



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

Commission Chair

Supervisor Scott Haggerty, District 1

Commission Vice Chair

Councilmember Rebecca Kaplan,
City of Oakland

AC Transit

Director Elsa Ortiz

Alameda County

Supervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART

Director Thomas Blalock

City of Alameda

Mayor Marie Gilmore

City of Albany

Mayor Peggy Thomsen

City of Berkeley

Councilmember Laurie Capitelli

City of Dublin

Mayor Tim Sbranti

City of Emeryville

Vice Mayor Ruth Atkin

City of Fremont

Mayor Bill Harrison

City of Hayward

Councilmember Marvin Peixoto

City of Livermore

Mayor John Marchand

City of Newark

Councilmember Luis Freitas

City of Oakland

Vice Mayor Larry Reid

City of Piedmont

Mayor John Chiang

City of Pleasanton

Mayor Jerry Thorne

City of San Leandro

Councilmember Michael Gregory

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Arthur L. Dao

Alameda County Technical Advisory Committee

Thursday, March 6, 2014, 1:30 p.m.

**1111 Broadway, Suite 800
Oakland, CA 94607**

Mission Statement

The mission of the Alameda County Transportation Commission (Alameda CTC) is to plan, fund, and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County.

Public Comments

Public comments are limited to 3 minutes. Items not on the agenda are covered during the Public Comment section of the meeting, and items specific to an agenda item are covered during that agenda item discussion. If you wish to make a comment, fill out a speaker card, hand it to the clerk of the Commission, and wait until the chair calls your name. When you are summoned, come to the microphone and give your name and comment.

Recording of Public Meetings

The executive director or designee may designate one or more locations from which members of the public may broadcast, photograph, video record, or tape record open and public meetings without causing a distraction. If the Commission or any committee reasonably finds that noise, illumination, or obstruction of view related to these activities would persistently disrupt the proceedings, these activities must be discontinued or restricted as determined by the Commission or such committee (CA Government Code Sections 54953.5-54953.6).

Reminder

Please turn off your cell phones during the meeting. Please do not wear scented products so individuals with environmental sensitivities may attend the meeting.

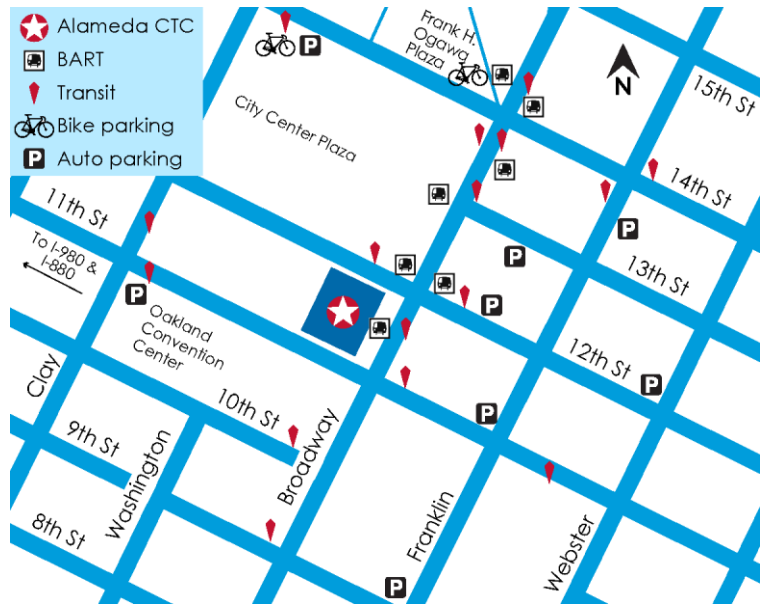
Glossary of Acronyms

A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.

Location Map

★ Alameda CTC
1111 Broadway, Suite 800
Oakland, CA 94607

Alameda CTC is accessible by multiple transportation modes. The office is conveniently located near the 12th Street/City Center BART station and many AC Transit bus lines. Bicycle parking is available on the street and in the BART station as well as in electronic lockers at 14th Street and Broadway near Frank Ogawa Plaza (requires purchase of key card from bikelink.org).



Garage parking is located beneath City Center, accessible via entrances on 14th Street between 1300 Clay Street and 505 14th Street buildings, or via 11th Street just past Clay Street. To plan your trip to Alameda CTC visit www.511.org.

Accessibility

Public meetings at Alameda CTC are wheelchair accessible under the Americans with Disabilities Act. Guide and assistance dogs are welcome. Call 510-893-3347 (Voice) or 510-834-6754 (TTD) five days in advance to request a sign-language interpreter.



Meeting Schedule

The Alameda CTC meeting calendar lists all public meetings and is available at www.AlamedaCTC.org/events/upcoming/now.

Paperless Policy

On March 28, 2013, the Alameda CTC Commission approved the implementation of paperless meeting packet distribution. Hard copies are available by request only. Agendas and all accompanying staff reports are available electronically on the Alameda CTC website at www.AlamedaCTC.org/events/month/now.

Connect with Alameda CTC

www.AlamedaCTC.org



facebook.com/AlamedaCTC



[@AlamedaCTC](https://twitter.com/AlamedaCTC)



youtube.com/user/AlamedaCTC



Alameda County Technical Advisory Committee Meeting Agenda Thursday, March 6, 2014, 1:30 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

1. Introductions/Roll Call

Chair: Arthur L. Dao, Alameda CTC Executive Director

Staff Liaison: Matt Todd, Principal Transportation Engineer

Public Meeting Coordinator: Angie Ayers

2. Public Comment

3. Administration

Page A/I

3.1. February 6, 2014 ACTAC Meeting Minutes

1 A

Recommendation: Approve the February 6, 2014 meeting minutes.

4. Policies and Legislation

4.1. Transportation Expenditure Plan Update (Verbal)

I

4.2. Legislative Update

5 I

4.3. Update on Implementation of Senate Bill 743 (Verbal)

I

5. Transportation Planning

5.1. Sustainable Communities Technical Assistance Program (SCTAP) Draft Projects Recommendation

23 A

Recommendation: Approve SCTAP funding of \$4,544,892.

5.2. Countywide Multimodal Plans Update (Verbal)

I

5.3. 2013 Congestion Management Program Implementation Plan

43 I

6. Programs/Projects/Monitoring

6.1. Alameda CTC Transportation Fund for Clean Air (TFCA) FY 2014-15 Program Guidelines

51 A

Recommendation: Approve the annual update to the Alameda CTC Transportation Fund for Clean Air (TFCA) Program Guidelines to conform to the Air District's Board-adopted FY 2014-15 TFCA County Program Manager Fund Policies.

6.2. Countywide Bicycle Pedestrian Advisory Committee (BPAC) Project Review Guidelines

75 A

Recommendation: Approve Countywide BPAC Project Review Guidelines.

6.3. One Bay Area Grant (OBAG) Program - Local Streets and Roads (LSR) Funding	85	A
Recommendation: Approve Resolution 14-005, regarding a revision to the One Bay Area Grant (OBAG) Program to defer Albany's OBAG Local Streets and Roads project funding.		
6.4. Third Cycle Lifeline Program Backfill for Lapsed Job Access and Reverse Commute (JARC) Funding	89	A
Recommendation: Approve an Exchange of Measure B Direct Local Distribution Funding to Backfill Lapsed Job Access and Reverse Commute (JARC) funding from the Third Cycle Lifeline Program and authorize the Executive Director to enter into all necessary agreements.		
6.5. Transportation Development Act Article 3 Update (Verbal)		I
6.6. Alameda County Federal Inactive Projects List: February 2014 Update	95	I
6.7. 2015 Transportation Improvement Program (TIP) Development (Verbal)		I

7. Member Reports

7.1. Other Reports (Verbal)	I
------------------------------------	---

8. Adjournment

Next Meeting: Thursday, April 10, 2014

All items on the agenda are subject to action and/or change by the committee.



Alameda County Technical Advisory Committee Fiscal Year 2013-2014

Member Agencies

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

Other Agencies

Chair, Alameda CTC
ABAG
ACE
BAAQMD
Caltrans
CHP
LAVTA
MTC
Port of Oakland
Union City Transit
WETA

This page intentionally left blank



Alameda County Technical Advisory Committee Meeting Minutes Thursday, February 6, 2014, 1:30 p.m.

3.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

1. Introductions/Roll Call

Matt Todd called the meeting to order. The meeting began with introductions, and staff confirmed a quorum. Representatives from all cities and agencies were present, except from the following: Altamont Corridor Express, Association of Bay Area Governments, Bay Area Air Quality Management District, Caltrans, California Highway Patrol, City of Newark, City of Piedmont, City of San Leandro, Metropolitan Transportation Commission (MTC), Port of Oakland, Union City Transit, and Water Emergency Transportation Authority.

2. Public Comment

There were no public comments.

3. Administration

3.1. Approval of January 9, 2014 Minutes

An ACTAC member expressed a concern that the minutes do not fully represent the robust meeting discussions. In particular, agenda item 6.3 "Countywide Bicycle and Pedestrian Advisory Committee Project Review Guidelines" was discussed at length at the January 9th meeting. Staff assured the members that their comments were captured and will be included in a document that staff will present at the March 6, 2014 ACTAC meeting. Staff mentioned that as a rule, ACTAC comments are captured by the staff liaisons and included in the staff reports that go to the Commission and/or ACTAC if applicable.

*Obaid Khan (Dublin) moved to approve the January 9, 2014 meeting minutes.
Aleida Chavez (Albany) seconded the motion. The motion passed unanimously.*

4. Policies and Legislation

4.1. Transportation Expenditure Plan Update

Tess Lengyel informed the committee that the Commission approved the 2014 Transportation Expenditure Plan (Plan) unanimously at the January 23, 2014 meeting. She mentioned that Alameda CTC has sent requests to ask for placement of the Plan on agendas for city council approval. Tess stated that Alameda CTC will visit the city council for each city. She noted that to place a transportation sales tax measure on the ballot, Alameda CTC must get approval from cities representing a majority of the population, which are eight cities. Any assistance that ACTAC members may offer to assist Alameda CTC in getting on their city calendar would be greatly appreciated. She informed the committee that the following cities confirmed the placement of the Plan on the agenda:

- Fremont, February 18, 2014
- Hayward, February 25, 2014
- San Leandro, March 3, 2014
- Oakland, March 4, 2014
- Livermore, March 10, 2014
- Berkeley, March 11, 2014

- Dublin, March 18, 2014
- Union City, March 25, 2014

Tess told the group that staff is currently developing informational materials and messages for the Plan. She stated that a new webpage has city fact sheets and a calendar with the dates the Alameda CTC will present the Plan at city council meetings, and as new materials are developed, staff will place them on the website. Tess noted that after the Commission's final approval in June, Alameda CTC plans to go to the Board of Supervisors in July to request the Board of Supervisors place the Plan on the November 2014 ballot.

The committee inquired about the name of the transportation sales tax measure. Tess stated that the Alameda County Registrar of Voters will make that decision when it places the Plan on the ballot.

4.2 Legislative Update

Tess Lengyel updated the committee on state and federal initiatives. She provided an update on the federal budget, federal transportation issues, and legislative activities and policies at the state level, which included cap-and-trade funding.

Tess informed the committee that on February 3rd, the Alameda CTC Planning, Policy and Legislation Committee (PPLC) approved sending a letter to the California Senate Budget Committee for its February 13th hearing on the Cap-and-Trade Expenditure Plan. She requested that ACTAC representatives also send a letter to the Budget Committee.

The committee members requested staff provide a sample letter for their use in sending to the Senate Budget Committee.

5. Transportation Planning

5.1. Scope of Work for Development of a Countywide Multimodal Arterial Plan

Saravana Suthanthira gave an update on the Countywide Multimodal Arterial Plan scope of work since the January 6th ACTAC meeting. She noted that many comments were received from ACTAC and they were incorporated in the scope of work. Saravana stated that staff proposes using ACTAC as the technical advisory group for the Countywide Multimodal Arterial Plan, and PPLC approved the scope of work at the February 3rd meeting. The next steps are:

- Seek Commission approval of the scope of work at the February 27, 2014 meeting
- Release a request for proposals at the end of February/March 2014

The committee stated that it makes sense to use ACTAC as the technical advisory group for the multimodal plans; however, it's a huge amount of work and time to review the documents and attend meetings. The committee wanted to know how Alameda CTC will ensure ACTAC's time is used efficiently. Staff assured the committee that Alameda CTC will work with the consultant teams to provide sufficient time to review documents. Tess stated that Alameda CTC's aim is to schedule technical advisory meetings before ACTAC to make efficient use of the cities' time.

The committee inquired if a city can send a different representative to the technical advisory group meetings than to ACTAC and how the arterial network for the plan will be developed and if it makes sense for one city to review the arterials for another city. Staff stated that criteria for identifying arterials will be developed early in the plan development process in coordination with the jurisdictions and will consider what is important for each jurisdiction.

Obaid Khan (Dublin) moved to approve the request for Commission approval. Chris Andrichak (AC Transit) seconded the motion. The motion passed unanimously.

5.2. Countywide Multimodal Plans Update

Tess Lengyel gave a status update on the Goods Movement Collaborative Plan. She mentioned that Alameda CTC is partnering with MTC to develop this plan. She informed the committee that Alameda CTC is considering coordinating with other agencies for certain parts of the other multimodal plans in development. For example, staff is in discussion with AC Transit regarding coordinating on the Countywide Transit Plan.

Tess let the committee know that staff will send a reminder notice regarding the March 2014 Goods Movement Technical Team meeting.

6. Programs/Projects/Monitoring

6.1. Transportation Fund for Clean Air (TFCA) Draft FY 2014-15 Fund Estimate

Jacki Taylor requested ACTAC review the draft TFCA fund estimate for the FY14-15 TFCA program in the agenda packet. She mentioned that TFCA funding is generated by a four-dollar vehicle registration fee collected by the Bay Area Air Quality Management District (Air District), reviewed the program approval process and schedule with the committee, and informed the committee that the applications are due in late April. The committee discussed the amount jurisdictions can borrow and whether a jurisdiction can borrow from another jurisdiction.

6.2. Alameda County Federal Inactive Projects List: January 2014 Update

Vivek Bhat provided an update on the January 2014 federal inactive list and projects. He encouraged the committee to stay current with their invoicing activity. He noted that the funds may be lost if the invoices are not received by the deadline.

6.3. California Transportation Commission January 2014 Meeting Summary

Vivek Bhat stated that the California Transportation Commission (CTC) met on January 29, 2014 in Sacramento, CA. He stated that two agenda items of significance pertaining to projects/programs within Alameda County were considered at the CTC meeting.

7. Member Reports

7.1. Metropolitan Transportation Commission Local Streets and Roads Working Group Update

Vivek Bhat provided an update on the January Local Streets and Roads Working Group (LSRWG) meeting, including items discussed such as the Highway Safety Improvement Program, the revised regional project delivery policy (Resolution 3606), 2014 Active Transportation Program, and Resolution 4035 for the One Bay Area Grant (OBAG) program cycle 2.

Matt Bomberg stated that MTC amended Resolution 4035 to change the deadline from October 2014 to January 2015 for jurisdictions to update their general plan to incorporate complete streets principles in the circulation element as required by Assembly Bill (AB) 1358. He noted that this item was discussed by the congestion management agency executive directors and LSWRWG, and the January 2015 deadline is not attainable by some jurisdictions. One jurisdiction did meet the complete streets policy adoption requirement from the first OBAG cycle using a circulation element update; in this case Alameda CTC had that jurisdiction submit a letter explaining how the circulation element met the requirements of AB 1358.

Matt asked the committee if the jurisdictions think they will meet the MTC deadline. The members provided the following feedback:

- Completing a thorough circulation element update is costly and requires significant time and public involvement
- A January 2015 deadline to complete a circulation element update would lead to cursory updates for jurisdictions that did not already have a comprehensive circulation element scheduled to be complete by this deadline.
- Jurisdictions need clarification from MTC regarding what justifies compliance with Resolution 4035.

7.2. Other Reports

Matt Nichols said that for OBAG cycle 1 the City of Berkeley launched its public design process on Monday with a public workshop. He mentioned that the workshop was well attended, and this is the first time the city has discussed the OBAG design with the public.

Obaid Khan mentioned that the California Department of Health is hosting a webinar to help prepare for the upcoming call for Active Transportation projects. This could present a great opportunity to apply for infrastructure improvements related to School Site Assessments. Obaid said he would provide information to staff and requested staff distribute it to the committee.

8. Adjournment and Next Meeting

The meeting adjourned at 2:40 p.m. The next meeting is:

Date/Time: Thursday, March 6, 2014 at 1:30 p.m.

Location: Alameda CTC Offices, 1111 Broadway, Suite 800, Oakland, CA 94607

Attested by:



Angie Ayers,
Public Meeting Coordinator



Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: February 27, 2014

SUBJECT: Legislative Update

RECOMMENDATION: Receive an update on state and federal legislative activities

Summary

This memo provides an update on federal, state and local legislative activities including an update on the federal budget, federal transportation issues, legislative activities and policies at the state level, as well as an update on local legislative activities.

Alameda CTC's legislative program was approved in December 2014 establishing legislative priorities for 2014 and is included in summary format in Attachment A. The 2014 Legislative Program is divided into six sections: Transportation Funding, Project Delivery, Multi-Modal Transportation and Land Use, Climate Change, Goods Movement and Partnerships. The program was designed to be broad and flexible to allow Alameda CTC the opportunity to pursue legislative and administrative opportunities that may arise during the year, and to respond to political processes in Sacramento and Washington, DC. Each month, staff brings updates to the Commission on legislative issues related to the adopted legislative program, including recommended positions on bills as well as legislative updates.

Background

Federal Update

The following updates provide information on activities and issues at the federal level within each category of Alameda CTC Legislative Program and include information contributed from Alameda CTC's lobbyist team (CJ Lake/Len Simon).

Federal Budget Update

President Obama will submit his FY15 budget request to Congress on March 4th. On February 26th, he announced new funding for the Transportation Investment Generating Economic Recovery (TIGER) competitive grant program, as well as his four year proposal for the federal surface transportation bill. As released by the White House press secretary,

the following summarizes the President's priorities for the TIGER program as well as the federal transportation bill, MAP-21 sequel.

\$600 million TIGER competitive grants program: The U.S. Department of Transportation is making available \$600 million in TIGER competitive grants to fund transportation projects. The TIGER grant program, which was initially funded as part of the American Recovery and Reinvestment Act, was recently funded in the bipartisan Consolidated Appropriations Act, signed by the President on January 17th, 2014. This represents the sixth round of the highly competitive TIGER grant program. During the previous five rounds, the U.S. Department of Transportation received more than 5,300 applications requesting nearly \$11.5 billion for transportation projects across the country. The four focus areas of the TIGER program are listed below:

- **Support High-Value Transportation Projects Across the Country.** The TIGER program supports a range of projects, including roads, bridges, transit, rail, and ports, and offers one of the few Federal funding sources that integrate different modes of transportation. The TIGER program invests in projects that will have a significant impact on the nation or a region, and Federal funds are used to make projects possible and leverage additional funding from private sector partners, States, local governments, metropolitan planning organizations, and transit agencies.
- **Encourage Improved Job Access and Increased Economic Opportunity.** In an effort to expand economic opportunities for all Americans, the 2014 TIGER program will place an emphasis on projects that support reliable, safe, and affordable transportation options that improve connections for urban, suburban, and rural communities. While continuing to support projects of all types, a priority will be placed in this 6th round of applications on projects that make it easier for Americans to get to jobs, school, and other opportunities, promote neighborhood revitalization and business expansion, and reconnect neighborhoods that are unnaturally divided by physical barriers such as highways and railroads.
- **Prioritizing Transformative Projects.** Successful projects in the TIGER process will be those with the potential to improve economic competitiveness and create jobs, improve the condition of existing transportation systems, improve quality of life by increasing transportation options, improve energy efficiency, reduce fuel consumption and encourage resiliency, and/or improve the safety of our transportation systems.
- **\$35 Million to Help Communities Design Economic Development Plans.** In addition to supporting capital grants, Congress provided the U.S. Department of Transportation with the flexibility to use up to \$35 million of the 2014 TIGER funds for planning grants for the first time since 2010. These funds can be used to support the planning of innovative transportation solutions, as well as regional transportation planning, freight and port planning, housing and land use development, and resiliency efforts that improve efficiency and sustainable community development.

President Obama's Vision for 21st Century Transportation Infrastructure (the next surface transportation bill): The following summarizes the proposed four-year transportation program and priorities that will be released in the President's budget on March 3rd. The President's Budget will outline his proposal to dedicate \$150 billion in one-time transition revenue from pro-growth business tax reform to address the funding crisis facing our surface transportation programs and increase infrastructure investment. This proposal is expected to fill the current funding gap in the Highway Trust Fund, and increase surface transportation investment over current projected levels by nearly \$90 billion over the next four years, totally a \$302 billion investment package. The President will work with Congress to support a bi-partisan approach to funding the nation's transportation needs.

