

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

MEETING NOTICE

Tuesday, January 4, 2011, 1:30 p.m.
1333 Broadway, Suite 300
Oakland, California 94612
(see map on last page of agenda)

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

AGENDA

*Copies of individual Agenda Items are available on the
Alameda CTC's Website at: www.alamedactc.com*

1.0 PUBLIC COMMENT

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

2.0 CONSENT CALENDAR

A/I

- 2.1 Approval of the Minutes of December 7, 2010 – page 1
- 2.2 Funding Opportunities
 - 2.2.1 Review FOCUS Station Area & Land Use Planning Program -
Fourth Cycle Call for Projects – page 5

3.0 ACTION ITEMS

A/D/I

- 3.1 Approval of the Alameda County Safe Routes to School (SR2S) Program - RFP
Release – page 13
- 3.2 Approval of Revised Lifeline Transportation Program – page 23
- 3.3 Approval of 2011 Congestion Management Program (CMP) Update:
Schedule and Issues – page 37

4.0 NON-ACTION ITEMS

D/I

- 4.1 Review Sustainable Community Strategy (SCS)/Regional Transportation Plan
(RTP) and Countywide Transportation Plan (CWTP)/Transportation Expenditure
Plan Information – page 51

- 4.2 Monitoring Reports
 - 4.2.1 Review State Transportation Improvement (STIP) Program Timely Use of Funds Report - page 69
 - 4.2.2 Review Federal Surface Transportation/Congestion Mitigation and Air Quality (STP/CMAQ) Program Timely Use of Funds Report - page 75
 - 4.2.3 Review CMA Exchange Program Preliminary Quarterly Status Report - page 89
 - 4.2.4 Review Transportation for Clean Air (TFCA) Program Timely Use of Funds Report - page 91
- 4.3 Review Information Regarding Rescission of High Priority Project (HPP), Surface Transportation Assistance Act (STA), Surface Transportation and Uniform Relocation Assistance Act (STURA), and Intermodal Surface Transportation Efficiency Act (ISTEA) Earmarks – page 95
- 4.4 Project Study Report / Project Initiation Document (PSR/PID)
 - 4.4.1 Review of Priority List for FY 2010/11 – page 97
 - 4.4.2 Review of Project Study Report/PID Strategy for FY 2011/12*
- 4.5 Review Transportation for Clean Air (TFCA) FY 2011/12 Call for Projects Information- page 101
- 4.6 Review CMP: Quarterly Update of the Land Use Analysis Program Element (2nd Quarter) – page 109
- 4.7 Review County Wide Model Update: Request for 2010 Base Year Traffic Counts – page 117

5.0 LEGISLATIVE PROGRAM UPDATE

- 5.1 Review 2011 Legislative Program- page 123

6.0 STAFF AND COMMITTEE MEMBER REPORTS

7.0 OTHER/ADJOURNMENT

NEXT MEETING: February 1, 2011.

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

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

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

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

Glossary of Acronyms

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



ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov



Public Transportation Access

BART: City/Center 12th
Street Station

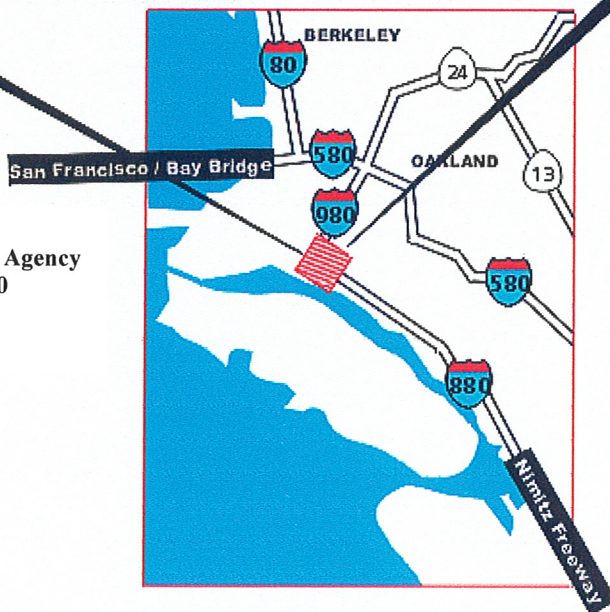
AC Transit:

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

Auto Access

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

Alameda County
Congestion Management Agency
1333 Broadway, Suite 220
Oakland, CA 94612





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

www.AlamedaCTC.org

ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE MINUTES OF DECEMBER 7, 2010

1.0 PUBLIC COMMENT

2.0 CONSENT CALENDAR (+) Acceptance

2.1 Approval of the Minutes of November 2, 2010

2.2 Other Information

2.2.1 Review information regarding Pavement Technical Assistance Program (PTAP) Call for Projects

2.2.2 Review information regarding the 10-Year Deadline for Federal Preliminary Engineering (PE) Funding

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

3.0 ACTION ITEMS

No items this month.

4.0 NON-ACTION ITEMS

4.1 Review of Status Measure F Vehicle Registration Fee Program Administration Development

Todd informed ACTAC that Measure F was approved by the voters on November 2, 2010 with 63% of the vote. ACTAC was briefed on the initial processes to start the program. This item was presented for information only.

4.2 Review of Alameda County Safe Routes to School (SR2S) Program

4.2.1 Programmatic Elements

4.2.2 Capital Program

Rochelle Wheeler requested that ACTAC provide input on the Draft Task List for the Alameda County Safe Routes to Schools Program Request for Proposals (RFP) and recommend the release of a Countywide Safe Routes to Schools (SR2S) Program Request for Proposals (RFP). This item was presented for information only.

4.3 Review of Transportation Fund for Clean Air (TFCA) Program FY 2011/12 Schedule and Draft Fund Estimate

Taylor requested ACTAC to review the proposed schedule and draft fund estimate (FE) for the TFCA 2011/12 Program. Taylor informed ACTAC that the Alameda CTC anticipates releasing a call for projects for the 2011/12 program by the end of December. This item was presented for information only.

4.4 Review Project Study Report / Project Initiation Document (PSR/PID) Priority List for Alameda County

Bhat provided ACTAC with an update regarding Project Study Report (PSR) and the Project Initiation Document (PID) Priority List for Alameda County. A brief discussion was held regarding this item. This item was presented for information only.

4.5 Review Local Safety Programs: Project Delivery Requirements

Bhat requested ACTAC to review the Local Safety Programs' Project Delivery information. ACTAC was informed that funds that are not delivered within the established deadlines will be lost to the region as well as the State. This item was presented for information only.

4.6 Review Alameda CTC Board Retreat Material

Lengyel informed ACTAC of the upcoming Alameda County Transportation Commission Board Retreat. ACTAC was informed that it will take place on Friday, December 17, 2010 from 8:30 a.m. to 2:00 p.m. at the CSUEB Hayward Hills Campus. This item was presented for information only.

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

Walukas presented information on process and schedule for developing the Sustainable Community Strategy (SCS), Regional Transportation Plan (RTP), Countywide Transportation Plan (CWTP) and Transportation Expenditure Plan Information. Walukas gave ACTAC a brief update on all meetings that are taking place regarding each Plan and highlighted points in the process where input from ACTAC would be desired. This item was presented for information only.

5.0 LEGISLATION ITEMS

5.1 Review Legislative Program Update

Lengyel provided ACTAC with an update on several Legislative Programs happening in the State. This item was presented for information only.

6.0 STAFF AND COMMITTEE MEMBER REPORTS

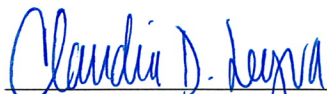
Taylor requested ACTAC to review and comment on a information regarding MTC's STP-CMAQ Obligation Status Report that are due by 5pm on Friday, December 17, 2010 and FHWA Locally-managed Projects obligations by Thursday, December 9, 2010. This item was presented for information only.

7.0 OTHER/ADJOURNMENT

NEXT MEETING: January 4, 2011.

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

Attest by:



Claudia D. Leyva, Secretary

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

	NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1.	Claudia Leyva	ACTC/ACCMA	(510) 350-2335	Cleyva@accma.ca.gov
2.	LINDA Adams	ACTC/ACTIA	(510) 267-6100	ladams@actia2022.com
3.	Jaimee Bourgeois	Dublin	925.833.6634	jaimie.bourgeois@dublin.ca.gov
4.	Cedric Novenaro	Livermore	925-960-4541	canovenaro@ci.livermore.ca.us
5.	KATE MILLER	AZ TRANSIT	510-891-4859	kmiller@aztransit.org
6.	Tina Spencer	AC Transit	510.891.4754	tspencer@actransit.org
7.	Okaid Khan	Alameda	510-749-5926	OKHAN@ci.alameda.ca.us
8.	Matt Nichols	Berkeley	510-981-7068	mnichols@cityofberkeley.info
9.	Alan Lee	BART	510-464-6121	ALee@bart.gov
10.	Donna Lee	BART	(510) 464-6282	dlee@bart.gov
11.	James O'Brien	Alameda CTC Project Monitoring	(510) 582-4357	james@advancepi.com
12.	VIVEK BHAT	ALA CTC	510-350-2323	vbhat@accma.ca.gov
13.	JACKI TAYLOR	ALAMEDA CTC	510-350-2320	JTaylor@ACCMA.CA.GOV
14.	Rochelle Wheeler	Alameda CTC Bike/Ped Coordination	510-267-6121	rwheeler@actia2022.com
15.	Laurel Poetan	Alameda CTC	510-350-2334	lpoetan@accma.ca.gov
16.	SOREN FAJEAU	NEWARK	510-578-4286	soren.fajeau@newark.org
17.	Henry Louie	UNION CITY	510-675-5301	hlouie@unioncity.org
18.	Don Frascinella	Hayward	510-583-4781	don-frascinella@hayward-ca.gov
19.	Mike Tassano	Pleasanton	925 931-5670	MTASSANO@Ci.Pleasanton.ca.us
20.	BOB ROSEVEAR	CALTRANS	510-286-5544	ROBERT-ROSEVEAR@DOT.CA.GOV

21. Zach Rehm City of Piedmont (510) 450-3020 zrehm@ci.piedmont.ca.us
22. Keith Cooke San Leandro 510-577-3439 kcooke@sanleandro.org
23. Paul J. Keener Alameda Co. PWA (510) 670-6452 paulk@acpwa.org
24. ARTUR DAO Art (510) 898 3349 adao@acta2022.com
25. Matt Todd 510-350-2315 mtodd@acema.ca.gov
26. Beth Walukos Alameda CTC 510/350-2326 bwalukos@acema.ca.gov
27. Jero Lengyel Alameda CTC 267-6111 +Lengyel@acta2022.ca
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Memorandum

DATE: December 20, 2010

TO: Alameda County Technical Advisory Committee

FROM: Jacki Taylor, Programming Liaison

SUBJECT: Review FOCUS Station Area & Land Use Planning Program - Fourth Cycle Call for Projects

Recommendations:

ACTAC is requested to review information regarding the fourth cycle call for projects for the FOCUS Station Area & Land Use Planning Program.

Summary:

ACTAC is requested to review information regarding the fourth cycle call for projects for the FOCUS Station Area & Land Use Planning Program. Detailed information and application materials are posted at: http://www.mtc.ca.gov/planning/smart_growth/focus.htm. Applications are due March 1, 2011. For more information please see the Station Area and Land Use Planning Program Guidelines (attached), or contact Therese Trivedi at 510.817.5767 or ttrivedi@mtc.ca.gov.

Information:

“Focusing Our Vision” (FOCUS) is a Bay Area-wide effort to promote compact and equitable development and strengthen existing city centers, locate more housing near existing and future rail stations and quality bus lines, encourage more compact and walkable suburbs, and protect regional open space. For more information on FOCUS, visit www.bayareavision.org.

Per MTC, applications are now available for the fourth funding cycle of the FOCUS Station Area and Land Use Planning Program. The Planning Program is an initiative to finance planning efforts that will result in land use plans and policies that will substantially increase transit ridership around public transit hubs and bus and rail corridors in the nine-county San Francisco Bay Area.

Grants of up to \$750,000 are available to local jurisdictions concentrating planning efforts on a half-mile radius around a transit station. Applicants are limited to 1) areas approved as planned or potential PDAs and 2) station areas in transit extension projects identified under MTC's Resolution 3434 that do not currently meet MTC's TOD policy for minimum housing thresholds. A local cash match of 20% of the total project cost is required. Applications are due March 1, 2011.

For more information please see the Station Area and Land Use Planning Program Guidelines (attached), or contact Therese Trivedi at 510.817.5767 or ttrivedi@mtc.ca.gov.

Attachments:

Attachment A: Station Area and Land Use Planning Program Guidelines
Attachment B: List of PDAs in Alameda County

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ABAG

FOCUS PROGRAM

**Station Area and Land Use Planning Program
CYCLE FOUR
PROGRAM GUIDELINES**



Program Description

The Station Area and Land Use Planning Program is an initiative to finance planning efforts that will result in land use plans and policies that will substantially increase transit ridership around public transit hubs and bus and rail corridors in the nine-county San Francisco Bay Area. The key goals of this program are to:

- (1) Increase the housing supply within station areas, including affordable housing for low-income residents
- (2) Boost transit ridership and thereby reduce vehicle miles traveled (VMT) by station area residents, employees and visitors
- (3) Increase walking, bicycling, carpooling, carsharing, local transit and other transportation options for residents, employees and visitors within the station area
- (4) Increase jobs in station areas and provide access to jobs elsewhere along transit corridors, and
- (5) Locate key services and retail within station areas

Grantees must address all station area and land use planning elements listed below under Planning Elements on page 2. If a precise or specific plan encompassing the station area has been completed or amended within the last 10 years, select planning elements listed on page 2 may be excluded from the planning process. An explanation of how the planning element has been satisfied must be included in the application.

Grantees successful in securing funding under Cycle Four of the Station Area and Land Use Planning Program will enter into funding agreements with MTC in spring 2011. The overall program is jointly managed by both MTC and ABAG.

Who Can Apply?

Local governments (cities and counties) can apply for station area and land use planning funding. Plans are expected to encompass approximately a half-mile radius around the transit station. Local governments must partner with the transit providers serving the station area and the relevant county congestion management agency in order to receive funding. Partnerships with local non-profit groups and community-based organizations are also strongly encouraged.

In this funding cycle of Station Area and Land Use Planning Program, applicants will be limited to:

- Station areas in the following transit extension projects identified under MTC's Resolution 3434 that do not currently meet MTC's TOD policy for minimum housing thresholds: (1) BART east Contra Costa rail extension (eBART); (2) BART downtown Fremont to San Jose/Santa Clara extension (SVRT); (3) Sonoma-Marín Rail corridor (SMART); (4) Dumbarton Rail corridor, and (5) potential terminals for ferry service expansion by the Water Transit Authority.
- Areas approved as planned or potential Priority Development Areas (PDAs) to the FOCUS program.

How Much Funding is Available?

MTC has reserved \$5.4 million in planning grant funds through 2012 to fund station area and land use plans. MTC anticipates awarding approximately half of this amount in this funding cycle, reserving the remaining funds for another station area and land use planning funding cycle in 2012.

A minimum of \$100,000 and a maximum of \$750,000 is available per grant recipient. A local match of 20% of the total project budget is required and must be provided as a cash match. For example, a jurisdiction with a \$500,000 planning project could apply for \$400,000 in grant funding with a \$100,000 cash match.

Eligible Planning Activities:

The Station Area and Land Use Planning Program will provide financial support for planning processes that seek to increase transit ridership by maximizing the development potential around current or future transit stations or corridors. Planning processes that have the greatest potential for resulting in real land use policy changes and new development will be the most competitive.

Specific plans—or an equivalent—are preferred due to the ability to conduct programmatic or project-level Environmental Impact Reports (EIRs) on the plan in order to facilitate the development process. EIRs are strongly recommended but not required as part of the proposed planning process. There must, however, be a strong implementation component for any planning process funded under this program, including agreement by the local jurisdiction to formally adopt the completed Station Area and Land Use Plan.

Planning Elements:

Station Area and Land Use Plans funded under this program should address the Station Area Planning Principles outlined in the *Station Area Planning Manual**. At a minimum, plans should include the planning elements listed below.

As noted on page one, if a precise or specific plan encompassing the station area has been completed or amended within the last 10 years, select planning elements from the list below may be excluded from the planning process. In that case, the applicant should outline the requested needs and explain how all remaining planning elements outlined below have been satisfied.

A detailed description of each planning element is included in the **Appendix** to the Station Area and Land Use Planning Program application. Additional information is also found in the *Station Area Planning Manual*.

- (1) An overview profile of the station area including demographic and socio-economic characteristics, transit/travel patterns and use, physical aspects of the station area, as well as any known issues to be addressed in the planning process
- (2) A significant public outreach and community involvement process targeting traditionally under-served populations
- (3) The development of several detailed land use alternatives
- (4) A market demand analysis for housing at all levels of affordability, jobs and retail in the station area
- (5) A housing strategy that promotes housing affordable to low-income residents and attempts to minimize the displacement of existing residents
- (6) A multi-modal station access and connectivity component
- (7) Pedestrian-friendly design standards for streets, buildings and open space
- (8) An accessibility analysis for people with disabilities that ensures fully accessible transit stations, accessible paths of travel between the stations and surrounding areas, and visitable and habitable housing units
- (9) A parking demand analysis to assess parking demand and management strategies appropriate for a station area – both at the station and for surrounding commercial and residential properties
- (10) An Infrastructure development analysis and budget
- (11) An implementation plan, along with a financing strategy, to ensure that the Station Area and Land Use Plan will be adopted and all necessary supporting policies, zoning, and programs will be updated.

Planning Timeframe:

Station Area and Land Use Plans ***must be completed within 30 months*** from the effective date of the funding agreement between the applicant and MTC.

*http://www.mtc.ca.gov/planning/smart_growth/Station_Area_Planning_Manual_Nov07.pdf

Evaluation Criteria & Application Process

PART ONE: SCREENING CRITERIA

- (a) Station Area is part of a transit corridor identified in Resolution 3434 or has been designated as either a planned or potential Priority Development Area (PDA) under the FOCUS program
- (b) Applicant is partnering with relevant local transit providers serving station area
- (c) Applicant has committed minimum local match amount (20% of total project cost)
- (d) Resolution from City Council supporting *EITHER*
 - a. the proposed planning process for Resolution 3434 station areas *OR*
 - b. the area as a Priority Development Area under the FOCUS program
- (e) Application is complete and responsive.

PART TWO: EVALUATION CRITERIA (100 POINTS TOTAL)

1. Project Impact (30 points)

- (a) Potential for Station Area and Land Use Plan to boost transit ridership, increase transportation options, increase the housing supply within the station area, particularly affordable housing for low-income residents, increase employment in the station area and provide access to jobs elsewhere along the transit corridor, and locate key services and retail within the station area.
- (b) Potential for the transit station and/or transit serving the station to be operational within 10 years
- (c) Potential for Station Area and Land Use Plan to provide planning assistance for a low-income area or community of concern (as defined by MTC through the Lifeline Transportation Program).
- (d) Potential for Station Area and Land Use Plan to meet or exceed Placetype guidelines proposed in the *Station Area Planning Manual*.

2. Existing Policies (10 points)

- (a) Jurisdiction has demonstrated a commitment to provide an increase in housing and transportation choices demonstrated through existing policies, such as innovative parking policies, TOD zoning, transportation demand management strategies, existing citywide affordable housing policies such as inclusionary zoning, supportive general plan policies, sustainability policies, including green building policies and alternative energy policies, etc.

3. Planning Process (25 points)

- (a) Potential for Station Area and Land Use Plan to address the planning elements described in Part 6 of the application, as well as the Station Area Planning Principles in the *Station Area Planning Manual*. Narrative includes strong strategic approach to addressing all of the planning elements. If any planning element(s) will not be included in plan because the jurisdiction has completed or updated a precise or specific plan in the last 10 years, applicant has demonstrated that policies, programs or analyses already exist that satisfy the intent of each element.

4. Local Commitment (20 points)

- (a) Planning process is ready to go and will proceed shortly after approval of station area and land use planning grant award. City is prepared to see the plan through to implementation.
- (b) Demonstration of community support for planning process (public involvement to date, letters of support, etc.).
- (c) Developers and major property owners are supportive and will be part of the proposed planning process.

5. Implementation (15 points)

- (a) Plan is intended for adoption by City Council or Board of Supervisors and will result in tangible policy changes including a general plan amendment and zoning changes if necessary
- (b) Jurisdiction has plans to ensure that development proposals conform to both the plan and community expectations.

PART THREE: APPLICATION PROCESS

Step 1: A Call for Applications is issued in December 2010. Applications are due March 1, 2011.

Step 2: Applicants are evaluated using the criteria outlined above. The applications will be evaluated by representatives of ABAG, MTC, and partner agencies. *Staff reserves the right to screen applications from further review by the evaluation panel if applications are incomplete or non-responsive to key elements of the program.*

Step 3: Based on the final recommendations of the evaluation team, and funding availability of the overall program, MTC's Executive Director will make a final funding recommendation to the Commission in April 2011.

Step 4: Following the Commission's approval, grant recipients will enter into a funding agreement with MTC and proceed. Station Area and Land Use Plans must be completed within 30 months from execution of the funding agreement. Planning funds not invoiced within 30 months will revert to the planning program.

Applications for funding under the Station Area and Land Use Planning Program must be submitted in electronic format only. E-mail application materials to Therese Trivedi, Station Area and Land Use Planning Program Manager, at ttrivedi@mtc.ca.gov.

