbrado
U.S. Department of Housing
and Urban Development

Tom Bates
Cities of Alameda County

Dave Cortese
Santa Clara County

Bill Dodd
Napa County and Cities

Dorene M. Giacomini
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Mark Green
Association of Bay Area Governments

Anne W. Halsted
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Steve Kinsey
Marin County and Cities

Sam Liccardo
Cities of Santa Clara County

Jake Mackenzie
Sonoma County and Cities

Kevin Mullin
Cities of San Mateo County

Jon Rubin
San Francisco Mayor's Appointee

Bijan Sartipi
State Business, Transportation
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James P. Spering
Solano County and Cities

Amy Rein Worth
Cities of Contra Costa County

Vacancy
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Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

RE: Regional Transportation Plan/Sustainable Communities Strategy – Call for Projects

To: Caltrans, Congestion Management Agencies, and Multi-County Transit Operators

The Metropolitan Transportation Commission (MTC) is issuing an open “call for projects” for consideration in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). MTC requests the assistance of each of the nine Congestion Management Agencies (CMAs) to coordinate project submittals for their county. Caltrans and multi-county transit operators may submit directly to MTC, but coordination with the CMAs are encouraged. Attached is the Call for Projects Guidance that lays out required elements to be carried out in the local call for projects.

Project submittals are due to MTC on April 29, 2011. Projects/programs will undergo a project-level performance evaluation, which MTC will initiate starting in May 2011. MTC requests all partner agencies to adhere to this deadline. The results of the project performance assessment will inform the upcoming detailed alternatives analysis and investment trade-off discussions, ultimately leading to a preferred RTP/SCS early next year with adoption occurring a year later. As such, there will be ongoing opportunities for these discussions to occur.

The SCS legislation requires closer integration between land use and transportation planning. With this in mind, MTC and ABAG have adopted goals that direct local agencies to consider how their projects support SCS principals as promulgated by SB 375.

MTC is developing a web-based application form for sponsors to fill out and submit their projects. Sponsors will be able to (a) remove projects in the current plan (Transportation 2035) that are either now complete and open for service or no longer being pursued, (b) update projects in the current plan that should be carried forward in the RTP/SCS, and (c) add new projects. The web-based project application will be available

on March 1, 2011. At that time, MTC will provide instructions to CMAs on how to access and use the web-based form. Upon request, MTC staff will also provide a brief tutorial to the CMAs and its technical advisory committee.

MTC looks forward to receiving your project submittals. If you have any questions about the submittal process, please contact Grace Cho of my staff at (510) 817-5826 or gcho@mtc.ca.gov.

Sincerely,



Ann Flemer
Deputy Executive Director, Policy

AF: GC

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Attachments:

- Attachment A: Call for Projects Guidance
- Attachment A.1: Goals and Performance Targets
- Attachment A.2: Programmatic Categories
- Attachment A.3: MTC's Draft Transportation Project Performance Assessment Methodology
- Attachment A.4: MTC Policy Advisory Council Members

Attachment A Call for Projects Guidance

The Metropolitan Transportation Commission (MTC) requests the assistance of the nine Bay Area Congestion Management Agencies (CMAs) to help with the Call for Projects within their counties. CMAs are best suited for this role because of their existing relationships with local jurisdictions, elected officials, transit agencies, community organizations and stakeholders, and members of the public within their counties. MTC expects the CMAs to plan and execute an effective public outreach and local engagement process to solicit candidate projects to be submitted to MTC for consideration in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

Project sponsors with projects vying for future state or federal funding must have their project identified in the financially constrained RTP/SCS. CMAs will be the main point of contact for local sponsoring agencies and members of the public submitting projects for consideration for inclusion in the 2013 SCS/RTP. Sponsors of multi-county projects (i.e. Caltrans, BART, Caltrain, etc.) may submit directly to MTC, but communication and coordination with CMAs is encouraged. Members of the public are eligible to submit projects, but must secure a public agency sponsor and coordinate the project submittal with their CMA.

CMAs will assist MTC with the Call for Projects by carrying out the following activities:

1. Public Involvement and Outreach

- **Conduct countywide outreach to stakeholders and the public to solicit project ideas.** CMAs, as well as multi-county transit operators and Caltrans, will be expected to implement their public outreach efforts in a manner consistent with MTC's Public Participation Plan (MTC Resolution No. 3821), which can be found at http://www.onebayarea.org/get_involved.htm. CMAs are expected, at a minimum, to:
 - Execute effective and meaningful local engagement efforts during the Call for Projects by working closely with local jurisdictions, elected officials, transit agencies, community-based organizations, and the public through the project solicitation process. In addition to the CMAs' citizen advisors, MTC's Policy Advisory Council members are a good resource to the CMAs to help plan community outreach events, engage members of the public, and identify candidate projects. Please see **Attachment A.4** for a list of MTC's Policy Advisory Council members.
 - Explain the local Call for Projects process, informing stakeholders and the public about the opportunities for public comments on project ideas and when decisions are to be made on the list of projects to be submitted to MTC;
 - Hold public meetings and/or workshops at times which are conducive to public participation to solicit public input on project ideas to submit;
 - Hold at least one public hearing providing opportunity for public comment on the list of potential projects prior to submittal to MTC;
 - Post notices of public meetings and hearing(s) on their agency website; include information on how to request language translation for individuals with limited English proficiency. If agency protocol has not been established, please refer to MTC's Plan for Assisting Limited English Proficient Populations.
 - CMA staff will be expected to provide MTC with a link so the information can also be viewed on the website OneBayArea.org;
 - Hold public meetings in central locations that are accessible for people with people with disabilities and by public transit;

- o Offer language translations and accommodations for people with disabilities, if requested at least three days in advance of the meeting.
- ***Document the outreach effort undertaken for the local call for projects.*** CMAs, as well as multi-county transit operators and Caltrans, are to provide MTC with:
 - o A description of how the public was involved in the process for nominating and/or commenting on projects for inclusion in the RTP/SCS. Specify whether public input was gathered at forums held specifically for the RTP/SCS or as part of an outreach effort associated with, for example, an update to a countywide plan;
 - o A description of how the public engagement process met the outreach requirements of MTC's Public Participation Plan, including how the CMA ensured full and fair participation by all potentially affected communities in the project submittal process.
 - o A summary of comments received from the public and a description of how public comments informed the recommended list of projects submitted by the CMA. Conversely, rationale must be provided if comments or projects from the public were not able to be accommodated in the list of candidate projects and a description of how the CMA, in future project nomination processes, plans to address the comments or projects suggested by the public.

2. Agency Coordination

- ***Work closely with local jurisdictions, transit agencies, MTC, Caltrans, and stakeholders to identify projects for consideration in the RTP/SCS.*** CMAs will assist with agency coordination by:
 - o Communicating this Call for Projects guidance to local jurisdictions, transit agencies, Caltrans, and stakeholders and coordinate with them on the online project application form by assigning passwords, fielding questions about the project application form, reviewing and verifying project information, and submitting projects as ready for review by MTC
 - o Working with members of the public interested in advancing a project idea to find a public agency project sponsor, and assisting them with submitting the project to MTC;
 - o Developing freeway operations and capacity enhancement projects in coordination with MTC and Caltrans staff.
 - o Developing transit improvements in coordination with MTC and transit agency staff.

3. Title VI Responsibilities

- ***Ensure the public involvement process provides underserved communities access to the project submittal process as in compliance with Title VI of the Civil Rights Act of 1964.***
 - o Assist community-based organizations, communities of concern, and any other underserved community interested in submitting projects;
 - o Remove barriers for persons with limited English proficiency to have access to the project submittal process;
 - o For additional Title IV outreach strategies, please refer to MTC's Public Participation Plan found at: http://www.onebayarea.org/get_involved.htm

4. County Target Budgets

- ***Ensure that the County project list fits within the target budget defined by MTC for the county.***
 - o To establish the county target budgets, MTC used the discretionary funding amount (\$32 billion) from the Transportation 2035 Plan and assigned counties a target budget based on a population share formula with an additional 75% mark up. County target budgets can be seen below. This formula approach is consistent with the formula used in Transportation 2035 Plan.
 - o County target budgets are intended as a starting point to guide each CMA in recommending a project list to MTC by providing an upper financial limit.
 - o County target budgets are not intended as the financially constrained RTP/SCS budget. CMAs and MTC will continue to discuss further and select projects later in the process that fit the RTP/SCS financially constrained envelope.

County Target Budgets (in billions)

Alameda: \$11.76	San Mateo: \$5.60
Contra Costa: \$7.84	Santa Clara: \$14.0
Marin: \$2.24	Solano: \$3.36
Napa: \$1.12	Sonoma: \$3.92
San Francisco: \$6.16	

5. Cost Estimation Review

- ***Establish guidelines for estimating project costs.*** CMAs are to establish cost estimation guidelines for use by project sponsors. The guidelines may be developed by the CMAs or CMAs can elect to use other accepted guidelines produced by local, state or federal agencies. MTC has identified the following cost estimation guidelines available for use:
 - o Federal: National Cooperative Highway Research Program's Guidance for Cost Estimation and Management for Highway Projects During Planning, Programming, and Preconstruction (http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_w98.pdf)
 - o State: Caltrans' Project Development Procedures Manual Chapter 20, Project Development Cost Estimates (http://www.dot.ca.gov/hq/opdpd/pdpm/chap_pdf/chapt20.pdf)
 - o Local: Contra Costa Transportation Authority (CCTA) Cost Estimation Guide (http://ccta.net/assets/documents/Cost_Est_Guide_Documentation.pdf)
- ***Review and verify with MTC that each project has developed an appropriate cost estimate prior to submittal.***

6. General Project Criteria

- ***Identify whether projects meet basic project parameters as outlined by MTC.*** CMAs will encourage project sponsors to submit projects which meet one or more of the general criteria listed below, keeping in consideration that projects should support SCS principals promulgated by SB 375:
 - o Supports the goals and performance targets of the RTP/SCS (see **Attachment A.1**).
 - o Serves as a regionally significant component of the regional transportation network. A regionally significant transportation project 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).

- o Supports focused growth by serving existing housing and employment centers FOCUS Priority Development Areas.
 - o Derives from an adopted plan, corridor study, or project study report (e.g., community-based transportation plans, countywide transportation plan, regional bicycle plan, climate action plans, etc.).
- **Assess how well the project meets basic criteria**
Project sponsors are welcome to use MTC's qualitative/quantitative approach or some hybrid thereof to develop and evaluate project priorities (See **Attachment A.3**). Sponsors may include qualitative discussion and/or quantitative data to demonstrate how proposed projects meet the RTP/SCS goals and targets, the magnitude of project impacts and cost effectiveness. MTC will provide a function in the on-line application for this information and may use it to inform the Goals Assessment portion of MTC's evaluation.

7. Programmatic Categories

- CMAs should group similar projects, which are exempt from regional air quality conformity that do not add capacity or expand the transportation network, into broader programmatic categories rather than submitting them as individual projects for consideration in the RTP/SCS. These individual projects may address a concern of the community (e.g., improved pedestrian ways to transit, curb bulb-outs to calm traffic, etc.), but do not have to be individually specified for the purposes of air quality conformity. See **Attachment A.2** for guidance on the programmatic categories.