- **Proposing a \$302 billion, Four Year Transportation Reauthorization Bill, Providing States, Local Governments, and Construction Workers with Certainty.** The President's proposal for a \$302 billion, four year transportation reauthorization focus on the following.
 - \$63 billion to fill the funding gap in the Highway Trust Fund. The proposal will meet our nation's essential highway, bridge, and transit needs in the near term by providing \$63 billion to address the insolvency of the Highway Trust Fund for four years.
 - Prioritizing "Fix-it-First" investments. The proposal will include policies and reforms to prioritize investments for much needed repairs and to improve the safety of highways and bridges, subways and bus services, with particular attention to improving roads and bridges in rural and tribal areas.
- **Matching Transportation Infrastructure Investments to the Current and Future Needs of American Communities.** The proposed one-time infusion of investments are focused on addressing the diverse needs of American communities, including the following:
 - \$206 billion to invest in our nation's highway system and road safety. The proposal will increase the amount of highway funds by 22 percent annually, for a total of about \$199 billion over the four years. The proposal would also provide more than \$7 billion to improve safety for all users of our highways and roads.
 - \$72 billion to invest in transit systems and expand transportation options. The proposal increases average transit spending by nearly 70 percent annually, for a total program of \$72 billion over four years, which will enable the expansion of new projects (e.g., light rail, street cars, bus rapid transit, etc.) in suburbs, fast-growing cities, small towns, and aging rural communities, while still maintaining existing transit systems.
 - \$19 billion in dedicated funding for rail programs. The proposal also includes nearly \$5 billion annually for high performance and passenger rail programs with a focus on improving the connections between key regional areas and high traffic corridors throughout the country.

- \$9 billion in competitive funding to spur innovation. The proposal will make permanent and provide \$5 billion over four years, an increase of more than 100 percent, for the highly successfully TIGER competitive grant program and propose \$4 billion of competitively awarded funding over four years to incentivize innovation and local policy reforms to encourage better performance, productivity, and cost-effectiveness in our transportation systems.
 - Coordination and local decision making. The proposal includes policy reforms to incentivize improved regional coordination and strengthen local decision making in allocating Federal funding so that local communities can better realize their vision for improved mobility.
- **Expanding Economic Growth, Jobs, and Opportunity.** The proposal focuses on transportation projects that better connect communities to centers of employment, education, and services.
 - More than \$2.6 billion and policy reforms to support the creation of ladders of opportunity. The proposal will include policy reforms to enhance existing highway and transit programs that help to create ladders of opportunity. Within the overall transit spending, the proposal provides \$2.2 billion for a new bus rapid transit program for rapidly growing regions. It also includes \$400 million to enhance the size, diversity, and skills of our nation's construction workforce, while providing support for local hiring efforts and encouraging States to use their On-the-Job training funds more effectively.
 - \$10 billion for a new freight program to strengthening America's exports and trade. Recognizing the importance of efficient and reliable freight networks to support trade and economic growth, the President's proposal will also create a new \$10 billion multimodal freight grant program – in partnership with State and local officials and private sector and labor representatives – for rail, highway, and port projects that address the greatest needs for the efficient movement of goods across the country and abroad.
- **More Bang-for-the-Buck by Boosting Efficiency and Taxpayers Return on Our Transportation Investments.** The proposal includes a number of measures to ensure that the American public is getting most out of Federal transportation infrastructure investments that lead to better outcomes for all Americans.
 - Improving project delivery and the Federal permitting and regulatory review process. The proposal will further advance and introduce new reforms to the project delivery system through a range of activities that institutionalize best practices and insights from the President's previous Executive Orders and Presidential Memorandums to cut project timelines in half for major infrastructure projects by modernizing the Federal government's infrastructure permitting and regulatory review process.

- Building more resilient communities. Building on the Sandy Task Force recommendations, the proposal will also encourage more resilient designs for highway, transit, and rail infrastructure, and smarter transportation planning to reduce fuel use and conserve energy.
- Encouraging and incentivizing cost effective investments. The proposal will strengthen the performance incentives to maintain safety and conditions of good repair, and expand research and technology activities in order to improve the productivity of our transportation systems, thereby increasing taxpayer return on investment.
- Attracting private investment in transportation infrastructure. The proposal calls for continued funding of \$1 billion in annual credit subsidy for the successful TIFIA loan program that aim to facilitate increased private investment in transportation infrastructure while protecting taxpayer interests.

Policy

Highway Trust Fund

On February 4, the Congressional Budget Office (CBO) released its projections for the Highway Trust Fund revenue. The analysis suggests that the Trust Fund will become insolvent in 2015. The analysis also suggests that if the federal government wants to continue baseline obligations into the future, the Fund will need \$19 billion in additional revenue, or transfers, for one year and \$101 billion for six years. Both EPW Chair Boxer and T&I Chair Shuster have spoken out against providing additional general fund revenue to supplement the Highway Trust Fund.

Senate EPW Hearing

The Senate EPW Committee held a hearing on February 12, focused on "MAP-21 Reauthorization: The Economic Importance of Maintaining Federal Investments in our Transportation Infrastructure." Chair Boxer stated during the hearing she plans for the EPW Committee to produce a bill by April and pursue floor action shortly after that. House T&I Committee Chairman Shuster has set a similar timeline for his committee. All the witnesses expressed the need for a long-term policy that would allow industry and government to plan transportation projects and a sustainable revenue stream, including some advocacy for increasing the gas tax.

House Transportation and Infrastructure Subcommittee on Highways and Transit

The Subcommittee on Highways and Transit, chaired by Representative Tom Petri (R-WI), held a roundtable policy discussion on February 26, with representatives of the transportation community in preparation for the development of a surface transportation reauthorization bill.

Wednesday's roundtable is part of the Committee's process for developing the next surface transportation authorization bill, expected to be released in draft form in spring 2014. The roundtable included representative from the American Trucking Associations, American Highway User Alliance, Transportation for America, Retail Industry Leaders Association, U.S. Chamber of Commerce, National Steel Bridge Alliance, National Association of Manufacturers, AFL-CIO

State Update

The following update provides information on activities and issues at the state level and includes information contributed from Alameda CTC's state lobbyist, Platinum Advisors.

Budget

STATE BUDGET

Legislature's Budget Review: Both the Assembly Budget and Senate Budget Committees convened for an overview of the Governor's Budget proposal following its release. Although fairly tame in comparison to prior year proposals, both sides of the aisle have found points of disagreement with the Governor's plan. According to Legislative Analyst Mac Taylor, "the budget is great for the schools, not so much for the rest of the budget." Democrats are particularly unhappy that the Governor did not include more restorations to safety net services for the poor. Concerns from Republicans include funding for high-speed rail, a lack of emphasis on job creation, and the need to do more to build reserves and pay down debt.

Cap & Trade Proposal: The full Senate Committee on Budget & Fiscal Review held a hearing on February 13th to review the Governor's Cap & Trade budget proposal. Alameda CTC submitted a letter recommending four principles for consideration in the Cap & Trade programs, which were adopted by the Commission, including: Administer funding for transportation's GHG reduction program at the regional level; ensure sufficient funding is available now to implement transportation investments that reduce GHG emissions; direct significant cap-and-trade revenues to transportation investments that reduce GHG emissions; support the successful planning and investment strategies developed and delivered by the regions and local agencies. This letter is included in Attachment B. Alameda CTC also led the effort for the nine-county Congestion Management Agencies to submit a similar letter as well as provided a template to all Alameda County jurisdictions to support the same principles. In addition, Alameda CTC

testified at the hearing along with members of the Transportation Coalition for Livable Communities supporting similar proposals. This hearing was the first opportunity for the growing mass of interests groups to queue-up and express their thoughts on how Cap & Trade funds should be allocated. The Assembly Budget Subcommittee #3 has scheduled a hearing on the Cap & Trade budget for March 5th, and the Senate Budget Subcommittee #2 will hold another cap & trade hearing in March.

On February 20th, Senate President Pro Tem Steinberg announced a four point proposal on how to address Cap & Trade funding allocations in California, including:

1. Set aggressive targets in statute, beyond 2020, to break our fossil fuel addiction and reinforce the climate goals of AB32 through 2030 and 2050.
2. Continue Cap and Trade for polluting industrial plants but replace Cap and Trade's current 2015 expansion into the transportation fuel economy with a broader, more stable and more flexible Carbon Tax of a similar amount on these same fuels
3. Return two-thirds of the Carbon Tax revenues to poor and middle-income Californians through a state Earned Income Tax Credit for families making less than \$75,000 per year
4. Inject the remaining Carbon Tax revenues into a multi-billion dollar 21st Century development of California's mass transit infrastructure to reduce traffic and pollution from cars using fossil fuels.

This proposal, along with the many recommendations by interest groups will be debated in the coming months as part of the budget negotiations.

POLICY

Climate Change: On February 10th, the California Air Resources Board released the proposed update to the AB 32 Scoping Plan. The Scoping Plan guides development and implementation of California's greenhouse gas emission (GHG) reduction programs and is required to be updated every five years.

The Scoping Plan update focuses on the need to build on the AB 32 framework over the coming decades and on the programs already established. The update also includes both near- and long-term actions to address GHG reductions. The update identifies eight key sectors for ongoing action:

- Energy
- Transportation, fuels, land use and infrastructure
- Agriculture
- Water
- Waste management
- Natural lands

- Short-Lived Climate Pollutants (such as methane and black carbon)
- Green Buildings

The update also includes the need for establishment of a midterm statewide greenhouse gas reduction target, between the current 2020 and 2050, most likely a 2030 target that would address specific reduction targets for each of the key sectors to guide California's GHG reduction efforts to meet the 80 percent reduction target by 2050. Public hearings will be held in the coming months on the plan update and to address a mid-term target.

Republican Transportation Proposal: In February, the Assembly Republican Caucus unveiled an ambitious proposal to direct \$11 billion to transportation projects. The central component of the proposal is placing a measure on the ballot that would direct the remaining High Speed Rail bonds to transportation projects. The proposal would also pay back \$2.5 billion in highway account loans made to the general fund, and redirect funds being used to pay for transportation bond debt back to transportation projects. Legislation is expected to be introduced soon to carry out the following:

Loan Repayment: The proposal would require up to \$2.5 billion in unanticipated revenue to be used to repay all remain debts owed to transportation accounts. Unanticipated revenue would be what remains after schools and other mandated programs receive their allotment.

High Speed Rail Bonds: Place a measure on the ballot redirecting remaining high speed rail bond to transportation projects. These funds would be split 40% to highway maintenance, 40% to highway construction, and 20% to port and freight infrastructure projects. The \$995 million in the bond act dedicate to regional rail projects would not be touched, as well as funding currently programmed for the bookend projects.

Gas-Tax- Swap: Since pieces remain missing, such as actual language, the mechanics of how this proposal redistributes \$1.5 billion annually is murky. It appears to keep in place the Swaps' exchange of sales tax for an excise tax, but the funding calculations appear to revert to the pre-Swap formulas. It does not reverse the Swap, and it maintains the allocation of funds whereby 44% is dedicated to the STIP, 44% is dedicated to city and county roads, and 12% is dedicated the SHOPP. The proposal appears to reinstate the "spillover" calculation, but these funds are directed to local streets and roads – not public transit. It also appears that transit operating allocations made through the State Transit Assistance program would be significantly reduce, if not eliminated.

Weight Fees: The proposal would end the roundabout use of truck weight fee as the source of debt payments for transportation bonds. This would free-up about \$900 million for transportation projects.

SSTI Report: The California State Transportation Agency (CalSTA) released the findings and recommendation of the State Smart Transportation Initiative (SSTI). SSTI is an independent management auditing organization consisting of transportation policy

experts from across the country. SSTI's report is brutal at times and holds no punches in its assessment of Caltrans' operations, and makes several recommendations both statutorily and culturally. While the cultural changes urge Caltrans to switch from its highways first mentality to one focused on mobility, there are a few proposals that could affect local transportation planning efforts. These include:

- End the practice of imposing state rules on the development of bicycle facilities located on local streets and roads.
- Provide CalSTA and Caltrans more time to review projects submitted in Regional Transportation Improvement Plans (RTIPs) before they are acted on by the CTC.
- Allow the CTC to approve projects included in an RTIP on a project by project basis as a condition adding a project to the STIP.

The Senate Transportation & Housing held an informational hearing on February 11th to review the findings of the report.

CTIP Report: In addition, the CalSTA established the California Transportation Infrastructure Priorities Workgroup (CTIP) last spring. The CTIP Workgroup consists of over 50 transportation related representative, which have been meeting regularly over the past year. The initial report from the CTIP Workgroup has been released. It includes general findings that will guide future work of the group, but also identifies several near and long term issues. Many of the near term issues such as highway account loan repayments, Prop 1B appropriations, Cap & Trade funding to implement Sustainable Communities Strategies, and funding for rail modernization are already beginning to be addressed in the Governor's 2014-15 budget proposal.

The longer term issues that the CTIP will continue to explore include lowering the voter threshold for enacting local sales taxes, exploring the use of a mileage based user fee, expanding the use of express lanes, and reforming the STIP process to address the changing role of transportation. The report suggests any effort to lower the vote threshold for transportation sales taxes should be tied to improved coordination between the local agency and Caltrans on state highway improvement, such as including maintenance costs in the expenditure plan.

Transportation Initiative on Hold: Transportation California and the California Alliance for Jobs have decided not to proceed at this time with their initiative proposal to impose a vehicle license fee dedicated to transportation projects. In November, the backers submitted a proposal to phase in a 1% VLF charge that would be dedicated to transportation and transit capital projects, which would generate up to \$4 billion annually. With the recent release of the title and summary, additional polling was done to gauge voter support. While passage of this proposal would be difficult, lingering economic worries have made the chance of success unlikely. Both Transportation California and the Alliance for Jobs will continue to work with stakeholders to find a long

term solution to our transportation funding needs.

Legislation

The final date for submission of new legislation was February 21st. Staff will be reviewing bills related to the Alameda CTC legislative program and bring recommendations on bill positions in the coming months.

In an effort to ensure that express lanes can operate efficiently in Alameda County, Alameda CTC sponsored, and Assemblymember Buchanan has carried a bill to support express lane implementation in Alameda County.

AB 1811(Buchanan). High-occupancy vehicle lanes. Existing law authorizes the Sunol Smart Carpool Lane Joint Powers Authority to conduct, administer, and operate a value pricing high-occupancy vehicle program, on specified highway corridors, that may authorize the entry and use of high-occupancy vehicle lanes by single-occupant vehicles for a fee. Existing law requires that the implementation of the program ensure that specified levels of service be maintained at all times in the high-occupancy vehicle lanes and that unrestricted access to the lanes by high-occupancy vehicles be available at all times. This bill would instead require that access to the lanes by high-occupancy vehicles be available at all times.

Implementation of the express lanes on I-580 will necessitate the use of transponders for single occupant express lane users to pay toll to use the designated express lanes. Carpools will not have to pay a toll; however, to ensure that carpools are identified correctly and not ticketed while using the lanes, the proposed operations of the I-580 express lanes will require the use of transponders for all users in the lanes. Carpools will have access to the lanes at all times and will not be charged a fee. If the lanes are highly utilized, the price for single occupant vehicles will rise to ensure operational efficiency of the lane, but carpools will continue to use the lanes without a fee. The transponder that will be used by FasTrak is anticipated to have the ability for users to self-identify if they are a single occupant or a carpool. Electronic enforcement will be used on the lanes to determine if a fee will be charged. In addition, the CHP will also enforce the occupancy requirements for carpools using the lanes. The Alameda CTC legislative platform includes language to "Support express lane expansion in Alameda County and the Bay Area, and efforts that promote effective implementation." This bill supports effective implementation of the lanes and, therefore, staff recommends a **SUPPORT** position on this bill.

Legislative coordination efforts: Alameda CTC is leading and participating in many legislative efforts at the local, regional, state and federal levels, including coordinating with other agencies and partners as well as seeking grant opportunities to support transportation investments in Alameda County.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Alameda CTC 2014 Legislation Program
- B. Cap & Trade letter submitted to Senate Budget Committee

Staff Contact

[Tess Lengyel](#), Deputy Director of Planning and Policy

This page intentionally left blank



2014 Alameda County Legislative Program

The legislative program herein supports Alameda CTC's transportation vision adopted in the 2012 Countywide Transportation Plan described below:

“Alameda County will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities. Our vision recognizes the need to maintain and operate our existing transportation infrastructure and services while developing new investments that are targeted, effective, financially sound and supported by appropriate land uses. Mobility in Alameda County will be guided by transparent decision-making and measurable performance indicators. Our transportation system will be: Multimodal; Accessible, Affordable and Equitable for people of all ages, incomes, abilities and geographies; Integrated with land use patterns and local decision-making; Connected across the county, within and across the network of streets, highways and transit, bicycle and pedestrian routes; Reliable and Efficient; Cost Effective; Well Maintained; Safe; Supportive of a Healthy and Clean Environment.”

1111 Broadway, Suites 800
Oakland, CA 94607
(510) 208-7400
www.AlamedaCTC.org

Issue	Priority	Strategy Concepts
Transportation Funding	Increase transportation funding	<ul style="list-style-type: none">• Support efforts to lower the two-thirds-voter threshold for voter-approved transportation measures.• Support increasing the buying power of the gas tax and/or increasing transportation revenues through vehicle license fees, vehicle miles traveled or other reliable means.
	Protect and enhance voter-approved funding	<ul style="list-style-type: none">• Support increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring and improving transportation infrastructure and operations.• Support efforts that protects against transportation funding diversions.• Support increases in federal, state and regional funding to expedite delivery of Alameda CTC projects and programs.• Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures.• Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems.• Seek, acquire and implement grants to advance project and program delivery.• Support Alameda County as the recipient of funds to implement grants and pilot programs
Project Delivery	Advance innovative project delivery	<ul style="list-style-type: none">• Support environmental streamlining and expedited project delivery.• Support contracting flexibility and innovative project delivery methods.• Support HOT lane expansion in Alameda County and the Bay Area, and efforts that promote effective implementation.• Support efforts to allow local agencies to advertise, award and administer state highway system contracts largely funded by locals
	Ensure cost-effective project delivery	<ul style="list-style-type: none">• Support efforts that reduce project and program implementation costs by reducing or eliminating the requirements for state or other agency reimbursements to implement projects on state/regional systems.• Support accelerating funding and policies to implement transportation projects that create jobs and economic growth
Multimodal Transportation and Land Use	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none">• Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing and jobs.• Support local flexibility and decision-making on land-use for transit oriented development and priority development areas.• Support innovative financing opportunities to fund TOD and PDA implementation
	Expand multimodal systems and flexibility	<ul style="list-style-type: none">• Support policies that provide increased flexibility for transportation service delivery through innovative, flexible programs that address the needs of commuters, youth, seniors, people with disabilities and low-income people and do not create unfunded mandates.• Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs and education.• Support parity in pre-tax fringe benefits for public transit/vanpooling and parking.

Issue	Priority	Strategy Concepts
Climate Change	Support climate change legislation	<ul style="list-style-type: none"> Support funding for innovative infrastructure, operations, and programs that relieve congestion, improve air quality, reduce emissions and support economic development. Support the expansion of funding for housing that does not conflict with or reduce transportation funding
	Support cap-and-trade expenditure plan	<ul style="list-style-type: none"> Support cap and trade funds derived from transportation fuels for transportation purposes.
	Support emerging technologies	<ul style="list-style-type: none"> Support incentives for emerging technologies, such as alternative fuels and fueling technology, and research for transportation opportunities to reduce GHG emissions.
Goods Movement	Expand goods movement funding and policy development	<ul style="list-style-type: none"> Support a multi-modal goods movement system and efforts that enhance the economy, local communities and the environment, and reduce impacts. Support a designated funding stream for goods movement. Support goods movement policies that enhance Bay Area goods movement planning, funding, delivery, and advocacy. Ensure that Bay Area transportation systems are included in and prioritized in state and federal planning and funding processes.
Partnerships	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> Support efforts that encourage regional cooperation and coordination to develop, promote and fund solutions to regional transportation problems and that support governmental efficiencies and cost savings in transportation. Support policy development to influence transportation planning, policy and funding at the county, regional, state and federal levels. Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for contracts.