Priority Development Areas (PDAs) and Transit Oriented Developments (TODs), Alameda County

1. Alameda County: <i>Urban Unincorporated Area</i>	Potential
2. City of Alameda: <i>Alameda Naval Air Station</i>	Planned/Potential ¹
3. City of Berkeley: <i>Adeline Street</i>	Potential
4. City of Berkeley: <i>Downtown</i>	Planned
5. City of Berkeley: <i>San Pablo Avenue</i>	Planned
6. City of Berkeley: <i>South Shattuck</i>	Planned
7. City of Berkeley: <i>Telegraph Avenue</i>	Potential
8. City of Berkeley: <i>University Avenue</i>	Planned
9. City of Berkeley: Ashby/Ed Roberts Campus	Under Construction²
10. City of Dublin: Transit Center	Planned
11. City of Dublin: <i>Town Center</i>	Planned
12. City of Dublin: <i>West Dublin BART Station</i>	Planned
13. City of Emeryville: <i>Mixed Use Core</i>	Planned
14. City of Fremont: <i>Centerville</i>	Planned
15. City of Fremont: <i>Central Business District</i>	Planned
16. City of Fremont: <i>Irvington District</i>	Planned
17. City of Fremont: Warm Springs	Being Planned³
18. City of Hayward: <i>Downtown</i>	Planned
19. City of Hayward: South Hayward BART Station⁴	Planned
20. City of Hayward: <i>The Cannery</i>	Planned
21. City of Livermore: <i>Downtown</i>	Planned
22. City of Newark: <i>Dumbarton Transit Area</i>	Potential
23. City of Newark: <i>Old Town</i>	Potential
24. City of Oakland: Coliseum BART Station Area	Planned
25. City of Oakland: <i>Downtown and Jack London Square</i>	Planned
26. City of Oakland: <i>Eastmont Town Center</i>	Planned
27. City of Oakland: <i>Fruitvale/Diamond Areas</i>	Planned
28. City of Oakland: MacArthur Transit Village	Planned
29. City of Oakland: <i>TOD Corridors</i>	Potential
30. City of Oakland: West Oakland	Planned
31. City of Pleasanton: <i>Hacienda</i>	Potential
32. City of San Leandro: <i>Bay Fair BART Transit Village</i>	Potential
33. City of San Leandro: <i>Downtown</i>	Planned
34. City of San Leandro: East 14th Street	Planned
35. City of Union City: Intermodal Station District	Planned

¹ Part of the Alameda Naval Air Station PDA has an adopted land use plan, part is undergoing planning.

² Ashby/Ed Roberts Campus is a TOD that is under construction; therefore a PDA application is not needed.

³ The City of Fremont is anticipated to submit a PDA application for the Warm Springs site in the near future.

⁴ **Bold** indicates Transit Oriented Developments (TODs) in the 2004 Countywide Transportation Plan.

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MEMORANDUM

DATE: December 23, 2010

TO: Alameda County Technical Advisory Committee (ACTAC)

From: Tess Lengyel, Programs and Public Affairs Manager
Matt Todd, Manager of Programming

Subject: Countywide Safe Routes to School (SR2S) Program – RFP Release

Recommendations:

It is recommended that ACTAC endorse the Alameda County Transportation Commission's (Alameda CTC) authorization to release an RFP for the Countywide Safe Routes to Schools (SR2S) Program, based on the attached list of tasks (Attachment A).

Summary:

Alameda CTC is receiving funding from MTC for the implementation of a countywide SR2S program. In 2010, a proposed SR2S program was developed with input from the Commission, ACTAC, and other partners. Attached is a draft list of tasks, which will be the basis for an RFP Scope of Work for the programmatic elements of the Alameda County SR2S Program, to be released in late January or early February. The Safe Routes to Schools Capital Technical Assistance Program (SR2S Cap-TAP) and Capital Program are also a part of the overall SR2S program, and will be implemented independently. ACTAC reviewed a draft of the RFP at its December 4, 2010 meeting.

Discussion:

The Metropolitan Transportation Commission (MTC) created and funded a new SR2S grant program under the Climate Initiatives category of the Regional Transportation Plan. The focus of this new MTC program is to reduce greenhouse gases by promoting walking, biking, transit, and carpooling to school. Through this program, MTC is providing \$3.22 million in Congestion Mitigation Air Quality (CMAQ) funds to Alameda CTC for the Alameda County SR2S program. This funding is being matched with \$420,000 in Measure B Bicycle and Pedestrian Safety Funds, bringing the total program budget to \$3.64 million.

A final program for an Alameda County SR2S program was submitted to MTC in July 2010. That program was developed by Alameda CTC staff, with input from ACTAC, ACCMA and ACTIA Board members, and two public workshops. It was designed to be a comprehensive countywide program that includes both programmatic and capital project components that target students, schools, and staff in all grade levels and that builds upon the existing SR2S program.

There are four elements in the countywide program, all of which will operate in tandem to form a coordinated effort:

- Three programmatic elements that are part of the proposed SR2S RFP addressed in this memo:

- K-8 Program to operate comprehensive SR2S programs in a minimum of 90 schools
- New High School program, to operate in approximately 10-13 schools
- New Commute Alternatives program to reduce faculty and staff drive-alone trips in approximately 1-2 school districts
- A capital element, which will be implemented independently:
 - Provides both capital technical assistance for project development and funding to construct capital projects.

The Consultant teams responding to the SR2S RFP will be required to identify how their proposed approach will address the overall countywide SR2S program goals, which are:

- Establish one cohesive countywide program, with all elements integrated and coordinated, even if implemented by different entities,
- Build on and continue existing efforts and successes, including the current K-8 SR2S program which will be operating in 90 schools by June 2011, and
- Address traditional SR2S 5 E's (Education, Encouragement, Engineering, Enforcement, Evaluation) as well as a 6th E, Emission Reductions.

In addition to the above, the Consultant teams will also be requested to address how they will meet the performance measures (a draft list is included in the attachment) and how the program will be designed to provide services equitably throughout the county.

Alameda CTC staff propose to release one RFP for the three programmatic elements in late January or February 2011. A team would be hired to operate and provide coordination among the three elements for a two-year period, beginning July 2011. The team will also be responsible for integrating bicycle safety education classes for children, which are currently being offered through a Measure B grant-funded project with the East Bay Bicycle Coalition, into the countywide SR2S program. The new BikeMobile project, recently funded through a competitive regional SR2S grant, will also be administered in concert with this contract.

The proposed schedule is as follows:

Proposed SR2S Programmatic Elements Schedule

Date	Activity
Dec 2010	Received ACTAC input on RFP Tasks List
Jan 2011	Request approval from Alameda CTC to release RFP
Jan-Feb 2011	Release RFP (for programmatic components)
May 2011	Select Consultant
June 30, 2011	End of Measure B funded SR2S K-8 Program
July 1, 2011	Start of new countywide SR2S Program Contract
June 30, 2013	Completion of SR2S Program Contract

Attachment:

- A. Draft Alameda County SR2S Program Tasks for programmatic elements

ALAMEDA COUNTY SAFE ROUTES TO SCHOOLS PROGRAM**REQUEST FOR PROPOSALS (RFP)****DRAFT TASKS – NOVEMBER 30, 2010****TASK 1 – PROJECT INITIATION AND MANAGEMENT**

Consultant will oversee the implementation of all Safe Routes to School (SR2S) program elements throughout the life of the project, ensuring that all program elements are integrated and implemented as a unified countywide program. The work for this task includes managing the program funding, grant compliance and providing regular progress updates to Alameda CTC. Consultant will complete all funding requirements in accordance with federal CMAQ funding and Alameda CTC reporting requirements for Measure B funds.

Consultant will prioritize developing expertise among its locally-based program partners, as appropriate, to ensure a sustainable program. In addition, the Consultant will ensure that the program is fully integrated with school-related bicycling and walking programs and activities not funded through this contract, including efforts being carried out by local jurisdictions. The Consultant will ensure that the new BikeMobile program is integrated with the overall program, as appropriate (see Task 6). Upon request, the Consultant may be requested to provide input on potential capital project benefits for improvements to access school facilities.

As a part of this task, the Consultant will further develop the program elements and define the work products and performance measures in greater detail, as well as develop and maintain a detailed overall project schedule, including deliverable due dates. All program evaluation activities will be coordinated, and summary reports will be prepared. One project manager will be designated to serve as a single point of contact for Alameda CTC, and will oversee and lead the Alameda County Safe Routes to Schools program.

Possible Deliverables

- *Kick-off meeting notes, with follow-up tasks*
- *Refined schedule, task budgets, deliverables, and performance measures*
- *Monthly progress reports*
- *Meetings with Alameda CTC staff, including preparation of summary notes*
- *Meetings with team partners to ensure adherence to project schedule and deliverables*
- *Summary evaluation of all program elements, submitted once per year*

- *Annual summaries showing distribution of program activities throughout the county.*

TASK 2 – COMMUNICATIONS AND OUTREACH STRATEGY

The Program will require extensive coordination between local jurisdictions, school districts, community organizations, and the general public. Consultant will develop a branding strategy for the coordinated program, as well as an approach to effectively make information about the various program elements easily accessible to all stakeholder groups. Strategies will include a program web site, newsletters, and printed materials, at a minimum. As required by the Metropolitan Transportation Commission (MTC) and to maximize the efficient use of resources, Consultant will coordinate these efforts with regional SR2S activities.

Possible Deliverables

- *Memo outlining draft communications and outreach strategy, including descriptions, schedule, and budget for each item. If a regional marketing strategy is developed, this strategy will describe an approach for coordination between the county and regional strategies.*
- *An Alameda County Safe Routes to Schools web site, with its own unique branding, to provide access to information about all program elements, including listing of major activities, contact information, and resources for local program participants to utilize.*
- *Regular newsletters.*
- *Maintain updated and effective print materials.*

TASK 3 – SAFE ROUTES TO SCHOOLS GRADES K-8 PROGRAM

This task provides for the continuation of the existing Alameda County Safe Routes to Schools program in grades K-8, which is scheduled to be implementing comprehensive programs in 90 schools by July 2011. The specific 90 schools may change over time, but the total number of participating schools with comprehensive programs will remain the same or increase if additional funding can be secured. Each school will have a comprehensive program designed to meet the specific needs of that school, but will at a minimum include regular contact with the Consultant, the provision of resources to maintain an ongoing SR2S program throughout the year, and program evaluation at the schools site. Comprehensive programs will be designed to be the most effective for each school site and to be within the overall budget. They may include bicycle safety education, general assemblies, puppet shows, walk audits, trainings for students, staff, and parents; technical and programmatic support regarding the implementation of activities such as walking school buses, assemblies, monthly Walk to School Days, and collaboration with law enforcement. The program will also continue to offer web-based resources and

provide technical assistance to schools that do not have comprehensive programs. Local task forces made of up key community stakeholders, which may include parents, teachers, elected officials and others, will be utilized and/or developed to assist in defining the program needs, determining the program components, and assisting with program delivery. The curriculum and educational materials will be regularly revised to follow the current best practices.

The Consultant may integrate family cycling clinics and bicycle rodeos – both of which have previously been funded and implemented as stand-alone projects – into the K-8 program, along with the new BikeMobile program (described in Task 6). School site visits made by the BikeMobile should be integrated into programs at schools both with and without comprehensive SR2S programs, as appropriate.

Possible Deliverables

- *Building on the current K-8 program, develop a revised work plan to maximize program effectiveness. Include performance measures, schedule, and detailed task budgets.*
- *Maintain and revise curriculum and educational and promotional materials to keep them up-to-date and in line with current best practices.*
- *Marketing materials, including press releases and handouts.*
- *Program evaluation approach memo.*
- *Program evaluation final report at the end of years 1 and 2.*
- *Program integration approach memo*

TASK 4 – SAFE ROUTES TO SCHOOLS HIGH SCHOOL PROGRAM

This is a new program element for the Alameda County Safe Routes to School program. The Consultant will research effective strategies for use in encouraging high school students to reduce emissions from school-based trips by using transportation modes such as bicycling, walking, transit, or ridesharing. Based on an assessment of best practices, the Consultant will develop recommended program elements, and a proposed project schedule and detailed task budgets. Consultant will tailor the program to the unique needs of high school students, and may include elements such as social marketing tools, student involvement in program design, and parking management strategies. The program will be implemented in 5 high schools in Year 1, with 5-8 more high schools to be added in Year 2. High schools selected in Year 1 should represent schools of various types and sizes within Alameda County to test the viability of program elements in different contexts. Similar to Task 3, the Consultant will integrate the BikeMobile program (described in Task 6) into the high school program, as appropriate.

Possible Deliverables

- *Summary memo on best practices for high school Safe Routes to School programs, or other programs successful in increasing bicycle and pedestrian trips among high school students.*
- *Final recommendation on program approach, elements and schools to target over the two years.*
- *Develop detailed schedule, budget and performance measures.*
- *Program evaluation approach memo, including survey instrument and summary of current demographics and commute patterns among students at targeted schools.*
- *Program evaluation final report at the end of years 1 and 2.*

TASK 5 – SAFE ROUTES TO SCHOOLS RIDESHARING/CARPOOL/CLEAN AIR PROGRAM

This Task focuses primarily on reducing the percentage of single occupant vehicle (SOV) trips made by school staff and teachers. The program will target 1 to 2 school districts for implementation. Based on an assessment of best practices for Transportation Demand Management (TDM) strategies, as well as resources currently available in Alameda County, the Consultant will assess how these populations can take advantage of, and coordinate with, new and existing TDM programs, such as the 511.org School Pool program. As appropriate, customized approaches will be developed to further address the needs of staff and teachers in the targeted school districts. The Consultant will recommend appropriate technology to utilize, including consideration of traditional methods and innovative approaches such as dynamic ridesharing.

The Consultant will also investigate the feasibility of including parents and eligible high school students as carpool participants or drivers, as well as participation in the program by school district office staff.

Possible Deliverables

- *Work with Regional Rideshare Program to survey origins and destinations and current commuting patterns of school staff and teachers.*
- *Research memo summarizing the targeted populations' needs and constraints.*
- *Best practices memo to determine most effective strategies for addressing the target populations. Memo should include assessment of feasibility for including school district staff in program and the potential inclusion of high school students as either drivers or passengers.*
- *Work plan, budget and schedule to implement program, with a strategy, time frame, and estimated budget for potential expansion throughout Alameda County.*
- *Program evaluation results at the end of years 1 and 2.*

TASK 6 – INTEGRATION OF BIKEMOBILE PROGRAM INTO ALAMEDA COUNTY SR2S PROGRAM

The BikeMobile program, through which Cycles of Change (a local non-profit organization) will provide bicycle repair, maintenance lessons, and also promote bicycling at sites around the county, including schools, is a new component of the SR2S program. The program has its own dedicated funding source, which includes some funding for coordination with the overall countywide SR2S program. Depending on final direction from the AGENCY, this task will require one of the following two options:

1. That the Consultant coordinates with the BikeMobile program to ensure that it is implemented as one element in the overall Alameda County SR2S program. This approach includes funding for the Consultant staff working at the school sites to coordinate with BikeMobile staff to schedule BikeMobile visits to coincide other SR2S programming, and to assist with school-site logistics for the BikeMobile visits.
2. That the Consultant assumes full responsibility for implementing, monitoring and reporting for the BikeMobile program, including the coordination described above.

Possible Deliverables

- *Memo summarizing the strategy and specific steps to integrate the BikeMobile program into the Alameda County SR2S program.*
- *Memo defining the deliverables, performance measures, task budgets, and schedule for the final selected approach for implementing the BikeMobile program.*

POSSIBLE PERFORMANCE MEASURES/PROGRAM GOALS -- *These measures/goals will be further refined and developed, and will need to respond to any MTC program requirements, which are still being developed.*

Overall Program

percent or lbs. of emissions reduced (criteria pollutants and greenhouse gas emissions)

percentage and number of SOV trips reduced

vehicle miles traveled reduced

of new partners

K-8 Program

of elementary schools with comprehensive SR2S program

of middle schools with comprehensive SR2S program

of students attending these schools

mode shift by families/students as a result of the project

of students receiving in-class presentations

of students attending assembly programs

of students participating in after-school activities

of biking and walking school-wide events

of students receiving in-class bike safety education and training

of teachers who received training

of after-school providers who received training

of schools provided with resources/assistance (not part of comprehensive program)

of parents, volunteers and community members involved

increase in bus ridership

of bike rodeos

of family cycling workshops

High School Program

of high schools with comprehensive SR2S program

mode shift by students as a result of the program

Trips (and/or vehicle miles) reduced due to program

of students involved in implementing the program

of students participating (attendees at events, signup on web site, etc.)

of training events

reduction in # of cars parked in school lot

increase in bus ridership

Ridesharing/carpool program

% reduction in total vehicle trips (or vehicle miles travelled) to schools

mode shift by participants as a result of the project

of staff and faculty contacted through presentations, emails or other contacts

% of faculty and staff participating in program

of parents participating, if applicable

of students participating, if applicable

reduction in # of cars parked in school lot

increase in bus ridership

BikeMobile

Trips (and/or vehicle miles) reduced due to bike repairs made

Trips (and/or vehicle miles) reduced due to person-contacts made

of school visits

of other site visits

of bike repairs made

of kids reached with promotions

of students who report bicycling to school as a result of the program



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

www.AlamedaCTC.org

Memorandum

DATE: December 20, 2010

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Diane Stark, Senior Transportation Planner

SUBJECT: Approval of Revised Lifeline Transportation Program

Recommendations:

It is recommended that the Alameda CTC Board approve: 1) an additional \$12,485 for AC Transit for the Lifeline Transportation Program and 2) allow the Executive Director to approve up to \$50,000 of future budget adjustments for the Lifeline Program from the approved Lifeline program of projects, consistent with prior direction from the Board.

Summary:

MTC staff has identified \$12,485 in additional FY11 Interim Cycle State Transit Assistance (STA) funds that are available to the Lifeline Program in Alameda County due to differences between MTC's earlier fund estimates and the actual funding provided by the state. (See Attachment A) This is Alameda County's share of \$45,564 of additional Lifeline funds for the region. Due to the nature of adjustments to the STA fund estimates for this program, it is recommended that minor fund adjustments, of up to \$50,000, be at the discretion of the Executive Director, consistent with the approved Lifeline program of projects, and that staff bring quarterly summaries to the Commission about future adjustments.

Discussion:

On December 15, 2010, the MTC Commission approved Resolution 3965, directing counties to program the additional \$45,564 in STA funding for the Lifeline Transportation Program to support projects that have additional eligible funding needs and are already claiming FY11 Interim STA funds. (See Attachment B) MTC recommended that the fund adjustment for the Lifeline Transportation Program be directed to support transit operations serving low-income communities. The MTC Commission recommended that the adjusted amounts be programmed by Counties by January 2011. Alameda County's portion of the additional funding, based on population share, is \$12,485.

The second cycle Lifeline Transportation Program of projects was approved by the ACCMA Board on December 11, 2008, based on an estimate of state funding available for the program. Since then, the state budget estimates were revised four times, in April 2009, October 2009, February 2010 and June 2010, ranging from \$2 million to \$3.1 million each time. Each adjustment was reviewed and approved by the ACCMA Board. As part of its approval of the adjusted budget for the Lifeline Program in April 2009, the ACCMA Board recommended that future fund adjustments be applied to transit projects that were effected by state budget reductions.

Consistent with recommendations from MTC in December 2010, and the ACCMA Board in April 2009, it is recommended that the additional \$12,485 be programmed to AC Transit for services to Lifeline communities. (See Attachment C) The only other transit operator in the approved Cycle 2 Lifeline program of projects is LAVTA, who has received their full funding request for this second cycle of the Lifeline program.

To streamline programming of future, minor fund adjustments to the Lifeline Program and to be responsive to timely needs for transit operators who have been impacted by state budget cuts, it is recommended that the Executive Director approve further fund adjustments to the Lifeline program that are less than \$50,000, among the approved Lifeline program of projects, and consistent with prior direction from the Board. It is also recommended that staff report any such funding adjustments to the Alameda CTC Commission on a quarterly basis.

Fiscal Impacts:

This item does not affect the Alameda CTC budget. STA programming is directly encumbered by the sponsor agency.

Attachments:

- | | |
|--------------|-------------------------------------------------------------------------------------------------|
| Attachment A | Lifeline FY 2010 and FY 2011 STA Funds |
| Attachment B | MTC Resolution No. 3965, FY 2011 Interim Lifeline Transportation Program Guidelines and Funding |
| Attachment C | Proposed January 2011 Revision to the Lifeline Transportation Program |

Lifeline FY 2010 and FY 2011 STA FUNDS

County/Claimant	Lifeline FY11 STA Funds -Previous Estimate	Lifeline FY11 STA Funds - New Estimate	Difference
ALAMEDA total	\$ 3,069,147	\$ 3,081,632	\$ 12,485
AC Transit Existing Service Preservation	\$ 2,925,147		
LAVTA Route 14	\$ 144,000		
CONTRA COSTA total	\$ 1,400,158	\$ 1,405,854	\$ 5,696
Tri Delta Transit	\$ 51,132		
AC Transit	\$ 732,430		
WestCAT	\$ 262,061		
County Connection	\$ 354,535		
MARIN total	\$ 302,434	\$ 303,664	\$ 1,230
Marin Transit	\$ 151,217		
Golden Gate Transit	\$ 151,217		
NAPA total	\$ 190,422	\$ 191,196	\$ 774
NCTPA Paratransit Vehicle Purchase	\$ 190,422		
SAN FRANCISCO total	\$ 1,691,391	\$ 1,698,272	\$ 6,881
MTA Bus Service Restoration	\$ 1,691,391		
SAN MATEO total	\$ 795,290	\$ 798,525	\$ 3,235
SamTrans	\$ 795,290		
SANTA CLARA total	\$ 2,430,675	\$ 2,440,562	\$ 9,887
VTA	\$ 2,430,675		
SOLANO total	\$ 616,070	\$ 618,576	\$ 2,506
Vallejo Route 85	\$ 125,000		
Vallejo Route 1	\$ 200,000		
Dixon Saturday/Weekend Service	\$ 222,685		
Fairfield Route 30 Saturday Service	\$ 68,385		
SONOMA total	\$ 705,680	\$ 708,550	\$ 2,870
Healdsburg Transit	\$ 17,086		
Petaluma Transit	\$ 83,729		
Santa Rosa CityBus	\$ 234,191		
Sonoma County Transit	\$ 370,674		

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Attachment B

Date: June 23, 2010

W.I.: 1311

Referred by: PAC

ABSTRACT

Resolution No. 3965

This Resolution adopts the Program Guidelines for Lifeline FY 2010 and FY 2011 STA Funds.

The following attachment is provided with this Resolution:

Attachment A— FY 2011 Interim Lifeline Transportation Program
Guidelines and Funding

Further discussion of the Program Guidelines for Lifeline FY 2011 STA Funds is provided in the Programming and Allocations Committee summary sheet dated June 9, 2010.