Timeline

Task	Date
Issue Call for Projects Letter to CMAs, Caltrans, and Multi-County Transit Operators	February 10, 2011
Open Online Project Application Form for Use by CMAs/ Project Sponsors	March 1, 2011
Close of Project Submittal Period	April 29, 2011
MTC Conducts Project-Level Performance Assessment and Selection Process for Projects for Detailed SCS Scenarios	May – July 2011

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Attachment A.1 RTP/SCS Goals and Performance Targets

Goal	Performance Target (from 2005 levels unless noted)
<u>Climate Protection</u> Dealing effectively with the challenge of climate change involves communities far beyond the shores of San Francisco Bay. Indeed, Senate Bill 375 requires metropolitan areas throughout California to reduce greenhouse gas emissions from cars and trucks. Furthermore, our region must safeguard the shoreline due to sea-level rise through adaption strategies. By combining aggressive policies with innovative technologies, the Bay Area can act as a model for other regions around the state and nationwide.	Reduce per-capita CO₂ emissions from cars and light-duty trucks by 15%
<u>Adequate Housing</u> A diverse and sufficient housing supply is essential to maximize livability for all Bay Area residents. The region aspires not only to ensure affordability and supply of housing for peoples of all income levels and in all nine counties, but also to reduce the concentration of poverty in low-income communities of concern.	House 100% of the region's projected 25-year growth by income level (very-low, low, moderate, above-moderate) without displacing current low-income resident
<u>Healthy & Safe Communities</u> Promoting healthy and safe communities includes improving air quality, reducing collisions and encouraging more bicycle and pedestrian travel. While policy choices by regional agencies can help influence land-use decisions and the operation and design of transportation infrastructure, local governments have the biggest role to play. Cities' and counties' land-use authority directly shapes the development patterns that guide individuals' travel choices.	- Reduce premature deaths from exposure to particular emissions: - Reduce premature deaths from exposure to fine particulates (PM2.5) by 10% - Reduce coarse particulate emissions (PM10) by 30% - Achieve greater reductions in highly impacted areas Associated Indicators - Incidence of asthma attributable to particulate emissions - Diesel particulate emissions - Reduce by 50% the number of injuries and fatalities from all collisions (including bike and pedestrian) - Increase the average time walking or biking per person per day for transportation by 60% (for an average of 15 minutes per person per day)
<u>Open Space & Agricultural Preservation</u> Limiting urban sprawl will help preserve productive agricultural lands and prime natural habitat, in addition to maintaining public access to shorelines, mountains, lakes and rivers. As open space and farmlands are essential to the Bay Area's quality of life, the region	Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries) Scenarios will be compared to 2010 urban footprint

Goal	Performance Target (from 2005 levels unless noted) for analytical purposes only
should focus growth in existing urban areas rather than pursue additional development in outlying areas.	
<u>Equitable Access</u> A high quality of life is not a privilege reserved only for the wealthy. Regional agencies must work to ensure that high-quality housing is available for people of all incomes; that essential destinations may be reached at a minimal cost of time or money; that mobility options are available not only to those who can transport themselves but also to our growing populations of senior and disabled residents; that the benefits and burdens alike of transportation investment are evenly distributed; and that air pollution, water pollution or noise pollution are not disproportionately concentrated in low-income neighborhoods.	Decrease by 10% the share of low-income and lower-middle income residents' household income consumed by transportation and housing
<u>Economic Vitality</u> A strong economy is imperative to ensure continued quality of life for all Bay Area residents. This includes a healthy climate for business and growth, and plentiful employment opportunities for individuals of all skill levels and industries. Savvy transportation and land-use policies in pursuit of this goal will not only reduce travel times but also expand choices, cut total costs, improve accessibility, and boost reliability.	Increase gross regional product (GRP) by 87% – an average of 2.1% per year (in current dollars)
<u>Transportation System Effectiveness</u> Maximizing the efficiency of the transportation system requires preserving existing assets in a state of good repair as well as leveraging assets that are not fully utilized and making targeted, cost-effective improvements. Continued maintenance is necessary to protect safety, minimize vehicle damage, support infill development in existing urban areas and promote economic growth regionwide.	- o Decrease average per-trip travel time by 10% for non-auto modes - o Decrease automobile vehicle miles traveled per capita by 10% - o Maintain the transportation system in a state of good repair: • Increase local road pavement condition index (PCI) to 75 or better • Decrease distressed lane-miles of state highways to less than 10% of total lane-miles • Reduce average transit asset age to 50% of useful life
<u>Infrastructure Security</u> The potential for damage from natural or manmade disasters is a threat to the security of Bay Area infrastructure. To preserve the region's economic vitality and quality of life, Bay Area government officials — in cooperation with federal and state agencies — must work to prevent damage to infrastructure systems and to minimize the potential impacts of any future disasters. Funding priorities must reflect the need to ensure infrastructure security and to avoid any preventable loss of life.	

Attachment A.2 Programmatic Categories

Programmatic categories are groups of similar projects, programs, and strategies that are included under a single group for ease of listing in the RTP/SCS. Projects within programmatic categories must be exempt from regional transportation conformity. Many projects which address the concerns of communities, such as pedestrian bulbouts, bicycle lanes, transit passenger shelters, ridesharing, etc. are often taken into account in a programmatic category. Therefore individual projects of this nature do not need to be specified. Projects grouped in a programmatic category are viewed as a program of multiple projects. Projects that add capacity or expand the network are not included in a programmatic category. Projects that do not fit within the identified programmatic categories are listed separately in the RTP/SCS. Programmatic categories to be used include, but are not limited to the following:

1. **Bicycle/Pedestrian Expansion** (new facilities, expansion of existing bike/pedestrian network)
2. **Bicycle/Pedestrian Enhancements** (enhancements, streetscapes, TODs, ADA compliance, mobility and access improvements)
3. **Bicycle/Pedestrian Facilities Rehabilitation**
4. **Lifeline Transportation** (Community Based Transportation Plans projects such as information/outreach projects, dial-a-ride, guaranteed ride home, paratransit, non-operational transit capital enhancements (i.e. bus shelters). Does not include fixed route transit projects.)
5. **Transit Enhancements** (ADA compliance, mobility and access improvements, passenger shelters, informational kiosks)
6. **Transit Management Systems** (TransLink[®], Transit GPS tracking systems (i.e. Next Bus))
7. **Transit Safety and Security Improvements** (Installation of security cameras)
8. **Transit Guideway Rehabilitation**
9. **Transit Station Rehabilitation**
10. **Transit Vehicle Rehabilitation/Replacement/Retrofit**
11. **Transit O&M** (Ongoing non-capital costs, preventive maintenance)
12. **Transit Operations Support** (purchase of operating equipment such as fareboxes, lifts, radios, office and shop equipment, support vehicles)
13. **Local Road Safety** (shoulder widening, realignment, non-coordinated signals)
14. **Highway Safety** (implementation of Highway Safety Improvement Program, Strategic Highway Safety Program, shoulder improvements, guardrails, medians, barriers, crash cushions, lighting improvements, fencing, increasing sight distance, emergency truck pullovers)
15. **Non-Capacity Increasing Local Road Intersection Modifications and Channelization**
16. **Non-Capacity Increasing State Highway Enhancements** (noise attenuation, landscaping, roadside rest areas, sign removal, directional and informational signs)
17. **Freeway/Expressway Incident Management** (freeway service patrol, call boxes)
18. **Non-Capacity Increasing Freeway/Expressway Interchange Modifications** (signal coordination, signal retiming, synchronization)
19. **Freeway/Expressway Performance Management** (Non-ITS Elements, performance monitoring, corridor studies)
20. **Non-Capacity Increasing Local Road Rehabilitation** (Pavement resurfacing, skid treatments)
21. **Non-Capacity Increasing Local Bridge Rehabilitation/Replacement/Retrofit**
22. **State Highway Preservation** (Caltrans SHOPP, excluding system management)
23. **Toll Bridge Rehabilitation/Replacement/Retrofit**
24. **Local Streets and Roads O&M** (Ongoing non-capital costs, routine maintenance)
25. **State Highway O&M** (Caltrans non-SHOPP maintenance, minor 'A' and 'B' programs)
26. **Regional Air Quality and Climate Protection Strategies** (outreach programs and non-capacity projects specifically targeting regional air quality and climate protection strategies)
27. **Local Air Quality and Climate Protection Strategies** (outreach programs and non-capacity projects specifically targeting local air quality and climate protection strategies)
28. **Regional Planning and Outreach** (regionwide planning, marketing, and outreach)
29. **Transportation Demand Management** (continuation of ridesharing, shuttle, or vanpooling at current levels)
30. **Parking Management** (Parking cash out, variable pricing, etc.)

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Attachment A.3 – MTC’s Draft Transportation Project Performance Assessment Methodology

	Transportation 2035	SCS/RTP Approach – Initial Thoughts
Goals Assessment (largely qualitative)	- All projects (700+) assessed, grouped into 13 project type - How well projects address each goal/number of goals addressed - Conducted by panel of MTC staff and stakeholders	- Same as for Transportation 2035 – but reflecting new goals/targets and with added emphasis on: - support for focused growth - statutory goals to reduce carbon dioxide and accommodate future housing demand - For larger projects, use quantitative information where available, such as projected CO2 and particulate emissions reduction
Benefit-Cost Assessment (quantitative)	60 large-scale uncommitted projects as well as uncommitted regional programs - MTC model analysis - B/C ratio in 2035 including - Delay - CO2 - PM10 and PM2.5 - Injuries & fatalities - Direct user costs (vehicle operating/ownership) - Cost savings for on-time maintenance - Cost per reduction on CO2 - Cost per reduction in VMT - Cost per low-income household served by new transit Goals not reflected in B/C are captured through the qualitative assessment	- Same types of projects but potentially more (perhaps 100) - subject to final policy on committed projects - MTC model analysis - B/C ratio - over 25 yrs instead of horizon year (if time allows) - Travel time (see notes below) - CO2 - PM10 and PM2.5 - Health costs associated with changes in active transportation levels - Injuries & fatalities - Direct user costs (vehicle operating/ownership) - Cost savings for on-time maintenance Goals not reflected in B/C are captured through the goals assessment in a qualitative fashion
Synthesis & Use of Information	- Bubble chart mapping B/C and number of goals addressed - Sponsors “justify” projects with low-B/C before inclusion in the draft plan	- Bubble chart mapping B/C and number of goals addressed - Sponsors must “justify” projects with - low B/C or meeting few goals - increase in CO2 emissions - that do not support draft land use
Considerations	Four quantitative measures was information overload for the decision makers; prefer to have a single quantitative result	- Consider approaches to address to concern that current B/C model is dominated by travel time - Sensitivity tests of impact of travel time on relative ratings of projects - Review emerging practices for travel time valuation (e.g., discounting small time savings, different values of time based on trip purpose, value of reliability) - Assess significance of B/C results for each project

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Attachment A.4
MTC Policy Advisory Council Members

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Memorandum

TO: Partnership Board

DATE: February 16, 2011

FR: Ashley Nguyen

W. I.

RE: Preliminary Draft Committed Funds and Projects Policy for Regional Transportation Plan/Sustainable Communities Strategy

Purpose & Background

For the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), MTC staff is proposing to update the Policy on prior commitments approved by the MTC Planning Committee for the Transportation 2035 Plan.

The determination of which projects and funding sources are deemed “committed” affects the amount of transportation revenues that will be subject to discretionary action by the Commission.

The Policy to be developed for the RTP/SCS will:

1. Determine which projects proposed for inclusion in the RTP/SCS are not subject to discretionary action by the Commission because the project is fully funded and is too far along in the project development process to consider withdrawing support. While local funds for a project will remain with that project, a fully locally funded project that is not far along in the project development process may be subject to project performance assessment by the Commission.
2. Determine which fund sources are subject to discretionary action by the Commission for priority projects and programs.

Determining prior commitments for projects and fund sources is a necessary first step in the discussion of how to spend the revenues projected to be available to the region over the 25-year life of the RTP/SCS. This determination includes the following three steps: (1) prepare the 25-year revenue assumptions and forecasts, (2) determine what funds and what projects are committed and will be included in the RTP/SCS without further evaluation, and (3) determine the revenue balance that is subject to MTC discretion by subtracting those committed funds and committed projects from the projected revenues.

Preliminary Proposal

MTC staff has prepared a preliminary Draft Policy on prior commitments (see **Attachment A**) for discussion and input from the Bay Area Partnership, SCS Regional Advisory Working Group, MTC Policy Advisory Council, and stakeholders. The key issues addressed in the draft policy are outlined below.