Commission Chair
Supervisor Scott Haggerty, District 1

Commission Vice Chair
Councilmember Rebecca Kaplan,
City of Oakland

AC Transit
Director Elsa Ortiz

Alameda County
Supervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART
Director Thomas Blalock

City of Alameda
Mayor Marie Gilmore

City of Albany
Mayor Peggy Thomsen

City of Berkeley
Councilmember Laurie Capitelli

City of Dublin
Mayor Tim Sbranti

City of Emeryville
Vice Mayor Ruth Atkin

City of Fremont
Mayor Bill Harrison

City of Hayward
Councilmember Marvin Peixoto

City of Livermore
Mayor John Marchand

City of Newark
Councilmember Luis Freitas

City of Oakland
Vice Mayor Larry Reid

City of Piedmont
Mayor John Chiang

City of Pleasanton
Mayor Jerry Thorne

City of San Leandro
Councilmember Michael Gregory

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

February 10, 2014

Senator Mark Leno, Chair
Senate Committee on Budget & Fiscal Review
State Capitol, Room 5100
Sacramento, CA 95814

**RE: Request for modification of Governor Brown's 2014-15 Proposed
Cap-and-Trade Budget and Implementation**

Dear Senator Leno:

The Alameda County Transportation Commission (Alameda CTC) is writing to request changes in implementation of Governor Brown's proposed budget to appropriate \$850 million to a wide range of projects critical to achieving the State's greenhouse gas reduction goals. In particular, we recommend that the appropriation of \$100 million for implementation of Sustainable Community Strategies (SCS) be done at the regional level, where the SCSs have been developed to meet the State's mandate to reduce greenhouse gas (GHG) emissions. We urge you to increase this appropriation to support resources commensurate with the GHG reduction mandate.

Alameda CTC invests in projects and programs that create accessible, convenient, equitable, and sustainable transportation to move people and goods, spur economic growth, and enrich communities. Alameda CTC plans, funds, and delivers approximately \$160 million each year for projects and programs that support Alameda County's economy and help move over 1.5 million people each day. Our agency, along with fourteen cities and Alameda County as local jurisdictions are also responsible for assisting with the implementation of the Bay Area's SCS that supports implementation of Senate Bill 375.

Alameda CTC supports the State's Cap and Trade Expenditure Plan recommendations that support multimodal investments and advanced technologies in passenger and freight systems. Our long-range plans similarly support multimodal systems to address the transportation needs of Bay Area travelers, and we are embarking on efforts to address regional goods movement needs and priorities. Toward these efforts, Alameda CTC makes the following overall comments on the appropriation of Cap and Trade revenue with the goal of reducing GHG emissions from transportation:

Administer funding for transportation's GHG reduction program at the regional level.

Regional planning and local leadership in developing and implementing SCSs is critical in the efforts to implement these plans both locally and regionally. In keeping with this key recommendation, we recommend that State funding for GHG reductions related to SCS implementation be administered at the regional

level, and trailer bill language should direct the Strategic Growth Counsel to allocate funds directly to regions for implementing SCS projects. The mandate for SCS implementation needs to have adequate resources to ensure its goals can be achieved.

Ensure sufficient funding is available now to implement transportation investments that reduce GHG emissions.

Key recommendations for transportation focus on planning, changes to funding and market strategies, and new regulations. These priorities support investments that expand clean passenger and freight technologies and equipment, low carbon fuels, and implementation of adopted SCSs. As the largest contributor to GHG emissions, the transportation sector has the highest requirement for GHG reductions, per Governor Brown's [Executive Order B-16-2012](#), which specifically requires an 80 percent GHG reduction.

For the transportation industry to achieve its GHG reduction target, significant and reliable funding sources are needed now to move the Bay Area SCS from a plan into implementation. The strategies included in the SCS will result in long-term shifts in travel and land use patterns, but require an up-front investment in infrastructure and development incentives to realize their GHG emission reductions.

Without a significant commitment of funds this work cannot be implemented in a timely way to support the GHG reduction timelines and targets.

Direct significant cap-and-trade revenues to transportation investments that reduce GHG emissions.

The State's new Cap and Trade Program represents one of the most promising opportunities for investing in transportation strategies that support GHG reductions. Given that the transportation sector accounts for 40 percent of State GHG emissions, the Alameda CTC supports directing at least 40 percent of Cap and Trade revenues to transportation investments. Additionally, starting in 2015, Alameda CTC supports the California Air Resources Board working with the California State Transportation Agency and other regional and local transportation agencies to direct the additional revenues generated from transportation fuels to investments in the transportation sector. Directing fuel-based revenue to transportation programs that achieve GHG reductions will fulfill Assembly Bill 32 goals and provide a "user fee" link between increased fuel prices and transportation investments that benefit those paying.

Support the successful planning and investment strategies developed and delivered by the regions and local agencies.

Alameda CTC is Alameda County's congestion management agency. In partnership with MTC and the other Bay Area congestion management agencies, we deliver projects and programs each year that support the Bay Area's economy and mobility and reduce GHG emissions through cutting-edge transportation efforts such as:

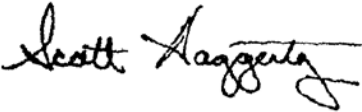
- Bicycle and pedestrian infrastructure and programs
- Clean fuels and new technologies
- Express bus service
- Highway/roadway improvements to reduce congestion and support goods movement
- Mass transit operations and capital investments
- Transportation Demand Management programs
- Transit oriented development
- Transportation for seniors and people with disabilities

Bay Area voters have approved local transportation measures that fund these investments. Alameda CTC is held accountable to strict delivery timelines through open and public processes, and we report regularly to the public on how funds are expended. This accountability has resulted in significant investments that reduce congestion, improve access and efficiencies, and create safe, efficient, and clean transportation systems. Recognizing and rewarding the efficiency and effectiveness of our delivery processes by directing funds and administration authority to regions and local agencies will enable the State to advance its GHG reduction goals.

Alameda CTC appreciates your efforts to appropriate Cap and Trade funds on projects that will result in immediate and near-term reduction in greenhouse gas emissions. How these funds are allocated will greatly influence transportation, fuels, and infrastructure in California and change the way we perceive and address energy efficiency, waste, water, and agriculture, as well as protect our natural resources and enrich communities throughout California. We see investment in the transportation sector as a key strategy to meet the State's ambitious GHG reduction goals.

Thank you for the opportunity to comment on the proposed appropriation of Cap and Trade revenue.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Haggerty". The signature is fluid and cursive, with the first name "Scott" written in a larger, more prominent script than the last name "Haggerty".

Alameda CTC Chair Scott Haggerty
Alameda County Supervisor, District 1

Cc:

Members and consultant to the Senate Committee on Budget & Fiscal Review

Members of the Bay Area Legislative Delegation

Steve Heminger, MTC Executive Director

Ezra Rapport, ABAG Executive Director

League of California Cities

CALCOG

CSAC

This page intentionally left blank



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: February 27, 2014

SUBJECT: Sustainable Communities Technical Assistance Program (SCTAP) Draft Projects Recommendation

RECOMMENDATION: Approve SCTAP funding of \$4,544,892.

Summary

As part of the One Bay Area Grant program, a portion of Priority Development Area (PDA) planning and implementation funds was allocated to the Congestion Management Agencies for local PDA planning and implementation projects. Alameda CTC combined \$3.9 M of federal funds with local Measure B funds to create the Sustainable Communities Technical Assistance Program (SCTAP). The purpose of this funding program is to support PDA planning and implementation, implementation of complete streets policies, and smaller-scale bicycle and pedestrian technical projects. This program is also designed to advance PDAs through planning processes so that they may become ready and eligible for future OBAG funding.

A call for projects was issued on June 4, 2013, and applications were due on September 17, 2013. A total of 22 applications totaling \$5.9 million in requested funds were received from ten different jurisdictions, AC Transit and LAVTA. Alameda CTC staff as well as two additional staff members from MTC and ABAG reviewed applications. Alameda CTC staff then met with project sponsors to address any outstanding questions and in some cases refine a project's scope of work.

The projects recommended for funding are listed in Attachment A. A total of ten different projects are recommended for funding under the PDA planning and implementation and complete streets portion of the program for a requested funding amount of \$4,230,500. Three additional projects are recommended under the bicycle and pedestrian planning and engineering technical support portion of the program for a recommended total funding amount of \$94,600. Projects that were not recommended for funding are listed in Attachment B.

Once the recommended list of projects and funding amounts is approved by the Commission, Alameda CTC staff will then work with project sponsors to select consultants from the qualified list using an RFP process. Work on the recommended projects is expected to commence by summer 2014.

Background

The SCTAP provides significant support to Alameda County jurisdictions in the form of consultant expertise for Priority Development Area (PDA) and Growth Opportunity Area (GOA) planning and implementation, complete streets policy implementation, and bicycle and pedestrian planning and engineering technical support. The program also includes support for bicycle and pedestrian planning and engineering technical support both within and outside of PDAs and GOAs.

In February 2013, the Commission approved the program guidelines and the allocation of funds for the SCTAP. An RFQ was released in March 2013 to solicit statements of qualifications from consultants, and a list of qualified consultants has been finalized. Once the recommended projects are approved by the Commission, Alameda CTC staff will work with project sponsors to develop and release RFPs to this list.

Fiscal Impact

The recommended funding allocation and available source of funds is summarized below.

Recommended Allocation:	Funding Amount
PDA and Complete Streets Projects	\$4,230,500
Bicycle and Pedestrian Technical Assistance Projects	\$94,600
Subtotal:	\$4,325,100
Alameda CTC Administrative Costs (for duration of program)	\$219,792
Total:	\$4,544,892
Available Funding:	
PDA Planning and Implementation Funds (Federal Surface Transportation Program funds)	\$3,905,000
Measure B Transit Center Development funds	\$545,292
Measure B Bicycle and Pedestrian Safety discretionary funds	\$94,600
Total:	\$4,544,892

The following chart summarizes the projects and funding amounts by planning area for PDA Planning and Implementation and Complete Streets Implementation projects:

Planning Area	Number of PDAs	Projects	Recommended Allocation
North County	17	<ul style="list-style-type: none"> • City of Alameda Clement Ave. Complete Street Corridor • City of Albany Citywide Parking Study • City of Oakland Bikeway Network 2.0 • City of Oakland Comprehensive Downtown Circulation Plan 	\$1,345,500
Central County	12	<ul style="list-style-type: none"> • Central County Complete Streets Implementation • City of Hayward Downtown Specific Plan • City of San Leandro Downtown Parking Management Plan 	\$1,385,000
East County	7	<ul style="list-style-type: none"> • Tri-Valley Integrated Transit/Park and Ride Study • City of Dublin Iron Horse Connectivity to BART Feasibility Study 	\$1,000,000
South County	7	No applications were received.	\$0
Total PDA Planning and Implementation and Complete Streets Funding:			\$4,230,500

Attachments

- A. SCTAP Draft Projects Recommendation
- B. SCTAP Projects not Recommended for Funding

Staff Contacts

[Tess Lengyel](#), Deputy Director of Planning and Policy

[Kara Vuicich](#), Senior Transportation Planner

This page intentionally left blank

Item 5.1 Attachment A: SCTAP Draft Projects Recommendation

Priority Development Area (PDA) Planning and Implementation

Jurisdiction	Project Name	Description	SCTAP Funding	Additional Match	Project Total
North County					
City of Alameda	Clement Avenue Complete Street Corridor	<p>The project includes the development of conceptual designs, including community outreach, for developing a bikeway along Clement Ave that provides a direct, commuter-oriented route linking central Alameda to the east end and beyond, including Oakland and Fruitvale BART.</p> <p>Reason for funding: The review panel recommended this project due to its location and impact on future PDA development and its potential to serve as a model for similar corridors.</p>	\$125,000	\$0	\$125,000
City of Albany	Citywide Parking Study and Plan	<p>The parking study will examine existing conditions and develop a strategy for managing parking to support the city's land use objectives.</p> <p>Reason for funding: Currently, Albany has a voter-mandated parking requirement of 2 spaces per unit. This is a huge impediment to infill development, and the study would specifically seek to address this issue.</p>	\$50,000	\$0	\$50,000

Jurisdiction	Project Name	Description	SCTAP Funding	Additional Match	Project Total
City of Oakland	Bikeway Network 2.0	<p>Project addresses major network gaps in four bikeway corridors that extend across Oakland as well as gaps on three additional bikeways. These seven corridors comprise 37 miles of the city's bikeway network and connect all of Oakland PDAs. The scope addresses gaps along 6 miles of these roadways and at 7 additional intersections. Project would focus on "next generation" bikeway design. The project will develop a methodology to apply Assembly Bill No. 2245 to the analysis and environmental clearance of road diet projects.</p> <p>Reason for funding: This project improves multimodal access in Oakland's PDAs and has the potential to serve as a model for other bikeway projects in the county.</p>	\$270,500	\$0	\$270,500
City of Oakland	Comprehensive Downtown Circulation Plan	<p>The Comprehensive Downtown Circulation Plan is aimed not only at solving current traffic problems but also to take into consideration traffic generated from significant new planned developments in Oakland and Alameda. The plan will include a comprehensive traffic study for Downtown Oakland that will take into account the changing land use as well as traffic patterns in the area. The analysis, results, and mitigations proposed as part of the traffic study will help shape the final implementation plan Downtown area. Included in the study/plan will be an evaluation of the feasibility of converting</p>	\$900,000	\$0	\$900,000

Jurisdiction	Project Name	Description	SCTAP Funding	Additional Match	Project Total
		<p>one-way streets in downtown Oakland to two-way operation. This study is being coordinated with the I-880/Broadway Jackson project being led by Alameda CTC.</p> <p>Reason for funding: Addressing multimodal circulation issues in Downtown Oakland will facilitate PDA development in both Oakland and the City of Alameda. This project is also directly related to the I-880/Broadway Jackson project; undertaking both projects simultaneously will result in a more comprehensive approach to addressing multimodal circulation issues in the area.</p>			
Central County					
Central County (Alameda County, San Leandro and Hayward)	Central County Complete Streets Implementation	<p>Develop needed procedural documents and facilitate implementation and staff training necessary for a successful complete streets program.</p> <p>Reason for funding: Both the cities of San Leandro and Hayward submitted applications for complete streets implementation. Because many of the major corridors in Central County traverse all three jurisdictions (San Leandro, Alameda County and Hayward), Alameda CTC requested that the three jurisdictions work together jointly on a Central County complete streets implementation project. This work may also serve as a model for other Alameda County jurisdictions pursuing</p>	\$290,000	\$0	\$290,000

Jurisdiction	Project Name	Description	SCTAP Funding	Additional Match	Project Total
City of Hayward	Hayward Downtown Specific Plan	<p>complete streets implementation.</p> <p>Development of a new Downtown Specific Plan. The new Downtown Plan will replace six Downtown planning and zoning documents that were adopted between 1987 and 2002.</p> <p>Reason for funding: The review panel recommended this project because it strongly meets the objectives for PDA planning and implementation. Furthermore, Hayward is projected to take on a significant amount of housing growth under Plan Bay Area. Alameda CTC recommended that the scope of work be enhanced to more comprehensively address multimodal circulation and access in the downtown area.</p>	\$950,000	\$169,000	\$1,119,000
City of San Leandro	San Leandro Downtown Parking Management Plan	<p>Develop a strategy to better manage existing supply and demand and facilitate implementation of future land use and development objectives for the downtown.</p> <p>Reason for funding: The City of San Leandro recently completed its Downtown TOD Strategy and has updated its zoning code to implement the strategy. Developing and implementing a parking management plan will facilitate the full implementation of the strategy and potential development in the Downtown TOD area. This project also leverages a smaller technical assistance grant from MTC.</p>	\$145,000	\$30,000	\$175,000

Jurisdiction	Project Name	Description	SCTAP Funding	Additional Match	Project Total
East County					
Tri-Valley Cities and LAVTA	Integrated Transit/Park and Ride Study	<p>The overarching goal of the study is to reduce VMT and single-occupancy vehicle trips by developing a coordinated transit and park-and-ride strategy for the Tri-Valley. The strategy will also address multimodal travel options, particularly first- and last-mile strategies within the Tri-Valley's PDAs, as well as better management of parking and access to the region's two BART stations. The scope of work has been revised from the original application, but retains the following elements from the original application:</p> <ol style="list-style-type: none"> 1) Tri-Valley Smart Parking Technology Study 2) Pleasanton Park & Ride Study 3) LAVTA Onboard O-D, Modeling and Benchmarking Study 4) I-680 O-D Study <p>Reason for funding: This project is a coordinated effort between LAVTA and the cities of Pleasanton, Dublin and Livermore to improve transit and first- and last-mile multimodal connections to regional transit facilities within PDAs and park and ride lots. Automobile traffic related to BART parking is a significant issue in Tri-Valley PDAs, and better parking management and improvement of first- and last-mile multimodal options will help mitigate the negative impacts of automobile traffic on other travel modes in these areas.</p>	\$700,000	\$217,035	\$917,035

Jurisdiction	Project Name	Description	SCTAP Funding	Additional Match	Project Total
City of Dublin	Iron Horse Connectivity to BART Feasibility Study	<p>The study will examine the feasibility of crossing and trail improvements on the Iron Horse Trail (IHT) from Dougherty Road to the Dublin/Pleasanton BART Station, in order to decrease barriers, reduce parking demand at BART, and increase bike/walk mode share to the BART Station from the surrounding activity centers.</p> <p>Reason for funding: This project will address a significant barrier to IHT users and potentially increase bicycling and walking access to the BART Station. It also complements the Tri-Valley Integrated Transit/Park and Ride Study.</p>	\$300,000	\$64,400	\$364,400

Jurisdiction	Project Name	Description	SCTAP Funding	Additional Match	Project Total
Countywide					
Countywide	SB 743 Implementation and other CEQA Streamlining Technical Assistance	<p>Provide technical assistance to assist in implementing changes to CEQA required under SB 743 as well as other efforts to streamline CEQA review to facilitate development within PDAs.</p> <p>Reason for funding: The Governor's Office of Planning and Research will issue revised draft CEQA Guidelines this summer that will significantly change how transportation analyses are performed. Jurisdictions are likely to need technical support to implement these changes as well as other CEQA streamlining efforts to facilitate PDA development. Alameda CTC will work with local jurisdictions once the draft CEQA Guidelines are issued to determine technical assistance needs related to implementation.</p>	\$500,000	\$0	\$500,000
TOTAL:			\$4,230,500	\$480,435	\$4,710,935

Measure B Bicycle/Pedestrian Projects Recommended for Funding

Jurisdiction	Project Name	Description	MB Funding	Additional Match	Project Total
City of Albany	Kains St. and Adams St. Bicycle Facility Study	<p>Evaluate the type of bicycle facilities, including contra-flow bicycle lanes, suitable for implementation along Kains and Adams streets in Albany. These streets serve as parallel facilities to San Pablo Ave.</p> <p>Reason for Funding: This project is exploring various design strategies to address the need for bicycle facilities along the San Pablo corridor. It has the potential to serve as a model for other jurisdictions faced with similar issues.</p>	\$32,800	\$0	\$32,800
City of Emeryville	Horton St Bicycle and Complete St Design Project	<p>Project #1 is on Horton Street between 45th Street and 53rd Street and involves traffic calming and speed reduction of motor vehicles to increase bicycle and pedestrian safety. Project #2 is on Horton Street adjacent to the Amtrak station covering the area from Powell Street to 62nd Street. This part of Horton Street is designated as both Bicycle Priority and a Transit Priority Streets. There are commercial and residential uses in the area that have motor vehicle loading and parking needs that are not currently being met legally with the existing street configuration.</p> <p>Reason for Funding: Potential design solutions could serve as a model for other jurisdictions. Additionally, this project has</p>	\$36,800	\$0	\$36,800

City of Pleasanton	Feasibility Study for Pedestrian and Bicycle Bridges	a significant role in supporting PDA development in Emeryville.			
		Pleasanton has a system of trails adjacent to waterways. The lack of bridges at key locations prevents connectivity and access to destinations, however. Project will develop a prioritized list of bicycle and pedestrian bridges. Reason for Funding: By improving connectivity, the trails system has the potential to expand its role in serving commute and other trips in addition to recreational users.	\$25,000	\$25,000	\$50,000
TOTAL:			\$94,600	\$25,000	\$119,600

This page intentionally left blank

Item 5.1 Attachment B: SCTAP Projects not Recommended for Funding

Jurisdiction	Project Name	Description	Funding Requested	Additional Match	Project Total
AC Transit	Major Corridors Study	Study to improve transit on nine corridors that serve and/or link PDAs. Reason for not funding: Alameda CTC is currently working with AC Transit to incorporate the Major Corridors Study into the Countywide Transit Plan.	\$236,000	\$514,000	\$750,000
AC Transit	Update of Designing with Transit	Comprehensive revision of current Designing with Transit manual. Will focus on key design aspects for PDAs and complete streets. Reason for not funding: Some if not many of the elements of the update will be addressed in the Countywide Transit Plan.	\$100,000	\$0	\$100,000
Albany	Solano Ave Concept Design for Complete Streets	Develop a concept design to better address the needs of pedestrians, cyclists, transit, and autos on Albany's primary commercial corridor. Reason for not funding: This is primarily a pedestrian safety project and consequently did not score as well as other complete streets implementation projects.	\$55,600	\$0	\$55,600
Hayward	C St Complete Streets Improvements Project Design	Apply complete streets criteria to C St between Grand and Filbert, connecting the Downtown PDA with the Cannery PDA. The project will reduce the number of travel lanes and make improvements to bicycle and pedestrian infrastructure, including bike lanes. Reason for not funding: Elements of this project will be incorporated into the Downtown Hayward Specific Plan.	\$265,000	\$0	\$265,000