Date: June 23, 2010
W.I.: 1311
Referred by: PAC

RE: Program Guidelines for Lifeline FY 2010 and FY 2011 STA Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3965

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, MTC adopted Resolution 3837, which established a consolidated policy for State Transit Assistance (STA) – population-based funds, including a set percentage to the Lifeline Transportation Program; and

WHEREAS, the California state legislature has restored STA funds for FY 2010 and FY 2011 after previous legislative cuts affecting the Second Cycle Lifeline Program; and

WHEREAS, the three-year Second Cycle Lifeline Transportation Program, including all previously committed STA funding, was programmed prior to the availability of these FY 2010 and FY 2011 STA funds; and

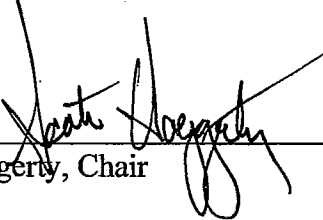
WHEREAS, a Third Cycle Lifeline Transportation Program will be developed following a program evaluation process currently under way; and

WHEREAS, MTC will use the process and criteria set forth in Attachment A of this Resolution to program the FY10 and FY11 STA funds to the Lifeline Transportation Program on an interim basis during FY 2011; now, therefore be it

RESOLVED, that MTC approves the program guidelines to be used in the administration of Lifeline FY 2010 and FY 2011 STA Funds, as set forth in Attachment A of this Resolution; and be it further

RESOLVED, that the Executive Director shall forward a copy of this Resolution, and such other information as may be required, to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

The above Resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held in
Oakland, California on June 23, 2010.

Date: June 23, 2010
W.I.: 1311
Referred by: PAC

Attachment A
MTC Resolution No. 3965
Page 1 of 4

FY 2011 Interim Lifeline Transportation Program Guidelines and Funding

Program Goals: The Lifeline Transportation Program is intended to fund projects that result in improved mobility for low-income residents of the nine San Francisco Bay Area counties, and are expected to carry out the following regional Lifeline Program goals:

The Lifeline Program supports community-based transportation projects that:

- Are developed through a collaborative and inclusive planning process that includes broad partnerships among a variety of stakeholders such as public agencies, transit operators, community-based organizations and other community stakeholders, and outreach to underrepresented stakeholders.
- Address transportation gaps and/or barriers identified in Community-Based Transportation Plans (CBTP). While preference will be given to CBTP priorities, strategies emerging from countywide or regional welfare-to-work transportation plans, the Coordinated Public Transit-Human Services Transportation Plan or other documented assessment of need within the designated communities of concern will also be considered. Findings emerging from one or more CBTPs or other relevant planning efforts may also be applied to other low-income areas, or otherwise be directed to serve low-income constituencies within the county, as applicable.
- Improve a range of transportation choices by adding a variety of new or expanded services including but not limited to: enhanced fixed route transit services, shuttles, children's programs, taxi voucher programs, improved access to autos, capital improvement projects. Transportation needs specific to elderly and disabled residents of low-income communities may also be considered when funding projects. Existing transportation services may also be eligible for funding.

Program Administration: The Lifeline Program is administered by county congestion management agencies (CMAs) or other designated county-wide agencies as follows:

Attachment B

Attachment A
MTC Resolution No. 3965
Page 2 of 4

County	Lifeline Program Administrator
Alameda	Alameda County Congestion Management Agency
Contra Costa	Contra Costa Transportation Authority
Marin	Transportation Authority of Marin
Napa	Napa County Transportation Planning Agency
San Francisco	San Francisco County Transportation Authority
San Mateo	City/County Association of Governments
Santa Clara	Santa Clara Valley Transportation Authority and Santa Clara County
Solano	Solano Transportation Authority
Sonoma	Sonoma County Transportation Authority

Funding: Funding for this interim programming cycle comprises FY 2010 and FY 2011 State Transit Assistance (STA) funds, as shown in Table A. Funding amounts will be assigned to each county based on the county's share of poverty population consistent with the estimated distribution outlined in Table A. Lifeline Program Administrators will assign funds to eligible STA claimants. Funded projects must meet the eligibility requirements of the funding source.

Only public transit operators that are eligible STA claimants are eligible to receive funds. MTC will allocate funds directly through the annual STA claims process.

One-Year Programming: These guidelines will cover a one-year funding cycle for FY 2010–11.

Eligible Projects: In an effort to address the sustainability of fixed-route transit operations, funds shall be allocated directly to transit operators for Lifeline transit needs within the county. Rationale for the use of the funds for Lifeline purposes must be provided before transit operators can claim funds. Projects will be subject to Lifeline Program reporting requirements.

Program Match: No match is required.

Project Identification: In counties with multiple transit agencies, Lifeline Program Administrators will work with public transit operators to develop a distribution mechanism for the county's available funding among eligible STA claimants. MTC will not approve allocation requests from operators in these counties until actions confirming the distribution amounts are received from the respective policy board(s) of the Lifeline Program Administrators.

For transit operators that serve multiple counties, Lifeline Program Administrators are encouraged to coordinate their discussions of distributions to address these agencies' Lifeline needs.

Projects identified in Community Based Transportation Plans (CBTPs), countywide regional welfare-to-work transportation plans, the Coordinated Public Transit-Human Services Transportation Plan or other documented assessment of need within the designated communities of concern are eligible. Findings emerging from one or more CBTPs or other relevant planning efforts may also be applied to other low-income areas, or otherwise be directed to serve low-income constituencies (including transit-dependent riders), as applicable.

Attachment B

Attachment A

MTC Resolution No. 3965

Page 3 of 4

Eligible operating projects, consistent with STA requirements, may include (but are not limited to) new or enhanced fixed route transit services, restoration or continuation of Lifeline-related transit services eliminated due to budget shortfalls, or shuttles.

Eligible capital projects, consistent with STA requirements, may include (but are not limited to) purchase of vehicles; bus stop enhancements, including the provision of bus shelters, benches, lighting or sidewalk improvements at or near transit stops; rehabilitation, safety or modernization improvements; or other enhancements to improve transportation access for residents of low-income communities. See Attachment 1 for additional details about eligibility.

Project Delivery: All projects funded will be subject to a “use it or lose it” policy based on MTC obligation deadlines and project delivery requirements. All projects will be subject to a “use it or lose it” policy.

Policy Board Adoption: Projects recommended for funding must be submitted to and approved by the respective governing board of the Lifeline Program Administrator. The appropriate governing board shall resolve that approved projects not only meet Lifeline Program goals, but that the local project sponsors understand and agree to meeting all project delivery and eligibility requirements. An exception to this requirement will apply in counties where there is a single transit operator eligible to claim Lifeline STA funds.

Project Oversight: Lifeline Program Administrators will be responsible for oversight of projects funded under the county programs and ensuring projects meet project delivery requirements. In addition, Lifeline Program Administrators will ensure, at a minimum, that projects substantially carry out the activities approved by their respective boards. All scope changes must be fully explained and must demonstrate consistency with Lifeline Program goals.

Lifeline Program Administrators are responsible for programmatic and fiscal oversight of Lifeline projects. At a minimum, performance measures for service-related projects would include: documentation of new “units” of service provided with the funding (e.g. number of trips, service hours, etc.), cost per unit of service, and a qualitative summary of service delivery procedures employed for the project. For capital-related projects, project sponsors are responsible to establish milestones and report on the status of project delivery. All reports containing performance measures will be forwarded to MTC for review and overall monitoring of the Lifeline Transportation Program.

Timeline Summary

Action	Due Date
Lifeline Program Administrators submit policy board-approved distribution of available funds for eligible claimants to MTC	July 30, 2010
Eligible claimants submit claims to MTC for approved amounts	Pending Lifeline Program Administrator submittal of board-approved distributions to MTC
All FY 11 Lifeline STA claims submitted to MTC	September 30, 2010

Attachment B

Attachment A

MTC Resolution No. 3965

Page 4 of 4

**Table A - Estimated Lifeline STA Funding by County
FY 2011**

County	Regional Poverty Population Share	Amount
Alameda	27.40%	\$3,069,147
Contra Costa	12.50%	\$1,400,158
Marin	2.70%	\$302,434
Napa	1.70%	\$190,422
San Francisco	15.10%	\$1,691,391
San Mateo	7.10%	\$795,290
Santa Clara	21.70%	\$2,430,675
Solano	5.50%	\$616,070
Sonoma	6.30%	\$705,680
Total	100.00%	\$11,201,265

ATTACHMENT 1

**Lifeline Transportation Program
Interim Funding Cycle, FY 2010–11**

Funding Source Information

	State Transit Assistance (STA)
Purpose of Fund Source	To improve existing public transportation services and encourage regional transportation coordination
Detailed Guidelines	http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/TDA11-17-2009B.pdf
Use of Funds	For public transportation purposes including community transit services
Eligible Recipients	Transit operators who are eligible STA claimants
Eligible Projects	<p><u>Transit Capital and Operations</u>, including:</p> <ul style="list-style-type: none"> ▪ New, continued or expanded fixed-route service ▪ Purchase of vehicles ▪ Shuttle service if available for use by the general public ▪ Purchase of technology (i.e. GPS, other ITS applications) ▪ Capital projects such as bus stop improvements, including bus benches, shelters, etc. ▪ Various elements of mobility management, if consistent with STA program purpose and allowable use. These may include planning, coordinating, capital or operating activities.
Lifeline Program Local Match	None
Estimated timing for availability of funds to project sponsor	Transit operators can initiate claims immediately following MTC approval of the FY 2011 fund estimate and Lifeline Program Administrator board approval of county's FY11 Lifeline program.
Accountability & Reporting Requirement	Transit operators must submit annual ridership statistics for the project, first to Lifeline Program Administrators for review, and then to MTC at the conclusion of the annual claim period.

Lifeline Transportation Program: Proposed January 2011 Revision

			(\$x1,000)							
			Lifeline Program - as of January 2011					Funding Recommendation (Program as of Janauary 2011)		
			Tier 1 \$5.31		Tier 2 \$7.98					
Project Rank	Sponsor	Project/Program & Description	STA (\$4.527M)	JARC (\$.787M)	STA (\$4.208M)	Prop. 1B (\$2.885M)	JARC (\$.873M)	Operations	Capital	Total Recom- mendation
Recommended Projects										
1	San Leandro Transportation Management Organization	San Leandro LINKS Shuttle: Service from San Leandro BART to employment & family services in W. San Leandro.		\$ 405				\$ 405		\$ 405
2	BART/Oakland Public Library, West Oakland Branch	A Quicker, Safer Trip to the Library to Promote Literacy: Continued shuttle service for Oakland pre-school and schoolchildren, teachers and parents to the W. Oakland Library.	\$ 219					\$ 219		\$ 219
3	Alameda County	Meekland Avenue Transit Access Improvements: Bus access improvements on Meekland Avenue including sidewalk, ADA ramp, bulb outs and lighting.				\$ 2,500			\$ 2,500	\$ 2,500
4	Alameda County	Hacienda Ave Transit Access Improvements: Bus access improvements, including sidewalks and high visibility pedestrian crossings on Hacienda Ave between Hathaway Ave and Hesperian Blvd.				\$ 160			\$ 160	\$ 160
5	AC Transit ¹	AC Transit Existing Service Preservation in Communities of Concern: Continue existing services on Lines 63, 47, 40, 40, 91, 93, serving Alameda, Oakland, San Leandro, Ashland, Cherryland, & South Hayward.	\$ 4,220		\$ 3914 + \$ 12.5		\$852	\$ 8,986 \$ 8,998.5		\$ 8,986 \$ 8,998.5
6	East Bay Bicycle Coalition/ Cycles of Change ²	Neighborhood Bicycle Centers: Bike distribution and education programs in Oakland and Alameda		\$ 314				\$ 314		\$ 314
7	LAVTA ³	WHEELS Route 14 Service Provision: Continue service from residential Livermore to downtown business areas and regional transit at Livermore Transit Center.	\$ 89	\$ 67	\$144		\$ 21	\$ 321		\$ 321
8	BART	Environmental Justice Access to BART Tier 2: Install secure bike parking at N. Berkeley & Berkeley stations.				\$225			\$ 225	\$ 225
9	LAVTA	WHEELS Route 14 Civic Center Busway & Stops: Construct turnaround busway and two bus stops with shelters and benches at Civic Center, adjacent to houses, employment and social services.			\$ 150				\$ 150	\$ 150
Total Recommendation:			\$ 4,528	\$ 786	\$ 4,221	\$ 2,885	\$ 873	\$ 10,258	\$ 3,035	\$ 13,293

Notes

1. Additional \$12,485 of STA for AC Transit existing service proposed January 2011.
2. Recommendation funds first two years of the three year request.
3. LAVTA's project meets the JARC Concord Area requirements. \$21K is from the population-based estimate for the JARC funds.

Modal Split of Funding Recommendation

Mode	%	Operations	Capital	Total
Bicycle	4%	\$ 314	\$ 225	\$ 539
Transit Operations	75%	\$ 9,944	NA	\$ 9,944
Transit Access	21%	NA	\$ 2,810	\$ 2,810
Total	100%	\$ 10,258	\$ 3,035	\$ 13,293

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Memorandum

Date: December 21, 2010

To: Alameda County Technical Advisory Committee (ACTAC)

From: Saravana Suthanthira, Senior Transportation Planner

Subject: Approval of 2011 Congestion Management Program (CMP) Update:
Schedule and Issues

Recommendations

It is recommended that the Alameda CTC Board approve the attached schedule and summary of issues to address in the update of 2011 Congestion Management Program.

Summary

The CMP, mandated by the state legislation, is required to be updated every two years, during odd numbered years. Issues to be addressed in the upcoming 2011 update include discussing how to incorporate the Sustainable Community Strategy (SCS) into the CMP, reviewing criteria for adding roadways to the CMP network, incorporating the updated Countywide Travel Demand Model, and updating the Capital Improvement Program.

Discussion

Alameda CTC in its role as the Congestion Management Agency for Alameda County uses the Congestion Management Program to identify strategies to address congestion problems in Alameda County. The CMP was adopted by the CMA Board in October 1991 and has been updated every two years since then. The Executive Summary for the 2009 CMP is attached. The full report can be accessed on the web.

The 2011 update will consist of modifications such as incorporating issues identified in the 2009 CMP and other issues that have arisen since the last update of the CMP. While each chapter will be reviewed and updated as necessary, known issues by chapter and a schedule for the update are presented below:

General:

- Discuss and update the CMP regarding Countywide Transportation Plan/Transportation Expenditure Plan (CWTP/TEP) development and relationship with the activities related to SB 375 at the regional level on Sustainable Community Strategy/Regional Transportation Plan (SCS/RTP)
- Investigate and identify how to use CMP as a tool to better manage the Alameda County transportation system

Chapter 2: Designated Roadway System

- Review criteria for adding roadways to the CMP roadway system

Chapter 3: Level of Service Standards

- Update relevant sections to include 2010 Level of Service (LOS) Monitoring data
- Explore multi-model LOS standards and applicability to CMP

Chapter 5: Travel Demand Management Element

- Discuss and update as appropriate the Guaranteed Ride Home (GRH) Program section in the context of the SB 375 and reduction of vehicle-miles traveled (VMT) and Greenhouse Gases (GHG).

Chapter 6: Land Use Analysis Program

- Update Corridor/Area Management Transportation Planning section and identify potential Corridor/Area based plans and studies in the County.
- Update Priority Development Areas/Priority Conservation Areas
- Discuss and update CEQA requirements

Chapter 7: Capital Improvement Program

- Update Capital Improvement Program with regard to projects, policies and the STIP
- Update Air Quality Conformity section related to the new PM 2.5 Hotspot Analysis requirements
- Incorporate Vehicle Registration Fee projects, guidelines and policies into the CMP-CIP

Chapter 9: Database and Travel Model

- Update to reflect most recent model updates, including land use (Projections 09), network changes and carbon estimator tool in the model

Draft Schedule for 2011 CMP Update	
Month	Task
January 2011	Identify specific areas to be updated in each chapter. Seek Commission approval of issues and schedule.
February/March 2011	Review of general issues; Chapter 2 regarding Criteria for adding roadways; and Chapter 3 regarding multi-model LOS standards
April/May 2011	Review of Chapter 5 regarding GRH program in the context of SB 375; Chapter 6 regarding Corridor Management Studies/Plans and CEQA requirements.
May/June 2011	Incorporate comments and update all chapters. Update Capital Improvement Program.
July/August 2011	Circulate Draft CMP to Committees and Board
September 2011	Adopt 2011 CMP and forward it to MTC

Fiscal Impact

None

Attachments

Attachment A: 2009 CMP Executive Summary

Executive Summary

California law requires urban areas to develop and update a “congestion management program” or CMP—that is, a plan that describes the strategies to address congestion problems. In Alameda County, the Alameda County Congestion Management Agency (CMA) prepares the CMP. The CMA works cooperatively with the Metropolitan Transportation Commission (MTC), transit agencies, local governments, the California Department of Transportation (Caltrans) and the Bay Area Air Quality Management District (BAAQMD).

The CMP law places considerable authority with the CMAs. Appendix A contains the full text of the pertinent sections of state law. The agencies are required to oversee how local governments meet the requirements of the CMP, for example. The legislation also forges a new relationship between local government and Caltrans by requiring new highway projects in urban areas to be included in a CMP if they are going to be part of the State Transportation Improvement Program (STIP). This means that funding of highway projects is now, in part, controlled by local government in the form of the CMAs. With this authority comes the responsibility to recognize federal and state funding limitations and to work with Caltrans and MTC to formulate cost-effective projects.

The CMP is designed to meet the challenges of the law. Furthermore, the CMA has developed working relationships with all levels of government as well as the private sector. The CMA is prepared to demonstrate that local governmental agencies—working together—can solve regional problems.

THE TRANSPORTATION SYSTEM

The CMA must identify what is included in the system that is being monitored and improved (Chapter 2). For the purposes of the CMP, two different systems are used: the designated CMP roadway network (CMP-network); and the broader Metropolitan Transportation System (MTS). The CMP-network is a subset of the MTS. For purposes of the CMP, the former is used to monitor performance in relation to established level of service (LOS) standards. The latter is used in the CMA’s Land Use Analysis Program.

CMP Network

The CMP-network includes state highways and principal arterials that meet all minimum criteria (carry 30,000 vehicles per day; have four or more lanes; is a major cross-town connector; and connects at both ends to another CMP route or major activity center). The result is a system of roadways that carry at least

EXECUTIVE SUMMARY

70 percent of the vehicle miles traveled countywide and contains 23 miles of roadways. Of this total, 134 miles (58 percent) are interstate freeways, 73 miles (31 percent) are state highways (conventional highways), and 27 miles (11 percent) are city/county arterials.

In order to be found in conformance with the CMP, local jurisdictions must submit a list of potential CMP-designated routes based on spring 2011 24-hour counts, by June 30, 2011.

MTS System

The Metropolitan Transportation System (MTS) is a regionally designated system that includes the entire CMP-network, as well as major arterials, transit services, rail, maritime ports, airports and transfer hubs that are critical to the region's movement of people and freight. MTS¹ roadways were originally developed in 1991 and included roadways recognized as 'regionally significant' and included all interstate highways, state routes, and portion of the street and road system operated and maintained by the local jurisdictions.

LOS MONITORING

To provide a method for measuring congestion, the CMA uses LOS standards as defined in the 1985 Highway Capacity Manual (HCM), nationally accepted guidelines published by the Transportation Research Board (Chapter 3). LOS definitions describe traffic conditions in terms of speed and travel time, volume and capacity, freedom to maneuver, traffic interruptions, comfort and convenience and safety. LOS is represented by letter designations, ranging from A to F. LOS A represents the best operating conditions and LOS F the worst.

The purpose of these standards is to provide a quantitative tool to analyze the effects of land use changes and to monitor one system performance measure (i.e., congestion). The CMA is required to determine how well local governments meet the standards in the CMP, including how well they meet LOS standards.

The CMP requires a LOS standard of E. All CMP routes are required to maintain this standard except for those areas designated as "infill opportunity zones."

The CMA conducts a LOS monitoring study every two years. The next study will be done in spring 2010. The agency also has completed studies on nine high-priority corridors.

¹ In 2005, MTC updated the MTS to include Rural Major Collector streets and higher based on the Federal Functional Classification System (FFCS). The updated MTS is used by MTC for the purposes of funding and programming as well as in estimating roadway maintenance needs. The updated MTS was reviewed by ACTAC during the 2009 CMP Update to determine its usefulness and applicability to the Land Use Analysis Program. Based on ACTAC's input and discussions with MTC, it was determined that the updated MTS was not appropriate for the Land Use Analysis Program because it was too detailed for planning purposes and the previous version of the MTS would continue to be used.

EXECUTIVE SUMMARY

At present, the CMA is monitoring the CMP network by contracting biennially with a consultant to collect speed data. The CMA analyzes the data and prepares the results. If a local government or Caltrans assumes responsibility for monitoring roadways in the CMP-network within its jurisdiction, it will be required to do the following:

- o biennially monitor the LOS on the designated system and report to the CMA by June 15 of each year relative to conformance with the adopted standards.

PERFORMANCE ELEMENT

The CMA developed performance measures to evaluate how highways and roads function, as well as the frequency, routing and coordination of transit services. Performance measures are intended to support mobility, air quality, land use, and economic objectives in the CMP (Chapter 4).

Combined with LOS standards, the Performance Element provides a basis for evaluating whether the transportation system is achieving the broad mobility goals in the CMP. These include developing the Capital Improvement Program, analyzing land use impacts and preparing deficiency plans to address problems. For the 2009 CMP, implementation of the Performance Element will help the CMA prioritize projects for funding and developing management and operations strategies.

Below is a list of performance measures used in the CMP, along with the goals they help evaluate.

PERFORMANCE MEASURE	LONG-TERM GOAL
▪ Average highway speeds	▪ Improve mobility, air quality
▪ Travel time on transit, highways and high-occupancy vehicle lanes	▪ Improve mobility
	▪ Increase transit use
	▪ Improve air quality
▪ Duration of traffic congestion	▪ Enhance economic vitality
	▪ Expedite freight movement
▪ Roadway maintenance	▪ Ensure serviceable operation of existing facilities
▪ Roadway accidents on freeways	▪ Improve mobility
	▪ Ensure serviceable operation of existing facilities
▪ Completion of countywide bike plan	▪ Improve mobility, air quality
▪ Transit routing	▪ Improve transit access
	▪ Increase transit use

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▪ Transit frequency	▪ Improve transit access
	▪ Increase transit use
▪ Coordination of transit service	▪ Improve transit access
	▪ Increase transit use
▪ Transit ridership	▪ Increase transit use
▪ Transit vehicle maintenance	▪ Ensure serviceable operation of existing facilities
▪ Transit Availability	▪ Increase transit use
	▪ Improve transit access
▪ Transit Capital Needs & Shortfall	▪ Provide increased transit availability

Using these measures, the CMA prepares an annual transportation Performance Report for review by local agencies and transit operators prior to publication. To minimize cost, the CMA relies on established data collection processes and regularly published reports for data. A list of established data collection efforts, by agency, follows.