Threshold Criteria for Determining Committed Funds or Projects

As summarized in Table 1, staff proposes a more limited set of criteria for what is considered committed and to define a smaller subset of funds and projects as committed than in past plans, thus “opening up” more funds for discretionary action.

**Table 1: Comparison of Prior Commitment Criteria
Transportation 2035 Plan versus Proposed RTP/SCS**

T2035 Criteria	Proposed Criteria for RTP/SCS
Committed Funding Sources	
<i>Locally generated or locally subvented funds are committed.</i>	No change
<i>Transportation funds for operations and maintenance as programmed in the current Transportation Improvement Program, specified by law, or defined by MTC policy are committed.</i>	See Attachment A , Table 3 for a list of committed and discretionary fund sources
Committed Projects	
<i>Committed projects are not subject to a project performance assessment.</i>	
<i>Projects or project elements fully funded in the current TIP are committed, except Cycle 1 Regional Program funding commitments</i>	Project is under construction, as indicated by utility relocation or subsequent construction activities, or vehicle award by May 1, 2011 Proposition 1B Corridor Mobility Improvement Account (CMIA) and Trade Corridor (TCIP) projects with full funding and approved baseline agreements as of February 2011.
<i>Resolution 3434</i>	Project is under construction, as indicated by utility relocation or subsequent construction activities, or vehicle award, by May 1, 2011
<i>Ongoing regional operations programs are committed</i>	A regional program has an existing executed contract through the contract period only

1. Definition of “Committed” vs. “Discretionary” Funding. Are there any proposed changes to these designations since Transportation 2035?

As proposed in this draft policy, a “committed fund” is a fund source that is directed to a specific entity or purpose as mandated by statute or by the administering agency. For committed funds, MTC has no discretion on where these funds go or how they are spent. For discretionary funds, the Commission has either complete discretion on how and where funds are spent, or can develop policies/conditions on the expenditure of funds.

The preliminary proposed designations for committed and discretionary funding are included in **Attachment A, Table 3**. Staff is proposing to define more funding sources as “discretionary” funds compared to Transportation 2035. For example, while some funds have historically been committed to certain purposes, the Commission may exercise its authority to condition these funds on adherence to regional policies to be developed in RTP/SCS process. In addition, as discussed in the Financial Forecast Assumption memo, there are new sources of discretionary funding that are proposed for the RTP/SCS.

Definition of “Committed Projects”

Staff proposes to require a project to be advanced in project development (e.g., as indicated by utility relocation or subsequent construction activities, or vehicle award) in order to be designated as committed. Staff proposes to make an exception for Proposition 1B CMIA and TCIF projects as these projects underwent a performance assessment at the regional and state level prior to selection. Further, the funding tied to these projects are primarily committed, roughly 90%, so no funding could be redirected to other regional priorities. These projects have to be constructed by December 31, 2012. **Attachment B** provides a list of committed projects from the Transportation 2035 Plan.

2. Projects Identified as Exempt By Senate Bill 375

SB 375 provides that projects programmed for funding on or before December 31, 2011, are not required to be subject to the provisions required in the SCS or Alternative Planning Strategy (APS) if they are:

- Contained in the 2007 or 2009 Federal Statewide Transportation Improvement Program, or
- Funded pursuant to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, Chapter 12.49 (commencing with Section 8879.20) of Division 1 of Title 2, or
- Were specifically listed in a ballot measure prior to December 31, 2008, approving a sales tax increase for transportation projects.

MTC staff proposes that a project that meets these criteria may still be subject to performance assessment for inclusion in the RTP/SCS and be subject to Commission discretion based on financial constraint, policy or other considerations. This view is consistent with the California Transportation Commission’s guidance in the approved *2010 Regional Transportation Plan Guidelines*.

Schedule

Staff presents Preliminary Draft Committed Funds and Projects Policy to various committees for input.	PTAC: January 31, 2011 RAWG: February 1, 2011 Policy Advisory Council: February 9, 2011 Partnership Board: February 16, 2011
Draft Committed Funds and Projects Policy is reviewed by MTC Planning and ABAG Administrative Committees	March 11, 2011
Proposed Final Committed Policy is reviewed and approved by MTC Planning and ABAG Administrative Committees	April 8, 2011

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Attachment A
Draft Committed Policy for the
Regional Transportation Plan/Sustainable Communities Strategy

1. Prior Commitment Criteria – Project

The following criteria are proposed to determine Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) prior commitments. Projects that do not meet these criteria will be subject to the project performance assessment. **Attachment B** provides a list of committed projects from the Transportation 2035 Plan.

- A transportation project/program that meets any one of the following criteria would be deemed “committed”:
 1. Project is under construction, as indicated by utility relocation or subsequent construction activities, or vehicle award by May 1, 2011. Proposition 1B Corridor Mobility Improvement Account (CMIA) and Trade Corridor (TCIP) projects with full funding and approved baseline agreements as of February 2011.
 2. Resolution 3434 Program – Project is under construction, as indicated by utility relocation or subsequent construction activities, or vehicle award, by May 1, 2011.
 3. Regional Programs – Regional programs with executed contracts (see **Table 2a and 2b**) through contract period only

Table 1: Resolution 3434 Program

Committed	Not Committed
BART/Oakland Airport Connector	AC Transit Berkeley/Oakland/San Leandro Bus Rapid Transit
Eastern Contra Costa BART (eBART)	AC Transit Enhanced Bus: Grand MacArthur Corridor
BART to Warm Springs	Caltrain Electrification
BART to Berryessa Station	Caltrain Express Phase 2
Transbay Transit Center Phase 1	Capitol Corridor Phase 2 Enhancements
Capitol Corridor Expansion (parts)	ACE Service Expansion
Expanded ferry service to South San Francisco	Sonoma-Marin Rail Corridor
Muni Third Street Light-Rail: New Central Subway	Dumbarton Rail
Sonoma Marin Rail Initial Operating Segment	Downtown to East Valley: Light Rail and Bus Rapid Transit Phases 1 and 2
	Expanded ferry service to Berkeley, Alameda/Oakland/Harbor Bay, Hercules, Richmond, and other improvements
	Transbay Transit Center Phase 2 – Caltrain DTX
	BART: Berryessa to San Jose/Santa Clara
	SFCTA and SFMTA: Van Ness Avenue Bus Rapid Transit
	Tri-Valley Transit Access Improvements to/from BART

Table 2a: Ongoing Regional Operations Program

Committed Project	Uncommitted Project
Clipper contract executed to FY 2018-19	Clipper FY 2019-20 and beyond
511 contract executed to FY 2018-19	511 FY 2019-20 and beyond
Freeway Service Patrol/Call Boxes funded with SAFE funds	FSP Funded with STP funding
Transit Connectivity (up to \$10 million)	Any remaining program needs beyond \$10 million commitment

Table 2b: Regional Programs

Committed Programs – 1st and 2nd Cycle of New Act Funding through FY 2015
Local Road Maintenance
Regional Bicycle Program
Lifeline Program
Climate Initiatives Program
Transit Rehabilitation (currently funded in TIP)
Transportation for Livable Communities (TLC)
CMA/Regional Agency Planning Funds
Freeway Performance Initiative (FPI)

2. Prior Commitment – Funding Sources

Funding for the RTP/SCS comes from a number of sources. Each funding source has specific purposes and restrictions. The federal, state, regional and local funds included in the draft RTP/SCS revenue forecasts as either committed or discretionary funds are defined below and listed in Table 3.

- Committed funding is directed to a specific entity or for a specific purpose as mandated by statute or by the administering agency.
- Discretionary funding is defined as:
 - Subject to MTC programming decisions.
 - Subject to compliance with Commission allocation conditions.

The following criteria are proposed to determine RTP/SCS prior commitments:

- A transportation fund that meets any one of the following criteria would be deemed “committed”:
 1. Locally generated and locally subvented funds stipulated by statute
 2. Fund source that is directed to a specific entity or purpose as mandated by statute or by the administering agency

Table 3: Committed versus Discretionary Funds

Committed Funds	Discretionary Funds
Federal	
FTA New Starts Program	FTA Section 5307, Urbanized Area Formula (Capital)
FHWA Bridge/Safety Program, Highway Bridge Rehabilitation (HBR)	FTA Section 5309 Fixed Guideway Program
FTA Bus & Bike Facilities Program	FHWA Surface Transportation Program (STP)
FTA Section 5310 Elderly & Disabled	FHWA Congestion Mitigation and Air Quality Improvement (CMAQ) Program
FTA Small Starts	FTA Section 5316 Job Access and Reverse Commute (JARC)
FTA Ferry Boat Discretionary	FTA Section 5317 New Freedom
American Recovery and Reinvestment Act (ARRA) High-Speed Rail Program	FTA Section 5311 Non-Urbanized Area Formula
State	
State Highway Operations and Protection Program (SHOPP)	State Transportation Improvement Program (STIP): Regional Transportation Improvement Program (RTIP) County Shares
Traffic Congestion Relief Program (TCRP)	STIP: Interregional Road/Intercity Rail (ITIP)
State Transit Assistance (STA) Revenue Based	STIP: Transportation Enhancements (TE)
Gas Tax Subvention	STA Population Based – PUC 99313
Proposition 1B	
Proposition 1A (High-Speed Rail)	
Regional	
AB 1107 ½ cent sales tax in three BART counties (75% BART Share)	AB 1107 ½ cent sales tax in three BART counties (only includes 25% share that MTC administers as discretionary)
BATA Base Toll Revenues and Seismic Retrofit Funds	AB 664
Regional Measure 2 (RM2)	2% Toll Revenues
Service Authority for Freeway and Expressways (SAFE)	5% State General Funds
	RM1 Rail Extension Reserve
	AB 1171
	Regional Express Lane Network Revenues
	Bridge Toll Increase
Local	
Existing locally adopted transportation sales tax	Transportation Development Act (TDA)
Local Funding for Streets and Roads	Regional funds identified as match to sales tax-funded local projects
Transit Fare Revenues	
San Francisco Municipal Transportation Agency (SFMTA) General Fund/Parking Revenue	
Golden Gate Bridge Toll	
BART Seismic Bond Revenues	
Property Tax/Parcel Taxes	
Vehicle Registration Fees per Senate Bill 83 (Hancock)	
Public Private Partnerships	
Anticipated Funds	
	Anticipated Funds

3. Projects Exempt from Senate Bill 375

SB 375 provides that projects programmed for funding on or before December 31, 2011, are not required to be subject to the provisions required in the SCS or Alternative Planning Strategy (APS) if they are:

- Contained in the 2007 or 2009 Federal Statewide Transportation Improvement Program, or
- Funded pursuant to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, Chapter 12.49 (commencing with Section 8879.20) of Division 1 of Title 2, or
- Were specifically listed in a ballot measure prior to December 31, 2008, approving a sales tax increase for transportation projects.

A project's status as exempt under these SB 375 provisions does not preclude MTC from evaluating it for inclusion in the RTP/SCS per the project performance assessment process and at Commission discretion based on financial constraint, policy or other considerations.