Jurisdiction	Project Name	Description	Funding Requested	Additional Match	Project Total
Hayward	Main St Complete Streets Improvements Project Design	<p>Apply complete streets design to Main St between A and C Sts. in the Downtown PDA. The project will reduce the number of travel lanes and make improvements to bicycle and pedestrian infrastructure, including bike lanes.</p> <p>Reason for not funding: Elements of this project will be incorporated into the Downtown Hayward Specific Plan.</p>	\$280,000	\$0	\$280,000
Hayward	Complete Streets Implementation Procedures	<p>Develop clear guidance and procedures for implementing complete streets policies in the planning and design phases of projects.</p> <p>Reason for not funding: This project has been incorporated into the Central County Complete Streets Implementation project.</p>	\$100,000	\$0	\$100,000
Livermore	Downtown PDA Parking Management Program (PMP)	<p>The PMP will include a comprehensive set of short-and long-term parking recommendations and strategies to ensure sufficient parking availability for current and future users while also balancing the needs of pedestrians, bicyclists, and transit users. This study will address multimodal access and support higher-intensity, mixed-use development, and affordable housing in the downtown area.</p> <p>Reason for not funding: The City of Livermore has already contracted with a consultant to carry out the scope of work for this project. Under the SCTAP, Alameda CTC is unable to substitute funds for a project that is already underway.</p>	\$185,000	\$14,400	\$199,400

Jurisdiction	Project Name	Description	Funding Requested	Additional Match	Project Total
Piedmont	Complete Streets Policy Implementation	<p>Develop revised street standards and complete streets policy implementation tools and processes.</p> <p>Reason for not funding: Piedmont does not have a PDA and is therefore ineligible for PDA planning and implementation funds. Because of the funding source, Complete Streets Implementation projects completed under SCTAP are restricted to jurisdictions with PDAs.</p>	\$46,300	\$0	\$46,300
Oakland	CEQA Streamlining for PDA and Infill Development	<p>The CEQA streamlining program developed through this project will apply to projects Citywide. However, the focus of the streamlining efforts will be to increase opportunities for infill development, particularly in Oakland's Priority Development Areas (PDAs)</p> <p>Reason for not funding: Because the revised CEQA Guidelines have not yet been drafted, it is premature to move forward with this project at this time. To address these needs, \$500,000 is being set aside countywide to address SB 743 implementation and CEQA streamlining needs during the following fiscal year.</p>	\$375,000	\$0	\$375,000

Jurisdiction	Project Name	Description	Funding Requested	Additional Match	Project Total
Oakland	Downtown Oakland PDA Parking Plan	<p>This project seeks to propose changes to the management of downtown parking in order to allow infill development to proceed while maintaining the availability of parking for those who need it. The goal is to take increase the efficient use of the existing parking supply, encourage "park-once" behavior, and incent walking, biking, and transit use in truly multimodal system for getting to and around downtown Oakland.</p> <p>Reason for not funding: Some parking analysis will be conducted as part of the Comprehensive Downtown Oakland Circulation Plan. Alameda CTC is recommending that this project be funded with regional PDA planning funds. This is consistent with MTC and ABAG's emphasis on providing support for areas taking on significant growth under Plan Bay Area.</p>	\$300,000	\$0	\$300,000

Jurisdiction	Project Name	Description	Funding Requested	Additional Match	Project Total
Oakland	RFP for a Transportation Impact Fee Program and a Complete Streets Capital Projects List or Plan	<p>The RFP and Complete Streets Capital Projects list developed through this project will apply Citywide, but especially to development within the PDAs. The focus of the effort will be to increase infill development by addressing transportation impacts without discouraging development. This project works hand-in-hand with the proposed CEQA streamlining program.</p> <p>Reason for not funding: The City of Oakland has already committed \$500,000 from its general fund for development of a transportation impact fee. The review panel recommended that this project receive a low priority because of its focus on developing an RFP as opposed to conducting a study or completing a plan.</p>	\$124,250	\$0	\$124,250
Oakland	Equitable Transportation Infrastructure Investment Tool	<p>The project intent is to build upon our existing transportation project prioritization tool (funded by ACTC in 2012/13) to develop equity criteria that can be used to recommend City investments and Capital Improvement Program activities of all kinds into Oakland PDAs that show the greatest social need and greatest neglect. These areas are located throughout the Potential and Priority Development Areas of Oakland.</p> <p>Reason for not funding: Many of the objectives of this project will be addressed through the forthcoming Community Based Transportation Plans update.</p>	\$229,250	\$0	\$229,250

This page intentionally left blank



Memorandum

5.3

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: February 27, 2014

SUBJECT: 2013 Congestion Management Program Implementation Plan

RECOMMENDATION: Receive an update on the 2013 Congestion Management Program Implementation Plan

Summary

As required by state legislation, Alameda CTC biennially develops and updates a Congestion Management Program (CMP) that includes strategies, programs, and projects to improve congestion management and the overall performance of Alameda County's multimodal transportation system. The Commission approved the most recent CMP in October 2013. Staff has developed the following implementation plan for actions identified in the CMP as next steps.

This memorandum provides a brief summary of the implementation plan in terms of progress to date and future efforts identified, including a schedule for each CMP element to implement the actions and recommendations identified in the 2013 CMP.

Background

California law requires urban areas to develop and biennially update a CMP—a plan that describes the strategies to assess and monitor the performance of the county's multimodal transportation system, address congestion, improve the performance of a multimodal system, and strengthen the integration of transportation and land use planning. The CMP for Alameda County incorporates various strategies and measures to improve congestion management on the Alameda County multimodal transportation system. The CMP is required to incorporate five key elements: level of service monitoring of the CMP roadway network, the multimodal performance element, the travel demand management element, a land use analysis program, and the capital improvement program.

The most recently adopted 2013 CMP incorporates several actions and recommendations to improve the congestion management activities in the county and align the CMP with the 2012 Countywide Transportation Plan (CWTP) and the 2013 Regional Transportation Plan and Sustainable Communities Strategy (*Plan Bay Area*), and other related efforts and legislative requirements (e.g., Assembly Bill 32, Senate Bill 375, and Senate Bill 743) to better integrate

transportation and land use for achieving greenhouse gas reductions. While many of these actions and recommendations are implementable in the near term, some long-term actions need further development, coordination and availability of resources. This draft 2013 CMP Implementation Plan provides a high-level summary of the specific steps that the agency will undertake and the progress to date to implement the actions and recommendations included in the 2013 CMP for each CMP element. Refer to Attachment A for the draft implementation schedule.

Level of Service Standards and CMP Roadway Network Monitoring

Alameda CTC has defined the CMP network that can use commercially available speed data, based on the validation effort in December 2013, to evaluate LOS. Almost all of the freeways and ramps and two thirds of the Tier 2 arterials are identified as suitable for use of commercial speed data. The 2014 LOS monitoring effort underway uses data from commercially available sources and floating car surveys for the appropriate part of network as identified in the validation.

Alameda CTC is actively participating in SB 743 (Steinberg 2013) implementation that eliminated LOS as a metric for California Environmental Quality Act (CEQA) impact analysis within transit priority areas (TPA) and requires the identification of alternate metrics and thresholds. Based on the outcome of the SB 743 implementation, which is anticipated to be finalized by the end of the year, Alameda CTC will identify the impact to the LOS monitoring element of the CMP.

Potential expansion of the CMP network will occur in conjunction with the Countywide Multimodal Arterial Plan development underway in summer of 2014 and the 2015 CMP update process, which will seek proposed additions from the local jurisdictions in Spring 2015. Three countywide modal plans (Goods Movement Plan, Transit Plan and Multimodal Arterial Plan) currently underway will result in identifying countywide facilities and metrics likely by summer of 2015 for monitoring alternative modes as part of the future CMP efforts.

Multimodal Performance Measures

This spring, Alameda CTC is re-evaluating and consolidating performance measures from various monitoring reports and documenting the reporting timelines. The three countywide modal plans will likely result in the identification and addition of new performance measures for monitoring purposes, as well as the reporting timelines for those measures, and these additions are expected in spring 2015. Development of annual multimodal performance report for the year 2014 is underway.

Travel Demand Management (TDM)

Development of a comprehensive TDM information resource and clearinghouse that will reduce the number of auto trips is underway. Development of a comprehensive TDM website is anticipated to be completed by May 2014 as the first phase. As part of the Sustainable Communities Technical Assistance Program (SC-TAP) currently underway, technical and

funding assistance to local jurisdictions to support development and implementation of TDM and parking policies and measures may be approved by the Commission.

As of January 2014, Alameda CTC has improved the [Guaranteed Ride Home Program](#) by implementing the recommendation from the 2013 evaluation report in terms of streamlined registration and reimbursement for the users.

Alameda CTC will explore formation of new transportation management associations (TMAs) and adoption of future TDM/parking requirement policies as part of funding eligibility, as appropriate in the future, based on political, administrative, and financial feasibility.

Countywide Travel Demand Model

The Countywide Model update is currently underway to incorporate the 2010 US Census, the 2013 Regional Transportation Plan and Sustainable Communities Strategy (*Plan Bay Area*). The update is scheduled to be completed by June 2014.

Land Use Analysis Program

As part of its 2014 Legislative Program, Alameda CTC is monitoring state CEQA modernization efforts. Alameda CTC will coordinate development of Traffic Impact Analysis guidelines and a policy regarding tiering off of Specific Plan or Other Plan analysis for CMP purposes based on the outcome of the SB 743 implementation, likely by the end of 2014.

The Land Use Analysis Program will also entail implementing SC-TAP and providing technical assistance. The SC-TAP program supports implementation of Priority Development Areas Investment and Growth Strategy. In spring 2014, after Commission approval of an SC-TAP program, Alameda CTC will release a request for proposals for on-call consultants that will provide technical assistance for approved priority development area planning efforts and implementation of projects under the adopted SC-TAP program.. Countywide Arterial Plan will also likely support implementation of PCA goals by exploring inclusion of key rural roadways in the plan development.

Corridor improvement strategies are expected to be developed as part of the countywide Transit and Arterial Plans. Long term actions are identifying and establishing a way for projects that impact long travel corridors to contribute their fair share and exploring cross-county partnerships for cross-county corridor projects to mitigate congestion. Based on resource availability, political and administrative feasibility these actions will be explored.

Determining feasibility of implementation of automobile trip generated (ATG) based areawide transportation impact fee will be performed likely after the 2015 CMP update based on the outcome of implementation of SB 743 and the ballot measure for the 2014 Transportation Expenditure Plan. Feasibility for implementing a program similar to Santa Clara Valley Transportation Authority's Community Design and Transportation (CDT) program will be explored based on the outcome of the Countywide Multimodal Arterial Plan by end of 2015.

As part of the annual conformity process in fall of 2014, jurisdictions will be required to submit data on development approvals and information on housing element to begin developing a land use development database.

Capital Improvement Program

Development of the Alameda County Capital Improvement Program/Program Investment Plan (CIP/PIP) is underway. The schedule for this effort is to be determined.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. 2013 CMP Implementation Schedule

Staff Contacts

[Tess Lengyel](#), Deputy Director of Planning and Policy

[Saravana Suthanthira](#), Senior Transportation Planner



DRAFT 2013 Congestion Management Program (CMP) Implementation Schedule

		2013		2014		Activity											
		December	January	February	March	April	May	June	July	August	September	October	November	December			
1	CMP-designated Roadway System								Identify potential routes to add to the CMP network based on Countywide Multimodal Arterial Plan.								
2	Traffic Level of Service (LOS) Standards Element	Actively participate and follow Senate Bill 743 implementation and identify its impact on the CMP LOS element.															
							Perform 2014 LOS monitoring and develop a report.										
3	Multimodal Performance Element																
							Re-evaluate and consolidate performance measures and identify reporting timeline.										
			Gather multimodal performance data and develop the 2013 Performance Report.														
4	Travel Demand Management (TDM) Trip Reduction																
		Develop comprehensive TDM clearinghouse/resources.			Develop website with comprehensive TDM clearinghouse/resources (Phase 1).			Develop comprehensive TDM clearinghouse/resources.									
		Implement Sustainable Communities Technical Assistance Program. As part of it provide technical assistance for parking/TDM policies and to provide planning grant funding.															
Enhance Guaranteed Ride Home Program by streamlining the website.		Provide Guaranteed Ride Home Program (ongoing).															
5	Uniform Database Transportation Model	Update the Countywide Travel Demand Model to incorporate the Sustainable Communities Strategy and 2010 U.S. Census data.															
6	Land Use Analysis Program								Develop transportation impact analysis guidelines and a policy regarding tiering off specific plans or other plans analysis for CMP purposes.								
		Monitor state California Environmental Quality Act modernization efforts (part of the ongoing legislative program).															
							Implement SC-TAP (release RFPs in spring 2014)										
		Implement Priority Development Area Investment and Growth Strategy.															

Activity		December	January	February	March	April	May	June	July	August	September	October	November	December
6 Land Use Analysis Program continued			Identify ways to support implementation of PCA goals and address rural roadway improvement needs as part of PDA I&GS implementation. Also, coordinate with the Arterial Plan development.											
											Develop land use development database including ongoing tracking of housing element progress.			
7 Capital Improvement Program/Programs Investment Plan														
8 Program Implementation and Monitoring											Update conformance for LOS standards and identify new deficiency.			
2015 CMP Update														
											Begin 2015 CMP Update			

* For internal use only. This schedule is high level and intended to provide an overview of departmental activities and is subject to change.

2015															
Activity		January	February	March	April	May	June	July	August	September	October	November	December	Notes	
1	CMP-designated Roadway System														
				Alameda CTC to add a route to the CMP network.	Jurisdictions must notify Alameda CTC to add a route to the CMP network.					Update CMP network as part of the 2015 CMP Update.					
2	Traffic Level of Service (LOS) Standards Element														
					Re-evaluate the Highway Capacity Manual use.										
3	Multimodal Performance Element														
		Gather multimodal performance data and develop the 2014 Performance Report.													
					Use countywide modal studies to indentify countywide facilities and meitrics for monitoring alternative modes. Explore potential for application in 2014 Performance Report.										
4	Travel Demand Management (TDM) Trip Reduction	Evaluate use of TDM website and update and enhance it to develop comprehensive TDM clearinghouse/resources.													
		Implement Sustainable Communities Technical Assistance Program. As part of it provide technical assistance for parking/TDM policies and to provide planning grant funding.													
		Provide Guaranteed Ride Home Program (ongoing).													
5	Uniform Database Transportation Model													Work began in spring of 2013.	
6	Land Use Analysis Program	Develop transportation impact analysis guidelines and a policy regarding tiering off specific plans or other plans analysis for CMP purposes.												Begin work after SB 743 implementation is completed by the Office of Planning and Research.	
		Provide technical assistance to local jurisdictions to revise CEQA thresholds												Alameda CTC is committing resources through SC-TAP, but this probably won't take effect until January 2015 at earliest when SB 743 rulemaking process concludes.	
		Monitor state CEQA modernization efforts (part of the ongoing legislative program).													
		Implement SC-TAP													
		Implement Priority Development Area Investment and Growth Strategy.												Alameda CTC has already begun implementation.	

Activity		January	February	March	April	May	June	July	August	September	October	November	December	Notes	
6 Land Use Analysis Program continued	Identify ways to support implementation of PCA goals and address rural roadway improvement needs as part of PDA I&GS implementation. Also, coordinate with the Arterial Plan development.														
	Develop land use development database including ongoing tracking of housing element progress												Begin update to land use database and housing element		
							Explore developing corridor improvement strategies.							Summer/Fall 2015 as part of Countywide Transit and Multimodal Arterial Plans.	
7 Capital Improvement Program/Programs Investment Plan														Schedule is to be determined.	
8 Program Implementation and Monitoring														Use multimodal plans as basis for potential future deficiency plans.	
2015 CMP Update	2015 CMP Update														2015 CMP will be adopted in October/November 2015 in coordination with MTC's CMP schedule

* For internal use only. This schedule is high level ai



Memorandum

6.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: February 27, 2014

SUBJECT: Alameda CTC Transportation Fund for Clean Air (TFCA) FY 2014-15 Program Guidelines

RECOMMENDATION: Approve the annual update to the Alameda CTC Transportation Fund for Clean Air (TFCA) Program Guidelines to conform to the Air District's Board-adopted FY 2014-15 TFCA County Program Manager Fund Policies.

Summary

TFCA funding is generated by a vehicle registration fee collected by the Bay Area Air Quality Management District (Air District) to fund eligible projects that result in the reduction of motor vehicle emissions. Per the enabling legislation, the Alameda CTC's Guidelines are required to be reviewed annually and were last approved by the Commission in February 2013. The recommended updates to the Alameda CTC Guidelines are consistent with Air District Board-adopted FY 2014-15 TFCA County Program Manager Fund Policies, included as Attachment B.

Discussion

TFCA funding is generated by a \$4.00 vehicle registration fee collected by the Air District. Eligible projects are to result in the reduction of motor vehicle emissions and achieve surplus emission reductions beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations. Projects typically funded with TFCA include shuttles, bicycle lanes and lockers, signal timing and trip reduction programs. As the TFCA Program Manager for Alameda County, the Alameda CTC is responsible for programming 40 percent of the revenue generated in Alameda County for this program. Five percent of new revenue is set aside for the Alameda CTC's administration of the TFCA program. Per the Alameda CTC TFCA Guidelines, 70 percent of the available funds are to be allocated to the cities/county based on population, with a minimum of \$10,000 to each jurisdiction. The remaining 30 percent of the funds are to be allocated to transit-related projects on a discretionary basis.

The total amount of available TFCA is required to be completely programmed on an annual basis. A jurisdiction may borrow against its projected future share in order to receive more funds in the current year, which can help facilitate the programming of all available funds.

Projects proposed for TFCA funding are required to meet the eligibility and cost-effectiveness requirements of the TFCA program.

Statute requires a TFCA County Program Manager to annually review its programming guidelines. Annual revisions the Alameda CTC's Guidelines are generally made to maintain consistency with updates to TFCA legislation and the Air District's current TFCA Policies.

The recommended Alameda CTC Guidelines conform to the Air District's Board-adopted FY 2014-15 TFCA County Program Manager Fund Policies (Attachment B). The Guidelines also reflect Air District guidance and include provisions specific to the administration of Alameda County's TFCA program, such as funding distribution formula and timely use of funds milestones to ensure that projects comply with Air District Policies and guidance and are completed within the ultimate time frame required by the Air District.

Edits and clarifications to the Alameda CTC Guidelines for FY 2014-15 include:

- In Section III, clarified that Air District TFCA Policies may allow certain project types, on a case by case basis, to exceed the standard cost effectiveness limit,
- In Section X, updated the project initiation milestone to reflect that projects approved for FY 2014-15 funding must commence by the end of calendar year 2015. This milestone deadline will be tracked in the Alameda CTC's TFCA At Risk report, and
- Additional edits included throughout to further clarify program compliance and facilitate timely project delivery.

The Air District's FY 2014-15 TFCA County Program Manager Fund Policies (Attachment B) include the following changes to project eligibility:

- For shuttle operations projects: (1) TFCA eligibility is limited to "peak commute" hours as defined by the Air District, (2) duplication of service definition is clarified, and (3) for pilot shuttles in Air District-identified Community Air Risk Evaluation (CARE) areas, the cost-effectiveness threshold has been increased to \$500K/ton for the first year of service, and
- Bikesharing (Bay Area Bike Share) projects are now included in the Air District TFCA Policies as eligible, if a project expands the existing system's service area or fleet size, and required plans have been completed.

While the specific eligibility and evaluation criteria for eligible project types are not detailed in the Alameda CTC's TFCA Guidelines, these changes to the Air District's Policies will affect the eligibility of certain project types and how they are evaluated for TFCA.

Next Steps

The TFCA FY 2014-15 Expenditure Plan Application, identifying \$3.35 million in TFCA funding available for projects, was approved by the Commission last month. The Commission-reviewed Guidelines will be included with the annual TFCA call for projects material, which is scheduled for release following the March Commission meeting, with applications due in late April 2014.

Fiscal Impact: There is no fiscal impact.