Cities and County

- Countywide Bicycle Plan (Cities and County Public Works Department and CMA)

Transit Agencies

- Service Schedules and On-Time Performance
- Transit Ridership Routing (percentage of major centers served within 1/4-mile of a transit stop)
- Frequency (number of lines operating at each frequency level)
- Service Coordination (number of transfer centers)
- Average Time Between Off-Loads (BART)
- Miles Between Mechanical Road Calls (AC Transit, LAVTA and Union City Transit) Mean Time Between Service Delays (BART and ACE)
- Transit service frequency during peak periods and population at all transit stations in County
- Transit capital needs & Shortfall for high priority (Score 16) projects

MTC

- Roadway Maintenance Needs
- Pavement Management System data for the MTS

ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

x | 2009 Congestion Management Program

- Freeway Speed Runs and Duration of Freeway Congestion (when performed by MTC)

Caltrans

- Freeway Speed Runs and Duration of Freeway Congestion (when performed by Caltrans)
- Accident Rates on State Freeways
- Highways in need of rehabilitation

CMA

- Roadway Speeds on CMP roads, except freeways
- Travel Times for Origin-Destination pairs

Local agencies are encouraged to provide data to MTC or to maintain their own database of maintenance needs on the MTS. However, there is no compliance requirement for local agencies or transit operators related to the Performance Element.

TRAVEL-DEMAND MANAGEMENT ELEMENT

While much of the CMP focuses on measurement and evaluation, an important part is the recommended use of Travel-Demand Management (TDM) (Chapter 5). These are designed to reduce the need for new highway facilities over the long term and to make the most efficient use of existing facilities. The TDM Element also incorporates strategies to integrate air quality planning requirements with transportation planning and programming. Funding generally comes from the Transportation Fund for Clean Air (from fees on motor vehicle registration) and from the federal Surface Transportation Program and Congestion Mitigation and Air Quality Program. Taken together, the program represents a fiscally realistic program that would effectively complement the CMA's overall CMP.

A balanced program requires actions that local jurisdictions, the CMA, MTC, BAAQMD, Caltrans and local transit agencies would undertake. As required by state law, it promotes alternative transportation methods (carpools, vanpools, transit, bicycles, park-and-ride lots, etc.), promotes improvements in the jobs-housing balance and SMART Growth, considers parking cash-out programs (paying employees who do not use parking) and promotes other strategies such as flextime and telecommuting.

The TDM Element includes four programs:

- The **Required Program** requires local jurisdictions to adopt and implement guidelines for site design that enhance transit, pedestrian and bicycle access.

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- The **Countywide Program** includes actions by the CMA to support efforts of local jurisdictions, such as the parking cash-out program, the Guaranteed Ride Home program and support of telecommuting.
- The **Regional Program** includes actions by MTC, BAAQMD and Caltrans to meet areawide needs. It focuses primarily on financial support for those activities that ensure coordinated transit, high-occupancy vehicle use, development and/or maintenance of park-and-ride lots, implementation of ramp metering and arterial, compliance with the American with Disabilities Act and bicycle and pedestrian improvements.
- Recognizing that the private sector also has a role in TDM, elements of the **Comprehensive Program** include those actions that employers may take to promote and encourage alternative modes of travel.

To be found in conformance with this element of the CMP, local jurisdictions must adopt and implement the Required Program by September 1 of each year.

LAND USE ANALYSIS PROGRAM

The CMP includes a program to analyze the impacts of land use decisions made by local jurisdictions on the regional transportation systems (Chapter 6). The program estimates costs associated with mitigating those impacts, as well as providing credits for local public and private contributions to improving regional transportation systems. The intent of the Land Use Analysis Program is to:

- Better tie together local land use and regional transportation facility decisions;
- Better assess the impacts of development in one community on another community; and
- Promote information sharing between local governments when the decisions made by one jurisdiction will have an impact on another.

The Land Use Analysis Program is a process designed to improve decisions about land use developments and the investment of public funds on transportation infrastructure. To work best, the CMA is involved at the very early stages of the land development process. The purpose of the CMA review is to assure that regional impacts are assessed, that appropriate mitigations are identified and that an overall program of mitigations can be implemented.

The CMA acts as a resource to local governments in analyzing the impacts of proposed land use changes on regional transportation systems. This includes making travel-demand models available to use in forecasting the impact of proposed general plan amendments (GPA) and other large-scale developments [if the local jurisdiction publishes a notice of preparation (NOP) for an environmental impact report (EIR)]. CMA staff could also be involved in discussing impact assessment approaches and impacts on the MTS.

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Although land use remains the purview of local governments, the CMA can apply sanctions if local agencies do not comply with the requirements of the law. Local jurisdictions will have the following responsibilities regarding the analysis of transportation impacts of land use decisions.

- Modeling (using the most recent CMA-certified travel-demand model) all GPA and large-scale projects that require an EIR that meet the 100 p.m. peak-hour threshold. Results of the model shall be analyzed for impacts on the MTS and shall be incorporated in the environmental document.
- Forward to the CMA all NOP, draft EIR/statements, final EIR/statements and final disposition of the GPA/development requests.
- Work with the CMA mitigating development impacts on the MTS.
- Biennially provide an update (prepared by the jurisdiction's planning department) of projected land uses using the Association of Bay Area Government's (ABAG) most recent forecast for a near-term and far-term horizon year. This information will be provided in a format compatible with the countywide travel model.

To begin addressing the implementation of SB 375 – Redeveloping Communities to Reduce Green House Gases, the CMA has developed Climate Action priorities composed of transportation strategies intended to reduce GHG emissions. The priorities are divided into short, mid and long term and are categorized by action, advocacy and institutional roles. These priorities will guide the CMA in the implementation of SB 375.

In addition, each local jurisdiction must demonstrate to the CMA that the Land Use Analysis Program is being carried out by September 1 of each year as part of the annual conformity process.

CAPITAL IMPROVEMENT PROGRAM

The six-year CIP reflects the CMA's effort to maintain or improve the performance of the multimodal transportation system for the movement of people and goods and to mitigate regional transportation impacts identified through the Land Use Analysis Program (Chapter 7).

Per federal requirements, it considers methods to improve the existing system, such as traffic operations systems, arterial signal timing, parking management, transit transfer coordination and transit marketing programs. Projects selected for the CIP also are consistent with the assumptions, goals, policies, actions and projects identified in the regional transportation plan (*Transportation 2035*), MTC's basic statement of Bay Area transportation policy.

The 2009 CIP covers fiscal year 2009/10 to 2014/15 and is comprised of:

EXECUTIVE SUMMARY

- Major capital projects and transit rehabilitation projects programmed in the 2008 STIP, the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA), Proposition 1B and CMA TIP; and
- Other major highway, transit and local projects intended to maintain or improve the performance of the CMP-network.

The projects in the CIP are linked to the vision and projects presented in the 2008 *Countywide Transportation Plan*, either as a specific capital project or from funding set aside to cover categories of projects. Such projects can include maintaining and rehabilitating local streets and roads, transit capital replacement, bicycle and pedestrian improvements and operational improvements.

In order to be conformance with the CMP, local jurisdictions and project sponsors must, by February 1 of each odd-numbered year, submit to the CMA a list of projects intended to maintain or improve the LOS on the CMP-network and to meet transit performance standards.

MONITORING, CONFORMANCE AND DEFICIENCY PLANS

The CMA is responsible for annually monitoring the implementation of four elements of the CMP. Local agencies are usually responsible for maintaining LOS standards, adopting travel-demand requirements, implementing land use analysis programs and implementing TDM measures. The CMA, however, ensures that they are in “conformance” with CMP requirements. To meet the requirements of the CMP, the following must occur.

Local jurisdictions have two TDM requirements: adoption and implementation of site design guidelines to enhance transit/pedestrian/bicycle access; and implementation of capital improvements that contribute to congestion management and emissions reduction.

The CMA is required to develop a program for implementation by local agencies. This program will analyze the impacts and determine mitigation costs of land use decisions on the regional system (Chapter 8). Local jurisdictions remain responsible for approving, disallowing, or altering projects and land use decisions. The program must be able to determine land development impacts on the MTS and formulate appropriate mitigation measures commensurate with the magnitude of the expected impacts.

The CMA is required to prepare and biennially update a CIP aimed at maintaining or improving transportation service levels. Each city, the county, transit operators and Caltrans will provide input to these biennial updates.

If LOS standards are not met, a deficiency plan must be developed to achieve the adopted LOS standards at the deficient segment or intersection, or to improve the LOS and contribute to significant air quality improvements.

To determine conformance, CMA compares the monitoring information provided by local governments to the CMP requirements. If a local jurisdiction is found to be in non-conformance, upon notification from the CMA, the local jurisdiction has 90 days to remedy the area(s) of non-conformance. Failure to address problems could adversely affect the jurisdiction's eligibility for future funds.

Responsibilities for Deficiency Plans

Local governments are responsible for preparing and adopting deficiency plans—proposed methods for bringing LOS standards up to par. However, they will need to consult with the CMA, Caltrans, local transit providers and BAAQMD. Local public-interest groups and members of the private sector may also have an interest in developing deficiency plans.

During the process of developing the plan, the local agency will need to consider whether it is possible to make physical improvements to the deficient segment. It may not be possible to do so for a number of reasons, including cost, availability of real estate, public opposition and air quality plan conflicts.

However, in developing the deficiency plan, both local and system alternatives must be considered and described. Local governments and the CMA should consider the impact of the proposed deficiency plan on the CMP system. An action plan to implement the chosen alternative must also be provided. The selection of either alternative is subject to approval by the CMA, which must find the action plan in the interest of the public's health, safety and welfare.

DATABASE AND TRAVEL MODEL

The CMA has developed a uniform land use database for use in a countywide travel model (Chapter 9). The purpose of the database and travel model requirement is to bring to the congestion management decision-making process a uniform technical basis for analysis. This includes consideration of the benefits of transit service and TDM programs, as well as projects that improve congestion on the CMP-network. The modeling requirement is also intended to assist local agencies in assessing the impacts of new development on the transportation system.

The database developed for use with the countywide travel model is based on data summarized in ABAG's *Projections 2007* report. Projections of socioeconomic variables were made for the traffic analysis zones defined for Alameda County. By aggregating the projections made for each zone, the CMA produced projections of socioeconomic characteristics for unincorporated areas of the county, the 14 cities and for the four planning areas:

- Planning Area 1—cities of Albany, Berkeley, Emeryville, Oakland, Alameda and Piedmont;

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- Planning Area 2—cities of San Leandro, Hayward, and the unincorporated areas of Castro Valley, Ashland and San Lorenzo;
- Planning Area 3—cities of Union City, Newark and Fremont; and
- Planning Area 4—cities of Pleasanton, Dublin, Livermore and the unincorporated areas of east County.

In June 2007, the Alameda Countywide Travel Demand Model was updated to use the same platform as MTC's Regional Transportation Model which at that time incorporated land use based on Association of Bay Area Governments' (ABAG) Projections 2005. The most recent update completed in October 2008 updated the land use assumptions to ABAG's Projections 2007 and revised several features.

CONCLUSIONS AND IMPLEMENTATION ISSUES AND MOVING FORWARD

The CMP has several interrelated elements intended to foster better coordination among decisions about land development, transportation and air quality. Several conclusions can be reached about the CMP relative to the requirements of law and its purpose and intent (Chapter 10). Specifically, the CMP:

1. Contributes to maintaining or improving transportation service levels.
2. Conforms to MTC's criteria for consistency with *Transportation 2035*.
3. Provides a travel model whose specifications and output are consistent with MTC's regional model.
4. Is consistent with MTC's Transportation Control Measures Plan.
5. Specifies a method for estimating roadway LOS which is consistent with state law.
6. Identifies candidate projects for the STIP and federal Transportation Improvement Program.
7. Has been developed in cooperation with the cities, the County of Alameda, transit operators, the BAAQMD, MTC, adjacent counties, Caltrans and other interested parties.
8. Provides a forward-looking approach to dealing with the transportation impacts of local land use decisions.
9. Considers the benefit of Green House Gas (GHG) reductions in developing the CIP

During the development and update of the CMP for Alameda County, several issues have been uncovered which will need further action by the CMA.

- Lack of funding to support the CMP, including adequate capital resources and CMA/local government funding.
- Limited ability of the CMA to influence transportation investment when most transportation funding programs are beyond the purview of the CMP legislation.
- Identify responsible agency for monitoring and maintenance of LOS on the state highway system.

- Transportation revenue shortfalls.
- Continued improvement of the Land Use Analysis Program.
- Update of CMP-network and how to add roadways to the system.
- Congestion pricing strategies
- CEQA Reform and need for multi-modal level of service.
- Implementation of SB 375 – Redesigning Communities to Reduce Greenhouse Gases
- Parking Standards and Policies

Climate change awareness and the urgency to reduce greenhouse gases (mainly carbon dioxide) has become a driving force in the transportation realm with the passage of SB 375 in 2008. The CMA has already identified priorities for addressing climate change that are included in this CMP update. Between now and the next update of the *Congestion Management Program* and the *Countywide Transportation Plan*, the CMA intends to work with its partners to develop a series of plans and studies to address these issues and identify projects and programs for implementation that will allow the County to move toward achieving greenhouse gas reduction targets. These plans and studies would include the following elements:

- Transit Plan
- Transportation Demand Management (TDM) Expansion and Parking Management Program
- Bicycle and Pedestrian Plans:
- Goods Movement Plan

Please refer to the complete CMP for more specific information regarding these issues.

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Memorandum

DATE: December 22, 2010

TO: Alameda Technical Advisory Committee (ACTAC)

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

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

Recommendations:

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

Summary:

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

Discussion:

In an effort to keep our various committees up to date on the regional and countywide planning processes, staff will be submitting monthly reports to ACTAC; the Planning, Policy and Legislation Committee; the Alameda CTC Board; the Citizen's Watchdog Committee detailing what information is being discussed and reviewed by the CWTP-TEP Steering Committee and the CWTP-TEP Technical and Community Advisory Working Groups. Since our countywide planning efforts parallel the regional planning efforts, this report will also provide relevant information on regional processes. The purpose is to identify on a regular basis where input from Committee members is desired. All documents and agendas are posted on the Alameda CTC website.

Summary of Countywide Planning Efforts

The three year CWTP-TEP schedule showing countywide and regional planning milestones is attached (Attachment A). In the next three months, the CWTP-TEP Committees will be focusing on:

- finalizing the vision and goals;
- placing the CWTP-TEP update in context of Alameda County demographics and current performance of the transportation system. The Committees are currently reviewing and providing comment on a Briefing Book, available on the Alameda CTC's website, that is

intended to be an information and reference document and a point of departure for the discussion on transportation needs;

- discussing and identifying performance measures and a methodology for prioritizing improvements;
- identifying transportation needs and issues including review of a series of white papers identifying best practices and strategies;
- conducting polling for an initial read on voter perceptions;
- discussing and identifying how to do the call for projects, particularly how we can combine with the regional call and what kind of supplemental information we will need;
- coordinating with ABAG and local jurisdictions on defining the Vision Scenarios for the Sustainable Communities Strategy;
- defining a public participation approach and beginning public outreach efforts; and

Additionally, the Alameda CTC Board met on December 17, 2010 for its annual retreat. One of the key items discussed was the CWTP-TEP update. Staff is in the process of documenting the results of the discussion and will provide information at the meeting as it is available.

Summary of Regional Planning Efforts

We have been coordinating the CWTP-TEP efforts with work on the Regional Transportation Plan, the Sustainable Communities Strategy and other Plans and direction being developed by the San Francisco Bay Conservation and Development Commission (BCDC) and the Bay Area Air Quality Management District (BAAQMD). In the first quarter of 2011, the regional efforts are focusing developing a SCS Vision Scenario, getting the word out to City Councils and Boards of Directors on what the SCS is, beginning the RHNA process, developing financial projections and a committed transportation funding policy, developing a call for projects, and completing the work on targets and indicators for assessing performance of the projects.

In the next three months, staff will be coordinating with the regional agencies and providing feedback on these issues, including:

- participating on the MTC/ABAG Regional Advisory Working Group (RAWG), which is in the process of defining performance targets and indicators with which to compare and evaluate the SCS land use scenarios, presenting information on how the Priority Development Area Assessment will be used in developing the Vision Scenarios; and seeking input on the initial Vision Scenario that is being developed. ABAG is working directly with the local jurisdiction Planning Directors to seek input from each local City Council or Board of Directors on the Vision Scenario in January and February 2011. Attachment B contains a draft staff report developed by ABAG for use by the local jurisdiction;
- participating on regional Sub-committees: on-going performance targets and indicators and the equity sub-committee which is being formed by MTC;

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

Key Dates and Opportunities for Input

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

Sustainable Communities Strategy:

Presentation of SCS Vision Scenario information to local jurisdictions: January/February 2011

Detailed SCS Scenarios Released: July 2011

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

RHNA

RHNA Process Begins: January 2011

Draft RHNA Plan released: February 2012

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

RTP

Develop Financial Forecasts and Committed Funding Policy: February 2011

Call for RTP Transportation Projects and Performance Assessment: March 2011 - September 2011

Transportation Policy Investment Dialogue: October 2011 – February 2012

Prepare SCS/RTP Plan: April 2012 – October 2012

Draft RTP/SCS for Released: November 2012

Adopt SCS/RTP: April 2013

CWTP-TEP

Draft List of CWTP screened Projects and Programs: July 2011

First Draft CWTP: September 2011

TEP Program and Project Packages: September 2011

Draft CWTP and TEP Released: January 2012

Outreach: January 2012 – June 2012

Adopt CWTP and TEP: July 2012

TEP Submitted for Ballot: August 2012

Upcoming Meetings:

Committee	Regular Meeting Date and Time	Next Meeting
CWTP-TEP Steering Committee	4 th Thursday of the month, noon Location: Alameda CTC	January 27, 2011 February 24, 2011
CWTP-TEP Technical Advisory Working Group	1 st Tuesday of the month, 11:00 a.m. Location: Alameda CTC	January 4, 2011 February 1, 2011
CWTP-TEP Community Advisory Working Group	1 st Thursday of the month, 3:00 p.m. Location: Alameda CTC	January 6, 2011 February 3, 2011
SCS/RTP Regional Advisory Working Group	1 st Tuesday of the month, 9:30 a.m. Location: MetroCenter, Oakland	January 4, 2011 February 1, 2011
SCS/RTP Performance Target Ad Hoc Committee	Varies Location: MetroCenter, Oakland	January 11, 2011
SCS/RTP Equity Ad Hoc Committee	TBD	TBD

Fiscal Impacts: None.

Attachments:

Attachment A: Three Year CWTP-TEP Planning Schedule

Attachment B: ABAG Staff Report Template on SCS

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Calendar Year 2010

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

Calendar Year 2011

		2011					FY2011-2012	2011				
Task	January	February	March	April	May	June	July	August	Sept	Oct	Nov	Dec
Alameda CTC Committee/Public Process												
Steering Committee	Adopt vision and goals; begin discussion on performance measures, key needs	Continue discussion on performance measures, costs guidelines, call for projects	Review workshop outcomes, white paper issues , strategies and best practices, call for projects	No Meetings	Review Call for Projects outcomes; Discuss TEP funding strategies	No Meetings.	Project evaluation outcomes; outline of CWTP; TEP Strategies	No Meetings	1st Draft CWTP, TEP potential project and program packages		Review 2nd draft CWTP; 1st draft TEP	No Meetings
Technical Advisory Working Group	Comment on vision and goals; begin discussion on performance measures, key needs	Continue discussion on performance measures, costs guidelines, call for projects	Review workshop outcomes, white paper issues , strategies and best practices, call for projects	No Meetings	Review Call for Projects outcomes; Discuss TEP funding strategies	No Meetings.	Project evaluation outcomes; outline of CWTP; TEP Strategies	No Meetings	1st Draft CWTP, TEP potential project and program packages		Review 2nd draft CWTP; 1st draft TEP	No Meetings
Community Advisory Working Group	Comment on vision and goals; begin discussion on performance measures, key needs	Continue discussion on performance measures, costs guidelines, call for projects	Review workshop outcomes, white paper issues , strategies and best practices, call for projects	No Meetings	Review Call for Projects outcomes; Discuss TEP funding strategies	No Meetings.	Project evaluation outcomes; outline of CWTP; TEP Strategies	No Meetings	1st Draft CWTP, TEP potential project and program packages		Review 2nd draft CWTP; 1st draft TEP	No Meetings
Public Participation	Public Workshops in two areas of County: vision and needs; Central County Transportation Forum	Public Workshops in two areas of County: vision and needs		East County Transportation Forum			South County Transportation Forum	No Meetings		2nd round of public workshops in two areas of County: feedback on CWTP, B3; North County Transportation Forum	2nd round of public workshops in two areas of County: feedback on CWTP, B3	No Meetings
Agency Public Education and Outreach	Ongoing Education and Outreach through November 2012						Ongoing Education and Outreach through November 2012					
Alameda CTC Technical Work												
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level	Feedback on Technical Work, Modified Vision, Preliminary projects lists					Work with feedback on CWTP and financial scenarios	First Draft CWTP using Scoring and Screening criteria	Technical work refinement and development of Expenditure plan, 2nd draft CWTP				
Polling	Conduct baseline poll									Polling on possible Expenditure Plan projects & programs		
Sustainable Communities Strategy/Regional Transportation Plan												
Regional Sustainable Community Strategy Development Process - Final RTP in April 2013		Release Vision Scenario	Detailed SCS Scenario Development				Release Detailed SCS Scenarios	Technical Analysis of SCS Scenarios		SCS Scenario Results/and funding discussions		Release Preferred SCS Scenario
	Discuss Call for Projects		Call for Transportation Projects and Project Performance Assessment		Project Evaluation							
	Develop Draft 25-year Transportation Financial Forecasts and Committed Transportation Funding Policy											

Calendar Year 2012

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

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OneBayArea

Overview of the Sustainable Communities Strategy

November 23, 2010

To: Planning Directors

From: Ken Kirkey, ABAG Planning Director

Re: Overview of the Sustainable Communities Strategy

ABAG and MTC have prepared an Overview of the Sustainable Communities Strategy (SCS) that you can use for a presentation before your city council and/or board of supervisors. We hope you find this report useful in communicating with elected officials and general public that might not be familiar with the SCS. This presentation will allow Bay Area elected officials to be informed about the SCS process before the release of the SCS Vision Scenario by February 2011.