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Attachment B
Transportation 2035 Committed Projects

RTP ID	County	Project/Program	In Year of Expenditure Dollars				Notes
			Total Project Cost	Committed Funds	Discretionary Funds		
21002	Bay Area Region/Multi-County	Implement Freeway Service Patrol, Call Box, and Incident Management Programs (includes incident detection equipment and incident management systems)	\$ 219.9	\$ -	\$ 219.9		
21005	Bay Area Region/Multi-County	Fund and implement TransLink®	\$ 408.0	\$ -	\$ 408.0		
21006	Bay Area Region/Multi-County	Fund and implement Regional Transportation Marketing program	\$ 27.5	\$ -	\$ 27.5		
21008	Bay Area Region/Multi-County	Fund and implement 511 Traveler Information	\$ 453.7	\$ -	\$ 453.7		
21013	Bay Area Region/Multi-County	Rehabilitate state-owned toll bridges in the Bay Area	\$ 309.5	\$ 309.5	\$ -		
21015	Bay Area Region/Multi-County	Fund Toll Bridge Seismic Retrofit Program	\$ 8,685.0	\$ 8,685.0	\$ -		
21320	Bay Area Region/Multi-County	Construct Golden Gate Bridge moveable median barrier	\$ 26.9	\$ 26.9	\$ -		
21342	Bay Area Region/Multi-County	Extend Caltrain to Transbay Terminal and replace Transbay Terminal, including the construction of the new Transbay Transit Center Building and rail foundation (Phase 1)	\$ 1,589.0	\$ 1,589.0	\$ -		Resolution 3434 Regional Transit Expansion Program and Regional Measure 2 Toll Bridge Program; for Phases 2a and 2b, see Bay Area Region/Multi-County projects #22008 and #230290
21618	Bay Area Region/Multi-County	Implement commuter rail service on the Dumbarton Bridge (environmental, design and right-of-way phases)	\$ 301.0	\$ 301.0	\$ -		Resolution 3434 Regional Transit Expansion Program; shortfall remains for construction phase
21619	Bay Area Region/Multi-County	Expand Caltrain Express service: design and implement safety elements related to signal communication and positive train control (Phase 2a)	\$ 69.0	\$ 69.0	\$ -		Resolution 3434 Regional Transit Expansion Program; Phase 1 completed in 2004; shortfall remains for Phase 2b implement system-wide level boarding program and terminal improvements
21627	Bay Area Region/Multi-County	Electrify Caltrain from Tamien to San Francisco (includes installation of power substations and other infrastructure)	\$ 626.0	\$ 464.0	\$ 162.0		Resolution 3434 Regional Transit Expansion Program
22001	Bay Area Region/Multi-County	Implement Sonoma Marin Area Rail Transit District (SMART) commuter rail project (includes environmental, engineering, right-of-way, construction, vehicle procurement and operations)	\$ 1,058.0	\$ 1,058.0	\$ -		Resolution 3434 Regional Transit Expansion Program and Regional Measure 2 Toll Bridge Program
22003	Bay Area Region/Multi-County	Capitol Corridor: Phase 2 enhancements (includes grade separations at High Street, Davis Street and Hesperian Street)	\$ 88.7	\$ 88.7	\$ -		Resolution 3434 Regional Transit Expansion Program
22006	Bay Area Region/Multi-County	Improve ferry facilities/equipment including the Downtown Ferry Terminal and procuring additional spare ferry vessels	\$ 192.8	\$ 192.8	\$ -		Resolution 3434 Regional Transit Expansion Program, and Proposition 1B project
22008	Bay Area Region/Multi-County	Extend Caltrain to Transbay Terminal and replace Transbay Terminal, including preliminary engineering, environmental; planning, specifications, and estimate (PS&E); and right-of-way phases of downtown extension (Phase 2a)	\$ 292.3	\$ 292.3	\$ -		Resolution 3434 Regional Transit Expansion Program, Regional Measure 2 Toll Bridge Program and 2003 Proposition K sales tax project; for Phases 1 and 2b, see Bay Area Region/Multi-County projects #21342 and #230290
22009	Bay Area Region/Multi-County	Implement Capitol Corridor intercity rail service (includes increased track capacity, rolling stock and frequency improvements)	\$ 108.0	\$ 108.0	\$ -		Resolution 3434 Regional Transit Expansion Program
22240	Bay Area Region/Multi-County	Fund Regional Measure 2 Express Bus South improvements (includes park-and-ride lots, HOV access improvements and rolling stock)	\$ 22.0	\$ 22.0	\$ -		Regional Measure 2 Toll Bridge Program
22241	Bay Area Region/Multi-County	Fund Regional Measure 2 studies (Water Emergency Transportation Authority environmental studies, I-680/Pleasant Hill BART Connector Study)	\$ 6.7	\$ 6.7	\$ -		Regional Measure 2 Toll Bridge Program
22243	Bay Area Region/Multi-County	Fund Regional Measure 2 Express Bus North improvements (includes park-and-ride lots and rolling stock)	\$ 31.1	\$ 31.1	\$ -		Regional Measure 2 Toll Bridge Program
22244	Bay Area Region/Multi-County	Fund City CarShare	\$ 4.6	\$ 4.6	\$ -		Regional Measure 2 Toll Bridge Program
22245	Bay Area Region/Multi-County	Fund Safe Routes to Transit	\$ 22.5	\$ 22.5	\$ -		Regional Measure 2 Toll Bridge Program
22520	Bay Area Region/Multi-County	Implement BART earthquake safety program	\$ 714.4	\$ 714.4	\$ -		Excludes Phase 1 of transbay tube earthquake safety program which is a separate project, Bay Area Region/Multi-County project #22636
22636	Bay Area Region/Multi-County	Implement BART transbay tube earthquake safety improvements (Phase 1)	\$ 592.6	\$ 592.6	\$ -		Regional Measure 2 Toll Bridge Program

Agenda Item 5.3

B-1

Attachment B
Transportation 2035 Committed Projects

RTP ID	County	Project/Program	In Year of Expenditure Dollars				Notes
			Total Project Cost	Committed Funds	Discretionary Funds		
22991	Bay Area Region/Multi-County	Widen I-680 southbound in Santa Clara and Alameda counties from Route 237 to Route 84 including an express lane, ramp metering, auxiliary lanes and pavement rehabilitations	\$ 230.9	\$ 230.9	\$ -		2000 Traffic Congestion Relief Program (TCRP) and 2000 Measure B sales tax project
94152	Bay Area Region/Multi-County	Widen Route 12 (Jamieson Canyon) from 2 lanes to 4 lanes from I-80 in Solano County to Route 29 in Napa County (Phase 1)	\$ 145.7	\$ 145.7	\$ -		For Phase 2, see Napa project #230599
94527	Bay Area Region/Multi-County	Livermore Amador Valley Transit Authority (LAVTA) – 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)	\$ 783.4	\$ 712.2	\$ -		
94541	Bay Area Region/Multi-County	Reconstruct existing Benicia-Martinez Bridge for southbound traffic	\$ 1,272.5	\$ 1,272.5	\$ -		Regional Measure 1 & 2 Toll Bridge Program
94558	Bay Area Region/Multi-County	Central Contra Costa Transit Authority (CCCTA) – 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)	\$ 1,396.8	\$ 1,396.8	\$ -		
94683	Bay Area Region/Multi-County	Vallejo 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)	\$ 1,560.0	\$ 1,207.6	\$ -		Shortfall remains
98102	Bay Area Region/Multi-County	Reconstruct the South Access to the Golden Gate Bridge: Doyle Drive (environmental study)	\$ 25.6	\$ 25.6	\$ -		2003 Proposition K sales tax project; for design and construction phases, see Bay Area Region/Multi-County project #94089
230221	Bay Area Region/Multi-County	Implement I-80 Integrated Corridor Mobility (ICM) project operations and management	\$ 187.8	\$ 187.8	\$ -		
230222	Bay Area Region/Multi-County	Implement San Pablo Avenue SMART Corridors operations and management	\$ 37.6	\$ 37.6	\$ -		
230290	Bay Area Region/Multi-County	Extend Caltrain to Transbay Terminal and replace Transbay Terminal, including construction phase (Phase 2b)	\$ 2,047.0	\$ 656.7	\$ -		Resolution 3434 Regional Transit Expansion Program and Regional Measure 2 Toll Bridge Program; for phases 1 and 2a, see Bay Area Region/Multi-County projects #21342 and #22008; shortfall remains
230336	Bay Area Region/Multi-County	Implement recommendations from MTC's Transit Connectivity Plan	\$ 32.8	\$ -	\$ 32.8		
230649	Bay Area Region/Multi-County	High-Speed Rail: fund supporting infrastructure for ACE, BART, Caltrain, MUNI and VTA	\$ 408.0	\$ 408.0	\$ -		
230710	Bay Area Region/Multi-County	Funding reserve to implement High-Speed Rail and related corridor improvements	\$ 1,730.0	\$ 1,730.0	\$ -		
230712	Bay Area Region/Multi-County	Install suicide barrier on Golden Gate Bridge	\$ 50.0	\$ 50.0	\$ -		Shortfall remains
21093	Alameda	Upgrade Route 92/Clawitter Road interchange, add ramps and overcrossing for Whitesell Street extension, and signalize ramp intersections	\$ 58.3	\$ 58.3	\$ -		2000 Measure B sales tax project; coordinates with Alameda County project #22106
21101	Alameda	Reconstruct Stargell Avenue from Webster Street to 5th Avenue	\$ 19.0	\$ 19.0	\$ -		Funding includes 2000 Measure B sales tax and Proposition 1B Corridor Mobility Improvement Account
21105	Alameda	Construct interchange at the extension of Isabel Avenue (Route 84) to I-580	\$ 155.9	\$ 155.9	\$ -		
21114	Alameda	Construct grade separations on Washington Boulevard/Paseo Padre Parkway at the Union Pacific railroad tracks and proposed BART extension	\$ 108.6	\$ 108.6	\$ -		Regional Measure 2 Toll Bridge Program
21116	Alameda	Widen I-580 from Foothill Road to Greenville Road in both directions for HOV lanes (includes auxiliary lanes)	\$ 299.3	\$ 299.3	\$ -		Regional Measure 2 Toll Bridge Program; coordinates with Bay Area Region/Multi-County project #22765
21125	Alameda	Extend HOV lane westbound on Route 84 between Newark Avenue undercrossing and west of the I-880 interchange	\$ 11.4	\$ 11.4	\$ -		Regional Measure 2 Toll Bridge Program
21126	Alameda	Construct westbound Route 84 HOV on-ramp at Newark Boulevard	\$ 12.5	\$ 12.5	\$ -		Regional Measure 2 Toll Bridge Program
21131	Alameda	Build a BART Oakland Airport Connector between Coliseum BART station and Oakland International Airport	\$ 459.0	\$ 459.0	\$ -		Resolution 3434 Regional Transit Expansion Program and Regional Measure 2 Toll Bridge Program