Attachments

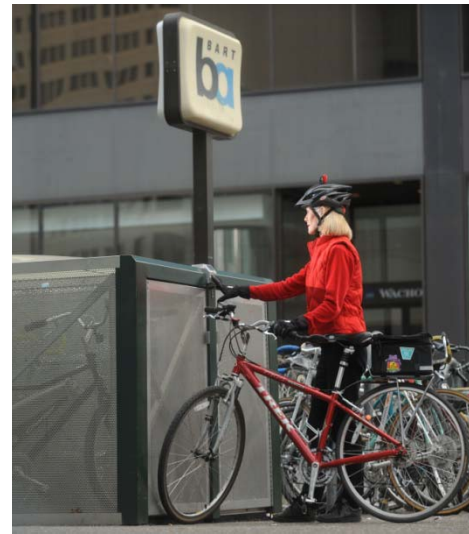
- A. FY 2014-15 Alameda CTC TFCA County Program Manager Fund Guidelines
- B. Air District's FY 2014-15 TFCA County Program Manager Fund Policies

Staff Contact

[Matt Todd](#), Principal Transportation Engineer

[Jacki Taylor](#), Program Analyst

This page intentionally left blank



ALAMEDA COUNTY TRANSPORTATION COMMISSION

TRANSPORTATION FUND FOR CLEAN AIR (TFCA) COUNTY PROGRAM MANAGER FUND FY2014-15 PROGRAM GUIDELINES

**ALAMEDA COUNTY TRANSPORTATION COMMISSION
TRANSPORTATION FUND FOR CLEAN AIR (TFCA)
COUNTY PROGRAM MANAGER FUND
FY 2014-15 PROGRAM GUIDELINES**

TABLE OF CONTENTS

I. BACKGROUND	3
II. ELIGIBLE PROJECTS.....	3
III. TFCA COST EFFECTIVENESS	4
IV. GENERAL PROGRAM STRUCTURE.....	5
V. PROGRAM SCHEDULE	6
VI. APPLICATION PROCESS	6
VII. MONITORING REQUIREMENTS	7
VIII. INSURANCE REQUIREMENTS	7
IX. AGREEMENT, REPORTS AND AUDIT REQUIREMENTS.....	9
X. TIMELY IMPLEMENTATION OF PROJECTS AND USE OF FUNDS.....	9
XI. REIMBURSABLE COSTS AND FUNDING REIMBURSEMENTS	10

I. BACKGROUND

Pursuant to the 1988 California Clean Air Act, the Bay Area Air Quality Management District (Air District) is required to periodically adopt a Clean Air Plan (CAP), which describes how the region will work toward compliance with State and Federal ambient air quality standards and make progress on climate protection. To reduce emissions from motor vehicles, the CAP includes transportation control measures (TCMs) and mobile source measures (MSMs). A TCM is defined as any strategy to reduce vehicle trips, vehicle use, vehicle miles traveled, vehicle idling, or traffic congestion for the purpose of reducing motor vehicle emissions. MSMs encourage the retirement of older, more polluting vehicles and the introduction of newer, less polluting motor vehicle technologies.

To fund the implementation of TCMs and MSMs, the State Legislature, through AB 434 (Sher; Statutes of 1991) and AB 414 (Sher, Statutes of 1995), authorized 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 percent 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.

AB 414 references the trip reduction requirements in the Congestion Management Program (CMP) legislation and states that Congestion Management Agencies (CMAs) 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 also 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 TFCA 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 CAP, and 4) are not planning or technical studies.

II. ELIGIBLE PROJECTS

Only projects that result in the reduction of motor vehicle emissions are eligible for TFCA funding. Projects must achieve surplus emission reductions beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations at the time of the execution of a project-specific fund transfer agreement between the program manager (Alameda CTC) and the project sponsor.

Consistent with the project types authorized under the California Health and Safety Code (HSC) Section 44241, projects and programs eligible for TFCA funds include:

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, transit 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 telecommuting and in congestion pricing of highways, bridges and public transit;
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 (subject to Air District approval on a case-by-case basis), engine retrofits, fleet modernization, alternative fuels, and advanced technology demonstrations;
8. Implementation of smoking vehicles program;
9. Implementation of bicycle facility improvement projects that are included in an adopted countywide bicycle plan or congestion management program; and
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.

The Air District annually adopts policies for the County Program Manager Fund. The current Air District Policies, provided as Appendix A, further define eligible projects and also establish criteria for calculating emissions reductions (i.e., TFCA cost-effectiveness). Projects that are authorized by HSC Section 44241 and achieve TFCA cost-effectiveness, but do not fully meet the Air District's current TFCA Policies are subject to Air District approval on a case-by-case basis.

TFCA funds may not be used for:

- Planning activities that are not directly related to the implementation of a specific project;
- The purchase of personal computing equipment for an individual's home use;
- Projects that provide a direct or indirect financial transit or rideshare subsidy for shuttle/feeder bus service exclusively for the grantee's employees; or
- Covering the costs of developing TFCA grant applications.

III. TFCA COST EFFECTIVENESS

The Air District requires the evaluation of all proposed and completed projects 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 ten 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, that is equal to or less than either: (1) the standard threshold of \$90,000 of TFCA funds per ton of total ROG, NOx and weighted PM₁₀ emissions reduced (\$/ton), or (2) another threshold as identified in the Air District Policies for a specific project type. Project sponsors are required to provide the data necessary to evaluate projects for TFCA cost-effectiveness. This may include, but is not limited to, transit ridership, verifiable survey data, bicycle counts, and results from comparable projects.

IV. GENERAL PROGRAM STRUCTURE

As the overall program manager in Alameda County, the Alameda CTC is 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 Alameda CTC must program the TFCA revenue received each year within the Air District's allowable time period. Any unallocated funds may be reallocated by the Air District.

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

- A maximum of 5% of the annual revenue to the Alameda CTC for program implementation and administration.
- As follows, 70% of the remaining funds to be allocated to the cities/county based on population:
 - A minimum of \$10,000 to each jurisdiction.
 - City population will be updated annually based on State Department of Finance (DOF) estimates.
 - The 70% funds will be programmed annually in its own call for projects or in a coordinated call for projects with like funding sources.
 - A city or the county, with approval from the Alameda CTC, may choose to roll its annual 70% allocation into a future program year.
 - A jurisdiction may borrow against its projected future year share in order to use rolled over funds from other jurisdictions available in the current year.
 - Relinquished funds from a city's or the county's completed projects are made available to the same jurisdiction through its 70% allocation for reprogramming to future projects.
 - The Commission may also program against future TFCA revenue for projects that are larger than the annual funds available.
- As follows, 30% of the remaining funds to be allocated to transit-related projects on a discretionary basis:
 - The 30% funds will be programmed annually in its own call for projects or in a coordinated call for projects with like funding sources.
 - 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 TFCA cost-effectiveness evaluation. When this calculation is not sufficient to prioritize candidate projects, the

Alameda CTC Commission may also consider the emissions reductions per total project dollar invested for the project and the matching funds provided by the project sponsor.

- o Relinquished funds from completed discretionary projects are returned to the 30% revenue for reprogramming in future funding cycles.
- o The Commission may also program against future TFCA revenue for projects that are larger than the annual funds available.

The minimum TFCA funding request is \$50,000, unless the project sponsor can show special and unusual circumstances to set this limit aside.

V. PROGRAM SCHEDULE

Below is the schedule for the FY [2014-15](#) program:

February	Resolution adopted by Commission endorsing the programming of FY 2014-15 TFCA funds consistent with the TFCA Expenditure Plan Application.
March	Expenditure Plan Application due to Air District. Annual review of Alameda County TFCA Program Guidelines by Commission. Alameda CTC will issue a call for projects.
April	Project applications due to Alameda CTC. Semi-annual project status reports due to Alameda CTC.
May	Review of summary of applications by Commission. Alameda CTC submits Semi-annual Report to Air District by May 31 st .
July	Program approval by Commission.
September	Draft fund-transfer agreements distributed. For on-going projects, annual status reports due to Alameda CTC.
October	Alameda CTC submits Annual Report to Air District by October 31 st .

Schedule subject to modification based on schedule changes imposed by the Air District and/or previous programming actions by the Alameda CTC.

VI. APPLICATION PROCESS

Project sponsors shall complete the Alameda CTC TFCA funding application. The application is updated annually and may be included in a coordinated call for projects process that consolidates like fund sources. The type of information required for the application includes the following:

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 the project schedule and applicable milestones.
5. Project Data: Applicants shall submit the requested project-related data necessary to determine eligibility and calculate the estimated emissions reductions and cost-effectiveness.
6. Transportation Control Measures (TCM) and Mobile Source Measures (MSM): Applicants shall list the applicable TCMs and/or MSMs from the Air District's most recently approved Clean Air Plan.

VII. MONITORING REQUIREMENTS

The Air District requires a pre- and post-project evaluation of emissions reductions. The first is an estimate of the projected emissions reduction. Sponsors must provide data for this calculation in the project application.

Sponsors must also conduct post-project monitoring and/or surveys (known as the monitoring requirements) as specified in the fund transfer agreement for the project. This information is required for the post-project evaluation of emissions reductions.

Project sponsors requesting TFCA reimbursement for monitoring costs shall provide the estimated cost in the TFCA application. The cost of collecting data to fulfill the TFCA monitoring requirements may be considered an administrative project cost. Administrative project costs reimbursed by TFCA are limited to a total of 5% of the TFCA funds received.

VIII. INSURANCE REQUIREMENTS

Each Project Sponsor must maintain general liability insurance, property insurance, workers compensation insurance and additional insurance as appropriate for specific projects, with coverage amounts as specified in the fund-transfer agreement, throughout the life of the project.

Verification of Coverage

Project Sponsors are required to provide certificates and/or other evidence of the insurance coverage prior to the execution of a fund-transfer agreement. Project Sponsors shall continue to provide certificates and/or other evidence of the insurance coverage, as required, throughout the project period and until the project has been completed. Certificates, policies and other evidence provided shall specify that the Air District and Alameda CTC shall receive 30 days advanced notice of cancellation from the insurers.

Minimum Scope of Insurance

This section provides guidance on the insurance coverage and documentation typically required for TFCA Program Manager Fund projects. Note that the Air District and/or

Alameda CTC reserves the right to require different types or levels of insurance for specific 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 \$1,000,000.

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.

The following table lists the types of insurance coverage generally required for each project type. The requirements may differ in specific cases.

Project/ Contract Activity	Insurance Required
<ul style="list-style-type: none">• Vehicle Purchase and lease / Engine retrofits	<ul style="list-style-type: none">• Automobile Liability and• Automobile Physical Damage
<ul style="list-style-type: none">• Operation of shuttle services <u>and vanpools</u>	<ul style="list-style-type: none">• Commercial General Liability,• Automobile Liability,• Automobile Physical Damage, and• <u>Workers Compensation (shuttle services).</u>
<ul style="list-style-type: none">• Construction projects including: bicycle/pedestrian overpass; bicycle facilities including bike paths, lanes, and routes; smart growth and traffic calming; and vehicle infrastructure.	<ul style="list-style-type: none">• Commercial General Liability,• Automobile Liability and• Workers Compensation
<ul style="list-style-type: none">• Bicycle lockers and racks• Arterial management and signal timing• Transit marketing programs• <u>Other ridesharing projects</u>	<ul style="list-style-type: none">• Commercial General Liability
<ul style="list-style-type: none">• Guaranteed Ride Home programs• Transit pass subsidy or commute incentives	<ul style="list-style-type: none">• None

IX. AGREEMENT, REPORTS AND AUDIT REQUIREMENTS

The Air District and the Alameda CTC annually enter into a "master" fund transfer agreement and the execution of this agreement constitutes final approval and obligation for the Air District to fund a project. Any project costs incurred prior to the execution of the annual "master" agreement will not be reimbursed.

Additionally, project sponsors must enter into a project-specific 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 audit requirements. An executed agreement between the Alameda CTC and a 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 three months from the date the funding agreement is provided to the project sponsor. After the three month deadline has passed, any funding associated with an unexecuted funding agreement may be considered unallocated and may be reprogrammed.

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

Project sponsors must fulfill the funding agency credit requirements specified in the project-specific funding agreement, crediting both the Air District and Alameda CTC as funding agencies, and is to provide, upon request, documentation that such credit was given.

The Air District may conduct performance and fiscal audits of TFCA-funded projects to ensure that all TFCA funds have been spent in accordance with the applicable Air District TFCA County Program Manager Policies and executed TFCA funding agreement. ~~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 TFCA Timely Use of Funds Policy, ~~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 project-specific fund transfer agreements to project sponsors.
2. Project sponsors must execute a project-specific fund transfer agreement with the Alameda CTC within three months of receipt of the agreement from 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 fund transfer agreement may be considered unallocated and may be reprogrammed.

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. For the FY 2014-15 program, the Alameda CTC will not approve an extended schedule with a project start date beyond calendar year 2015.
- 3.4. Project sponsors must expend TFCA funding within two years from the date of the Alameda CTC's first receipt of the TFCA revenue from the Air District. The Alameda CTC 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. Additional schedule extension requests can only be granted with approval from the Alameda CTC Commission and Air District.
- 4.5. Project sponsors must submit requests for reimbursement at least once ~~per fiscal year.~~ every six months, but not more than once per month. -Costs incurred within a fiscal year, defined as the period from July 1st to June 30th, are to be included in a reimbursement request submitted within ~~six (6)~~ two months after the end of the fiscal year in which the costs were incurred. All final requests for reimbursement are to be submitted no later than the submittal date of the Final Project Report.
- 5.6. Project sponsors must submit semi-annual progress reports within the period established by the Air District.
- 6.7. Project sponsors must submit required Final Project Reports (project monitoring reports) within three months of project completion or, as applicable, within three months after the post-project evaluation period as established in the project-specific fund transfer agreement.

A monitoring report will be periodically presented to Alameda CTC Committees to inform 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 TFCA 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. REIMBURSABLE COSTS AND FUNDING REIMBURSEMENTS

The date the annual "master" fund transfer agreement between the Air District and Alameda CTC is executed sets the date from which eligible project costs may be incurred. Project sponsors may only request reimbursement for eligible, documented project expenses after a project-specific fund transfer agreement with the Alameda CTC has been executed. All reimbursable project costs must be identified in the budget from the approved grant application and conform to the project scope included in the project expenditure plan of an executed project-specific fund transfer agreement. TFCA funds may be used for project implementation costs as follows:

- Project implementation costs are charges associated with implementing a specific TFCA-funded project, including:
 - Documented hourly labor charges (salaries, wages, and benefits) directly and solely related to implementation of the TFCA project,
 - Shuttle driver labor and equipment maintenance costs,
 - Capital costs, including equipment, [procurement](#) and installation,
 - Operator or personnel training directly related to project implementation,
 - Contractor/[vendor](#) labor charges related to the TFCA project,
 - Travel, and training and associated personnel costs that are directly related to the implementation of the TFCA-funded project (e.g., the cost of training mechanics to service TFCA-funded natural gas clean air vehicles),
 - Indirect costs associated with implementing the project, including reasonable overhead costs (supported by a federally-approved Indirect Cost Allocation Plan (ICAP), incurred to provide a physical place of work (e.g., rent, utilities, office supplies), general support services (e.g., payroll, reproduction) and managerial oversight, and
 - Sponsor may choose not to charge any indirect costs to a TFCA project.
- Project administration costs include invoicing and reporting activities related to the administration of the TFCA funding may be considered eligible for reimbursement on a case-by-case basis provided the project sponsor requests and justifies the reimbursement in the approved grant application and the costs are identified in the expenditure plan of the executed project-specific fund transfer agreement. Reimbursable administrative project costs are limited to a maximum of 5% of the total TFCA reimbursed per project.

For each reimbursement request, a TFCA "Request for Reimbursement of Funds" form is required. The form must have an original signature by an authorized person, and should be sent to the attention of Alameda CTC's Financial Officer. The required form will be attached to the fund transfer agreement (or otherwise provided by Alameda CTC). Project sponsors must submit requests for reimbursement at least once every six months, but not more than once per month. Costs incurred within a fiscal year, defined as the period from July 1 to June 30, are to be included in a reimbursement request submitted within two months after the end of the fiscal year in which the costs were incurred. All final requests for reimbursement are to be submitted no later than the submittal date of the Final Project Report.

The reimbursement request form must be accompanied by the following documentation:

1. Direct Costs: Direct project costs are directly and solely related to the implementation of the project. Documentation includes copies of paid invoices and evidence of payment.
2. Labor Charges: 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.

Documentation of hourly charges includes payroll records indicating job title, hourly pay rate, and time sheets indicating time worked on project (other accounting methods to allocate and document staff time will be considered on a case by case basis).

3. Indirect Costs: Reasonable indirect project implementation costs may be considered eligible for reimbursement with TFCA funds on a case-by-case basis provided the project sponsor requests and justifies the reimbursement in the approved grant application. For the purposes of determining "reasonable" overhead costs, the Alameda CTC may allow indirect costs to be charged to and reimbursed by TFCA if the sponsor has a federally-approved indirect rate, as identified through a federally-approved Indirect Cost Allocation Plan (ICAP). Sponsor will be required to submit an Indirect Cost Rate proposal for approval in advance. The required documentation for indirect project costs would be similar to what is required for direct costs and hourly labor charges.
4. Administrative Costs: Administrative costs that are reimbursable to a project sponsor are limited to a maximum of 5% of the total TFCA funds received and include TFCA invoicing and reporting activities. Administrative project costs may be considered eligible for reimbursement with TFCA funds on a case-by-case basis provided the project sponsor requests and justifies the reimbursement in the approved grant application. The required documentation for administrative project costs would be similar to what is required for direct costs and hourly labor charges.

Appendix D: Board-Adopted TFCA County Program Manager Fund Policies for FYE 2015

Adopted December 18, 2013

The following Policies apply only to the Transportation Fund for Clean Air (TFCA) County Program Manager Fund.

BASIC ELIGIBILITY

1. **Reduction of Emissions:** Only projects that result in the reduction of motor vehicle emissions within the Air District's jurisdiction are eligible.

Projects must conform to the provisions of the California Health and Safety Code (HSC) sections 44220 et seq. and these Air District Board of Directors adopted TFCA County Program Manager Fund Policies for FYE 2015.

Projects must achieve surplus emission reductions, i.e., reductions that are beyond what is required through regulations, ordinances, contracts, and other legally binding obligations at the time of the execution of a grant agreement between the County Program Manager and the grantee. Projects must also achieve surplus emission reductions at the time of an amendment to a grant agreement if the amendment modifies the project scope or extends the project completion deadline.

2. **TFCA Cost-Effectiveness:** Projects must achieve TFCA cost-effectiveness, on an individual project basis, equal to or less than \$90,000 of TFCA funds per ton of total emissions reduced, unless a different value is specified in the policy for that project type. (See "Eligible Project Categories" below.) Cost-effectiveness is based on the ratio of TFCA funds divided by the sum total tons of reactive organic gases (ROG), oxides of nitrogen (NOx), and weighted particulate matter 10 microns in diameter and smaller (PM10) reduced (\$/ton). All TFCA-generated funds (e.g., TFCA Regional Funds, reprogrammed TFCA funds) that are awarded or applied to a project must be included in the evaluation. For projects that involve more than one independent component (e.g., more than one vehicle purchased, more than one shuttle route, etc.), each component must achieve this cost-effectiveness requirement.

County Program Manager administrative costs are excluded from the calculation of a project's TFCA cost-effectiveness.

3. **Eligible Projects, and Case-by-Case Approval:** Eligible projects are those that conform to the provisions of the HSC section 44241, Air District Board adopted policies and Air District guidance. On a case-by-case basis, County Program Managers must receive approval by the Air District for projects that are authorized by the HSC section 44241 and achieve Board-adopted TFCA cost-effectiveness but do not fully meet other Board-adopted Policies.
4. **Consistent with Existing Plans and Programs:** All projects must comply with the transportation control measures and mobile source measures included in the Air District's most recently approved plan for achieving and maintaining State and national ambient air quality standards,

which are adopted pursuant to HSC sections 40233, 40717 and 40919, and, when specified, with other adopted State, regional, and local plans and programs.

5. **Eligible Recipients:** Grant recipients must be responsible for the implementation of the project, have the authority and capability to complete the project, and be an applicant in good standing with the Air District (Policy #8).
 - A. Public agencies are eligible to apply for all project categories.
 - B. Non-public entities are only eligible to apply for new alternative-fuel (light, medium, and heavy-duty) vehicle and infrastructure projects, and advanced technology demonstrations that are permitted pursuant to HSC section 44241(b)(7).
6. **Readiness:** Projects must commence by the end of calendar year 2015. “Commence” includes any preparatory actions in connection with the project’s operation or implementation. For purposes of this policy, “commence” can mean the issuance of a purchase order to secure project vehicles and equipment, commencement of shuttle/feeder bus and ridesharing service, or the delivery of the award letter for a construction contract.
7. **Maximum Two Years Operating Costs:** Projects that provide a service, such as ridesharing programs and shuttle and feeder bus projects, are eligible to apply for a period of up to two (2) years. Grant applicants that seek TFCA funds for additional years must reapply for funding in the subsequent funding cycles.

APPLICANT IN GOOD STANDING

8. **Independent Air District Audit Findings and Determinations:** Grantees who have failed either the fiscal audit or the performance audit for a prior TFCA-funded project awarded by either County Program Managers or the Air District are excluded from receiving an award of any TFCA funds for five (5) years from the date of the Air District’s final audit determination in accordance with HSC section 44242, or duration determined by the Air District Air Pollution Control Officer (APCO). Existing TFCA funds already awarded to the project sponsor will not be released until all audit recommendations and remedies have been satisfactorily implemented. A failed fiscal audit means a final audit report that includes an uncorrected audit finding that confirms an ineligible expenditure of TFCA funds. A failed performance audit means that the program or project was not implemented in accordance with the applicable Funding Agreement or grant agreement.