Given the input we have received from various local jurisdictions, we expect this report will be used in different ways according to the specific needs of each city or county. Planning directors could (1) use it as a reference to develop their own reports; (2) use it as an attachment to their reports; or (3) edit and reformat this report to make it their own.

We would appreciate receiving any input from your elected officials on this SCS Overview presentation. We have created a folder for this input on the online collaboration sites (Basecamp) created for each county.

Should you have any questions about the report, please contact me (kennethk@abag.ca.gov) or the FOCUS regional planner for your county.

OneBayArea

Overview of the Sustainable Communities Strategy

This staff report describes Senate Bill 375, the Sustainable Communities Strategy (SCS) and the effect of the law on local governments as well as the Bay Area as a region. This report is based on reports provided by the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG).

The SCS will be developed in partnership among regional agencies, local jurisdictions and Congestion Management Agencies (CMAs) through an iterative process. The regional agencies recognize that input from local jurisdictions with land use authority is essential to create a feasible SCS. The SCS does not alter the authority of jurisdictions over local land use and development decisions.

The purpose of this report is to provide council/board members with an overview of the SCS in relation to local land use policies, implementation needs, and quality of life, including key policy considerations for the City/County of (insert local information).

PURPOSE AND APPROACH

Senate Bill 375 became law in 2008 and is considered landmark legislation for California relative to land use, transportation and environmental planning. It calls for the development of a Sustainable Communities Strategy (SCS) in all metropolitan regions in California. Within the Bay Area, the law gives joint responsibility for the SCS to the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG). These agencies will coordinate with the Bay Area Air Quality Management District (Air District) and the Bay Conservation and Development Commission (BCDC).

The SCS integrates several existing planning processes and is required to accomplish the following objectives:

1. Provide a new 25-year land use strategy for the Bay Area that is realistic and identifies areas to accommodate all of the region's population, including all income groups;
2. Forecast a land use pattern, which when integrated with the transportation system, reduces greenhouse gas emissions from automobiles and light trucks and is measured against our regional target established by the California Air Resources Board (CARB).

The SCS is a land use strategy required to be included as part of the Bay Area's 25-year Regional Transportation Plan (RTP). By federal law, the RTP must be internally consistent. Therefore, the over \$200 billion dollars of transportation investment typically included in the RTP must align with and support the SCS land-use pattern. SB 375 also requires that an updated

eight-year regional housing need allocation (RHNA) prepared by ABAG is consistent with the SCS. The SCS, RTP and RHNA will be adopted simultaneously in early 2013.

The SCS is not just about assigning housing need to places or achieving greenhouse gas targets. The primary goal is to build a Bay Area which continues to thrive and prosper under the changing circumstances of the twenty-first century. By directly confronting the challenges associated with population growth, climate change, a new economic reality and an increasing public-health imperative, the SCS should help us achieve a Bay Area which is both more livable and more economically competitive on the world stage. A successful SCS will:

- Recognize and support compact walkable places where residents and workers have access to services and amenities to meet their day-to-day needs;
- Reduce long commutes and decrease reliance that increases energy independence and decreases the region's carbon consumption;
- Support complete communities which remain livable and affordable for all segments of the population, maintaining the Bay Area as an attractive place to reside, start or continue a business, and create jobs.
- Support a sustainable transportation system and reduce the need for expensive highway and transit expansions, freeing up resources for other more productive public investments;
- Provide increased accessibility and affordability to our most vulnerable populations;
- Conserve water and decrease our dependence on imported food stocks and their high transport costs.

In recognition of the importance of these other goals, ABAG and MTC will adopt performance targets and indicators that will help inform decisions about land use patterns and transportation investments. These targets and indicators will apply to the SCS and the RTP. The targets and indicators are being developed by the Performance Targets and Indicators Ad Hoc Committee of the Regional Advisory Working Group (RAWG), which includes local planning and transportation staff, non-profit organizations, and business and developers' organizations. The targets are scheduled for adoption early 2011 and the indicators will be adopted in spring 2011.

BUILDING ON EXISTING EFFORTS

In many respects the SCS builds upon existing efforts in many Bay Area communities to encourage more focused and compact growth while recognizing the unique characteristics and differences of the region's many varied communities. FOCUS Priority Development Areas (PDAs) are locally-identified and regionally adopted infill development opportunity areas near transit. The PDAs provide a strong foundation upon which to structure the region's first Sustainable Communities Strategy. PDAs are only three percent of the region's land area. However, local governments have indicated that based upon existing plans, resources, and incentives the PDAs can collectively accommodate over fifty percent of the Bay Area's housing need through 2035.

PDAs have been supported by planning grants, capital funding and technical assistance grants from MTC. The current RTP allocates an average of \$60 million a year to PDA incentive-related funding. Future RTPs, consistent with the SCS, will be structured to provide policies and funding that is supportive of PDAs and potentially other opportunity areas for sustainable development in the region.

PARTNERSHIP

To be successful, the SCS will require a partnership among regional agencies, local jurisdictions, Congestion Management Agencies (CMAs), transit agencies, and other regional stakeholders. MTC and ABAG are engaged in an intense information exchange with County-Corridors Working Groups throughout the Bay Area. These Groups are organized by county, by sub-regions within counties, and by corridors that span counties. They typically include city and county planning directors, CMA staff, and representatives of other key agencies such as transit agencies and public health departments. Working Group members are responsible for providing updates and information to their locally elected policymakers through regular reports like this one and eventually through recommended council or board resolutions which acknowledge the implications of the SCS for each jurisdiction.

Each county has established an SCS engagement strategy and the composition of a County/Corridor Working Group according to their needs and ongoing planning efforts. In the City of (insert local information) our working group includes (insert local county information here). The County/Corridor Working Groups provide an opportunity for all of the region's jurisdictions to be represented in the SCS process and to provide ongoing information to, and input from, local officials through staff reports by working group members (local planning staff) to their city councils and/or boards of supervisors as the SCS process evolves through 2011. In addition to the County-Corridor Working Groups, a Regional Advisory Working Group (RAWG), composed of local government representatives and key stakeholders provides technical oversight at the regional level.

PROCESS – SCS SCENARIOS

The final SCS will be the product of an iterative process that includes a sequence of growth and supportive transportation scenarios. Starting with an Initial Vision Scenario (February 2011), followed by more detailed SCS scenarios that refine the initial vision scenario (Spring and Fall 2011), and final draft (early 2012). For more information about the timeline, see *SCS Schedule – Attachment A*.

Initial Vision Scenario

ABAG and MTC will release an Initial Vision Scenario in February 2011 based in large part on input from local jurisdictions through the county/corridor engagement process and information collected by December 2010. The Vision Scenario will encompass an initial identification of

places, policies and strategies for long-term, sustainable development in the Bay Area. Local governments will identify places of great potential for sustainable development, including PDAs, transit corridors, employment areas, as well as infill opportunities areas that lack transit services but offer opportunities for increased walkability and reduced driving.

The Initial Vision Scenario will:

- Incorporate the 25-year regional housing need encompassed in the SCS;
- Provide a preliminary set of housing and employment growth numbers at regional, county, jurisdictional, and sub-jurisdictional levels;
- Be evaluated against the greenhouse gas reduction target as well as the additional performance targets adopted for the SCS.

Detailed Scenarios

By the early spring of 2011 the conversation between local governments and regional agencies will turn to the feasibility of achieving the Initial Vision Scenario by working on the Detailed Scenarios. The Detailed Scenarios will be different than the initial Vision Scenario in that they will take into account constraints that might limit development potential, and will identify the infrastructure and resources that can be identified and/or secured to support the scenario. MTC and ABAG expect to release a first round of Detailed Scenarios by July 2011. Local jurisdictions will provide input, which will then be analyzed for the release of the Preferred Scenario by the end of 2011. The County/Corridor Working Groups as well as the RAWG will facilitate local input into the scenarios through 2011. The analysis of the Detailed Scenarios and Preferred Scenario takes into account the Performance Targets and Indicators.

REGIONAL HOUSING NEEDS ALLOCATION

As described above, the eight-year RHNA must be consistent with the SCS. Planning for affordable housing in the Bay Area is one of the essential tasks of sustainable development. In the SCS, this task becomes integrated with the regional land use strategy, the development of complete communities and a sustainable transportation system. The process to update RHNA will begin in early 2011. The county/corridor engagement process will include discussions of RHNA, since both the SCS and RHNA require consideration of housing needs by income group. Cities will discuss their strategies for the distribution of housing needs at the county level and decide if they want to form a sub-regional RHNA group by March 2011. The distribution of housing needs will inform the Detailed SCS Scenarios. Regional agencies will take input from local jurisdictions for the adoption of the RHNA methodology by September 2011. The final housing numbers for the region will be issued by the State Department of Housing and Community Development (HCD) by September 2011. The Draft RHNA will be released by spring 2012. ABAG will adopt the Final RHNA by the end of summer 2012. Local governments will address the next round of RHNA in their next Housing Element update.

This is a condensed description of the RHNA process. Additional details about procedural requirements (e.g. appeals, revisions and transfers) and substantive issues (e.g. housing by income category and formation of subregions) will be described in a separate document.

REGIONAL TRANSPORTATION PLAN

The SCS brings an explicit link between the land use choices and the transportation investments. MTC and ABAG's commitment to the reduction of greenhouse gas emissions and provision of housing for all income levels translates into an alignment of the development of places committed to these goals and transportation, infrastructure and housing funding. The regional agencies will work closely with the CMAs, transportation agencies and local jurisdictions to define financially constrained transportation priorities in their response to a call for transportation projects in early 2011 and a detailed project assessment that will be completed by July/August 2011; the project assessment will be an essential part of the development of Detailed SCS Scenarios. The RTP will be analyzed through 2012 and released for review by the end of 2012. ABAG will approve the SCS by March 2013. MTC will adopt the final RTP and SCS by April 2013.

Regional agencies will prepare one Environmental Impact Report (EIR) for both the SCS and the RTP. This EIR might assist local jurisdictions in streamlining the environmental review process for some of the projects that are consistent with the SCS. Local jurisdictions are currently providing input for the potential scope of the EIR. Regional agencies are investigating the scope and strategies for an EIR that could provide the most effective support for local governments.

ADDITIONAL REGIONAL TASKS

MTC, ABAG and the Bay Area Air Quality Management District are coordinating the impacts of CEQA thresholds and guidelines recently approved by the Air District. The Air District is currently developing tools and mitigation measures related to the CEQA thresholds and guidelines to assist with development projects in PDAs. The four regional agencies will be coordinating other key regional planning issues including any adopted climate adaptation-related policy recommendations or best practices encompassed in the Bay Plan update recently released by BCDC.

UNIQUE LOCAL ROLE OF THE CITY OF (insert local jurisdiction) IN THE SUSTAINABLE COMMUNITIES STRATEGY

Suggested questions to be addressed by Local Planning Director

- *How do local planning efforts (i.e. General Plan, PDAs, Specific/Neighborhood Plans) relate to the SCS?*
- *What are the key local sustainable development issues/strategies that might be advanced through the SCS? (i.e. Employment growth, affordable housing, small town centers, schools)*
- *What are the key investments for a sustainable development path?*
- *How are local elected officials and staff participating in the regional SCS process?*

BENEFITS FOR ALL

The SCS provides an opportunity for the City of (insert local jurisdiction) to advance local goals as part of a coordinated regional framework. By coordinating programs across multiple layers of government, the SCS should improve public sector efficiency and create more rational and coordinated regulation and public funding. The SCS connects local neighborhood concerns—such as new housing, jobs, and traffic—to regional objectives and resources. As such, it is a platform for cities and counties to discuss and address a wide spectrum of challenges, including high housing costs, poverty, job access, and public health, and identify local, regional, and state policies to address them. It gives local governments a stronger voice in identifying desired infrastructure improvements and provides a framework for evaluating those investments regionally. In this way, the SCS rewards those cities whose decisions advance local goals and benefit quality of life beyond their borders—whether to create more affordable housing, new jobs, or reduce driving.

Regional agencies are exploring the following support for the SCS:

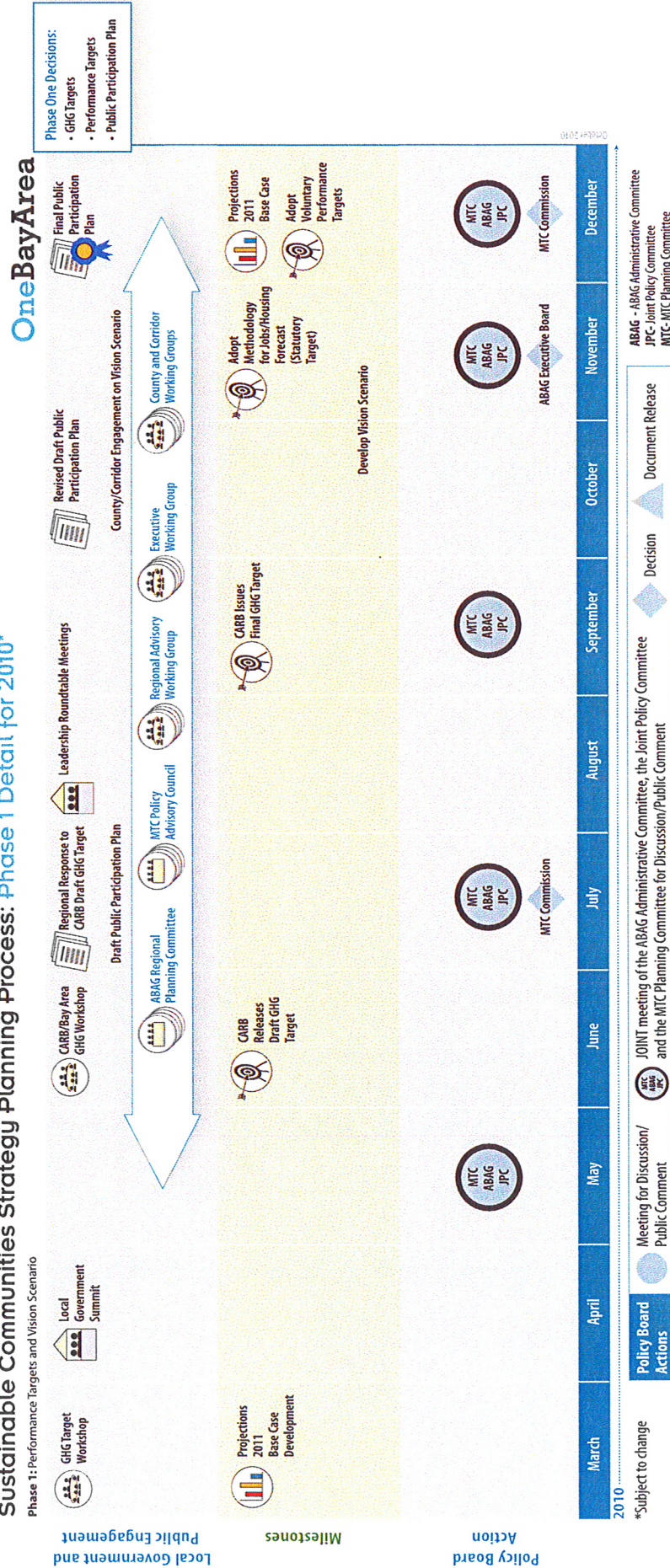
- Grants for affordable housing close to transit
- Infrastructure bank to support investments that can accommodate housing and jobs close to transit
- Transportation investment in areas that can significantly contribute to the reduction of greenhouse gas emissions through compact development
- Infrastructure investments in small towns that can improve access to services through walking and transit.

NEXT STEPS

- Regional agencies expect to release an initial Vision Scenario in early February 2011.
- City (or County) staff will subsequently provide a report to (insert local description) describing the overall approach, regional context, and local implications for the City of (insert local jurisdiction).
- City (or County) staff will seek Council feedback and response to the initial Vision Scenario to be share with regional agencies. This feedback will serve as a basis for the development of Detailed SCS Scenarios through July 2011.

Sustainable Communities Strategy Planning Process: Phase 1 Detail for 2010*

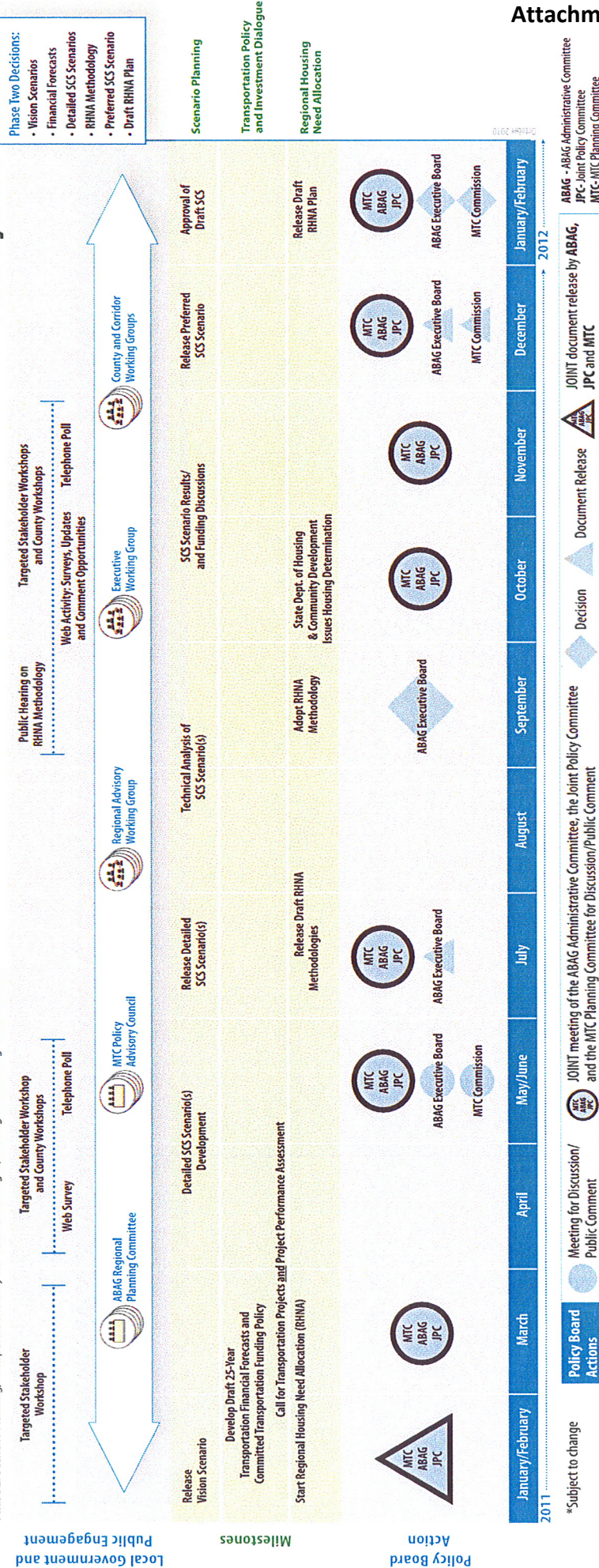
Phase 1: Performance Targets and Vision Scenario

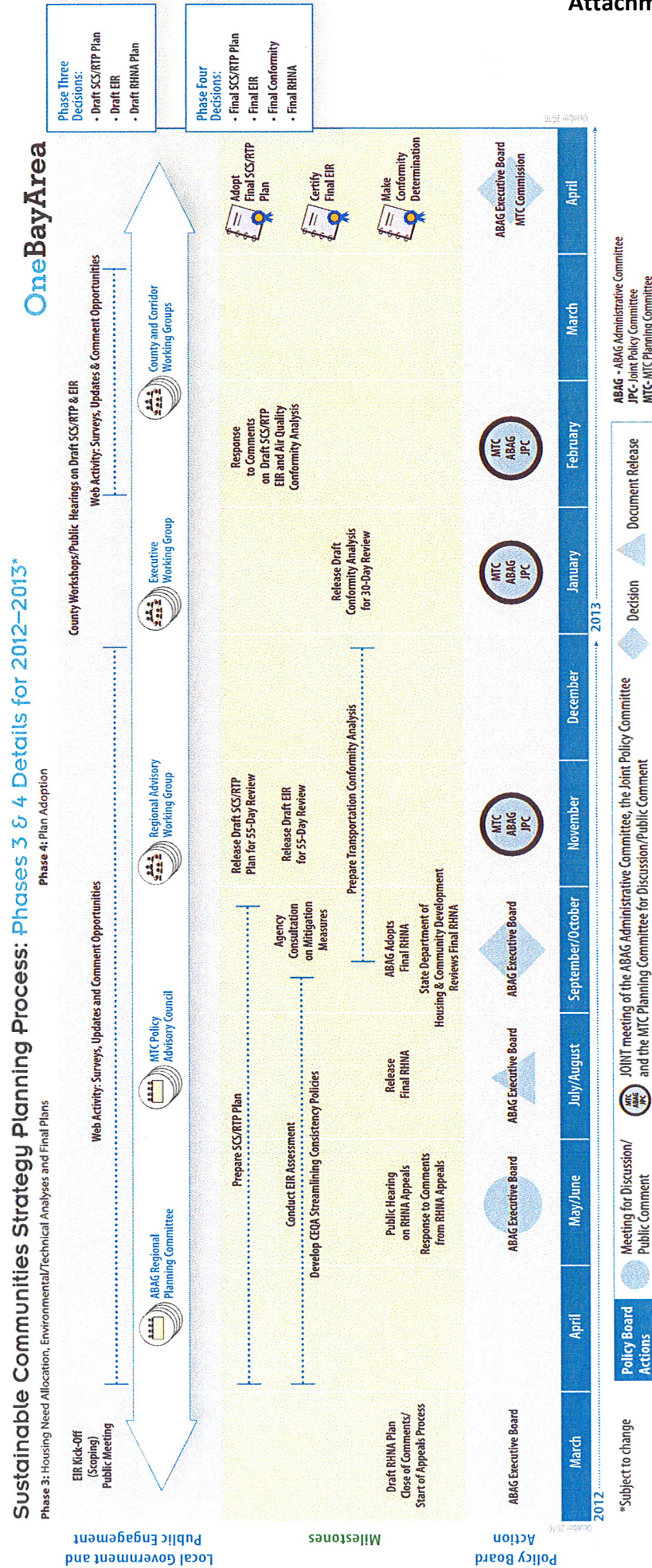


Sustainable Communities Strategy Planning Process: Phase 2 Detail for 2011*

Phase 2- Scenario Planning, Transportation Policy & Investment Dialogue, and Regional Housing Need Allocation

OneBayArea







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www.AlamedaCTC.org

Memorandum

DATE: December 20, 2010

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Matt Todd, Manager of Programming

SUBJECT: Review of State Transportation Improvement Program (STIP) Timely Use of Funds Report

Recommendations:

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

Summary:

ACTAC is requested to review and comment on the project specific information included in the attached STIP Timely Use of Funds Report, dated January 31, 2011. The report segregates projects into Red, Yellow, and Green zones. Project sponsors are requested to provide documentation related to the status of the required activities shown on the report to Jacki Taylor, via email: JTaylor@accma.ca.gov, by Friday, January 14th. This information will be the basis of the STIP At Risk Report that will be brought to the Commission in February 2011.