Attachment B
Transportation 2035 Committed Projects

In Year of Expenditure Dollars

RTP ID	County	Project/Program	Total Project Cost	Committed Funds	Discretionary Funds	Notes
21132	Alameda	Extend BART from Fremont to Warm Springs	\$ 890.0	\$ 746.0	\$ 144.0	Resolution 3434 Regional Transit Expansion Program and Regional Measure 2 Bridge Program
21133	Alameda	Construct new West Dublin/Pleasanton BART station along the I-580 median	\$ 80.0	\$ 80.0	\$ -	
21151	Alameda	Construct a new satellite operations and maintenance facility for operations, dispatch, maintenance, fueling, bus wash and parking for LAVTA fixed route services	\$ 7.8	\$ 7.8	\$ -	Funding for subsequent project phases is being pursued
21455	Alameda	Widen I-238 to 6 lanes between I-580 and I-880, including auxiliary lanes on I-880 between I-238 and A Street	\$ 122.6	\$ 122.6	\$ -	2000 Measure B sales tax project
21456	Alameda	Construct auxiliary lanes on I-580 between Santa Rita Road/Tassajara Road and Airway Boulevard	\$ 5.5	\$ 5.5	\$ -	2000 Measure B sales tax project
21460	Alameda	Construct bicycle/pedestrian roadway in existing Alameda County and Southern Pacific right-of-way between the Dublin/Pleasanton BART station and Dougherty Road; construct bus lane on Dougherty Road	\$ 11.4	\$ 11.4	\$ -	2000 Measure B sales tax project
21464	Alameda	Provide paratransit service for AC Transit, BART and non-mandated city programs to coordinate and close paratransit service gaps	\$ 154.6	\$ 154.6	\$ -	2000 Measure B sales tax project
21465	Alameda	Enhance transit throughout the county using transit center development funds	\$ 4.8	\$ 4.8	\$ -	2000 Measure B sales tax project
21466	Alameda	Improve Washington Avenue/Beatrice Street interchange at I-880 through reconstruction and widening of on/off ramps	\$ 2.5	\$ 2.5	\$ -	2000 Measure B sales tax project
21472	Alameda	Improve I-680/Bernal Avenue interchange	\$ 17.0	\$ 17.0	\$ -	
21473	Alameda	Construct a 4-lane arterial connecting Dublin Boulevard and North Canyons Parkway in Livermore	\$ 11.1	\$ 11.1	\$ -	
21482	Alameda	Extend Fremont Boulevard to connect with Dixon Landing Road in Milpitas	\$ 8.9	\$ 8.9	\$ -	
21484	Alameda	Widen Kato Road from Warren Avenue to Milmont Drive and include bicycle lanes	\$ 5.4	\$ 5.4	\$ -	
21489	Alameda	Improve I-580/San Ramon Road/Foothill Road interchange	\$ 2.1	\$ 2.1	\$ -	
22002	Alameda	Extend I-880 northbound HOV lane from Maritime Street to the Bay Bridge toll plaza	\$ 19.0	\$ 19.0	\$ -	Regional Measure 2 Toll Bridge Program
22007	Alameda	Implement bicycle and pedestrian projects/programs in Alameda County	\$ 305.5	\$ 305.5	\$ -	Partially funded by 2000 Measure B sales tax
22013	Alameda	Construct I-580 eastbound truck climbing lane at the Altamont Summit	\$ 64.2	\$ 64.2	\$ -	Proposition 1B Trade Corridor Improvement Fund (TCIF) and State Highway Operations and Protection Program (SHOPP) project
22056	Alameda	Improve Ashby BART station to support Ed Roberts Campus and future transit-oriented development	\$ 43.5	\$ 43.5	\$ -	
22062	Alameda	Construct infrastructure to support future Irvington BART station	\$ 2.6	\$ 2.6	\$ -	
22063	Alameda	Improve Route 238 corridor near Foothill Boulevard/I-580 by removing parking during peak periods and spot widening	\$ 116.0	\$ 116.0	\$ -	
22082	Alameda	Correct grade separation at 7th Street/Union Pacific Railroad entry at Port of Oakland intermodal yards and improve connecting roadways through former Oakland Army Base	\$ 427.0	\$ 427.0	\$ -	Proposition 1B Trade Corridor Improvement Fund (TCIF) project
22087	Alameda	Reconstruct I-880/Oak Street on-ramp	\$ 26.7	\$ 26.7	\$ -	Proposition 1B Trade Corridor Improvement Fund (TCIF) project
22089	Alameda	Improve Martinez Subdivision for freight and passenger rail	\$ 100.0	\$ 100.0	\$ -	
22100	Alameda	Replace overcrossing structure at I-880/Davis Street interchange and add additional travel lanes on Davis Street (includes ramp, intersection and signal improvements)	\$ 24.4	\$ 24.4	\$ -	Coordinates with Alameda County project #22670
22106	Alameda	Construct street extensions in Hayward near Clawiter and Whitesell streets	\$ 26.9	\$ 26.9	\$ -	2000 Measure B sales tax project; coordinates with Alameda County project #21093

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Attachment B
Transportation 2035 Committed Projects

In Year of Expenditure Dollars

RTP ID	County	Project/Program	Total Project Cost	Committed Funds	Discretionary Funds	Notes
22455	Alameda	Implement Bus Rapid Transit service on the Telegraph Avenue/International Boulevard/E. 14th Street corridor	\$ 250.0	\$ 176.0	\$ 74.0	Resolution 3434 Regional Transit Expansion Program and Regional Measure 2 Toll Bridge Program
22509	Alameda	Provide ferry service between Alameda/Oakland and San Francisco and between Harbor Bay and San Francisco	\$ 21.5	\$ 12.0	\$ 9.5	Resolution 3434 Regional Transit Expansion Program and Regional Measure 2 Toll Bridge Program
22511	Alameda	Provide ferry service between Berkeley/Albany and San Francisco	\$ 56.6	\$ 56.6	\$ -	Resolution 3434 Regional Transit Expansion Program and Regional Measure 2 Toll Bridge Program
22670	Alameda	Construct HOV lane for southbound I-880 from Hegenberger Road to Marina Boulevard (includes reconstructing bridges at Davis Street and Marina Boulevard)	\$ 119.4	\$ 119.4	\$ -	Partially funded with Proposition 1B Corridor Mobility Improvement Account funds; coordinates with Alameda County project #22100
22760	Alameda	Relocate the Outer Harbor Intermodal Terminal (OHIT) to the former Oakland Army Base (includes rail yard, storage tracks, lead tracks, truck gates and administrative/operations and maintenance buildings)	\$ 220.0	\$ 220.0	\$ -	Proposition 1B Trade Corridors Improvement Fund (TCIF) project
22770	Alameda	Install traffic signal on Grand Avenue at Rose Avenue/Arroyo Avenue in Piedmont	\$ 0.3	\$ 0.3	\$ -	
22777	Alameda	Reconstruct on/off-ramps on I-580 in Castro Valley	\$ 34.9	\$ 34.9	\$ -	2000 Measure B sales tax project
22779	Alameda	Reconstruct Route 262/I-880 interchange and widen I-880, including grade separation at Warren Avenue and the Union Pacific Railroad (Phase 2)	\$ 56.0	\$ 56.0	\$ -	For Phase 1, see Alameda County project #94030
22780	Alameda	Implement Bus Rapid Transit on the Grand-MacArthur corridor	\$ 41.0	\$ 11.0	\$ 30.0	Resolution 3434 Regional Transit Expansion Program and Regional Measure 2 Toll Bridge Program
94012	Alameda	Implement the Union City BART station transit-oriented development project, including construction of pedestrian grade separations under the BART and Union Pacific Railroad tracks and reconfiguring existing station to provide multimodal loop road (Phase 1)	\$ 40.0	\$ 40.0	\$ -	
94030	Alameda	Reconstruct I-880/Route 262 interchange and widen I-880 from 8 lanes to 10 lanes (8 mixed-flow and 2 HOV lanes) from Route 262 (Mission Boulevard) to the Santa Clara County line (Phase 1)	\$ 186.8	\$ 186.8	\$ -	For Phase 2, see Alameda County project #22779
94514	Alameda	Reconstruct I-880/Route 92 interchange with direct connectors	\$ 245.0	\$ 245.0	\$ -	Regional Measure 1 Toll Bridge Program
98139	Alameda	Acquire right-of-way for ACE rail service between Stockton and Niles Junction, complete track improvements between San Joaquin County and Alameda County, and expand Alameda County station platforms	\$ 150.0	\$ 75.0	\$ 75.0	Resolution 3434 Regional Transit Expansion Program
230052	Alameda	Construct auxiliary lanes on I-880 near Winton in Hayward	\$ 36.5	\$ 36.5	\$ -	
230054	Alameda	Construct auxiliary lanes on I-880 at Industrial Parkway	\$ 21.9	\$ 21.9	\$ -	
230057	Alameda	Reconstruct I-880/Industrial Parkway interchange, including construction of new northbound I-880 on-ramp and modifications to southbound on-ramp to include an HOV lane (Phase 2)	\$ 29.2	\$ 29.2	\$ -	For Phase 1, see Alameda County project #230053
230066	Alameda	Improve I-880/Marina Boulevard interchange (includes on- and off-ramp improvements, overcrossing modification, and street improvements)	\$ 36.1	\$ 36.1	\$ -	
230083	Alameda	Tri-Valley Transit Access: acquire right-of-way along I-580 from Hacienda Drive to the Greenville Road interchange to accommodate rail transit	\$ 123.5	\$ 123.5	\$ -	Resolution 3434 Regional Transit Expansion Program
230088	Alameda	Extend existing northbound I-880 HOV lane from north of Hacienda Avenue to Hegenberger Road	\$ 167.5	\$ 167.5	\$ -	
230091	Alameda	Install traffic monitoring systems, signal priority and coordination, ramp metering, and HOV bypass lanes in the I-880, I-238 and I-580 corridors	\$ 33.5	\$ 33.5	\$ -	
230094	Alameda	Construct soundwalls in central Alameda County	\$ 10.3	\$ 10.3	\$ -	
230156	Alameda	Extend West Jack London Boulevard from west of Isabel/Route 84 to El Charro Road	\$ 18.7	\$ 18.7	\$ -	

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Attachment B
Transportation 2035 Committed Projects

RTP ID	County	Project/Program	In Year of Expenditure Dollars			Notes
			Total Project Cost	Committed Funds	Discretionary Funds	
230157	Alameda	Construct a two-lane gap closure on Las Positas Road from Arroyo Vista to west of Vasco Road	\$ 7.3	\$ 7.3	\$ -	
230160	Alameda	Tri-Valley Transit Access: implement enhanced rapid bus service in Livermore, Dublin and Pleasanton (includes higher frequencies, new stops and improved stop amenities)	\$ 14.1	\$ 14.1	\$ -	Resolution 3434 Regional Transit Expansion Program
230630	Alameda	Tri-Valley Transit Access: construct westbound off-ramp to connect I-580 to Dublin/Pleasanton BART station, or make other transit access improvements at the BART station	\$ 30.0	\$ 30.0	\$ -	Resolution 3434 Regional Transit Expansion Program
21206	Contra Costa	Construct a fourth bore at the Caldecott Tunnel complex north of the three existing bores	\$ 445.9	\$ 445.9	\$ -	Partially funded with Proposition 1B Corridor Mobility Improvement Account funds; 2004 Measure J sales tax project
21207	Contra Costa	Construct Martinez Intermodal Station, including site acquisition, demolition and construction of 200 interim parking spaces (Phase 3 initial segment)	\$ 12.0	\$ 12.0	\$ -	2004 Measure J sales tax project; for additional elements of Phase 3, see Contra Costa County project #22614
21208	Contra Costa	Construct Richmond Parkway Transit Center, including signal timing and reconfiguration, parking facility and security improvements	\$ 30.5	\$ 30.5	\$ -	Regional Measure 2 Toll Bridge Program
21209	Contra Costa	Relocate and expand Hercules Transit Center, including relocation of park-and-ride facility and construction of express bus facilities	\$ 13.0	\$ 13.0	\$ -	1988 Measure C sales tax project
21210	Contra Costa	Construct Capitol Corridor train station in Hercules	\$ 39.8	\$ 39.8	\$ -	2000 Traffic Congestion Relief Program (TCRP) and 2004 Measure J sales tax project
21211	Contra Costa	Extend BART/East Contra Costa Rail (eBART) eastward from the Pittsburg/Bay Point BART station into eastern Contra Costa County	\$ 525.0	\$ 525.0	\$ -	Resolution 3434 Regional Transit Expansion Program, Regional Measure 2 Toll Bridge Program, and 2004 Measure J sales tax project
21214	Contra Costa	Widen Wilbur Avenue over Burlington Northern Santa Fe Railroad from 2 lanes to 4 lanes	\$ 15.7	\$ 15.7	\$ -	
21225	Contra Costa	Improve regional and local pedestrian and bicycle system, including construction overcrossings, and expanding sidewalks and facilities	\$ 50.0	\$ 50.0	\$ -	
22122	Contra Costa	Implement ferry service from Richmond to San Francisco	\$ 62.6	\$ 16.4	\$ 46.2	Resolution 3434 Regional Transit Expansion Program, Regional Measure 2 Toll Bridge Program, and 2004 Measure J sales tax project
22353	Contra Costa	Construct HOV lane on I-680 southbound between North Main Street and Livorno Road	\$ 105.0	\$ 105.0	\$ -	Regional Measure 2 Toll Bridge Program and 2004 Measure J sales tax project
22365	Contra Costa	Improve Martinez Ferry landside facilities	\$ 5.3	\$ 5.3	\$ -	2004 Measure J sales tax project
22402	Contra Costa	Implement the San Ramon School Bus Program, and continue the Lamorinda School Bus Program	\$ 168.2	\$ 168.2	\$ -	2004 Measure J sales tax project
22600	Contra Costa	Widen Somersville Road Bridge in Antioch from 2 lanes to 4 lanes	\$ 2.2	\$ 2.2	\$ -	
22603	Contra Costa	Construct 6-level, roughly 785-space parking garage at Richmond Intermodal Transfer Station	\$ 34.3	\$ 34.3	\$ -	1988 Measure C sales tax project
22607	Contra Costa	Widen and extend major streets, and improve interchanges in east Contra Costa County	\$ 90.0	\$ 90.0	\$ -	2004 Measure J sales tax project
22609	Contra Costa	Widen and extend major streets, and improve interchanges in central Contra Costa County	\$ 30.0	\$ 30.0	\$ -	2004 Measure J sales tax project
22610	Contra Costa	Widen and extend major streets, and improve interchanges in west Contra Costa County	\$ 30.0	\$ 30.0	\$ -	
22611	Contra Costa	Implement a low-income student bus pass program in West Contra Costa County	\$ 36.9	\$ 36.9	\$ -	2004 Measure J sales tax project
22613	Contra Costa	Widen and extend major streets, and improve interchanges in southwest Contra Costa County (includes widening Camino Tassajara to 4 lanes between Danville and Windemere Parkway, and to 6 lanes from Windemere Parkway to Alameda County line)	\$ 30.0	\$ 30.0	\$ -	2004 Measure J sales tax project
22637	Contra Costa	Construct BART crossover at Pleasant Hill BART station	\$ 25.0	\$ 25.0	\$ -	Regional Measure 2 Toll Bridge Program
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Attachment B
Transportation 2035 Committed Projects