A failed fiscal or performance audit of the County Program Manager or its grantee may subject the County Program Manager to a reduction of future revenue in an amount equal to the amount which was inappropriately expended pursuant to the provisions of HSC section 44242(c)(3).
9. **Authorization for County Program Manager to Proceed:** Only a fully executed Funding Agreement (i.e., signed by both the Air District and the County Program Manager) constitutes the Air District’s award of County Program Manager Funds. County Program Managers may only incur costs (i.e., contractually obligate itself to allocate County Program Manager Funds) after the Funding Agreement with the Air District has been executed.
10. **Insurance:** Both the County Program Manager and each grantee must maintain general liability insurance, workers compensation insurance, and additional insurance as appropriate for specific projects, with required coverage amounts provided in Air District guidance and final amounts specified in the respective grant agreements.

INELIGIBLE PROJECTS

11. **Duplication:** Grant applications for projects that provide additional TFCA funding for existing TFCA-funded projects (e.g., Bicycle Facility Program projects) that do not achieve additional emission reductions are ineligible. Combining TFCA County Program Manager Funds with other TFCA-generated funds that broaden the scope of the existing project to achieve greater emission reductions is not considered project duplication.
12. **Planning Activities:** A grantee may not use any TFCA funds for planning related activities unless they are directly related to the implementation of a project or program that results in emission reductions.
13. **Employee Subsidies:** Projects that provide a direct or indirect financial transit or rideshare subsidy or shuttle/feeder bus service exclusively to the grantee's employees are not eligible.

USE OF TFCA FUNDS

14. **Cost of Developing Proposals:** Grantees may not use TFCA funds to cover the costs of developing grant applications for TFCA funds.
15. **Combined Funds:** TFCA fund may be combined with other grants (e.g., with TFCA Regional Funds or State funds) to fund a project that is eligible and meets the criteria for all funding sources.
16. **Administrative Costs:** The County Program Manager may not expend more than five percent (5%) of its County Program Manager Funds for its administrative costs. The County Program Manager's costs to prepare and execute its Funding Agreement with the Air District are eligible administrative costs. Interest earned on County Program Manager Funds shall not be included in the calculation of the administrative costs. To be eligible for reimbursement, administrative costs must be clearly identified in the expenditure plan application and in the Funding Agreement, and must be reported to the Air District.
17. **Expend Funds within Two Years:** County Program Manager Funds must be expended within two (2) years of receipt of the first transfer of funds from the Air District to the County Program Manager in the applicable fiscal year, unless a County Program Manager has made the determination based on an application for funding that the eligible project will take longer than two years to implement. Additionally, a County Program Manager 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. Any subsequent schedule extensions for projects can only be given on a case-by-case basis, if the Air District finds that significant progress has been made on a project, and the Funding Agreement is amended to reflect the revised schedule.
18. **Unallocated Funds:** Pursuant to HSC 44241(f), any County Program Manager Funds that are not allocated to a project within six months of the Air District Board of Directors approval of the County Program Manager's Expenditure Plan may be allocated to eligible projects by the Air District. The Air District shall make reasonable effort to award these funds to eligible projects in the Air District within the same county from which the funds originated.
19. **Incremental Cost (for the purchase or lease of new vehicles):** For new vehicles, TFCA funds awarded may not exceed the incremental cost of a vehicle after all rebates, credits,

and other incentives are applied. Such financial incentives include manufacturer and local/state/federal rebates, tax credits, and cash equivalent incentives. Incremental cost is the difference in cost between the purchase or lease price of the new vehicle, and its new conventional vehicle counterpart that meets the most current emissions standards at the time that the project is evaluated.

20. **Reserved.**

21. **Reserved.**

ELIGIBLE PROJECT CATEGORIES

22. Alternative Fuel Light-Duty Vehicles:

Eligibility: For TFCA purposes, light-duty vehicles are those with a gross vehicle weight rating (GVWR) of 8,500 lbs. or lighter. Eligible alternative light-duty vehicle types and equipment eligible for funding are:

- A. Purchase or lease of new hybrid-electric, electric, fuel cell, and CNG/LNG vehicles certified by the CARB as meeting established super ultra low emission vehicle (SULEV), partial zero emission vehicle (PZEV), advanced technology-partial zero emission vehicle (AT-PZEV), or zero emission vehicle (ZEV) standards.
- B. Purchase or lease of new electric neighborhood vehicles (NEV) as defined in the California Vehicle Code.
- C. CARB emissions-compliant vehicle system retrofits that result in reduced petroleum use (e.g., plug-in hybrid systems).

Gasoline and diesel (non-hybrid) vehicles are not eligible for TFCA funds. Funds are not available for non-fuel system upgrades, such as transmission and exhaust systems, and should not be included in the incremental cost of the project.

23. Alternative Fuel Medium Heavy-Duty and Heavy Heavy-Duty Service Replacement Vehicles (low-mileage utility trucks in idling service):

Eligibility: For TFCA purposes, medium and heavy-duty service vehicles are on-road motor vehicles with a GVWR of 14,001 lbs. or heavier. Eligible alternative fuel service vehicles are only those vehicles in which engine idling is required to perform the vehicles' primary service function (for example, trucks with engines to operate cranes or aerial buckets). In order to qualify for this incentive, each new vehicle must be placed into a service route that has a minimum idling time of 520 hours/year, and a minimum mileage of 500 miles/year. Eligible MHDV and HHDV vehicle types for purchase or lease are:

- A. New hybrid-electric, electric, and CNG/LNG vehicles certified by the CARB or that are listed by the IRS as eligible for a federal tax credit pursuant to the Energy Policy Act of 2005.

Scrapping Requirements: Grantees with a fleet that includes model year 1998 or older heavy-duty diesel vehicles must scrap one model year 1998 or older heavy-duty diesel vehicle for each new vehicle purchased or leased under this grant. Costs related to the scrapping of heavy-duty vehicles are not eligible for reimbursement with TFCA funds.

24. Alternative Fuel Heavy-Duty Replacement Vehicles (high mileage):

Eligibility: For TFCA purposes, Alternative Fuel Heavy-Duty Vehicles are defined as follows: Light-heavy-duty vehicles (LHDV) are those with a GVWR between 8,501 lbs. and 14,000 lbs., medium-heavy-duty vehicles (MHDV) are those with a GVWR between 14,001 lbs. and 33,000 lbs., and heavy-heavy-duty vehicles (HHDV) are those with a GVWR equal to or greater than 33,001 lbs. Eligible LHDV, MHDV and HHDV vehicle types for purchase or lease are:

- A. New hybrid-electric, electric, and CNG/LNG vehicles certified by the CARB or that are listed by the IRS as eligible for a federal tax credit pursuant to the Energy Policy Act of 2005.

TFCA funds may not be used to pay for non-fuel system upgrades such as transmission and exhaust systems.

Scrapping requirements are the same as those in Policy #23.

25. Alternative Fuel Bus Replacement:

Eligibility: For purposes of transit and school bus replacement projects, a bus is any vehicle designed, used, or maintained for carrying more than 15 persons, including the driver. A vehicle designed, used, or maintained for carrying more than 10 persons, including the driver, which is used to transport persons for compensation or profit, or is used by any nonprofit organization or group, is also a bus. A vanpool vehicle is not considered a bus. Buses are subject to the same eligibility requirements listed in Policy #24 and the same scrapping requirements listed in Policy #23.

26. Alternative Fuel Infrastructure:

Eligibility: Eligible refueling infrastructure projects include new dispensing and charging facilities, or additional equipment or upgrades and improvements that expand access to existing alternative fuel fueling/charging sites (e.g., electric vehicle, CNG). This includes upgrading or modifying private fueling/charging sites or stations to allow public and/or shared fleet access. TFCA funds may be used to cover the cost of equipment and installation. TFCA funds may also be used to upgrade infrastructure projects previously funded with TFCA-generated funds as long as the equipment was maintained and has exceeded the duration of its years of effectiveness after being placed into service.

TFCA-funded infrastructure projects must be available to and accessible by the public. Equipment and infrastructure must be designed, installed and maintained as required by the existing recognized codes and standards and approved by the local/state authority.

TFCA funds may not be used to pay for fuel, electricity, operation, and maintenance costs.

- 27. Ridesharing Projects:** Eligible ridesharing projects provide carpool, vanpool or other rideshare services. Projects that provide a direct or indirect financial transit or rideshare subsidy are also eligible under this category.

28. Shuttle/Feeder Bus Service:

These projects are intended to reduce single-occupancy vehicle commute-hour trips by providing the short-distance connection between a mass transit hub and one or more commercial or employment centers. All of the following conditions must be met for a project to be eligible for TFCA funds:

- a. The project's route must provide connections only between mass transit hubs, e.g., a rail or Bus Rapid Transit (BRT) station, ferry or bus terminal or airport, and distinct commercial or employment areas.
- b. The project's schedule must coordinate with the transit schedules of the connecting mass transit services.
- c. The project may not replace or duplicate existing local transit service or service that ceased to operate within the past five years. Any proposed service that would transport commuters along any segment of an existing or any such previous service is not eligible for funding.
- d. The project must include only commuter peak-hour service, i.e., 5:00-10:00 AM and/or 3:00-7:00 PM.

Shuttle/feeder bus service applicants must be either: (1) a public transit agency or transit district that directly operates the shuttle/feeder bus service; or (2) a city, county, or any other public agency.

Project applicants that were awarded FYE 2014 TFCA County Program Manager Funds that propose identical routes in FYE 2015 may request an exemption from the requirements of Policy 28. c. These applicants would have to submit a plan demonstrating how they will come into compliance with this requirement within the next three years.

Pilot shuttle/feeder bus service projects are defined as new routes that are at least 70% unique and have not been in operation in the past five years. In addition to meeting the conditions listed above, pilot projects must also comply with the following:

- a. Applicants must provide data supporting the demand for the service, including letters of support from potential users and providers;
- b. Applicants must provide written documentation of plans for financing the service in the future;
- c. Projects located in Highly Impacted Communities as defined in the Air District Community Air Risk Evaluation (CARE) Program must not exceed a cost-effectiveness of \$500,000/ton during the first year of operation, \$125,000/ton for the second year of operation, and \$90,000 by the end of the third year of operation (see Policy #2);
- d. Projects located outside of CARE areas must not exceed a cost-effectiveness of \$125,000 per ton of emissions reduced for the first two years of project operation.
- e. Projects located in CARE areas may receive a maximum of three years of TFCA funds under the Pilot designation; projects located outside of CARE areas may receive a maximum of two years of TFCA funds under this designation. After these time periods, applicants must apply for subsequent funding under the shuttle/feeder bus service designation, described above.

29. Bicycle Projects:

New bicycle facility projects that are included in an adopted countywide bicycle plan or Congestion Management Program (CMP) are eligible to receive TFCA funds. Eligible projects are limited to the following types of bicycle facilities for public use that result in motor vehicle emission reductions:

- A. New Class-1 bicycle paths;
- B. New Class-2 bicycle lanes;
- C. New Class-3 bicycle routes;
- D. New bicycle boulevards;
- E. Bicycle racks, including bicycle racks on transit buses, trains, shuttle vehicles, and ferry vessels;
- F. Bicycle lockers;
- G. Capital costs for attended bicycle storage facilities;
- H. Purchase of two-wheeled or three-wheeled vehicles (self-propelled or electric), plus mounted equipment required for the intended service and helmets; and
- I. Development of a region-wide web-based bicycle trip planning system.

All bicycle facility projects must, where applicable, be consistent with design standards published in the California Highway Design Manual.

30. Bay Area Bike Share

These projects make bicycles available to individuals for shared use for completing first- and last-mile trips in conjunction with regional transit and stand-alone short distance trips. To be eligible for TFCA funds, bicycle share projects must work in unison with the existing Bay Area Bike Share Project by either increasing the fleet size within the initial participating service areas or expanding the existing service area to include additional Bay Area communities. Projects must have a completed and approved environmental plan and a suitability study demonstrating the viability of bicycle sharing. Projects must not exceed a cost-effectiveness of \$500,000/ton.

31. Arterial Management:

Arterial management grant applications must identify a specific arterial segment and define what improvement(s) will be made to affect traffic flow on the identified arterial segment. Projects that provide routine maintenance (e.g., responding to citizen complaints about malfunctioning signal equipment) are not eligible to receive TFCA funds. Incident management projects on arterials are eligible to receive TFCA funds. Transit improvement projects include, but are not limited to, bus rapid transit and transit priority projects. For signal timing projects, TFCA funds may only be used for local arterial management projects where the affected arterial has an average daily traffic volume of 20,000 motor vehicles or more, or an average peak hour traffic volume of 2,000 motor vehicles or more (counting volume in both directions). Each arterial segment must meet the cost-effectiveness requirement in Policy #2.

32. Smart Growth/Traffic Calming:

Physical improvements that support development projects and/or calm traffic, resulting in motor vehicle emission reductions, are eligible for TFCA funds, subject to the following conditions:

- A. The development project and the physical improvements must be identified in an approved area-specific plan, redevelopment plan, general plan, bicycle plan, pedestrian plan, traffic-calming plan, or other similar plan; and
- B. The project must implement one or more transportation control measures (TCMs) in the most recently adopted Air District plan for State and national ambient air quality standards. Pedestrian projects are eligible to receive TFCA funds.

C. The project must have a completed and approved environmental plan.

Traffic calming projects are limited to physical improvements that reduce vehicular speed by design and improve safety conditions for pedestrians, bicyclists or transit riders in residential retail, and employment areas.



Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: February 27, 2014

SUBJECT: Countywide Bicycle Pedestrian Advisory Committee (BPAC) Project Review Guidelines

RECOMMENDATION: Approve Countywide BPAC Project Review Guidelines

Summary

Alameda CTC staff is developing a new role for the Countywide BPAC reviewing that will allow for providing input to project sponsors during early project development phases. Alameda CTC developed guidelines to outline the goals, scope, and roles and responsibilities of the BPAC, project sponsors, and Alameda CTC staff within BPAC project review activities. The Draft BPAC Project Review Guidelines have been revised to incorporate ACTAC and BPAC feedback received at the committees' January meetings. ACTAC is requested to approve the revised BPAC Project Review Guidelines.

Background

Proposed New BPAC Role

Alameda CTC staff proposed a new role for the Countywide BPAC to review and provide input to project sponsors during early project development phases. The proposed role would enable the BPAC to assist with the implementation of complete streets requirements, including local complete streets policies and complete streets provisions in the 2014 Transportation Expenditure Plan.

Alameda CTC developed guidelines for the BPAC project review function that clarify the goals, scope, and roles and responsibilities of project sponsors, the BPAC, and Alameda CTC staff. ACTAC and BPAC reviewed and provided comments on the Draft BPAC Project Review Guidelines at their January meetings (comments are summarized below). Alameda CTC staff revised the BPAC Project Review Guidelines to address these comments.

Comments and Modifications

The table below provides a summary of comments received from ACTAC and BPAC members as well as modifications to the guidelines to address these comments.

Comment	Modification
<u>ACTAC</u>	
Duplicative of local requirements	Level of local review and regional significance have been added as criterion for whether project receives BPAC review. Guidelines clarify that BPAC review likely to apply to 5 to 10 projects per year.
BPAC comments would need to be clear; project review requires sophistication in understanding what is being reviewed	BPAC project review guides will be created that identify key considerations for BPAC members as they conduct review in order to keep comments focused. Local Master Plans are removed as category of projects to receive BPAC review due to complexity of reviewing a full plan document in single meeting. Alameda CTC will develop Local Master Plan guidelines that apply to locally discretionary funded plans; BPAC will review these guidelines as they are developed.
More detail needed on what is required in terms of reconciling comments, timeline, requirement of written response.	Guidelines state that "project sponsors may weigh BPAC comments against other considerations, as appropriate." Guidelines now clarify that BPAC comments must be provided in person at meeting or within a week after project presentation. Guidelines now clarify that project sponsors will be required to provide a written response.
Process could be useful, particularly for Caltrans projects	Comment is noted.
<u>BPAC</u>	
What happens to comments? How will BPAC know if comments have been addressed?	Guidelines clarify that Project Sponsors will be required to respond to comments.
How are comments conveyed to Commission?	Guidelines clarify that BPAC comments will be summarized in a BPAC Comment Log that is included in the BPAC minutes which are transmitted to the Commission through its agenda packet.
Can BPAC Chair and Vice Chair review selection of projects?	Guidelines clarify that Alameda CTC staff will recommend projects to receive BPAC review to BPAC Chair and Vice Chair as part of agenda planning activities.

The revised BPAC Project Review Guidelines are included as Attachment A.

Timeline for Implementation

ACTAC approval of the Project Review Guidelines is sought in March. Subsequently, BPAC will consider the Project Review Guidelines for approval in April. BPAC will then consider its overall bylaws in July and the Project Review Guidelines would take effect with adoption of new bylaws, as approved by the Commission. BPAC project review could begin in October 2014.

Fiscal Impact:

There is no fiscal impact.

Attachments

- A. Bicycle Pedestrian Advisory Committee Project Review Guidelines

Staff Contact

[Tess Lengyel](#), Deputy Director of Policy, Public Affairs and Legislation

[Matthew Bomberg](#), Assistant Transportation Planner

This page intentionally left blank

Alameda CTC Countywide Bicycle Pedestrian Advisory Committee Project Review Guidelines

Introduction

This document provides guidelines for the Alameda CTC Countywide Bicycle and Pedestrian Advisory Committee (BPAC) in reviewing input to Alameda CTC and sponsor agency partners in early project development phases. The document describes the goals of BPAC review, identifies which projects will receive BPAC review, specifies roles and responsibilities of project sponsors, the BPAC, and Alameda CTC staff, and provides an overview of logistics.

This document implements one of the responsibilities outlined for the BPAC in its bylaws. In addition to project review responsibilities, the BPAC also has roles in bicycle and pedestrian planning, funding, and monitoring activities.

Goals of Review

Capital Projects

- Provide a bicyclist and pedestrian user perspective on the safety, comfort, and convenience of proposed transportation project designs or design alternatives.
- Assist project sponsors in developing bicycle and pedestrian facilities in a manner that is appropriate and sensitive to project context.
- Incorporate input at the ideal time in the life of a capital project.
- Supplement the review of local BPACs, as applicable, with the input of bicyclists and pedestrians who represent each jurisdiction in the county as well as transit.

Programs

- Provide input on the effectiveness of proposed curricula and other information distributed through programs.
- Provide input on outreach/marketing plans, including suitable venues and means of communication to reach current or potential pedestrians and bicyclists in different areas of the county.

Relevant Projects

Capital projects (including feasibility studies) and programs are both eligible for BPAC review. Alameda CTC staff will recommend specific projects to receive BPAC review. The recommended projects will be presented to the BPAC Chair and Vice Chair for consideration as part of BPAC agenda planning activities.

For all projects, the following criteria will be used to identify projects for BPAC review:

- Funding source: only projects receiving local funds, excluding local direct program distribution funds, will receive BPAC review
 - Projects identified in the Measure B 2014 Transportation Expenditure Plan
 - Projects receiving Measure B or Vehicle Registration Fee funds as part of a discretionary funding cycle
 - Other projects as requested by project sponsors
- Regional significance or interjurisdictional nature: projects likely to be used by bicyclists and pedestrians from many different jurisdictions or that involve multiple jurisdictions or agencies
- Level of local review: projects that have not already been reviewed by a local committee comprised of members representing bicyclist and pedestrian viewpoints will be prioritized for BPAC review

In addition, for capital projects, the following criteria will be considered:

- Early development phase: projects will only be considered up to and including 30 percent design phase (see Figure 1)
- Bicycle/pedestrian nexus: projects should have a clear impact on bicycle and pedestrian safety, comfort, convenience, or access/circulation

Due to logistical considerations including frequency of BPAC meetings, time required for an in-depth discussion of a project, and other BPAC responsibilities, it is estimated that the BPAC will review 5 to 10 projects per year.

Roles and Responsibilities

Project sponsors

- Provide presentation materials to Alameda CTC prior to BPAC presentation
- Present to BPAC
- Respond in writing to BPAC comments within specified time period

BPAC

- Review project presentation materials prior to meeting
- Provide comments during meeting and/or designated comment period after meeting

Alameda CTC Staff

- Identify projects for BPAC review at the conclusion of each funding cycle
- Work with project sponsor to facilitate scheduling of presentations, including developing a one-year look-ahead of project presentations at the beginning of each fiscal year

- Develop BPAC project review guides for different project types that identify key considerations (e.g. consistency with appropriate plans, inclusion of appropriate design elements, etc.) to facilitate focused BPAC comments
- Prepare project cover sheet with relevant background information based on information from project grant application
- Provide project presentation materials to BPAC for review prior to BPAC meeting
- Document and summarize BPAC comments
- Provide comments to project sponsors for response
- Include BPAC project comments in Alameda CTC meeting packet
- Report semi-annually to ACTAC on scheduled upcoming BPAC project presentations

BPAC Chair and Vice Chair

- Review Alameda CTC staff recommendation of which projects should receive BPAC review
- Review summarized BPAC comments for accuracy

Logistics

Selection and scheduling

Alameda CTC staff, in consultation with the BPAC Chair and Vice Chair, will review eligible projects and identify priority projects for BPAC review using the criteria outlined above. For these projects, BPAC presentations will be included in grant or funding agreements as a task.