Background:

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

The Report includes a total of 35 STIP projects being monitored for compliance with the STIP "Timely Use of Funds" provisions. Red zone projects are considered at a relatively high risk of non-compliance with the provisions. Yellow zone projects are considered at moderate risk, and Green zone at low risk. The criteria for determining the project zones are listed near the end of the report. The durations included in the criteria are intended to provide adequate time for project sponsors to perform the required activities to meet the deadline(s). The risk zone associated with each risk factor is indicated in the tables following the report. Projects with multiple risk factors are listed in the zone of higher risk.

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

Attachments:

Attachment A - STIP Timely Use of Funds Report

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STIP Timely Use of Funds Report
2010 STIP-Locally Sponsored Alameda County Projects

Status Date: January 31, 2011

Red Zone Projects

Index	PP No.	Sponsor	Project Title							
		Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
1	2009A	AC Transit	Maintenance Facilities Upgrade							
		RIP	\$3,705	Con	06/07	Complete Expend	2/2/11	R	\$3,705K Alloc'd 9/7/06 12-Mo Ext App'd Jan 10	R
2	0139F	ACCMA	Rt 580, Landscaping, San Leandro Estudillo Ave - 141st							
		RIP-TE	\$350	Con	10/11	Allocate Funds	6/30/11	R	Added into 2010 STIP	Y
3	2179	ACCMA	Planning, Programming and Monitoring ¹							
		RIP	\$1,409	Con	08/09	Complete Expend	6/30/11	R	\$1,409 Alloc'd 7/24/08	Y
		RIP	\$1,209	Con	09/10	Complete Expend	6/30/12	G	\$1,209 Alloc'd 7/9/09	
		RIP	\$1,948	Con	10/11	Complete Expend	6/30/13	G		
		RIP	\$1,947	Con	11/12	Allocate Funds	6/30/12	G		
		RIP	\$1,993	Con	12/13	Allocate Funds	6/30/13	G		
4	0016U	ACTIA	I-580 Castro Valley I/C Improvements							
		RIP	\$7,315	Con	07/08	Accept Contract	6/26/11	R	\$7.315M Alloc'd 3/12/08	Y
5	2009L	Alameda Co.	Vasco Road Safety Improvements							
		RIP	\$4,600	Con	07/08	Accept Contract	7/29/11	R	\$4.6M Alloc'd 2/14/08 Contract Awd 7/29/08	Y
6	2100F	Alameda Co.	Grove Wy sidewalk improvements, Meekland-Haviland							
		RIP-TE	\$1,150	Con	10/11	Allocate Funds	6/30/11	R	Added into 2010 STIP	Y
7	1014	BART	BART Transbay Tube Seismic Retrofit							
		RIP	\$38,000	Con	07/08	Accept Contract	3/5/11	R	\$38M Alloc'd 9/5/07	R
8	2008B	BART	MacArthur BART renovate & enhance entry plaza							
		RIP-TE	\$954	Con	10/11	Allocate Funds	6/30/11	R	Added into 2010 STIP	Y
9	2103	BART	Oakland Airport Connector							
		RIP	\$20,000	Con	10/11	Award Contract	4/23/11	R	App'd into STIP and allocated 9/23/10	Y
10	2103A	BART	Coliseum BART pedestrian improvements							
		RIP-TE	\$885	Con	10/11	Allocate Funds	6/30/11	R	Added into 2010 STIP	Y
11	2100G	Berkeley	Berkeley Bay Trail Project, Seg 1							
		RIP-TE	\$1,928	Con	10/11	Allocate Funds	6/30/11	R	Added into 2010 STIP	Y
12	2100H	Dublin	Alamo Canal Regional Trail, Rt 580 undercrossing							
		RIP-TE	\$1,021	Con	10/11	Allocate Funds	6/30/11	R	Added into 2010 STIP	Y
13	2110	Union City	Union City Intermodal Station							
		RIP	\$4,600	Con	07/08	Accept Contract	5/13/11	R	\$4.6M Alloc'd 9/5/07	Y
		RIP	\$720	Con	05/06	Accept Contract	5/13/11	R	\$720K Alloc'd 11/9/06	
		RIP-TE	\$5,307	Con	05/06	Accept Contract	5/13/11	R	\$5,307K Alloc'd 11/9/06	
		RIP-TE	\$2,000	Con	06/07	Accept Contract	5/13/11	R	\$2,000K Alloc'd 11/9/06	
		RIP	\$9,787	Con	06/07	Accept Contract	5/13/11	R	\$9,787K Alloc'd 11/9/06 6-Mo Ext App'd 9/23/10	
		RIP	\$715	Con	11/12	Allocate Funds	6/30/12	G		

STIP Timely Use of Funds Report
2010 STIP-Locally Sponsored Alameda County Projects

Status Date: January 31, 2011

Red Zone Projects (Cont.)

Index	PP No.	Sponsor	Project Title						
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
14	2110A	Union City	Union City Intermodal Stn, Ped Enhanc PH 2 & 2A						
	RIP-TE	\$3,000	Con	10/11	Allocate Funds	6/30/11	R	Added into 2010 STIP	Y

Yellow Zone Projects

Index	PP No.	Sponsor	Project Title						
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
15	2009W	Berkeley	Ashby BART Station Intermodal Imps						
	RIP	\$4,614	Con	07/08	Accept Contract	12/26/11	Y	\$4,614 Alloc'd 6/26/08	G
	RIP	\$1,500	Con	09/10	Accept Contract	12/26/11	Y	AB 3090 app'd 8/28/08 \$1.5M Alloc'd 9/10/09	

Green Zone Projects

Index	PP No.	Sponsor	Project Title						
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
16	2009B	AC Transit	SATCOM Expansion						
	RIP	\$1,000	Con	06/07	Accept Contract	Note 2	G	\$1,000K Alloc'd 9/7/06	G
17	2009C	AC Transit	Berkeley/Oakland/San Leandro Corridor MIS						
	RIP	\$2,700	Env	06/07	Final Invoice/Report		NA	\$2,700K Alloc'd 4/26/07	G
18	2009D	AC Transit	Bus Component Rehabilitation						
	RIP	\$4,500	Con	06/07	Accept Contract	Note 2	G	\$4.5M Alloc'd 7/20/06	G
19	2009I	AC Transit	New Bus Component Rehabilitation Project						
	RIP	\$7,738	Con	07/08	Accept Contract	Note 2	G	\$7,738 Alloc'd 5/29/08	G
20	2009Q	AC Transit	Bus Purchase						
	RIP	\$14,000	Con	06/07	Accept Contract	Note 2	G	\$14M Alloc'd 10/12/06	G
21	2009X	AC Transit	Zero Emission Bus Project						
	RIP	\$7,810	Con	07/08	Accept Contract	Note 2	G	\$7.81M Alloc'd 9/20/07	G
22	0016O	ACCMA	I-680 SB HOT Lane Accommodation						
	RIP	\$8,000	Con	07/08	Accept Contract	6/26/12	G	\$8M Alloc'd 6/26/08 42 months for Accept App'd by CTC	G
23	0044C	ACCMA	I-880 Reconstruction, 29th to 23rd						
	RIP	\$2,000	PSE	10/11	Complete Expend	6/30/13	G		G
24	0062E	ACCMA	I-80 Integrated Corridor Mobility						
	RIP	\$954	Env	07/08	Final Invoice/Report		NA	\$954 Alloc'd 9/5/07 Contra Costa RIP Expenditures Comp	G

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STIP Timely Use of Funds Report

Status Date: January 31, 2011

2010 STIP-Locally Sponsored Alameda County Projects

Green Zone Projects (cont.)

Index	PP No.	Sponsor	Project Title						
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
25	2100K	ACCMA	I-880 Landscape/Hardscape Improvements in San Leandro						
	RIP-TE	\$400	PSE	09/10	Complete Expend	6/30/12	G	\$400K Alloc'd 6/30/10	R
26	0081D	ACTA	Rte 84 Expressway - Fremont and Union City						
	RIP	\$9,300	Con	14/15	Allocate Funds	6/30/15	G		G
27	2009N	Alameda	Tinker Avenue Extension						
	RIP	\$4,000	Con	07/08	Accept Contract	3/17/12	G	\$4M Alloc'd 9/25/08 Contract Awd 3/17/09	G
28	2009P	BART	Ala. Co. BART Station Renovation						
	RIP	\$3,000	Con	07/08	Accept Contract	10/30/12	G	\$3M Alloc'd 12/11/08 4-Mo Ext App'd June 09	G
	RIP	\$248	PSE	07/08				\$248 Alloc'd 9/5/07 Expend. Complete	
29	2009Y	BART	Ashby BART Station Concourse/Elevator Imps						
	RIP-TE	\$1,200	Con	07/08	Accept Contract	1/22/12	G	\$1,200 Alloc'd 6/26/08	G
30	2014U	GGBHTD	SF Golden Gate Bridge Barrier						
	RIP	\$12,000	Con	11/12	Allocate Funds	6/30/12	G		G
31	2009K	LAVTA	Satellite Bus Operating Facility (Phases 1 & 2)						
	RIP	\$4,000	Con	11/12	Allocate Funds	6/30/12	G		G
	RIP	\$1,500	Con	06/07	Final Invoice/Report	NA		Contract Accepted	
32	2100	MTC	Planning, Programming and Monitoring ¹						
	RIP	\$113	Con	09/10	Complete Expend	6/30/12	G	\$113 Alloc'd 7/9/09	G
	RIP	\$113	Con	10/11	Complete Expend	6/30/11	NA	10/11 Expenditures Comp.	
	RIP	\$114	Con	11/12	Allocate Funds	6/30/12	G		
	RIP	\$114	Con	12/13	Allocate Funds	6/30/13	G		
	RIP	\$118	Con	13/14	Allocate Funds	6/30/14	G		
	RIP	\$122	Con	14/15	Allocate Funds	6/30/15	G		
33	1022	Oakland	Rte. 880 Access at 42nd Ave./High St., APD						
	RIP	\$5,990	R/W	07/08	Complete Expend	2/29/12	G	\$5.990M Alloc'd 12/13/07 20-Mo Ext App'd May	G
34	2100C1	Oakland	MacArthur Transit Hub Improvement, 40th St						
	RIP-TE	\$193	Con	07/08	Final Invoice/Report		NA	Alloc App'd 7/26/07	G
35	2100E	Oakland	7th St. / West Oakland TOD						
	ARRA-TE	\$1,300	Con	09/10	Accept Contract	9/30/12	G	\$1,300 Obligated 8/5/09 Contract Awd 2009	G

Notes:

- 1 PPM funds programmed in the Con phase are not subject to the typical construction phase requirements. Once PPM funds are allocated, the next deadline is "Complete Expenditures."
- 2 Transit projects receiving State-only funds are subject to project specific requirements in agreements with Caltrans.

STIP Timely Use of Funds Report 2010 STIP-Locally Sponsored Alameda County Projects	Status Date: January 31, 2011
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2010 STIP -Timely Use of Funds Provisions

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

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

Zone Criteria

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

Required Activity	Criteria Timeframes for Required Activities		
	Red Zone	Yellow Zone	Green Zone
Allocation -Env Phase	within four months	within four (4) to eight (8) months	All conditions other than Red or Yellow Zones
Allocation -PS&E Phase	within six months	within six (6) to ten (10) months	All conditions other than Red or Yellow Zones
Allocation -Right of Way Phase	within eight months	within eight (8) to twelve (12) months	All conditions other than Red or Yellow Zones
Allocation -Construction Phase	within eight months	within eight (8) to twelve (12) months	All conditions other than Red or Yellow Zones
Construction Contract Award	within six months	NA	All conditions other than Red or Yellow Zones
Accept Contract	within six months	within six (6) to twelve (12) months	All conditions other than Red or Yellow Zones
Complete Expenditures	within eight months	within eight (8) to twelve (12) months	All conditions other than Red or Yellow Zones
Final Invoice (Final Report of Expenditures)	NA	NA	NA

Other Zone Criteria

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

Notes:

Memorandum

DATE: December 20, 2010

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Matt Todd, Manager of Programming

SUBJECT: Review Federal Surface Transportation Program/Congestion Mitigation Air Quality Program (STP/CMAQ) Timely Use of Funds Report

Recommendations:

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

Summary:

ACTAC is requested to review and comment on the project specific information included in the attached Federal STP/CMAQ Program Timely Use of Funds Report, dated January 31, 2011. The report segregates projects into Red, Yellow, and Green zones. Note that projects in the three local federal Safety Programs: Highway Safety Improvement Program (HSIP), High Risk Rural Roads Program (HR3), and Safe Routes to School Program (SRTS) have been added to the report. As of November 2010, MTC will be enforcing the Regional STP/CMAQ Project Delivery Policy (MTC Resolution 3606) for all local safety programs. Per MTC, sponsors with local safety funds not obligated by the deadline are ineligible for future programming.

Project sponsors are requested to provide documentation related to the status of the required activities shown on the report to Jacki Taylor, via email: JTaylor@accma.ca.gov, by Friday, January 14th. This information will be the basis of the Federal At Risk Report that will be brought to the Commission in February 2011.

Background:

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

The report is intended to identify activities required to comply with the requirements set forth in MTC's Resolution 3606 – Revised (as of July 23, 2008). Per Resolution 3606, projects programmed with funding in federal FY 2010/11, the deadline to submit the request for authorization is February 1, 2011 and the obligation deadline is April 30, 2011.

The report includes 48 locally sponsored federally funded projects segregated by "zone." Red zone projects are considered at a relatively high risk of non-compliance with the provisions of Resolution 3606. Yellow zone projects are considered at moderate risk, and Green zone at low risk. The criteria for determining the project zones are listed in Appendix A of the report. The durations included in the criteria are intended to provide adequate time for project sponsors to perform the required activities to meet the deadline(s). A project may have multiple risk factors that indicate multiple zones. Projects with multiple risk factors are listed in the zone of higher risk.

Appendix B provides the Resolution 3606 deadlines associated with each of the Required Activities used to determine the zone of risk. Appendix C provides the date of the last invoice for projects with obligated funds. Appendix D provides a list of the completed projects that will be removed from the next report. The deadline for submitting the environmental package one year in advance of the obligation deadline for right of way or construction capital funding is tracked and reported, but is not affiliated with any zone of risk.

Attachments:

Attachment A - Federal STP/CMAQ Program Timely Use of Funds Report

Federal Timely Use of Funds Report

Status Date: January 31, 2011

Federally Funded - Locally Sponsored Alameda County Projects

Red Zone Projects

Index	TIP ID	Sponsor	Project Title							
	Source	Prog'd Amount	Phase	FY	Req'd Activity	Date	Zone	Notes	Prev	
		(\$x 1,000)				Req'd By			Zone	
1	ALA030002	Ala. County	Vasco Road Safety Imps. Phase 1A							
	STP	\$2,250	Con	07/08	Advertise Contract	02/28/11	R	\$2,250 Obligated 8/31/10	Y	
					Award Contract	05/31/11	R			
					Submit First Invoice	08/31/11	G			
					Liquidate Funds	08/31/16	G			
2	TBD	Ala. County	Marshall Elementary School Vicinity Improvements							
	SRTS	\$500	PE	09/10	Submit Req for Auth	Note 1	R	Fed Safe Routes to School	NA	
					Obligate Funds	Note 1	R			
3	ALA070051	BART	BART Station Electronic Bike Lockers, Phase 2							
	CMAQ	\$130	Con	08/09	Obligate Funds	Note 1	R	Pending Transfer to FTA Req Sub'd by BART	R	
4	TBD	Fremont	Paseo Padre Parkway - Walnut to Washington							
	HSIP	\$143	PE	10/11	Submit Req for Auth	Note 1	R	Hwy Safety Imp Program	NA	
					Obligate Funds	Note 1	R			
5	TBD	Fremont	Walnut Avenue from Fremont to Parkhurst & Argonaut Way from Parkhurst to Mowry							
	HSIP	\$518	PE	10/11	Submit Req for Auth	Note 1	R	Hwy Safety Imp Program	NA	
					Obligate Funds	Note 1	R			
6	TBD	Oakland	West Grand at Market, Macarthur at Fruitvale & Market at 55th							
	HSIP	\$223	PE	09/10	Submit Req for Auth	Note 1	R	Hwy Safety Imp Program	NA	
					Obligate Funds	Note 1	R			
7	TBD	Oakland	Various Intersections							
	HSIP	\$81	PE	09/10	Submit Req for Auth	Note 1	R	Hwy Safety Imp Program	NA	
					Obligate Funds	Note 1	R			

Yellow Zone Projects

No Projects in Yellow Zone this Report

Federal Timely Use of Funds Report

Status Date: January 31, 2011

Federally Funded - Locally Sponsored Alameda County Projects

Green Zone Projects

Index	PP No.	Sponsor	Project Title	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
8	ALA050017	AC Transit	Enhanced Bus - Telegraph/Int'l/East 14th	CMAQ	\$35,000	Con	08/09	Obligate Funds			Obligated for Transfer to FTA Grant	
9	ALA010034	AC Transit	Maintenance Facilities Upgrade	STP	\$4,000	Con	07/08				Obligated for Transfer to FTA Grant	
10	ALA070047	AC Transit	Travel Choice -Berkeley	CMAQ	\$216	Con	07/08				Obligated for Transfer to FTA Grant	
11	ALA070055	AC Transit	Bike Racks for New Buses	CMAQ	\$100	Con	07/08				Obligated for Transfer to FTA Grant	
12	ALA010032	ACCMA	I-580 San Leandro Estudillo Noise Barrier	STP	\$7,262	Con	08/09	Liquidate funds	03/27/15	G	\$7,262 Obligated 3/27/09 Contract Awd 5/28/09	G
13	ALA050036	ACCMA	SMART Corridors Operations & Management	CMAQ	\$283	Con	06/07	Liquidate Funds	01/27/15	G	\$283 Obligated 1/27/09	G
				STP	\$135	Con	05/06	Liquidate Funds	09/07/12	G	\$135 Obligated 9/7/06	
				CMAQ	\$518	Con	07/08	Liquidate Funds	07/03/14	G	\$518 Obligated 7/3/08	
14	ALA070020	ACCMA	I-580 (Tri-Valley) Corridor - EB HOV/HOT Lanes									
			I-580 EB HOT Conversion	ARRA	\$7,500	PE		Liquidate Funds	11/27/15	G	Contract Awarded 3/25/10 \$7.5M Obligated 11/27/09 System Integrator in PE2	G
			I-580 EB HOV/HOT Lanes	CMAQ	\$6,161	Con	08/09	Liquidate Funds	04/09/15	G	\$6,161 Obligated 12/19/08 Funds De-Obligated 2/4/09 Re-Obligated 4/9/09 Caltrans Adminstering Funds	G
15	ALA070041	ACCMA	I-80 Integrated Corridor Mobility	CMAQ	\$3,243	PE	07/08	Liquidate funds	07/10/14	G	\$3,243 Obligated 7/10/08	G
16	ALA070042	ACCMA	I-880 SB HOV Lanes -Marina to Hegenberger	CMAQ	\$6,979	PE	07/08 08/09	Liquidate funds	12/19/13	G	\$4M obligated 12/19/07 STP to CMAQ 4/18/08 \$2.781M added 4/15/09 \$198 of STP to CMAQ	G
				CMAQ	\$801	PE	09/10	Liquidate funds	12/19/13	G	\$801 Obligated 9/21/10	
17	ALA050009	ACTIA	I-580 Castro Valley Interchange Improvements	STP	\$1,000	Con	07/08	Liquidate Funds	04/28/14	G	\$1,000 Obligated 4/28/08	G
18	ALA070049	Alameda	Signal Coordination: 8th St, Otis Dr., & Park St.	CMAQ	\$138	Con	07/08	Liquidate Funds	04/18/14	G	\$138 Obligated 4/18/08	G

Federal Timely Use of Funds Report

Status Date: January 31, 2011

Federally Funded - Locally Sponsored Alameda County Projects

Green Zone Projects (cont.)