RTP ID	County	Project/Program	In Year of Expenditure Dollars				Notes
			Total Project Cost	Committed Funds	Discretionary Funds		
94045	Contra Costa	Purchase new express buses for I-80 express service to be provided by AC Transit, Vallejo Transit and WestCAT (capital costs)	\$ 17.5	\$ 17.5	\$ -		
94046	Contra Costa	Improve interchanges and parallel arterials to Route 4	\$ 21.5	\$ 21.5	\$ -		
94048	Contra Costa	Improve interchanges and parallel arterials to I-80	\$ 21.5	\$ 21.5	\$ -		
		Implement the Gateway Lamerinda Traffic Program (includes carpool lot in Lafayette, structural and safety improvements on Moraga Road, intersection realignments, turn lanes, pedestrian accommodation and signal coordination)					
94532	Contra Costa	Implement the Route 4 transportation management system	\$ 15.9	\$ 15.9	\$ -	1988 Measure C sales tax project	
94538	Contra Costa	Widen Ygnacio Valley/Kirker Pass roads from 4 lanes to 6 lanes from Michigan Boulevard to Cowell Road	\$ 1.1	\$ 1.1	\$ -		
98115	Contra Costa	Improve interchanges and arterials parallel to I-680 and Route 24	\$ 8.2	\$ 8.2	\$ -		
98126	Contra Costa	Widen and extend Bollinger Canyon Road to 6 lanes from Alcosta Boulevard to Dougherty Road	\$ 21.5	\$ 21.5	\$ -		
98132	Contra Costa	Widen Dougherty Road to 6 lanes from Red Willow to Contra Costa County line	\$ 4.7	\$ 4.7	\$ -		
98134	Contra Costa	Widen Route 4 from 4 lanes to 8 lanes, with HOV lanes, from Loveridge Road to Somersville Road	\$ 47.8	\$ 47.8	\$ -	1988 Measure C sales tax, Regional Measure 2 Toll Bridge Program, and Traffic Congestion Relief Program (TCRP) project	
98142	Contra Costa	Enhance AC Transit bus service in San Pablo corridor	\$ 170.0	\$ 170.0	\$ -		
98157	Contra Costa	Extend Panoramic Drive from North Concord BART station to Willow Pass Road	\$ 12.9	\$ 12.9	\$ -		
98193	Contra Costa	Extend Commerce Avenue to Waterworld Parkway, including construction of vehicular bridge over Pine Creek, installation of trails and a pedestrian bridge and connecting Willow Pass Road to Concord Avenue/Route 242 interchange	\$ 12.9	\$ 12.9	\$ -		
98194	Contra Costa	Construct auxiliary lanes on Route 24 from Gateway Boulevard to Brookwood Road/Moraga Way	\$ 7.7	\$ 7.7	\$ -	1988 Measure C sales tax project	
98196	Contra Costa	Extend I-80 eastbound HOV lanes from Route 4 to the Crockett interchange	\$ 7.3	\$ 7.3	\$ -		
98211	Contra Costa	Widen Route 4 from Somersville Road to Route 160 and improve interchanges	\$ 55.5	\$ 55.5	\$ -	Regional Measure 2 Toll Bridge Program	
98999	Contra Costa	Construct new satellite WestCAT maintenance facility (includes land purchase)	\$ 530.0	\$ 530.0	\$ -	Proposition 1B Corridor Mobility Improvement Account, Regional Measure 2 Toll Bridge Program, 1988 Measure C sales tax, and 2004 Measure J sales tax project	
230127	Contra Costa	Expand WestCAT service, including purchase of vehicles	\$ 8.2	\$ 8.2	\$ -		
230129	Contra Costa	Purchase land in Oakley for use as a park-and-ride lot	\$ 8.8	\$ 8.8	\$ -		
230188	Contra Costa	Enhance AC Transit Zero Emission Bus (ZEB) program, including fueling stations and new maintenance bays	\$ 1.2	\$ 1.2	\$ -		
230193	Contra Costa	Implement AC Transit Environmental Sustainability Program	\$ 8.1	\$ 8.1	\$ -		
230194	Contra Costa	Improve safety and security on AC Transit vehicles and in facilities, including installing surveillance systems and emergency operations improvements	\$ 6.6	\$ 6.6	\$ -		
230195	Contra Costa	Implement AC Transit San Pablo Dam Road Transit Priority Measures (TPM), including passenger safety improvements and road improvements	\$ 4.5	\$ 4.5	\$ -		
230196	Contra Costa	Widen Route 4 Bypass to 4 lanes from Laurel Road to Sand Creek Road	\$ 12.2	\$ 12.2	\$ -		
230202	Contra Costa	Construct Route 4 Bypass interchange at Sand Creek Road	\$ 42.4	\$ 42.4	\$ -	2004 Measure J sales tax project	
230203	Contra Costa	Widen Route 4 Bypass to 4 lanes from Sand Creek Road to Balfour Road	\$ 40.4	\$ 40.4	\$ -	2004 Measure J sales tax project	
230205	Contra Costa		\$ 23.6	\$ 23.6	\$ -		

Attachment B
Transportation 2035 Committed Projects

RTP ID	County	Project/Program	In Year of Expenditure Dollars				Notes
			Total Project Cost	Committed Funds	Discretionary Funds		
230206	Contra Costa	Construct Route 4 Bypass interchange at Balfour Road (Phase 1)	\$ 46.1 \$	\$ 46.1 \$	-		2004 Measure J sales tax project
230212	Contra Costa	Improve Clayton Road/Treat Boulevard intersection and increase capacity (includes upgrading traffic signal and geometric improvements)	\$ 2.1 \$	\$ 2.1 \$	-		2004 Measure J sales tax project
230225	Contra Costa	Improve and expand arterial streets in central Hercules for express bus and rail transit facilities to support transit-oriented development at I-80/Route 4 intersection	\$ 7.7 \$	\$ 7.7 \$	-		
230227	Contra Costa	Conduct engineering, environmental and financial feasibility assessment of rail mass transit to western Contra Costa County (includes future station site acquisition)	\$ 2.9 \$	\$ 2.9 \$	-		
230233	Contra Costa	Extend James Donlon Boulevard to Kirker Pass Road by constructing a new 2-lane expressway	\$ 35.0 \$	\$ 35.0 \$	-		
230236	Contra Costa	Widen Pittsburg-Antioch Highway from 2 lanes to 4 lanes	\$ 19.9 \$	\$ 19.9 \$	-		
230238	Contra Costa	Widen California Avenue from 2 lanes to 4 lanes with 2 left-turn lanes	\$ 16.0 \$	\$ 16.0 \$	-		
230239	Contra Costa	Widen and improve Buskirk Avenue between Monument Boulevard and Hookston Road to provide 2 through lanes in each direction (includes road realignment, new traffic signals and bicycle/pedestrian streetscape improvements)	\$ 10.6 \$	\$ 10.6 \$	-		
230249	Contra Costa	Construct a 6-lane grade separation undercrossing along the Union Pacific Railroad line at Lone Tree Way	\$ 26.6 \$	\$ 26.6 \$	-		
230250	Contra Costa	Widen Brentwood Boulevard from 2 lanes to 4 lanes between Marsh Creek and Delta Road	\$ 23.5 \$	\$ 23.5 \$	-		
230253	Contra Costa	Replace the old 2-lane Fitzuren Road with a new, 4-lane divided arterial (includes shoulders, bicycle lanes, a park-and-ride lot and sidewalks)	\$ 10.0 \$	\$ 10.0 \$	-		
230274	Contra Costa	Widen Main Street to 6 lanes from Route 160 to Big Break Road	\$ 12.6 \$	\$ 12.6 \$	-		
230288	Contra Costa	Widen Empire Avenue from 2 to 4 lanes between Lone Tree Way and Union Pacific Railroad right-of-way/Antioch city limits	\$ 2.1 \$	\$ 2.1 \$	-		
230293	Contra Costa	Add transit stops, sidewalks, and bicycle and pedestrian amenities on San Pablo Dam Road in El Sobrante	\$ 7.3 \$	\$ 7.3 \$	-		
230320	Contra Costa	Extend the I-680 southbound HOV lane northward from Livorna Road to north of Rudgear Road	\$ 3.1 \$	\$ 3.1 \$	-		2004 Measure J sales tax project
230397	Contra Costa	Construct and develop infrastructure enhancements to improve operations of transit service within the WestCAT service area, including park-and-ride lots, signal prioritization, bus-only lanes and freeway drop ramps	\$ 12.4 \$	\$ 12.4 \$	-		
230401	Contra Costa	Construct bicycle- and pedestrian-friendly improvements along San Pablo Avenue from El Cerrito to Crockett to support transit-oriented development	\$ 6.8 \$	\$ 6.8 \$	-		
230402	Contra Costa	Install new or upgraded corridor management and traveler information elements along the I-80 corridor from the Carquinez Bridge to the San Francisco-Oakland Bay Bridge Toll Plaza (Phase 1)	\$ 67.0 \$	\$ 67.0 \$	-		2004 Measure J sales tax project; for Phase 2, see Contra Costa County project #230597
230505	Contra Costa	Provide transportation improvements on the east side of the Richmond BART station to accommodate redevelopment for a transit village	\$ 16.1 \$	\$ 16.1 \$	-		
230535	Contra Costa	Realign curves along Marsh Creek Road to improve safety and operations	\$ 4.6 \$	\$ 4.6 \$	-		
230538	Contra Costa	Widen Bailey Road lanes and shoulders	\$ 5.7 \$	\$ 5.7 \$	-		
230542	Contra Costa	Close a bicycle/pedestrian gap at San Pablo Avenue bridge in Pinole by upgrading the existing bridge or constructing a new dedicated bicycle/pedestrian bridge	\$ 0.9 \$	\$ 0.9 \$	-		

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Attachment B
Transportation 2035 Committed Projects