At the conclusion of each fiscal year, Alameda CTC staff will consult with project sponsors to develop a one-year look-ahead of BPAC project presentations, based on project progress and anticipated upcoming milestones as well as BPAC meeting dates.

Alameda CTC staff will maintain a list of projects identified for BPAC review and will update information on which projects have completed this review or are scheduled to be presented to the BPAC within the upcoming year. This information will be provided to the Alameda County Technical Advisory Committee semi-annually.

Project sponsors wishing to request BPAC review for a federal, state, or Measure B/VRF local direct program distribution funded project may request such review at any time. These projects will be accommodated as permitted by the BPAC's existing scheduled project review and other work program items.

Presentation

Project sponsors will be required to prepare a presentation for the BPAC. For capital projects, the presentation should provide information such as a map of the project location, existing condition photos, and relevant project schematic drawings needed

to clearly explain/demonstrate future biking and walking conditions. For programs, the presentation should provide information such as an overview of proposed program goals, curriculum or messages, and communication and outreach strategy.

Project sponsors will be required to provide the presentation to the Alameda CTC three weeks in advance of the BPAC meeting date.

Alameda CTC staff will prepare a project cover sheet that identifies relevant project background information (e.g. location, nearby land uses, relevant plans that project is included in, etc.). This cover sheet will be completed using existing information from project grant applications and materials submitted by a project sponsor or other materials, as applicable.

Comments

The BPAC may make comments directly at the BPAC meeting. The BPAC may also make comments conveyed to Alameda CTC staff up to one week after the project presentation. Alameda CTC staff will collate and summarize BPAC comments. Summarized comments will be included in a "BPAC Project Comment Log" that is included with the BPAC Chair's report in the Alameda CTC meeting packet. Summarized comments will also be sent to project sponsors to facilitate their work developing responses.

Alameda CTC staff will develop BPAC project review guides for different project types that identify key questions or issues for BPAC members to consider when conducting the project review. The goal of these guides will be to ensure that comments are focused and provide the most valuable information to project sponsors.

Response to Comments

Project sponsors will be required to respond in writing to BPAC comments. Project sponsors may weight BPAC comments and suggestions against other considerations, as appropriate. For projects that are in environmental phase and that will prepare an environmental document for public comment as part of CEQA, the BPAC presentation will be scheduled prior to or during the CEQA comment period and comments may be addressed as part of existing CEQA requirements. For projects that are in a non-environmental phase or are Categorically Exempt from CEQA, project sponsors will have 45 days from the receipt of comments from the Alameda CTC to develop responses.

Other Provisions

- Alameda CTC staff will revisit these guidelines after a year. The Countywide BPAC and ACTAC will be notified of any proposed changes.

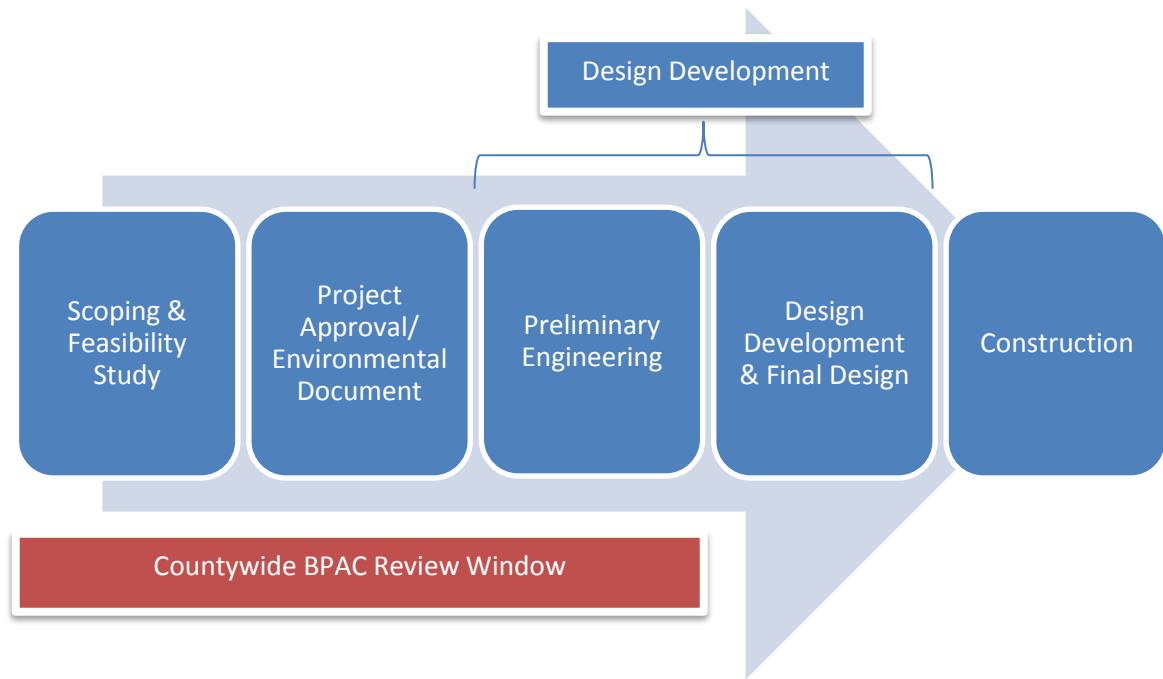


Figure 1: Capital Project Development Phases

This page intentionally left blank



Memorandum

6.3

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: February 27, 2014

SUBJECT: One Bay Area Grant (OBAG) Program - Local Streets and Roads (LSR) Funding

RECOMMENDATION: Approve Resolution 14-005, regarding a revision to the One Bay Area Grant (OBAG) Program to defer Albany's OBAG Local Streets and Roads project funding.

Summary

One of the requirements to receive One Bay Area Grant (OBAG) funding was for jurisdictions to obtain California State Department of Housing and Community Development (HCD) certification of their general plan's housing element by January 31, 2013. The City of Albany was granted a one-year extension to the deadline, to January 31, 2014, but currently is not estimated to receive HCD certification until March 2014 at the earliest. Failure to meet this OBAG requirement has precluded Albany from receiving \$149,000 programmed to a Local Streets and Roads (LSR) project in Albany. The Metropolitan Transportation Commission (MTC) has requested the funds be reprogrammed in order to keep this funding within Alameda County. Alameda CTC staff is recommending, as reflected in Resolution 14-005, provided as Attachment A: (1) a deferral of Albany's receipt of the \$149,000 to the next federal LSR cycle and (2) programming \$149,000 of federal OBAG funds to another LSR project being implemented by an agency that has met all the OBAG program requirements (City of Oakland). The advance of federal LSR funds to the City of Oakland and the deferred use of the federal LSR funds by Albany will be accounted for through the LSR component of the next federal funding cycle.

Background

MTC's OBAG program, detailed in MTC Resolution 4035, is a regional program funded with Cycle 2 federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) and covers four fiscal years, 2012-13 through 2015-16. A portion of the OBAG funds were programmed by the Alameda CTC for Local Streets and Roads (LSR) preservation and by formula were sub-allocated to cities, including Albany. One of the eligibility requirements of MTC Resolution 4035 was for jurisdictions to obtain California State Department of Housing and Community Development (HCD) certification of the housing element of a city's general plan by January 31, 2013. Albany received a one-year extension to the deadline to January 31, 2014. The following summarizes Albany's status within the HCD certification process:

- Albany submitted its draft housing element to HCD On October 28, 2013,
- On December 26, 2013, the HCD provided a letter regarding its review of Albany's draft housing element, requesting revisions,
- Albany staff completed the requested revisions in January 2014,
- The revised housing element was reviewed by Albany's Planning and Zoning Commission on February 12, 2014,
- The revised housing element is scheduled for final approval by the City Council on March 3, 2014, and
- Following the City Council's March action, the revised draft housing element will be submitted to the HCD.

In light of Albany's efforts to meet the HCD certification deadline, Alameda CTC staff is proposing to defer Albany's receipt of the \$149,000 of OBAG funds for a Local Streets and Roads (LSR) project in Albany to the LSR component of the next federal funding cycle and to program the \$149,000 of OBAG funding to an existing City of Oakland OBAG LSR project. As summarized in the below table, the advance of federal LSR funds to the City of Oakland and the deferred use of the federal LSR funds by Albany will be accounted for through the LSR component of the next federal funding cycle.

Staff considers Oakland a good candidate for receiving the advanced LSR funding because it has met all OBAG program requirements and has a large "complete streets" LSR project, Lake Merritt BART Bikeways, programmed in FY 2014-15 with a large amount of local matching funds. This allows for changing the project's funding mix, while at the same time maintaining the required minimum local matching funds without negatively impacting the project's deliverability. Both Albany and Oakland staff are agreeable to the proposal.

Funding Cycle	Albany LSR Project	Oakland LSR Project
OBAG	(\$149,000)	\$149,000
Next Federal Cycle (LSR Component)	\$149,000	(\$149,000)
Net Funding	\$0	\$0

Fiscal Impact: There is no fiscal impact.

Attachments

A. Alameda CTC Resolution 14-005

Staff Contacts

[Matt Todd](#), Principal Transportation Engineer

[Jacki Taylor](#), Program Analyst



ALAMEDA COUNTY TRANSPORTATION COMMISSION RESOLUTION 14-005

Commission Chair

Supervisor Scott Haggerty, District 1

Commission Vice ChairCouncilmember Rebecca Kaplan,
City of Oakland**AC Transit**

Director Elsa Ortiz

Alameda CountySupervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5**BART**

Director Thomas Blalock

City of Alameda

Mayor Marie Gilmore

City of Albany

Mayor Peggy Thomsen

City of Berkeley

Councilmember Laurie Capitelli

City of Dublin

Mayor Tim Sbranti

City of Emeryville

Vice Mayor Ruth Atkin

City of Fremont

Mayor Bill Harrison

City of Hayward

Councilmember Marvin Peixoto

City of Livermore

Mayor John Marchand

City of Newark

Councilmember Luis Freitas

City of Oakland

Vice Mayor Larry Reid

City of Piedmont

Mayor John Chiang

City of Pleasanton

Mayor Jerry Thorne

City of San Leandro

Councilmember Michael Gregory

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Arthur L. Dao

Authorizing a revision to the One Bay Area Grant (OBAG) Program to defer Albany's OBAG Local Streets and Roads project funding and reprogram \$149,000 One Bay Area Grant (OBAG) Surface Transportation Program (STP) funds from the City of Albany to the City of Oakland.

WHEREAS, the Metropolitan Transportation Commission (MTC) is the Metropolitan Planning Organization (MPO) for the nine county San Francisco Bay Region and is responsible for programming Regional Discretionary Federal Surface Transportation Program (STP) Funds; and

WHEREAS, MTC's One Bay Area Grant (OBAG) Program included STP funds and eligible recipients are required to comply with OBAG program requirements; and

WHEREAS, the Alameda County Transportation Commission (Alameda CTC) approved a program of projects on June 27, 2013, which included OBAG STP funding for Local Streets and Roads preservation projects; and

WHEREAS, OBAG program policy requires jurisdictions to obtain California State Department of Housing and Community Development (HCD) certification of their general plan's housing element by January 31, 2013; and

WHEREAS, Albany received a one-year extension to the HCD certification deadline to January 31, 2014, but was unable to meet the deadline and therefore is not an eligible to receive OBAG funds; and

WHEREAS, Albany was approved for \$149,000 of OBAG STP for Santa Fe Avenue Pavement Rehabilitation; and

WHEREAS, MTC has requested the funds to be programmed to another OBAG eligible project since Albany did not meet the OBAG program requirements and therefore is not an eligible OBAG recipient; and

WHEREAS, the City of Oakland is an eligible recipient of OBAG funding and has an existing LSR project which can use the additional OBAG funds within the established project delivery timelines associated with the funds; and

NOW, THEREFORE, BE IT RESOLVED, that the Alameda CTC will revise the OBAG program by deferring the City of Albany's receipt of \$149,000 of OBAG STP funding and reprogramming it to the City of Oakland for a LSR preservation project previously approved for OBAG funding as an advance from the LSR component of the next federal STP cycle; and

BE IT FURTHER RESOLVED, that the Alameda CTC will withhold \$149,000 from the City of Oakland's share of the LSR component of the next federal STP cycle and make the withheld funds available to the City of Albany for LSR preservation.

Duly passed and adopted by the Alameda County Transportation Commission at the regular meeting of the Board held on Thursday, March 26, 2014, in Oakland, California by the following votes:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

ATTEST:

Scott Haggerty, Chairperson

Vanessa Lee, Clerk of the Commission



Memorandum

6.4

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: February 27, 2014

SUBJECT: Third Cycle Lifeline Program Backfill for Lapsed Job Access and Reverse Commute (JARC) Funding

RECOMMENDATION: Approve an Exchange of Measure B Direct Local Distribution Funding to Backfill Lapsed Job Access and Reverse Commute (JARC) funding from the Third Cycle Lifeline Program and authorize the Executive Director to enter into all necessary agreements.

Summary

The Third Cycle of the Lifeline Transportation Program, which provides funding to projects that improve mobility for the region's low-income communities, has a shortfall of approximately \$2 million due to lapsed Job Access and Reverse Commute (JARC) funding, due to a delay in certification of the funding grants by the U.S. Department of Labor. The Metropolitan Transportation Commission (MTC) has proposed a backfill strategy to replace the lapsed funding with other sources that addresses the eligibility limitations of the replacement funds and maintains project funding levels. An exchange of approximately \$1.03 million of AC Transit Measure B Direct Local Distribution funds for State Transit Assistance (STA) is recommended to allow for the funding of the complete Third Cycle Lifeline Transportation program in Alameda County. The exchange will also replace a like amount of AC Transit Measure B Direct Local Distribution fund with STA funds provided by MTC. The exchanged funds will support the San Leandro LINKS shuttle (\$310,089) and the City of Oakland's Broadway "Free B" shuttle (\$723,000).

Background

MTC requested about \$2 million of Federal Transit Administration (FTA) Jobs Access and Reverse Commute (JARC) in 2013 to be used to fund projects selected through the Third Cycle Lifeline Program. A portion of the JARC funds identified for the program lapsed on September 30, 2013 due to delays in U.S. Department of Labor certification of the FTA grants for the JARC funds. The delays were the result of a dispute over potential conflicts between the California Public Employees' Pension Reform Act (PEPRA) and federal transit labor law. MTC's request for the lapsed JARC funds to be reinstated was denied. The lapsed JARC funds were programmed to the MTC's regional Third Cycle Lifeline Transportation Program, which funds projects that improve mobility for the region's low-income communities. Forty percent of the lapsed funding was identified for projects within Alameda County.

Proposed Backfill

In order to maintain full funding for the Third Cycle Lifeline Program, MTC has developed a plan to replace all of the lapsed JARC funds by redistributing the available funds among the projects and allocating new funds from future Lifeline cycles (regional plan detailed in Attachment A). The proposed plan will better align the available funding with eligible project sponsors and will not impact the total funding available to each project. MTC's Lifeline Program allows for nonprofit or local agency (non-transit agency) sponsors, but the funding available to MTC for the backfill is limited to transit agencies. In order to make local funds available to shuttle projects operated by cities, for the affected projects in Alameda County, an exchange is proposed between STA and Measure B (from AC Transit's share of Measure B Direct Local Distribution funds for Mass Transit). To facilitate this exchange, AC Transit is proposed to receive approximately \$1.03 million of additional STA funding from MTC in lieu of a like amount of its Measure B pass-through funding. The exchanged Measure B funds are to be programmed as follows: (1) \$310,089 to the San Leandro Transportation Management Organization's LINKS shuttle and (2) \$723,000 to the City of Oakland's Broadway "Free B" shuttle. For both projects, the Measure B funding is to be used for shuttle operations as originally approved for the Third Cycle Lifeline Program, provided as Attachment B.

Approval process

The MTC Commission and AC Transit Board of Directors approved the backfill proposal in February 2014 and the Alameda CTC Commission will consider this item in March 2014. Upon approval by all three agencies, the Alameda CTC will enter into an exchange agreement with AC Transit as well as Measure B funding agreements with the cities of San Leandro and Oakland. AC Transit will allocate the STA funds through the FTA.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. MTC's Regional Third Cycle Lifeline Transportation Program Backfill Proposal
- B. Alameda CTC Third Cycle Lifeline Transportation Program

Staff Contact

[Matt Todd](#), Principal Transportation Engineer

[Jacki Taylor](#), Program Analyst

Programming & Allocations Committee, February 12, 2014, Item 2g, Attachment A Lifeline Transportation Program Cycle 3 Funding Revisions

Revised MTC Program following FY2010-11 Lapse

Sponsor	Project	FY2010-11 & FY2011-12 JARC Total	FY2010-11 JARC Shortfall	Revised FY2011-12 JARC	Backfill		Balance
					STA	FY2013-14 5307	
Cycles of Change	Neighborhood Bicycle Centers/2012 Ops	10,000	-	10,000	-	-	0
Cycles of Change	Neighborhood Bicycle Centers	360,000	155,248	360,000	-	-	0
City of Oakland	Oakland Broadway Shuttle	723,000	311,790	-	723,000	-	0
San Leandro Transp Mgmt Org	San Leandro "LINKS" Shuttle	371,000	124,992	60,911	310,089	-	0
City of Alameda	Estuary Crossing Shuttle Service	187,957	81,056	187,957	-	-	0
City of Concord	Monument Neighborhood Shuttle	161,648	80,598	-	161,648	-	0
Contra Costa County E&HS Dept	KEYs Auto Loan Program	129,500	64,672	129,500	-	-	0
Contra Costa County E&HS Dept	Taxi Referral Program	147,832	73,606	109,948	-	37,884	0
City of Richmond	Easy Go Program	140,000	60,374	140,000	-	-	0
Peninsula Family Services	Ways to Work Auto Loans	375,000	161,717	375,000	-	-	0
City of East Palo Alto	Weekday Community Shuttle	123,368	53,202	123,368	-	-	0
City of East Palo Alto	Weekday Evening Shuttle	76,872	33,151	76,872	-	-	0
San Mateo Human Services Agency	Taxi Vouchers	60,000	25,875	60,000	-	-	0
City of East Palo Alto	Weekend Shuttle	59,557	25,684	59,557	-	-	0
Outreach & Escort, Inc.	Family Transportation Services	1,010,002	461,829	548,173	461,829	-	0
MTC	Admin & Tech Asst (LTP3)	278,679	69,669	189,666	89,013	-	0
TOTAL MTC PROGRAM:		\$ 4,214,415	\$ 1,783,462	\$ 2,430,952	\$ 1,745,579	\$ 37,884	\$ -

Revised Transit Operator Program following FY2010-11 Lapse

Sponsor	Project	FY2010-11 & FY2011-12 JARC Total	FY2010-11 JARC Shortfall	Revised FY2011-12 JARC	Backfill		Balance
					STA	FY2013-14 5307	
AC Transit	Preserve Ops in Comm of Concern	54,367	45,986	8,381	-	45,986	0
Santa Rosa CityBus	Roseland Operations	249,123	124,214	124,909	-	124,214	0
TOTAL OPERATOR PROGRAM:		\$ 303,490	\$ 170,200	\$ 133,290	\$ -	\$ 170,200	

TOTAL PROGRAM: \$

4,517,905 \$

1,953,662 \$

2,564,242 \$

TOTAL BACKFILL	
STA	FY2013-14 5307
\$ 1,745,579	\$ 208,084

6.4A

This page intentionally left blank

Cycle 3 Lifeline Transportation Program - Approved May 24, 2012

Previously Approved Cycle 3 Programming:					Total Funding Available and Amount Approved (by fund source)			
Project Rank	Sponsor	Project/Program & Description	Project Type ²	Funding Request	STA ¹	JARC	STP	Total
NA	Alameda CTC	Update Community-Based Transportation Plans	4	\$ 475,000	\$ 5,094,237	\$ 2,177,386	\$ 2,130,539	\$ 9,402,162
NA	Cycles of Change	Neighborhood Bicycle Centers/ "Bike-go-Round" - 2012 Operations	2	\$ 45,000		\$ 45,000		\$ 45,000
Remaining Balance for Cycle 3 Discretionary Program:					\$ 5,094,237	\$ 2,132,386	\$ 1,655,539	\$ 8,882,162