Index	PP No.	Sponsor	Project Title						
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
19	ALA030002	Ala. County	Vasco Road Safety Imps. Phase 1						
	STP	\$9,350	Con	07/08	Liquidate Funds	06/20/14	G	\$9,350 Obligated 6/20/08 Contract Awarded 7/29/08	G
	STP	\$3,900	R/W	04/05	Liquidate Funds	06/29/11		\$3,900 Obligated 6/29/05 R/W Phase drawn down	
20	ALA050072	Ala. County	Castro Valley Blvd Pavement Rehabilitation -Foothill Blvd. to Stanton Ave.						
	STP	\$758	Con	08/09	Liquidate Funds	07/23/15	G	\$758 Obligated 7/23/09 advertised 8/7/09	G
	STP	\$83	PSE	06/07	Liquidate Funds	06/26/13	G	\$83 Obligated 6/26/07	
21	ALA070040	Ala. County	Hampton Rd Streetscape Improvement						
	CMAQ	\$2,999	Con	08/09	Liquidate Funds	06/17/15	G	\$2,999 Obligated 6/17/09	G
22	TBD	Ala. County	Patterson Pass Road Widen or Improve Shoulder						
	HRRR	\$717	Con	12/13	Submit Req for Auth	02/01/13	G	High Risk Rural Roads	NA
					Obligate Funds	04/30/13	G		
23	TBD	Ala. County	Fairview Elementary School Vicinity Improvements						
	SRTS	\$508	Con	11/12	Submit Req for Auth	02/01/12	G	Fed Safe Routes to School	NA
					Obligate Funds	04/30/12	G		
24	TBD	Ala. County	Install Traffic Signal and Provide Frontage Improvements (Castro Valley Blvd. and Wisteria St.)						
	HSIP	\$640	Con	11/12	Submit Req for Auth	02/01/12	G	Hwy Safety Imp Program	NA
					Obligate Funds	04/30/12	G		
25	TBD	Ala. County	Remove Permanent Obstacle along Shoulder (Foothill Road)						
	HSIP	\$427	Con	11/12	Submit Req for Auth	02/01/12	G	Hwy Safety Imp Program	NA
					Obligate Funds	04/30/12	G		
26	ALA050065	BART	Ed Roberts Campus						
	CMAQ	\$2,000	Con	07/08				Obligated for Transfer to FTA Grant 8/1/08	
27	ALA070034	BART	Ashby BART Station / Ed Roberts Campus						
	CMAQ	\$1,386	Con	08/09				Obligated for Transfer to FTA Grant 8/1/08	
28	ALA050073	Berkeley	University Ave Reconstruction						
	STP	\$630	Con	08/09	Liquidate funds	02/05/15	NA	Final Invoiced Paid 3/22/10	G
29	ALA050059	Caltrans	SR 13 Median Landscaping						
	STP	\$500	Con	06/07	Liquidate Funds	05/15/13	G	\$400 Obligated 5/15/07	G
	STP	\$100	Con	08/09	Liquidate Funds	01/13/15	G	\$100 Obligated 1/13/09	
30	ALA050082	Dublin	East Dublin BART Station Corridor Enhancements						
	CMAQ	\$2,587	Con	08/09	Liquidate Funds	03/09/15	G	Contract Awarded 5/19/09 \$2,587 Obligated 3/9/09 Combined w/ALA050083	G
	CMAQ	\$489	PE	06/07	Liquidate Funds	04/12/13	G	\$489 Obligated 4/12/07	

Federal Timely Use of Funds Report

Status Date: January 31, 2011

Federally Funded - Locally Sponsored Alameda County Projects

Green Zone Projects (cont.)

Index	PP No.	Sponsor	Project Title	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
31	ALA070037	Fremont	Bay Street Streetscape and Parking Project	CMAQ	\$1,570	Con	08/09	Liquidate Funds	01/21/15	G	\$1,570 Obligated 1/21/09	G
32	ALA070050	Fremont	Mowry Ave Arterial Management	CMAQ	\$419	Con	07/08	Liquidate Funds	09/15/14	G	\$419 Obligated 9/15/08	G
33	TBD	Fremont	Install Median Barrier, Install Raised Median and Improve Delineation (Mowry)	HSIP	\$164	Con	11/12	Submit Req for Auth Obligate Funds	02/01/12 04/30/12	G G	Hwy Safety Imp Program	NA
34	TBD	Fremont	Replace Concrete Poles with Aluminum in Median (Paseo Parkway)	HSIP	\$264	Con	11/12	Submit Req for Auth Obligate Funds	02/01/12 04/30/12	G G	Hwy Safety Imp Program	NA
35	ALA050071	Hayward	Rehab on Various Streets (Arterial Pavement Rehab)	STP	\$776	Con	07/08	Liquidate Funds	03/26/14	G	\$835 Obligated 3/26/08	G
				STP	\$104	PE	06/07	Liquidate Funds	04/03/13	G	\$104 Obligated 4/3/07 E-76 Rev to \$45 3/26/08	
36	ALA070038	Livermore	Downtown Livermore Ped Transit Connection	CMAQ	\$1,060	Con	08/09	Liquidate Funds	03/30/15	G	\$888 Obligated 3/30/09 Contract Awarded 7/13/09	G
				CMAQ	\$140	PE	07/08	Liquidate Funds	11/16/13	G	\$140 obligated 11/16/07	
37	ALA070059	Livermore	Downtown Pedestrian Improvements	CMAQ	\$845	Con	08/09	Liquidate Funds	04/08/15	G	\$845 Obligated 4/8/09 Contract Awd 10/12/09	G
38	ALA050023	Oakland	Rehab on Various Sts	STP	\$2,486	Con	07/08	Liquidate Funds	04/11/14	G	\$2,486 Obligated 4/11/08 Contract Awd 1/6/09	G
				STP	\$1,573	Con	05/06	Liquidate Funds	06/21/12	G	\$1,573 Obligated 6/21/06	
39	ALA050039	Oakland	MacArthur Transit Hub Improvement Project	CMAQ	\$996	Con	06/07 07/08	Liquidate Funds	03/30/13	G	\$681 Obligated 3/30/07 \$215 Obligated 9/5/07 \$100 Obligated 6/11/08	G
				CMAQ	\$200	PE	05/06	Liquidate Funds	03/30/12	G	\$200 Obligated 3/30/06	
40	ALA050080	Oakland	7th St, W. Oakland Transit Village Imps	ARRA-TE	\$1,300	Con					\$1,300 Obligated 8/5/09	G
				STP	\$2,330	Con	08/09	Liquidate Funds	08/05/15	G	\$2,330 Obligated 1/21/09 Re-Obligated 8/5/09	
								Liquidate Funds	08/05/15	G	Contract Awarded 12/8/09	
				CMAQ	\$320	PE	07/08	Liquidate Funds	11/05/13	G	\$320 Obligated 11/5/07	

Federal Timely Use of Funds Report

Status Date: January 31, 2011

Federally Funded - Locally Sponsored Alameda County Projects

Green Zone Projects (cont.)

Index	PP No. Source	Sponsor Prog'd Amount (\$x 1,000)	Project Title Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
41	ALA070011	Oakland	66th Avenue Streetscape Improvement Project						
	CMAQ	\$1,230	Con	08/09	Liquidate Funds	03/30/15	G	\$1,230 Obligated 3/30/09 Contract Awd 11/17/09	G
42	ALA070039	Oakland	Oakland Waterfront Bay Trail						
	CMAQ	\$899	Con	07/08	Liquidate Funds	04/16/14	G	\$599 Obligated 4/16/08 Add'l \$300 Obligated 7/11/08	G
43	TBD	Oakland	Multiple School (5 Elem. + 1 Middle) Vicinity Improvements						
	SRTS	\$638	Con	11/12	Submit Req for Auth	02/01/12	G	Fed Safe Routes to School	NA
					Obligate Funds	04/30/12	G		
44	TBD	Oakland	Multiple School (5 Schools) Improvements Along Major Routes						
	SRTS	\$802	Con	11/12	Submit Req for Auth	02/01/12	G	Fed Safe Routes to School	NA
					Obligate Funds	04/30/12	G		
45	ALA050069	San Leandro	Washington Ave Rehab -San Lorenzo Creek to I-880 O/C						
	STP	\$442	Con	07/08	Liquidate Funds	05/07/14	G	\$442 Obligated 5/7/08	G
	STP	\$49	PE	06/07	Liquidate Funds	03/05/13	G	\$49 Obligated 3/5/07	
46	ALA050078	San Leandro	Bay Trail Bridge at Oyster Bay Slough						
	CMAQ	\$750	Con	08/09	Liquidate funds	12/19/14	G	\$750 Obligated 12/19/08	G
47	ALA070048	San Leandro	San Leandro ATMS Upgrade						
	CMAQ	\$184	Con	07/08	Liquidate Funds	04/02/14	G	\$184 Obligated 4/2/08 Force Account	G
48	ALA990015	Union City	UC Intermodal Station						
	CMAQ	\$124	Con	07/08				Obligated for Transfer to FTA Grant 2/6/08	
	CMAQ	\$1,702	Con	07/08				Obligated for Transfer to FTA Grant 1/25/08	
	CMAQ	\$3,024	Con	05/06				Obligated for Transfer to FTA Grant 7/10/06	

Notes:

- 1 MTC Reso 3606 deadline is before the status date of this report. Sponsor is working with Caltrans, MTC and ACTC to expedite/complete required activity.

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Federal Timely Use of Funds Report

Status Date: January 31, 2011

Federally Funded - Locally Sponsored Alameda County Projects

Appendix A Federal At Risk Report Zone Criteria Required Activities per Resolution 3606 (Revised July 23, 2008)			
Required Activities Monitored by CMA ¹	Criteria Timeframes for Required Activities		
	Red Zone	Yellow Zone	Green Zone
Request Project Field Review	Project in TIP for more than nine (9) months, or obligation deadline for Con funds within 15 months.	Project in TIP for less than nine (9) months, and obligation deadline for Con funds more than 15 months away.	All conditions other than Red or Yellow Zones
Submit Environmental Package	NA	NA	NA
Approved DBE Program and Methodology	NA	NA	NA
Submit Request for Authorization (PE)	within three (3) months	within three (3) to six (6) months	All conditions other than Red or Yellow Zones
Submit Request for Authorization (R/W)	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones
Submit Request for Authorization (Con)	within six (6) months		All conditions other than Red or Yellow Zones
Obligation/ FTA Transfer	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Advertise Construction	within four (4) months	within four (4) to six (6) months	All conditions other than Red or Yellow Zones
Award Contract	within six (6) months	within six (6) to nine (9) months	All conditions other than Red or Yellow Zones
Award into FTA Grant	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Submit First Invoice	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Liquidate Funds	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones
Project Closeout	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones
Other Zone Criteria			
Red Zone	Projects with funds programmed in the same FY for both a project development phase (i.e. Env or PSE) and a capital phase (i.e. R/W or Con) without the project development phase(s) obligated.		
Yellow Zone	Projects with an Amendment to the TIP pending.		
Notes: ¹ See Appendix B for more information about the Required Activities and Resolution 3606.			

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Federal Timely Use of Funds Report

Status Date: January 31, 2011

Federally Funded - Locally Sponsored Alameda County Projects

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

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

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Federal Timely Use of Funds Report
 Federally Funded - Locally Sponsored Alameda County Projects

Status Date: January 31, 2011

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

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

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Federal Timely Use of Funds Report

Status Date: January 31, 2011

Federally Funded - Locally Sponsored Alameda County Projects

Appendix B Definitions of the Required Activities per Resolution 3606 (As revised July 23, 2008)		
Index	Definition	Deadline
8a	Inactive Projects	
	Per MTC Resolution 3606-Revised, "Most projects can be completed well within the state's deadline for funding liquidation or FHWA's ten-year proceed-to-construction requirement. Yet it is viewed negatively by both FHWA and the California Department of Finance for projects to remain inactive for more than twelve months. It is expected that funds for completed phases will be invoiced immediately for the phase, and projects will be closed out within six months of the final project invoice. Funds that are not invoiced and reimbursed at least once every 12 months are subject to de-obligation by FHWA. There is no guarantee the funds will be available to the project once de-obligated."	Funds must be invoiced and reimbursed against once every 12 months to remain active.
9	Liquidate Funds	
	Per MTC Resolution 3606-Revised, "Funds must be liquidated (fully expended, invoiced and reimbursed) within six years of obligation. California Government Codes 16304.1 and 16304.3 places additional restrictions on the liquidation of federal funds. Generally, federal funds must be liquidated (fully expended, invoiced and reimbursed) within 6 state fiscal years following the fiscal year in which the funds were appropriated. Funds that miss the state's liquidation/ reimbursement deadline will lose State Budget Authority and will be de-obligated if not re-appropriated by the State Legislature, or extended (for one year) in a Cooperative Work Agreement (CWA) with the California Department of Finance. This requirement does not apply to FTA transfers."	Funds must be liquidated within six years of obligation.
10	Estimated Completion Date/Project Closeout	
	<p>Per MTC Resolution 3606-Revised, "Implementing Agencies must fully expend federal funds on a phase one year prior to the estimated completion date provided to Caltrans. At the time of obligation, the implementing agency must provide Caltrans with an estimated completion date for that project phase. Any un-reimbursed federal funds remaining on the phase after the estimated completion date has passed, is subject to project funding adjustments by FHWA. Projects must be properly closed out within six months of final project invoice. Projects must proceed to construction within 10 years of federal authorization of the initial phase. Federal regulations require that federally funded projects proceed to construction within 10 years of initial federal authorization of any phase of the project.</p> <p>Furthermore, if a project is canceled, or fails to proceed to construction in 10 years, FHWA will de-obligate any remaining funds, and the agency is required to repay any reimbursed funds. If a project is canceled as a result of the environmental process, the agency does not have to repay reimbursed costs for the environmental activities. However, if a project is canceled after the environmental process is complete, or a project does not proceed to construction within 10 years, the agency is required to repay all reimbursed federal funds. Agencies with projects that have not been closed out within 6 months of final invoice will have future programming and OA restricted until the project is closed out or brought back to good standing by providing written explanation to Caltrans Local Assistance, the applicable CMA and MTC."</p>	<p>Est. Completion Date: For each phase, fully expend federal funds 1 year prior to date provided to Caltrans.</p> <p>Project Close-out: Within 6 months of final project invoice.</p>
Notes: ¹ Approval in the TIP: For administrative/ minor TIP Amendments it is the date of Caltrans approval. For formal TIP Amendments, it is the date of FHWA approval. ² Per DOT letter from Caltrans Local Assistance to MPOs, regarding "Procedural Changes in Managing Obligations", dated 9/15/05.		

Federal Timely Use of Funds Report

Status Date: January 31, 2011

Federally Funded - Locally Sponsored Alameda County Projects

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

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

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

Index	TIP ID/ Sponsor Project	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Obligation Date	Date of Most Recent Invoice on Record at CMA	Months ¹ Since Most Recent Invoice on Record at CMA
C1	ALA070042/ ACCMA I-880 SB HOV Lane	CMAQ STP	\$4,000 \$198	PE PE	07/08 07/08	12/19/07 12/19/07	4/28/10 11/24/10	Note 2 3
C2	ALA10032/ ACCMA I-580 San Leandro Estudillo Noise Barrier	STP	\$7,262	Con	08/09	3/27/09	11/30/10	3
C3	ALA050018/ ACCMA Grand/MacArthur Bus Improvements	CMAQ	\$500	Con	06/07	5/22/08	9/7/10	5
C4	ALA030002/ Ala. County Vasco Road Safety Imps., Phase 1	STP	\$3,900 \$9,350	R/W Con	04/05 07/08	6/29/05 6/20/08	11/26/07 5/27/10	Note 2 9
C5	ALA050072/ Ala. County Castro Vly Blvd. Rehab - Foothill to Stanton	STP	\$83 \$758	PSE Con	06/07 08/09	6/26/07 7/23/09	5/6/10 5/6/10	Note 2 9
C6	ALA070040/ Ala. County Hampton Rd Streetscape Improvement	CMAQ	\$2,999	Con	08/09	6/17/09	6/23/10	8
C7	ALA050082/ Dublin East Dublin BART Station Corridor	CMAQ CMAQ	\$2,587 \$489	Con PE	08/09 06/07	3/9/09 4/12/07	3/16/10 3/16/10	11 Note 2
C8	ALA070037/Fremont Bay Street Streetscape and Parking Project	CMAQ	\$1,570	Con	08/09	1/21/09	1/14/2010	13
C9	ALA070038/ Livermore Downtown Ped Transit Connection	CMAQ	\$140 \$1,060	PE Con	07/08 08/09	11/16/07 3/30/09	5/10/10 5/10/10	Note 2 9
C9	ALA070059/ Livermore Downtown Pedestrian Improvements	CMAQ	\$845	Con	08/09	4/8/09	7/26/10	7
C10	ALA050021/ Oakland Oakland Street Resurfacing Program	STP	\$825	Con	05/06	6/21/06	9/23/10	5
C11	ALA050023/ Oakland Rehabilitation on Various Streets	STP STP	\$1,573 \$2,486	Con Con	05/06 07/08	6/21/06 4/11/08	6/9/10 6/9/10	Note 2 8
C12	ALA050039/ Oakland MacArthur Transit Hub Imps	CMAQ CMAQ	\$200 \$996	PE Con	05/06 06/07	3/30/06 3/20/07	2/26/10 10/12/10	Note 2 4
C13	ALA050080/ Oakland 7th St., W. Oakland Transit Village Imps.	CMAQ STP ARRA	\$320 \$2,330 \$1,300	PE Con Con	07/08 08/09 08/09	11/5/07 8/5/09 8/5/09	04/02/10 6/15/10 6/15/10	10 8 8
C14	ALA070011 Oakland 66th Ave. Streetscape Improvement Project	CMAQ	\$1,230	Con	08/09	3/30/09	9/14/10	5
C15	ALA070027 Oakland W. Oakland Bay Trail: Mandela Pkwy	CMAQ	\$770	Con	06/07	3/19/07	7/16/10	7

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Federal Timely Use of Funds Report

Status Date: January 31, 2011

Federally Funded - Locally Sponsored Alameda County Projects

Appendix C (cont.)

Date of Most Recent Invoice on Record at CMA

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

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

Index	TIP ID/ Sponsor Project	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Obligation Date	Date of Most Recent Invoice on Record at CMA	Months ¹ Since Most Recent Invoice on Record at CMA
C16	ALA070039 Oakland Oakland Waterfront Bay Trail	CMAQ	\$899	Con	07/08	4/16/08	9/22/10	5
C17	ALA050069/ San Leandro Washington Ave Rehab - Creek to I-880	STP	\$49 \$442	PE Con	06/07 07/08	3/5/07 5/7/08	5/7/09 8/9/10	Note 2 6
C18	ALA050078/ San Leandro Bay Trail Bridge at Oyster Bay Slough	CMAQ	\$750	Con	08/09	12/19/08	3/8/10	11
C19	ALA070048/ San Leandro San Leandro ATMS Upgrade	CMAQ	\$184	Con	07/08	4/2/08	12/13/10	2
C20	ALA050070/ Union City Alvarado-Niles Pavement Rehabilitation	STP STP	\$5 \$421	PE Con	07/08 08/09	4/4/08 1/21/09	1/6/09 9/14/2009	Note 2 17

Notes: ¹ Partial months are rounded up to full months (i.e. 4 months and 1 day = 5 months).

² The programmed amount for this phase has been fully invoiced.

³ Final Invoice submitted by Sponsor.

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Federal Timely Use of Funds Report Status Date: January 31, 2011
Federally Funded - Locally Sponsored Alameda County Projects

Appendix D											
Completed Projects Being Taken Out of Report											
Index	TIP ID	Sponsor	Project Title								
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes			
D1	ALA010063	AC Transit	Acquire 416 Bus Catalyst Devices								
	CMAQ	\$68	Con	04/05				Obligated for Transfer to FTA Grant			
D2	ALA050018	ACCMA	Grand/MacArthur Bus Improvements								
	CMAQ	\$500	Con	06/07	Liquidate Funds	05/22/14	G	\$500 Obligated 5/22/08			
D3	ALA070025	Alameda	City of Alameda Signal Coordination								
	CMAQ	\$59	Con	06/07	Liquidate Funds	05/31/13	G	\$59 Obligated 5/31/07 Force Account			
D4	ALA050022	Fremont	Rehab on Various Sts								
	STP	\$2,172	Con	05/06	Liquidate Funds	06/13/12	G	\$2,172 Obligated 6/13/06			
	STP	\$2,850	Con	06/07	Liquidate Funds	05/30/13	G	\$2,850 Obligated 5/30/07			
D5	ALA050025	Hayward	Hesperian Blvd Rehab								
	STP	\$713	Con	05/06	Liquidate Funds	06/27/12	G	\$713 Obligated 6/27/06			
	STP	\$8	Env	05/06	Liquidate Funds	02/15/12	G	\$8 Obligated 2/15/06			
D6	ALA050056	Hayward	West A Street Rehab								
	STP	\$117	Con	05/06	Liquidate Funds	06/27/12	G	\$117 Obligated 6/27/06			
	STP	\$5	Env	05/06	Liquidate Funds	02/15/12	G	\$5 Obligated 2/15/06			
D7	ALA030015	LAVTA	Acquire 25 Bus Catalyst Devices								
	CMAQ	\$175	Con	04/05				Obligated for Transfer to FTA Grant			
D8	ALA030017	LAVTA	Exp. Bus –Route 70 & Subscript. Routes								
	CMAQ	\$89	Con	04/05				Obligated for Transfer to FTA Grant			
D9	ALA070028	LAVTA	ACE Station Shuttle Services								
	CMAQ	\$88	Con	06/07				Obligated for Transfer to FTA Grant			
D10	ALA070029	LAVTA	E. Dublin/ Pleasanton BART Station Shuttle								
	CMAQ	\$102	Con	06/07				Obligated for Transfer to FTA Grant			
D11	ALA050054	Livermore	East Ave Rehab (Hillcrest to Loyola)								
	STP	\$158	Con	05/06	Liquidate Funds	05/01/12	G	\$158 Obligated 5/1/06			
D12	ALA050024	Livermore	South Vasco Rd Rehab								
	STP	\$300	Con	05/06	Liquidate Funds	05/01/12	G	\$300 Obligated 5/1/06			
D13	ALA050068	Livermore	Murrieta Blvd Pavement Rehabilitation								
	STP	\$486	Con	06/07	Liquidate Funds	04/27/13	G	Final Invoice Sub'd 11/17/07			
D14	ALA010021	Oakland	City of Oakland Street Resurfacing Program								
	STP	\$825	Con	05/06	Liquidate Funds	06/21/12	G	\$825 Obligated 6/21/06			
D15	ALA030007	Oakland	Coliseum Transit Hub (San Leandro St. btwn 73rd & 66th Ave)								
		\$89	Con	06/07	Liquidate Funds	01/17/13	G	\$89K Obligated 1/17/07 CE determination 5/26/04			
D16	ALA070027	Oakland	W. Oakland Bay Trail: Mandela Pkwy & 8th Street								
	CMAQ	\$770	Con	06/07	Liquidate Funds	03/19/13	G	\$770 Obligated 3/19/07			
D17	ALA050026	San Leandro	Washington Ave Rehab								
	STP	\$30	PSE	04/05	Liquidate Funds	02/24/11	G	\$30 Obligated 2/24/05			
	STP	\$445	Con	05/06	Liquidate Funds	03/24/12	G	\$455 Obligated 3/24/06			
D18	ALA050055	San Leandro	Floresta Blvd Street Rehab								
	STP	\$185	Con	05/06	Liquidate Funds	03/24/12	G	\$185 Obligated 3/24/06			
D19	ALA070030	San Leandro	Traffic Signal System Improvements								
	CMAQ	\$100	Con	06/07	Liquidate Funds	04/30/13	G	\$100 Obligated 4/30/07			

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Alameda CTC Project Monitoring



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

www.AlamedaCTC.org

Memorandum

DATE: December 17, 2010

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Matt Todd, Manager of Programming

SUBJECT: Review CMA Exchange Program Preliminary Quarterly Status Report

Recommendations:

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

Summary:

ACTAC is requested to review and comment on the project specific information included in the attached Preliminary Quarterly Status Report for CMA Exchange Projects, dated January 31, 2011. Project sponsors are requested to provide documentation related to the status of the projects on the report to Jacki Taylor, via email to: JTaylor@accma.ca.gov by Friday, January 14th. This information will be the basis of the CMA Exchange Projects Quarterly Status Report that will be brought to the Commission in February 2011.