In Year of Expenditure Dollars

RTP ID	County	Project/Program	Total Project Cost	Committed Funds	Discretionary Funds	Notes
230596	Contra Costa	Construct Pacheco Boulevard Transit Hub on Blum Road at the I-680/Route 4 interchange (includes 6 bus bays and a 110-space park-and-ride lot)	\$ 2.7	\$ 2.7	\$ -	1988 Measure C sales tax project
230597	Contra Costa	Install new or upgraded corridor management and real-time traveler information improvements in I-80 corridor between the Carquinez Bridge and the San Francisco-Oakland Bay Bridge Toll Plaza (Phase 2)	\$ 26.5	\$ 26.5	\$ -	2004 Measure J sales tax project; for Phase 1, see Contra Costa County project #230402
230613	Contra Costa	Implement ferry service between Hercules and San Francisco	\$ 59.3	\$ 16.0	\$ 43.3	Resolution 3434 Regional Transit Expansion Program
230631	Contra Costa	Double the existing rail track between Oakland and Port Chicago	\$ 28.1	\$ 28.1	\$ -	
21302	Marin	Implement Marin County's bicycle and pedestrian program	\$ 19.9	\$ 19.9	\$ -	
94563	Marin	Widen U.S. 101 for HOV lanes (one in each direction) from Lucky Drive in Corte Madera to North San Pedro Road in San Rafael	\$ 189.8	\$ 189.8	\$ -	2002 Traffic Congestion Relief Program (TCRP) project
230095	Marin	Widen Route 1 at Pacific Way to provide a Muir Beach bus stop	\$ 0.2	\$ 0.2	\$ -	
230400	Marin	Improve access to Southern Marin parklands	\$ 22.5	\$ 22.5	\$ -	
230406	Marin	Implement initial set of transportation improvements identified in the Canal Neighborhood Community-Based Transportation Plan	\$ 1.2	\$ 1.2	\$ -	Additional funding is being pursued to fully fund project
230502	Marin	Construct westbound I-580 to northbound U.S. 101 connector	\$ 20.8	\$ 20.8	\$ -	
230516	Marin	Implement Marin County's Safe Routes to Schools program	\$ 43.0	\$ 43.0	\$ -	
230709	Marin	Implement routine maintenance of bicycle and pedestrian Class I facilities	\$ 1.0	\$ 1.0	\$ -	2004 Measure A sales tax project
230711	Marin	Implement parking improvements at Larkspur ferry terminal	\$ 0.5	\$ 0.5	\$ -	
94073	Napa	Construct a flyover connecting southbound Route 221 to southbound routes 12 and 29 (environmental and design phases)	\$ 6.3	\$ 6.3	\$ -	Funding for subsequent project phases is being pursued
94075	Napa	Construct grade separation improvements at Route 12/Route 29 intersection (environmental phase)	\$ 1.5	\$ 1.5	\$ -	Funding for subsequent project phases is being pursued
21510	San Francisco	Extend the Third Street Light Rail line from north of King Street to Clay Street in Chinatown via a new Central Subway, including the purchase of light-rail vehicles	\$ 1,570.0	\$ 1,570.0	\$ -	Resolution 3434 Regional Transit Expansion Program and 2003 Proposition K sales tax project
94632	San Francisco	Extend Third Street Light Rail from Fourth and King streets to Bayshore Caltrain Station	\$ 649.0	\$ 649.0	\$ -	2003 Proposition K sales tax and Regional Measure 2 Toll Bridge Program project
230161	San Francisco	Implement a Bus Rapid Transit (BRT) project on Van Ness Avenue (includes dedicated transit lanes, signal priority and pedestrian and urban design upgrades)	\$ 87.6	\$ 87.6	\$ -	
230364	San Francisco	Improve water access to San Francisco parks	\$ 4.0	\$ 4.0	\$ -	Resolution 3434 Regional Transit Expansion Program
230555	San Francisco	Reconstruct ramps on the east side of the San Francisco-Oakland Bay Bridge's Yerba Buena Island tunnel	\$ 183.0	\$ 183.0	\$ -	
21606	San Mateo	Reconstruct U.S. 101/Willow Road interchange	\$ 53.8	\$ 53.8	\$ -	Partially funded with Proposition 1B Corridor Mobility Improvement Account funds
21608	San Mateo	Construct auxiliary lanes (one in each direction) on U.S. 101 from Marsh Road to Embarcadero Road	\$ 119.9	\$ 119.9	\$ -	
21609	San Mateo	Improve local access from Sneath Lane and San Bruno Avenue to I-280/I-380 interchange (study phase only)	\$ 2.0	\$ 2.0	\$ -	
22120	San Mateo	Construct ferry terminal at Redwood City	\$ 15.0	\$ 15.0	\$ -	
22232	San Mateo	Construct streetscape improvements on Mission Street (Route 82) from John Daly Boulevard to San Pedro Road	\$ 3.4	\$ 3.4	\$ -	
22615	San Mateo	Improve station facilities and other rail improvements in Redwood City, Menlo Park and East Palo Alto in conjunction with the Dumbarton Rail Corridor	\$ 39.3	\$ 39.3	\$ -	2004 Measure A sales tax project
22726	San Mateo	Implement ferry service between South San Francisco and Alameda/Oakland	\$ 51.2	\$ 51.2	\$ -	Resolution 3434 Regional Transit Expansion Program
94643	San Mateo	Widen Route 92 from Half Moon Bay city limits to Route 1 (includes adding left-turn lanes, signal modifications, shoulders and bicycle lanes)	\$ 29.9	\$ 29.9	\$ -	

Attachment B
Transportation 2035 Committed Projects

RTP ID	County	Project/Program	In Year of Expenditure Dollars			Notes
			Total Project Cost	Committed Funds	Discretionary Funds	
94656	San Mateo	Construct Devil's Slide Bypass between Montara and Pacifica	\$ 362.6	\$ 362.6	\$ -	
94667	San Mateo	Provide SanTrans Americans with Disabilities Act (ADA) paratransit services (includes operating support and purchase of new paratransit vehicles)	\$ 491.8	\$ 491.8	\$ -	1998 and 2004 Measure A sales tax project
98176	San Mateo	Construct auxiliary lanes on U.S. 101 from 3rd Avenue to Millbrae and reconstruct U.S. 101/Peninsula interchange	\$ 188.2	\$ 188.2	\$ -	
230192	San Mateo	Improve SanTrans bus services (includes enhanced service levels, transit priority measures, signal timing and dedicated bus lanes)	\$ 2.5	\$ 2.5	\$ -	
230349	San Mateo	Improve local access to National Park Service (NPS) lands in San Mateo	\$ 151.1	\$ 151.1	\$ -	
230417	San Mateo	Modify U.S. 101/Holly Street interchange (includes widening eastbound to northbound loop to 2 lanes and eliminating northbound to westbound loop)	\$ 3.2	\$ 3.2	\$ -	
230424	San Mateo	Modify Route 92/El Camino Real interchange	\$ 3.0	\$ 3.0	\$ -	
230428	San Mateo	Extend Blomquist Street over Redwood Creek to East Bayshore and Bair Island Road	\$ 5.2	\$ 5.2	\$ -	
230430	San Mateo	Implement San Mateo's bicycle and pedestrian program	\$ 45.0	\$ 45.0	\$ -	2004 Measure A sales tax project
230434	San Mateo	Implement local circulation improvements and the local streets traffic management program	\$ 20.0	\$ 20.0	\$ -	
230592	San Mateo	Improve streetscape and traffic calming along Bay Road, and construct new northern access connection between Demeter Street and University Avenue	\$ 14.8	\$ 14.8	\$ -	
230704	San Mateo	Make Route 92 operational improvements to Chess Drive on-ramps	\$ 2.5	\$ 2.5	\$ -	
21760	Santa Clara	Double-track segments of the Caltrain line between San Jose and Gilroy	\$ 86.0	\$ 86.0	\$ -	2000 Measure A sales tax project and 2000 Traffic Congestion Relief Program (TCRP) project
21787	Santa Clara	Expand the Palo Alto Caltrain Station and Bus Transit Center	\$ 230.0	\$ 230.0	\$ -	
21790	Santa Clara	Provide VTA's share of funds for additional train sets, passenger facilities, and service upgrades for the ACE service from San Joaquin and Alameda counties	\$ 26.9	\$ 26.9	\$ -	
21797	Santa Clara	Implement Route 17 bus service improvements between downtown San Jose and downtown Santa Cruz	\$ 3.0	\$ 3.0	\$ -	2000 Measure A sales tax project
21921	Santa Clara	Extend BART from Fremont (Warm Springs) to San Jose/Santa Clara (includes environmental, preliminary engineering, property acquisition and construction phases)	\$ 7,587.0	\$ 7,587.0	\$ -	Resolution 3434 Regional Transit Expansion Program and 2000 Measure A sales tax project
21922	Santa Clara	Implement the Mineta San Jose International Airport automated people-mover service	\$ 508.0	\$ 508.0	\$ -	2000 Measure A sales tax project
21923	Santa Clara	Implement Bus Rapid Transit (BRT) in the Alameda and El Camino Real corridors	\$ 233.4	\$ 233.4	\$ -	2000 Measure A sales tax project
22014	Santa Clara	Implement Bus Rapid Transit (BRT) in the Santa Clara-Alum Rock Corridor with the potential to convert to light-rail in the future (Santa Clara-Alum Rock Phase 1)	\$ 132.0	\$ 132.0	\$ -	Resolution 3434 Regional Transit Expansion Program and 2000 Measure A sales tax project; for Phase 2, see Santa Clara project #22019
22019	Santa Clara	Convert Bus Rapid Transit (BRT) to light-rail transit in the Santa Clara-Alum Rock corridor (Santa Clara-Alum Rock Phase 2)	\$ 326.7	\$ 326.7	\$ -	2000 Measure A sales tax project; for Phase 1, see Santa Clara project #22014
22134	Santa Clara	Construct a lane on southbound U.S. 101 using the existing median from south of Story Road to Yerba Buena Road; modify the U.S. 101/Tully road interchange to a partial cloverleaf	\$ 69.8	\$ 69.8	\$ -	Partially funded with Proposition 1B Corridor Mobility Improvement Account funds
22246	Santa Clara	Implement bicycle and pedestrian improvements on Blossom Hill Road	\$ 13.0	\$ 13.0	\$ -	
22808	Santa Clara	Implement Caltrain grade separation program in Santa Clara County	\$ 0.6	\$ 0.6	\$ -	
22839	Santa Clara	Convert the HOV lane on Central Expressway between San Tomas and De La Cruz to a general purpose lane	\$ 0.1	\$ 0.1	\$ -	
22909	Santa Clara	Fund the operating and capital needs of Measure A transit services	\$ 1,954.0	\$ 1,954.0	\$ -	