Proposed Final Program for Cycle 3 Balance:					Funding Recommendation (by fund source)				
Project Rank	Sponsor	Project/Program	Description	Project Type ²	Funding Request	STA ¹	JARC	STP	Total Lifeline \$ Recommended
1	Oakland Public Library, City of Oakland ³	A Quicker, Safer Trip to the Library to Promote Literacy	"A Quicker, Safer Trip to the Library to Promote Literacy" will transport preschool and kindergarten students, teachers and interested parents by bus to the West Oakland Library for story time and to check out library books. Program will transport approximately 7 classes per week to the library by bus. Request is for 3 years of program operations.	1, 2	\$ 185,000	\$ 185,000			\$ 185,000
2	Cycles of Change	Neighborhood Bicycle Centers/"Bike-go-Round"	Bike-go-Round program offers bicycle education and distribution services for low-income Oakland Residents to use bicycles for work commuting. The funding requested is for three years of program operations which would provide training for 1,500 participants and distribute 600 bikes over a 3-year period.	2	\$ 360,000		\$ 360,000		\$ 360,000
3	AC Transit ^{4, 5}	Preservation of Existing Services in Communities of Concern	The Lifeline funds will be utilized to restructure and/or continue service to several key communities of concern in the Southern, Central and Northern portions of Alameda County. Request is for 3 years of service.	1	\$ 5,500,000	\$ 4,129,771	\$ 525,429		\$ 4,655,200
4	Alameda County Public Works	Hathaway Avenue Transit Access Improvements	Cherryland is a low-income community with many transit-dependent residents and the lack of sidewalks limits access to AC Transit. The Hathaway Avenue Project includes curb, gutter, ADA pedestrian ramps, landscape, and sidewalks along Hathaway Avenue between Rondale Court and Hayward City limits.	3	\$ 430,000			\$ 430,000	\$ 430,000
5	BART	BART Transbay Owl Express Bus Service	This project will provide express owl bus service departing from the Market Street corridor in downtown San Francisco from 12:30am - 1:45am to key BART stations along the Yellow (Concord) and Green (Fremont) BART lines on Friday and Saturday nights after the BART system has closed. This is a multicounty request. \$200K has been requested from Contra Costa County. This is a one-year pilot project.	1	\$ 297,800	\$ 297,800			\$ 297,800
6	City of Oakland	Oakland Broadway Shuttle	The Broadway Shuttle is a free downtown shuttle linking major transit stations such as the AC Transit 20th St Hub, BART, Amtrak Capitol Corridor, and the Alameda/Oakland/SF Ferry. The route is on Broadway between Embarcadero and 27th St from 7am-7pm Mon-Th; 7am-1am Fri; and 6pm-1am Sat. The Lifeline request also includes expanding weekday evening service until 10pm Mon-Thurs, for a 3-year period.	1	\$ 1,063,380		\$ 723,000		\$ 723,000

Proposed Final Program for Cycle 3 Balance:						Funding Recommendation (by fund source)			
Project Rank	Sponsor	Project/Program	Description	Project Type ²	Funding Request	STA ¹	JARC	STP	Total Lifeline \$ Recommended
7	LAVTA	WHEELS Route 14 Service Provision	The WHEELS Route 14 provides service to residents and employees of the central district of Livermore by connecting low-income communities to employment opportunities and regional transportation services via the Livermore Transit Center. Funding request is for Rte 14 operations which has previously received both Lifeline and JARC funding. Request is for 3 years of service.	1	\$ 550,000	\$ 366,000			\$ 366,000
8	AC Transit	East Bay Bus Rapid Transit Terminus/SL BART Improvements	AC Transit, in coordination with BART and the City of San Leandro, is proposing to expand the transit center at the San Leandro BART station to accommodate the East Bay Bus Rapid Transit Project (BRT) terminus, other AC Transit routes, and other transit services.	3	\$ 1,546,513			\$ 1,225,539	\$ 1,225,539
9	San Leandro Transportation Mgmt Organization (SLTMO)/ San Leandro	San Leandro "LINKS" Shuttle	LINKS is a free shuttle service from the San Leandro BART station to businesses in West San Leandro. LINKS Shuttle runs two 32 passenger vehicles during commute hours between the San Leandro BART station and hundreds of employers in West San Leandro. Service is jointly managed by the SLTMO and the City of San Leandro. Request is for 3 years of service.	1	\$ 505,000		\$ 336,000		\$ 336,000
10	City of Alameda Public Works ⁶	Estuary Crossing Shuttle Service Extension	The project would extend the existing Estuary Crossing Shuttle service an additional three years from August 2013 to August 2016. The proposed project includes multi-lingual outreach/marketing and a new bus stop at Willie Stargell Avenue and Fifth Street, which is adjacent to low-income public housing. Request is for 3 years of service.	1, 3	\$ 503,432		\$ 187,957		\$ 187,957
11	Union City Transit, City of Union City	Operation Support for Route 2	This request is for 1 year of Route 2 operations. The route serves Union City's low income areas and connects UC Intermodal Station with the Decoto neighborhood as well as job centers along Whipple Rd corridor.	1	\$ 347,000	\$ 115,666			\$ 115,666
Total Recommended					\$ 11,288,125	\$ 5,094,237	\$ 2,132,386	\$ 1,655,539	\$ 8,882,162
Lifeline Amount Available						\$ 5,094,237	\$ 2,132,386	\$ 1,655,539	\$ 8,882,162
Amount Requested Over/Under Amount Available						\$ -	\$ -	\$ -	\$ -

Notes:

1. This amount is 95% of the total STA target of \$5,362,355. Programming up to 95% per MTC direction.
2. 1 = Transit Operations; 2 = Program Operations; 3 = Capital; 4 = Other.
3. BART has agreed to be the FTA sponsor for the STA funds.
4. For the Cycle 3 Lifeline Program, funding requests are limited to a maximum of \$5 million per project.
5. The 5% unprogrammed STA balance is \$268,118. If available in the future, is recommended for AC Transit Preservation of Existing Service.
6. The recommendation is for shuttle operations and marketing. The proposed bus stop improvements are not eligible for JARC funding.



Memorandum

6.6

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: February 27, 2014

SUBJECT: Alameda County Federal Inactive Projects List: February 2014 Update

RECOMMENDATION: Receive an update on the February 2014 Alameda County Federal Inactive Projects

Summary

Federal regulations require that agencies receiving federal funds invoice against their obligations at least once every six months. Projects that do not have invoicing activity over a six month period are placed on the Inactive Obligation list, and those projects are at risk of deobligation of the project's federal funds unless Caltrans and the Federal Highways Administration (FHWA) receive either an invoice or a valid justification for inactivity. Caltrans is tracking inactive obligations, and updating a list of inactive projects every week. If Caltrans and FHWA do not receive adequate invoicing or justification for the project's inactivity, the project may be deobligated.

Background

In response to FHWA's new guidance for processing Inactive Obligations, Caltrans developed new guidelines for managing federal inactive obligations. The new guidelines treat all federal-aid as well as the American Recovery and Reinvestment Act (ARRA) inactive projects equally. In order to manage these changes more proactively Caltrans changed the management of "inactive projects" as follows beginning July 1, 2013:

- If the Department does not receive an invoice for more than six months, the project will be deemed "inactive" and posted on the Department's website. Local Agencies will be notified the first time projects are posted.
- If the Department does not receive an invoice within the following six months (12 months without invoicing), the Department will deobligate the unexpended balances.
- It is the responsibility of the local agencies to work in collaboration with their respective District Local Assistance Engineer's to ensure their projects are removed from the list to avoid deobligation.
- The Inactive project listing is posted at the following website and will be updated weekly: <http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm>

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Alameda County List of Federal Inactive Projects Report dated 02/20/14
- B. Justification Form

Staff Contact

[Matt Todd](#), Principal Transportation Engineer

[Vivek Bhat](#), Senior Transportation Engineer

ALAMEDA COUNTY LIST OF INACTIVE OBLIGATIONS
UPDATED BY CALTRANS ON 02/20/2014

Updated on 02/20/2014

Project No (newly added projects highlight ed in GREEN)	Status	Agency/District Action Required	Prefix	Agency	Description	Latest Date	Authorization Date	Last Expenditure Date	Last Action Date	Total Cost	Federal Funds	Expenditure Amt	Unexpended Bal
5057019	Inactive	Records indicate project is in Final Voucher. District to verify.	CML	Berkeley	SAN PABLO AVE. CORRIDOR IN CITY OF BERKELEY , BICYCLE RELATED - OTHER	2/14/2013	4/1/2000	2/14/2013	2/14/2013	2,851,178.00	1,432,000.00	1,405,027.04	26,972.96
6193009	Inactive	Invoice returned to agency. Contact DLAE.	RPSTPLE	Livermore Amador Valley Transit Authority	LIVERMORE, BUS RESTORATION	3/27/2013	6/14/2011	3/27/2013	3/27/2013	234,502.00	200,000.00	97,429.78	102,570.22
5012093	Inactive	Invoice under review by Caltrans. Monitor for progress.	STPLZ	Oakland	CAMPUS DRIVE BRIDGE OVER TRIBUTARY TO LION CREEK; BR# 33C0238, SEISMIC RETROFIT	3/14/2013	4/19/2011	3/14/2013	3/14/2013	1,173,920.00	1,039,271.00	836,050.33	203,220.67
5014037	Future	Submit invoice to District by 05/20/2014	HSIPL	Alameda	SHORELINE DRIVE, WESTLINE DR, AND BROADWAY, REDUCE TRAVEL LANES FROM 4 TO 2; INSTALL BIKE LNS	4/18/2013	1/18/2012	4/18/2013	4/18/2013	75,300.00	67,770.00	64,542.79	3,227.21
5014038	Future	Submit invoice to District by 05/20/2014	HSIPL	Alameda	PARK STREET, PARK STREET DRAW BRIDGE TO ENCINAL AVE, INSTALL LEFT TURN LANES PHASE, UPGRADE SIGNALS	6/20/2013	1/18/2012	6/20/2013	6/20/2013	166,250.00	126,350.00	4,118.67	122,231.33
5933028	Future	Submit invoice to District by 05/20/2014	STPLZ	Alameda County	OAKLAND ESTUARY (FRUITVALE AV) BR NO 33C-0147, SEISMIC RETROFIT	6/27/2013	9/1/1996	6/27/2013	6/27/2013	561,250.00	488,021.00	466,237.38	21,783.62
6273053	Future	Submit invoice to District by 05/20/2014	HPLUN	Alameda County Congestion Management Agency	I-880- 23RD. AVE. TO 29TH. AVE. INTERCHANGES,, REPLACE INTERCHANGES- OVERCROSS	4/11/2013	5/8/2009	4/11/2013	4/11/2013	2,249,750.00	1,787,000.00	1,628,695.47	158,304.53
6273061	Future	Submit invoice to District by 05/20/2014	IMDL	Alameda County Congestion Management Agency	I-580- EAST OF OVER CROSSING OF ISABEL AVE.- TO FIRST ST. IN CITY OF LIVERMORE, WIDEN THE EASTBOUND INTERSTATE 580 FOR AUX. LANES	6/13/2013	5/31/2011	6/13/2013	6/13/2013	1,525,000.00	225,000.00	219,947.58	5,052.42
6273063	Future	Submit invoice to District by 05/20/2014	IMDL	Alameda County Congestion Management Agency	I-580 WESTBOUND; W.OF GREENVILLE RD. O.C. TO W.OF SAN RAMON RD./ FOOHILL O.C., PRELIMINARY ENGINEERING	6/13/2013	7/22/2011	6/13/2013	6/13/2013	12,600,000.00	250,000.00	243,149.99	6,850.01
6273065	Future	Submit invoice to District by 05/20/2014	STPCML	Alameda County Congestion Management Agency	COUNTY WIDE, IMPLEMENT A COUNTYWIDE SR2S PROGRAM	5/14/2013	3/29/2011	5/14/2013	5/14/2013	3,604,000.00	3,189,000.00	1,312,825.06	1,876,174.94
5057038	Future	Submit invoice to District by 08/20/2014	RPSTPLE	Berkeley	BERKELEY BAYTRAIL EXTENSION, WALKWAY & BIKELANE (TC)	7/11/2013	2/16/2012	7/11/2013	7/11/2013	1,870,199.00	1,860,199.00	1,093,398.84	766,800.16

ALAMEDA COUNTY LIST OF INACTIVE OBLIGATIONS

UPDATED BY CALTRANS ON 02/20/2014

Updated on 02/20/2014

Project No (newly added projects highlight ed in GREEN)	Status	Agency/District Action Required	Prefix	Agency	Description	Latest Date	Authorization Date	Last Expenditure Date	Last Action Date	Total Cost	Federal Funds	Expenditure Amt	Unexpended Bal
5432015	Future	Final Invoice under review by Caltrans. Monitor for progress.	CML	Dublin	GOLDEN GATE DRIVE, STREETSCAPE ENHANCEMENTS	4/11/2013	3/18/2011	4/11/2013	4/11/2013	1,189,250.00	647,000.00	104,965.20	542,034.80
5053025	Future	Invoice returned to agency. Resubmit to District by 08/20/2014	CML	Livermore	DOWNTOWN LIVERMORE, BIKE & PED. TRAIL	7/25/2013	4/4/2012	7/25/2013	7/25/2013	1,154,649.00	1,153,989.00	905,049.03	248,939.97
5012087	Future	Submit invoice to District by 05/20/2014	CML	Oakland	66TH AVE. FROM SAN LEANDRO TO INTERNATIONAL BLVD, STREETSCAPE	5/9/2013	3/30/2009	5/9/2013	5/9/2013	2,067,126.00	1,230,000.00	1,193,441.26	36,558.74
5012100	Future	Invoice under review by Caltrans. Monitor for progress.	ESPL	Oakland	7TH STREET FROM UNION TO PERALTA STREETS, PEDESTRAIN STREETSCAPE IMPROVE	4/10/2013	8/4/2009	4/10/2013	4/10/2013	4,070,044.00	3,630,000.00	3,470,509.81	159,490.19
5012114	Future	Invoice under review by Caltrans. Monitor for progress.	HSIPL	Oakland	BANCROFT AVE. / 94TH AVE., INSTALL TRAFFIC SIGNALS, CONSTRUCT CURB RAMPS	5/21/2013	1/23/2012	5/21/2013	5/21/2013	96,250.00	86,625.00	47,949.23	38,675.77
5012115	Future	Invoice returned to agency. Resubmit to District by 05/20/2014	HSIPL	Oakland	SAN PABLO @ WEST GRAND AVE. AND @ WEST STREET, UPGRADE SIGNALS/MODIFY INTERSECTIONS	5/21/2013	1/23/2012	5/21/2013	5/21/2013	79,200.00	71,280.00	69,513.78	1,766.22
5012121	Future	Submit invoice to District by 05/20/2014	BPMP	Oakland	HEGENBERGER RD. OVER SAN LEANDRO STREET- BRIDGE # 33C0202, BRIDGE PREVENTIVE MAINTENANCE	4/29/2013	4/29/2013		10/22/2013	761,250.00	673,935.00	0	673,935.00
5101026	Future	Submit invoice to District by 05/20/2014	CML	Pleasanton	I-580 AT FOOTHILL RD, FOOTHILL RD: CANYON WAY NORTH TO I-580 WB RAMP, REALIGN FREEWAY RAMPS FOR BIKE LANE GAP CLOSER	4/30/2013	4/30/2013		5/10/2013	3,960,000.00	709,000.00	0	709,000.00
6000014	Future	Invoice under review by Caltrans. Monitor for progress.		San Francisco Bay Area Rapid Transit District	VARIOUS BART AERIAL STRUCTURES IN OAKLAND , SEISMIC RETROFIT	4/18/2013	6/12/2001	4/18/2013	4/18/2013	27,566,009.00	23,301,127.00	21,502,361.05	1,798,765.95
6000025	Future	Submit invoice to District by 08/20/2014	STPLZ	San Francisco Bay Area Rapid Transit District	VARIOUS BART AERIAL STRUCTURES IN 4 COUNTIES. , RETROFIT OF BART AERIAL STRUCTURES	7/9/2013	8/3/2005	7/9/2013	7/9/2013	30,242,133.00	24,756,014.00	19,495,915.87	5,260,098.13
5041042	Future	Submit invoice to District by 08/20/2014	HSIPL	San Leandro	BANCROFT AVE./ SYBIL AVE., UPGRADE TRAFFIC SIGNALS	7/16/2013	7/16/2013		7/16/2013	77,000.00	69,300.00	0	69,300.00



QUARTERLY REVIEW OF **INACTIVE PROJECTS** JUSTIFICATION FORM SUMMARY



1. CT DIST - FEDERAL AID PROJECT NO.	2. STATE PROJECT NUMBER	3. RESPONSIBLE AGENCY		4. DATE	
5. GENERAL LOCATION					
6. GENERAL DESCRIPTION OF WORK (INCLUDE PROJECT PHASES WITH OBLIGATED FUNDS)					
7. AUTHORIZATION DATE	8. FEDERAL-AID FUNDS AUTHORIZED	9. PGM CODE	10. PHASE (from E-76)	11. FEDERAL FUNDS EXPENDED TO DATE	12. UNEXPENDED FEDERAL FUNDS
TOTAL:					
13. LAST ACTIVITY (BILLING DATE)					
Important note: Caltrans and/or FHWA reserve the right to reject a Justification and deobligate the Federal Funds.					
14. JUSTIFICATION (CHECK ONE OR MORE IF APPLICABLE)					
<input type="checkbox"/> Litigation Filed <input type="checkbox"/> Environmental Delays <input type="checkbox"/> Right of way, Utility Relocation Delays					
Justification Forms without proper supporting documents will be rejected and returned to Agencies by Caltrans. Decision to accept or reject a Justification may be based exclusively on this form and supporting documentation.					
15. LIST PROJECT HISTORY FROM INITIAL AUTHORIZATION OR FROM LAST BILLING. LIST CURRENT PROJECT STATUS/REASON FOR PROJECT BEING INACTIVE. PROVIDE BACKUP DOCUMENTATION.					
16. ACTIONS TAKEN TO RESOLVE EXISTING ISSUE(S)					
17. DATE ACTIVITIES TO BE RESUMED			18. DATE BILLINGS OR OTHER CORRECTIVE ACTION TO BE TAKEN (e.g. closure, withdrawal, et		
19. CURRENT COST ESTIMATE NEEDED TO COMPLETE PROJECT			20. IF ESTIMATE IS LESS THAN UNEXPENDED BALANCE, AMOUNT TO BE DEOBLIGATED (Attach copy of E-76 requesting deobligation)		
21. CONSEQUENCES IF FUNDS ARE DEOBLIGATED					
22. ADDITIONAL DOCUMENTATION (LIST ATTACHMENTS) TO SUPPORT VALIDATION OF THIS OBLIGATION					
23. AGENCY CONTACT	EMAIL	SIGNATURE	PHONE NUMBER	DATE	
24. FORM REVIEWED AND RECOMMENDED FOR APPROVAL BY:					
CT DISTRICT CONTACT NAME/TITLE		SIGNATURE	PHONE NUMBER	DATE	



QUARTERLY REVIEW OF **INACTIVE PROJECTS** JUSTIFICATION FORM SUMMARY



Please go through the check list before submitting your justification form
(**DO NOT** leave anything blank)

#	Information Required	Additional Information	Check
1	Enter the District number and federal project number (including the project prefix, e.g. STPL)		
2	Enter State Project Number, if applicable		
3	Enter Responsible Agency		
4	Enter date you've completed the form		
5	Enter route information and location description		
6	Enter work description including project phases with obligated funds		
7	Enter date when funds were authorized. Use a separate line for each phase with authorized federal funds	Refer to the current inactive list/file posted in the web http://www.dot.ca.gov/hq/LocalPrograms/InactiveProjects/QuarterlyReviewofInactiveProjects.htm	
8	Enter authorized federal funds		
9	Enter all program code(s)		
10	Enter project phase (e.g. PE, RW, CON, etc.)	Use E-76 for this item	
11	Enter accumulated expenditure by program code	Refer to the current inactive list/file posted in the web http://www.dot.ca.gov/hq/LocalPrograms/InactiveProjects/QuarterlyReviewofInactiveProjects.htm	
12	Enter unexpended funds		
13	Enter last billing date		
14	Select the appropriate reason(s) for justification; for litigation filed, submit copy (with stamp) of the documents filed	http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm	
15	List project history	Include project timeline from the time of authorization or last financial transaction to present. e.g. original bid rejected - costs exceeded engineer estimate by XX%	
16	Action(s) taken to resolve the issue	Explain why previous commitment has not been met. e.g. to be re-advertised after additional funding determinations	
17	Enter date activities to be resumed	e.g. Revised date for contract award	
18	Enter billing dates or other corrective action to be taken		
19	Enter current cost estimate needed to complete		
20	Enter amount to be deobligated for unneeded funds		
21	Enter reason/consequences if funds are deobligated		
22	Additional back-up documentation	Copy of environmental approval; litigation; r/w acquisition; copy of invoice; proof that they have been working on a project since initial authorization; project timeline and funding plan; PSA; etc.	
23	Enter contact person from local agency	Person prepared the justification must sign the form	
24	DLAE approving official	Person reviewing and approving the justification must sign the form	

ANY INCOMPLETE JUSTIFICATION FORM WILL BE SENT BACK TO DLAE