Attachment B
Transportation 2035 Committed Projects

RTP ID	County	Project/Program	In Year of Expenditure Dollars				Notes
			Total Project Cost	Committed Funds	Discretionary Funds		
22944	Santa Clara	Widen I-880 for HOV lanes in both directions from Route 237 in Milpitas to U.S. 101 in San Jose	\$ 105.0	\$ 105.0	\$ -	Partially funded with Proposition 1B Corridor Mobility	
22956	Santa Clara	Extend the Capitol Avenue light-rail line from the Alum Rock Transit Center to a rebuilt Eastridge Transit Center	\$ 334.0	\$ 334.0	\$ -	Improvement Account funds	
22978	Santa Clara	Extend the Capitol Expressway light-rail transit (LRT) from Eastridge Transit Center to Nienman Boulevard	\$ 137.0	\$ 137.0	\$ -	Resolution 3434 Regional Transit Expansion Program	
22979	Santa Clara	Construct local roadway improvements over-crossing U.S. 101 (includes local circulation improvements to Zanker Road, Old Bayshore Highway, N. 4th Street and Skyport Drive)	\$ 120.0	\$ 120.0	\$ -	2000 Measure A sales tax project	
98119	Santa Clara	Extend light-rail transit from Winchester Station to Route 85 (Vasona Junction)	\$ 146.0	\$ 146.0	\$ -		
230267	Santa Clara	Widen Montague Expressway to 8 lanes for HOV lanes between Lick Mill and Trade Zone boulevards and on Guadalupe River Bridge and Penitencia Creek Bridge	\$ 13.5	\$ 13.5	\$ -	1996 Measure B sales tax project	
230269	Santa Clara	Construct a new interchange at Trimble Road and Montague Expressway	\$ 36.1	\$ 36.1	\$ -		
230294	Santa Clara	Conduct environmental and design studies to widen and create new alignment for Route 152 (from Route 156 to U.S. 101)	\$ 80.0	\$ 80.0	\$ -		
230304	Santa Clara	Widen Dixon Landing Road from 4 to 6 lanes between North Milpitas Boulevard and I-880	\$ 80.0	\$ 80.0	\$ -		
230339	Santa Clara	Convert HOV queue-jump lanes along Central Expressway at Bowers Avenue to general purpose lanes	\$ 0.1	\$ 0.1	\$ -		
230356	Santa Clara	Construct interchange at Lawrence Expressway and Arques Avenue	\$ 49.2	\$ 49.2	\$ -		
230363	Santa Clara	Construct interchange at I-880 and Montague Expressway (includes improvements to Montague Expressway)	\$ 13.0	\$ 13.0	\$ -		
230456	Santa Clara	Widen Zanker Road from 4 to 6 lanes	\$ 57.0	\$ 57.0	\$ -		
230469	Santa Clara	Make local circulation improvements on Santa Teresa Boulevard (includes medians, landscaping, sidewalks and bicycle lanes)	\$ 13.2	\$ 13.2	\$ -		
230471	Santa Clara	Widen intersections and improve sidewalks throughout the city of Sunnyvale	\$ 17.8	\$ 17.8	\$ -		
230492	Santa Clara	Implement local roadway improvements to Old Oakland Road over U.S. 101	\$ 28.0	\$ 28.0	\$ -		
230531	Santa Clara	Construct auxiliary lanes on U.S. 101 in Mountain View and Palo Alto, from Route 85 to Embarcadero Road	\$ 113.0	\$ 113.0	\$ -		
230532	Santa Clara	Improve interchange at Route 237/North 1st Street	\$ 2.1	\$ 2.1	\$ -		
230534	Santa Clara	Electrify Caltrain line from Tamien Station to Gilroy	\$ 140.3	\$ 140.3	\$ -		
230547	Santa Clara	Implement Bus Rapid Transit (BRT) on Monterey Highway	\$ 96.6	\$ 96.6	\$ -		
230551	Santa Clara	Implement the Zero Emissions Bus (ZEB) program	\$ 23.7	\$ 23.7	\$ -		
230552	Santa Clara	Install and modify VTA facilities to support the Zero Emissions Bus (ZEB) program	\$ 95.0	\$ 95.0	\$ -		
230554	Santa Clara	Implement Bus Rapid Transit (BRT) between Sunnyvale and Cupertino	\$ 84.6	\$ 84.6	\$ -		
230574	Santa Clara	Improve the Route 85/Cottle Road interchange	\$ 5.3	\$ 5.3	\$ -		
230595	Santa Clara	Implement Bus Rapid Transit (BRT) on Stevens Creek Boulevard from Diridon Station to DeAnza College	\$ 143.2	\$ 143.2	\$ -		
230641	Santa Clara	Implement bicycle and pedestrian improvements in North San Jose	\$ 38.2	\$ 38.2	\$ -		
230644	Santa Clara	Implement miscellaneous intersection improvements in North San Jose	\$ 33.5	\$ 33.5	\$ -		
230645	Santa Clara	Implement improvements to the North First Street Core Area grid	\$ 70.6	\$ 70.6	\$ -		
230705	Santa Clara	Improve local interchanges and auxiliary lanes	\$ 573.0	\$ 573.0	\$ -		
Agenda							

Attachment B
Transportation 2035 Committed Projects

In Year of Expenditure Dollars

RTP ID	County	Project/Program	Total Project Cost	Committed Funds	Discretionary Funds	Notes
230706	Santa Clara	Make local streets and roads improvements (includes street channelization, overcrossings, bicycle and pedestrian access, and safety improvements)	\$ 334.0	\$ 334.0	\$ -	
22630	Solano	Improve Parkway Boulevard overcrossing over Union Pacific Railroad tracks	\$ 12.4	\$ 12.4	\$ -	State Highway Operation and Protection Program (SHOPP) project
22631	Solano	Construct Route 12 westbound truck climbing lane at Red Top Road	\$ 13.2	\$ 13.2	\$ -	
22632	Solano	Widen American Canyon Road overpass at I-80	\$ 10.7	\$ 10.7	\$ -	
22633	Solano	Widen Azuar Drive/Cedar Avenue from 2 to 4 lanes between P Street and Residential Parkway (includes bicycle lanes, railroad signals and rehabilitation improvements)	\$ 11.7	\$ 11.7	\$ -	
22634	Solano	Construct an adjacent 200-space, at-grade parking lot at the Vacaville Intermodal Station (Phase 1)	\$ 12.9	\$ 12.9	\$ -	Partially funded with Regional Measure 2 Toll Bridge Program funds; for Phase 2, see Solano project #230635
230311	Solano	Widen and improve Peterson Road with the addition of a truck-stacking lane (includes drainage improvements)	\$ 2.6	\$ 2.6	\$ -	
230322	Solano	Rebuild and relocate eastbound Cordelia Truck Scales Facility (includes a new 4-lane bridge across Suisun Creek and new ramps at eastbound Route 12 and eastbound I-80)	\$ 100.9	\$ 100.9	\$ -	Proposition 1B Trade Corridors Improvement Fund (TCIF) project
230650	Solano	Widen I-80 from Red Top Road to Air Base Parkway to add HOV lanes in both directions (includes pavement rehabilitation and ramp metering)	\$ 94.9	\$ 94.9	\$ -	
230708	Solano	Improve local interchanges and auxiliary lanes and make local streets and roads improvements (includes street channelization, overcrossings, bicycle and pedestrian access, and safety improvements)	\$ 15.0	\$ 15.0	\$ -	
21070	Sonoma	Realign and widen Route 116 (Stage Gulch Road) along Champlin Creek to improve safety, adding shoulders to accommodate pedestrians and bicyclists	\$ 39.1	\$ 39.1	\$ -	
21884	Sonoma	Construct Petaluma crosstown connector/interchange	\$ 61.7	\$ 61.7	\$ -	
21902	Sonoma	Widen U.S. 101 for HOV lanes from Pepper Road to Rohnert Park Expressway (Central Phase A)	\$ 118.3	\$ 118.3	\$ -	Partially funded with Proposition 1B Corridor Mobility Improvement Account funds
21908	Sonoma	Study the environmental impacts of a future Port Sonoma ferry service and facility	\$ 20.0	\$ 20.0	\$ -	
22652	Sonoma	Rehabilitate pavement on U.S. 101 from Steele Lane to Grant Avenue overhead in Healdsburg	\$ 18.9	\$ 18.9	\$ -	State Highway Operation and Protection Program (SHOPP) project
22655	Sonoma	Widen U.S. 101 for HOV lanes (one in each direction) from Rohnert Park Expressway to Santa Rosa Avenue (includes interchange improvements and ramp metering)	\$ 96.0	\$ 96.0	\$ -	Partially funded with Proposition 1B Corridor Mobility Improvement Account funds
98183	Sonoma	Widen U.S. 101 for HOV lanes between Steele Lane and Windsor River Road (Phase A)	\$ 123.9	\$ 123.9	\$ -	Partially funded with Proposition 1B Corridor Mobility Improvement Account funds

**2011-2012 TFCA County Program Manager Fund
Summary of Applications Received**

Submit comments and/or corrections to Jacki Taylor (jtaylor@alamedaCTC.org) by Friday, March 4th

Sponsor	Project Name	Project Description	Total Project Cost	TFCA Requested
Alameda County	Castro Valley BART Station Bicycle Lockers	Purchase and install new electronic bicycle lockers at the CV BART Station. Requesting to add additional TFCA funding to existing TFCA project 08ALA02 to replace expiring TDA funds.	\$31,360	\$31,360
Alameda CTC	Alameda County Guaranteed Ride Home (GRH) Program	The GRH program provides a "guaranteed ride home" to registered employees in Alameda County as an incentive to use alternative modes of transportation (bus, train, carpool, vanpool, etc.) to get to work. Requesting two years of funding (FYs 11/12 and 12/13) .	\$245,000	\$245,000
Albany	City of Albany Vehicle Trip Reduction Programs	City of Albany vehicle trip reduction program. The proposed program includes the implementation of ridesharing, transit incentives and shuttle components. Requesting funding for FY 11/12.	\$64,000	\$52,000
California State University, East Bay	CSUEB - 2nd Campus to BART Shuttle	Implementation of a second shuttle bus for a.m. and p.m. peak hour service at the Cal State University, East Bay campus connecting to the Hayward BART station. Requesting two years of funding for operations (FYs 11/12 and 12/13) .	\$514,000	\$194,000
California State University, East Bay	Transportation Demand Management Program	Pilot Transportation Demand Management and Trip Reduction program at the California State University East Bay to encourage the use of driving alternatives to staff, faculty and the University students	\$52,000	\$52,000
Fremont	North Fremont Arterial Management	Improved arterial operations along four corridors in North Fremont: Fremont Blvd, Decoto Rd, Paseo Padre Parkway, and Alvarado Blvd. Some of the existing traffic signal system equipment will be upgraded and new signal coordination timings will be implemented at all signalized project intersections.	\$265,000	\$265,000
LAVTA	Purchase 4 Hybrid Diesel Buses	Replace four (4) 1196 New Flyer Diesel (40ft) buses with four (4) new hybrid diesel transit (29ft) buses. TFCA funding proposed to fund a portion of the incremental cost difference between new diesel and new hybrid-diesel buses.	\$919,705	\$319,705
LAVTA	Route 9 BART/Hacienda Business Park Shuttle	Route 9 provides service to the Dublin/Pleasanton BART Station and major employment centers within the City of Pleasanton. Requesting funding for FY 11/12 operations.	\$343,575	\$42,947
LAVTA	Route 10 Service - Dublin/Pleasanton BART to Livermore ACE Station	Route 10 services the Dublin/Pleasanton BART, ACE Livermore stations and Lawrence Livermore National Laboratory (LLNL). Requesting funding for FY 11/12 operations.	\$3,825,450	\$141,542
LAVTA	Route 15 Service - Livermore ACE to Springtown	Route 15 provides service in Livermore between the ACE Station in Livermore and the Springtown District. Requesting funding for FY 11/12 operations.	\$989,550	\$98,955
Oakland	Traffic Signal Synchronization along Martin Luther King Jr. Way	Along Martin Luther King Jr. Way, synchronization of traffic signals at four intersections between 55th and Hwy 24 and installation of detection equipment at the Hwy 24 WB on-ramp intersection.	\$120,000	\$120,000
Pleasanton	Pleasanton Trip Reduction Program	The project consists of a three-pronged approach to reducing trips through various employer-based, residential-based and school-based programs. Requesting funding for FY 11/12.	\$148,000	\$52,816
San Leandro	San Leandro LINKS Shuttle	Free shuttle providing service from the San Leandro BART station to businesses in West San Leandro. Service is provided every 20 min, Mon - Friday from approx. 5:45am to 9:45 am and from 3pm to 8pm. Requesting two years of funding for operations (FYs 11/12 and 12/13).	\$629,000	\$149,000
Union City	Union City CNG Compressor Replacement	Replace 10-year old compressor with a newer model in order to provide adequate fuel for an increased demand.	\$308,000	\$100,474
Subtotal			\$ 8,454,640	\$ 1,864,799

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