Information:

The CMA Exchange Program provides funding for the projects programmed in the CMA Transportation Improvement Program (CMATIP), a local fund source administered by the Alameda CTC. The report contains a listing of all of the projects in the CMA Exchange Program, along with the current status of each exchange. No additional exchange revenue has been received since the September 2010 report.

ACTAC is requested to review and confirm the project specific information included in the report and project sponsors are requested to provide documentation related to the status of the projects on the report to Jacki Taylor, via email to: JTaylor@accma.ca.gov by Friday, January 14th. This information will be the basis of the CMA Exchange Projects Quarterly Status Report brought to the Commission in February 2011.

Attachments:

Attachment A – CMA Exchange Projects - Preliminary Quarterly Status Report

CMA Exchange Projects - Preliminary Quarterly Status Report
Status Date: January 31, 2010

Index	CMA Exchange Project Number	Sponsor	Project	Exchange Fund Source	Exchange Amount	Amount Rec'd (as of 12/17/10)	Amount Remaining (to be rec'd)	Estimated Payback Date (full amount)	Agreement Status ¹	Notes
1	Ex 1	AC Transit	Bus Rehabilitation	STIP-RIP	\$ 20,182,514	\$ 20,182,514	\$ -	Done	E	
2	EX 2	AC Transit	Bus Component Rehab	STP	\$ 4,000,000	\$ 4,000,000	\$ -	Done	E	
3	Ex 3	AC Transit	Bus Component Rehab	STIP-RIP	\$ 4,500,000	\$ 4,500,000	\$ -	Done	E	
4	Ex 15	AC Transit	Bus Rehabilitation	STIP-RIP	\$ 6,378,000	\$ 4,728,844	\$ 1,649,156	12/31/10	E	
5	Ex 18	Ala. County	Vasco Rd. Safety Improvements	STP	\$ 5,727,700		\$ 5,727,700	12/31/10	D	
				STP	\$ 3,000,000		\$ 3,000,000	6/30/11	D	
6	Ex 19	Ala. County	ARRA LSR Project	ARRA	\$ 1,503,850		\$ 1,503,850	12/31/10	D	
7	Ex 16	ACTIA	I-580 Castro Valley I/C Imps	STP	\$ 1,000,000		\$ 1,000,000	12/31/10	D	
8	Ex 17	ACTIA	I-580 Castro Valley I/C Imps	STIP-RIP	\$ 1,300,000		\$ 1,300,000	12/31/10	D	
9	Ex 4	BART	Seismic Retrofit	STIP-RIP	\$ 8,100,000	\$ 8,100,000	\$ -	Done	E	
10	Ex 5	Berkeley	Street Resurfacing	STP	\$ 259,560	\$ 259,560	\$ -	Done	E	
11	Ex 6	Dublin	Tassajara Interchange	STIP-RIP	\$ 4,230,000	\$ 4,230,000	\$ -	Done	E	
12	Ex 7	Fremont	Street Rehabilitation	STIP-RIP	\$ 2,196,900	\$ 2,196,900	\$ -	Done	E	
13	Ex 8	Fremont	Street Resurfacing	STP	\$ 858,000	\$ 858,000	\$ -	Done	E	
14	Ex 14	Fremont	Street Overlay -13 Segments	STP	\$ 1,126,206	\$ 1,126,206	\$ -	Done	E	
15	Ex 20	Fremont	ARRA LSR Project	ARRA	\$ 1,802,150	\$ 1,802,150	\$ -	Done	E	
16	Ex 9	Livermore	Isabel Interchange	STIP-RIP	\$ 3,600,000	\$ 3,600,000	\$ -	Done	E	
17	Ex 10	MTC	East Dublin County BART	STP	\$ 750,000	\$ 750,000	\$ -	Done	E	
18	Ex 11	Union City	UC Intermodal Station	STIP-RIP	\$ 9,314,000	\$ 1,813,153	\$ 7,500,847	12/31/10	E	
Totals:					\$ 79,828,880	\$ 58,147,327	\$ 21,681,553			
Notes: ¹ E = Agreement Executed A = Agreement Amendment in Process D = Agreement Draft Form N = Agreement Not Initiated										

Agenda Item 4.2.3 01/04/11
 Attachment A



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www.AlamedaCTC.org

Memorandum

DATE: December 20, 2010

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Jacki Taylor, Programming Liaison

SUBJECT: Review Transportation Fund for Clean Air (TFCA) Program Timely Use of Funds Report

Recommendations:

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

Summary:

ACTAC is requested to review and comment on the project specific information included in the attached TFCA Timely Use of Funds Report, dated January 31, 2011. The report includes the currently active and recently completed projects programmed with Alameda County TFCA Program Manager funds. The report segregates a total of 26 projects into Red, Yellow, and Green zones and indicates six projects as completed. Project sponsors are requested to submit documentation for the required activities included in the report to Jacki Taylor, via email to: JTaylor@accma.ca.gov, by Friday, January 14th. The information received will be the basis for the TFCA At Risk Report that will be brought to the Commission in February 2011.

Background:

The report includes the currently active and recently completed projects programmed with Alameda County TFCA Program Manager funds. The report segregates a total of 26 projects into Red, Yellow, and Green zones based on upcoming project delivery milestones. The ten "Red Zone" projects have required activities due within the next four months. 16 projects are listed under the report's "Green Zone" and have required activities that are due in eight months or more. There are no "Yellow Zone" projects for this report. Six projects are listed in the completed section of the report and will be removed from the next Timely Use of Funds report.

The projects approved for the FY 2010/11 program are included under the report's Red Zone. The funding agreements for these projects were provided to sponsors in November and a fully-executed agreement will be due by February 17, 2011.

Project sponsors are requested to submit documentation for the required activities shown in the report to Jacki Taylor, via email: JTaylor@accma.ca.gov, by Friday, January 14th. The information received will be the basis for the TFCA At Risk Report brought to the Commission in February 2011.

Attachments:

Attachment A – TFCA Timely Use of Funds Report

TFCA County Program Manager Fund

Timely Use of Funds Report

Report Date: January 31, 2011

Project No.	Sponsor	Project Title	Balances	Required Activity	Date Due	Activity Completed (Date or Y/N)	Notes
RED ZONE (Milestone deadline within 4 months)							
08ALA05	ACCOMA	Oakland San Pablo Avenue TSP/Transit Improvement Project	TFCA Award	Agreement Executed	NA	8/22/08	Expenditures not complete Expenditure deadline Dec '10 FMR Due Feb '12 (2-year post-project reporting required)
			\$ 174,493.00	Project Start	Apr-09	Jul-09	
			TFCA Expended	Final Reimbursement	12/22/11		
			\$ -	FMR	Feb-12		
				Expend Deadline Met?	12/22/10		
08ALA11	LAVTA	Route 10 BRT TSP and Queue Jumper Improvements	TFCA Award	Agreement Executed	1/8/09	11/19/08	Expenditures not complete Expenditure deadline Dec '10 FMR Due Mar '11
			\$ 444,722.00	Project Start	Jul-09	Jul-09	
			TFCA Expended	Final Reimbursement	12/22/11		
			\$ 417,485.74	FMR	Mar-11		
				Expend Deadline Met?	12/22/10		
10ALA01	Alameda County	Fairmont Campus to BART Shuttle (FY 10/11)	TFCA Award	Agreement Executed	2/17/11		Funding agreement to be executed by 2/17/11.
			\$ 110,000.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	10/28/13		
			\$ -	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA03	Fremont	Signal Retiming: Paseo Padre parkway and Auto Mall Parkway	TFCA Award	Agreement Executed	2/17/11		Funding agreement to be executed by 2/17/11.
			\$ 210,000.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	10/28/13		
			\$ -	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA04	Hayward	Traffic Signal Controller Upgrade and Synchronization	TFCA Award	Agreement Executed	2/17/11		Funding agreement to be executed by 2/17/11.
			\$ 614,000.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	10/28/13		
			\$ -	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA05	Oakland	Broadway Shuttle - Extended Service	TFCA Award	Agreement Executed	2/17/11		Funding agreement to be executed by 2/17/11.
			\$ 166,880.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	10/28/13		
			\$ -	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA06	Oakland	Webster/Franklin Bikeway Project	TFCA Award	Agreement Executed	2/17/11		Funding agreement to be executed by 2/17/11.
			\$ 90,000.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	10/28/13		
			\$ -	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA07	Pleasanton	Pleasanton Trip Reduction Program (FY 10/11)	TFCA Award	Agreement Executed	2/17/11		Funding agreement to be executed by 2/17/11.
			\$ 52,000.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	10/28/13		
			\$ -	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA08	AC Transit	TravelChoice-New Residents (TCNR)	TFCA Award	Agreement Executed	2/17/11		Funding agreement to be executed by 2/17/11.
			\$ 165,000.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	10/28/13		
			\$ -	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA13	San Leandro	San Leandro Links (FY 10/11)	TFCA Award	Agreement Executed	2/17/11		Funding agreement to be executed by 2/17/11.
			\$ 66,605.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	10/28/13		
			\$ -	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
GREEN ZONE (Milestone deadline beyond 7 months)							
07ALA06	BART	Multi-Jurisdiction Bike Locker Project	TFCA Award	Agreement Executed	1/1/08	3/8/08	Expenditures not complete Expenditure deadline Dec '11 (2nd extension appv'd 10/28/10) FMR Due Jan '12
			\$ 275,405.00	Project Start	2/1/08	Feb-08	
			TFCA Expended	Final Reimbursement	12/22/12		
			\$ -	FMR	Jan-12		
				Expend Deadline Met?	12/22/11		

TFCA County Program Manager Fund

Timely Use of Funds Report

Report Date: January 31, 2011

Project No.	Sponsor	Project Title	Balances	Required Activity	Date Due	Activity Completed (Date or Y/N)	Notes
GREEN ZONE (Milestone deadline beyond 7 months), continued							
08ALA01	ACOMA	Webster Street Corridor Enhancements Project	TFCA Award	Agreement Executed	1/8/09	12/16/08	Expenditures not complete Expenditure deadline Dec '11 (Extension approved 10/28/10) FMR Due Oct '11
			\$ 420,000.00	Project Start	Jan-09	Jun-09	
			TFCA Expended	Final Reimbursement	12/22/12		
			\$ -	FMR	Oct-11		
				Expend Deadline Met?	12/22/11		
08ALA02	BART	Castro Valley BART Station Bicycle Lockers	TFCA Award	Agreement Executed	1/31/09	2/12/09	Expenditures not complete Expenditure deadline Dec '11 (Extension approved 10/28/10) FMR Due Jan '12
			\$ 66,500.00	Project Start	Jan-09	Jan-09	
			TFCA Expended	Final Reimbursement	12/22/12		
			\$ -	FMR	Jan-12		
				Expend Deadline Met?	12/22/11		
08ALA03	Berkeley	9th Street Bicycle Boulevard	TFCA Award	Agreement Executed	1/8/09	1/14/09	Expenditures not complete Expenditure deadline Dec '11 (Extension approved 10/28/10) FMR Due Oct '11
			\$ 247,316.00	Project Start	Jan-09	Jan-09	
			TFCA Expended	Final Reimbursement	12/22/12		
			\$ -	FMR	Oct-11		
				Expend Deadline Met?	12/22/11		
09ALA01	ACOMA	Webster St SMART Corridors	TFCA Award	Agreement Executed	1/7/10	7/7/09	Expenditures not complete Expenditure deadline Jan '12 FMR Due Mar '12
			\$ 400,000.00	Project Start	Oct-09	Jul-09	
			TFCA Expended	Final Reimbursement	01/13/13		
			\$ -	FMR	Mar-12		
				Expend Deadline Met?	01/13/12		
09ALA02	Alameda County	Fairmont Campus to BART Shuttle (FY 09/10)	TFCA Award	Agreement Executed	1/7/10	1/5/10	Expenditures not complete Expenditure deadline Jan '12 FMR Due Mar '12
			\$ 170,000.00	Project Start	Mar-10	Apr-10	
			TFCA Expended	Final Reimbursement	01/13/13		
			\$ 53,592.00	FMR	Mar-12		
				Expend Deadline Met?	01/13/12		
09ALA04	Berkeley	Citywide Bicycle Parking Program	TFCA Award	Agreement Executed	1/7/10	1/5/10	Expenditures not complete Expenditure deadline Jan '12 FMR Due Mar '12
			\$ 46,887.00	Project Start	Mar-10	Jul-10	
			TFCA Expended	Final Reimbursement	01/13/13		
			\$ -	FMR	Mar-12		
				Expend Deadline Met?	01/13/12		
09ALA05	Fremont	South Fremont Arterial Management	TFCA Award	Agreement Executed	1/7/10	12/03/09	Expenditures not complete Expenditure deadline Jan '12 FMR Due Mar '12
			\$ 232,000.00	Project Start	Jan-10	Nov-09	
			TFCA Expended	Final Reimbursement	01/13/13		
			\$ 155,075.95	FMR	Mar-12		
				Expend Deadline Met?	01/13/12		
09ALA07	AC Transit	Easy Pass Transit Incentive Program	TFCA Award	Agreement Executed	1/7/10	12/03/09	Expenditures not complete Expenditure deadline Jan '12 FMR Due Mar '12
			\$ 350,000.00	Project Start	Sep-09	Nov '09	
			TFCA Expended	Final Reimbursement	01/13/13		
			\$ -	FMR	Mar-12		
				Expend Deadline Met?	01/13/12		
09ALA08	ACOMA	Guaranteed Ride Home Program (FYs 09/10 & 10/11)	TFCA Award	Agreement Executed	1/7/10	7/7/09	Expenditures not complete Expenditure deadline Jan '12 FMR Due Mar '12
			\$ 280,000.00	Project Start	Nov-09	Nov-09	
			TFCA Expended	Final Reimbursement	01/13/13		
			\$ -	FMR	Mar-12		
				Expend Deadline Met?	01/13/12		
09ALA10	ACOMA	Bike to Work Day Marketing and Survey	TFCA Award	Agreement Executed	1/7/10	7/7/09	Expenditures not complete Expenditure deadline Jan '12 FMR Due Mar '12
			\$ 96,000.00	Project Start	Mar-10	Mar-10	
			TFCA Expended	Final Reimbursement	01/13/13		
			\$ -	FMR	Mar-12		
				Expend Deadline Met?	01/13/12		
10ALA02	Alameda CTC	I-80 Corridor Arterial Management	TFCA Award	Agreement Executed	2/17/11	07/09/10	Expenditures not complete Expenditure deadline Oct '12 FMR Due Jan '13
			\$ 100,000.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	10/28/13		
			\$ -	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		

TFCA County Program Manager Fund
Timely Use of Funds Report
 Report Date: January 31, 2011

Project No.	Sponsor	Project Title	Balances	Required Activity	Date Due	Activity Completed (Date or Y/N)	Notes
GREEN ZONE (Milestone deadline beyond 7 months), continued							
10ALA09	LAVTA	BART to Downtown Pleasanton - Route 8 (FY 10/11)	TFCA Award	Agreement Executed	2/17/11	12/15/10	Expenditures not complete Expenditure deadline Oct '12 FMR Due Jan '13
			\$ 96,860.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	10/28/13		
			\$ -	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA10	LAVTA	BART/Hacienda Business Park Shuttle - Route 9 (FY 10/11)	TFCA Award	Agreement Executed	2/17/11	12/15/10	Expenditures not complete Expenditure deadline Oct '12 FMR Due Jan '13
			\$ 60,380.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	10/28/13		
			\$ -	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA11	LAVTA	ACE Shuttle Service - Route 53 (FYs 10/11 & 11/12)	TFCA Award	Agreement Executed	2/17/11	12/15/10	Expenditures not complete Expenditure deadline Oct '12 FMR Due Jan '13
			\$ 70,677.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	10/28/13		
			\$ -	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA12	LAVTA	ACE/BART Shuttle Service - Route 54 (FYs 10/11 & 11/12)	TFCA Award	Agreement Executed	2/17/11	12/15/10	Expenditures not complete Expenditure deadline Oct '12 FMR Due Jan '13
			\$ 72,299.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	10/28/13		
			\$ -	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
Completed Projects (will be removed from the next monitoring report)							
07ALA03	County of Alameda	Class II Bicycle Lanes: Wente Street	TFCA Award	Agreement Executed	1/1/08	4/21/08	Expenditures complete FMR Received Oct '10
			\$ 150,000.00	Project Start	10/1/2007	Apr-08	
			TFCA Expended	Final Reimbursement	12/31/11	Dec-10	
			\$ 150,000.00	FMR	Mar-11	Oct-10	
				Expend Deadline Met?	12/26/10	Yes	
08ALA04	Oakland	Bay Trail Gap Closure, Fruitvale to Park Street Bridge	TFCA Award	Agreement Executed	1/8/09	11/19/08	Expenditures complete FMR Received Sept '10
			\$ 125,000.00	Project Start	Jan-09	Nov-08	
			TFCA Expended	Final Reimbursement	12/31/11	Oct-10	
			\$ 125,000.00	FMR	Oct-10	Sep-10	
				Expend Deadline Met?	12/22/10	Yes	
08ALA07	San Leandro	San Leandro LINKS (FY 08/09-09/10)	TFCA Award	Agreement Executed	1/8/09	12/12/08	Expenditures complete FMR Received Oct '10
			\$ 165,000.00	Project Start	Dec-08	Sep-08	
			TFCA Expended	Final Reimbursement	12/31/11	05/07/10	
			\$ 165,000.00	FMR	Oct-10	Oct-10	
				Expend Deadline Met?	12/22/10	Yes	
08ALA10	LAVTA	ACE Shuttle Service-Route 54 (FY 08/09-09/10)	TFCA Award	Agreement Executed	1/8/09	11/19/08	Expenditures complete FMR Received Oct '10
			\$ 84,950.00	Project Start	Nov-08	Oct-08	
			TFCA Expended	Final Reimbursement	10/1/11	Dec-10	
			\$ 84,950.00	FMR	Oct-10	Oct-10	
				Expend Deadline Met?	12/22/10	Yes	
09ALA06	Pleasanton	Trip Reduction Program (FY 09/10)	TFCA Award	Agreement Executed	1/7/10	12/03/09	Expenditures complete FMR Received Oct '10
			\$ 47,000.00	Project Start	Dec-09	Dec-09	
			TFCA Expended	Final Reimbursement	01/13/13	Dec-10	
			\$ 47,000.00	FMR	Mar-11	Oct '10	
				Expend Deadline Met?	01/13/12	Yes	
09ALA09	LAVTA	Route 9 Operating Assistance (FY 09/10)	TFCA Award	Agreement Executed	1/7/10	11/16/09	Expenditures complete FMR Received Oct '10
			\$ 86,133.00	Project Start	Nov-09	Nov-09	
			TFCA Expended	Final Reimbursement	10/01/11	Dec-10	
			\$ 86,133.00	FMR	Mar-12	Oct-10	
				Expend Deadline Met?	01/13/12	Yes	

Report Milestone Notes

Agmt Executed = Date TFCA Agreement executed

Project Start = Date of project initiation

FMR = Date Final Monitoring Report received by CMA

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

Memorandum

DATE: December 20, 2010

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Jacki Taylor, Programming Liaison

RE: Review Information Regarding Rescission of High Priority Project (HPP), Surface Transportation Assistance Act (STA), Surface Transportation and Uniform Relocation Assistance Act (STURA), and Intermodal Surface Transportation Efficiency Act (ISTEA) Earmarks

Recommendation

ACTAC is requested to review information related to the rescission of Federal Surface Transportation Assistance Act (STA), Surface Transportation and Uniform Relocation Assistance Act (STURA) and Intermodal Surface Transportation Efficiency Act (ISTEA) Demo, and Transportation Equity Act for 21st Century High Priority Project (TEA21 HPP) Earmarks.

Summary

The draft Continuing Resolution (CR) approved by the House calls for immediate rescission of all remaining STA, STURA and ISTEA Demo funds. It also calls for rescission of TEA21 HPP earmarks "for which less than 10% of the amount of the authorization... has been obligated" on September 30, 2011.

Discussion

Attached is a list of the earmarks in Alameda County that would be affected by the legislation. The attached summary does not indicate any Alameda County earmarks that are subject to immediate rescission upon passage of the CR as written. The two TEA21 HPP earmarks highlighted in blue have unobligated balances that would be rescinded 9/30/11 if the draft CR passes as written.

Earmarks in the following Federal Acts are at risk of rescission:

Federal Transportation Act	Unobligated Amounts at risk in Alameda County
Surface Transportation Assistance Act (STA)-1982	\$0
Surface Transportation and Uniform Relocation Assistance Act (STURA)-1987	\$15
Intermodal Surface Transportation Efficiency Act (ISTEA)-1991	\$0
Transportation Equity Act for the 21st Century (TEA 21)-1998	\$13,126
Total	\$13,141

Attachments

Attachment A: Potential Earmarks Rescissions

Possible Earmark Rescissions
Earmarks highlighted in blue may be rescinded as of September 2011

<u>DEMO</u> <u>ID</u>	<u>DIST</u>	<u>COUNTY</u>	<u>SPONSOR</u>	<u>PROGRAM</u> <u>CODE</u>	<u>REIMB</u> <u>RATE</u>	<u>LEGISLATED DESCRIPTION</u>	<u>FUNDS</u> <u>AUTHORIZED</u>	<u>OA</u>	<u>OBLIGATED</u> <u>AS OF</u> <u>10/6/2010</u>	<u>OA</u> <u>UNOBLIGATED</u> <u>AS OF 12/9/2010</u>
Surface Transportation Assistance Act (STA) -1982										
No STA earmarks in Alameda County										
Surface Transportation and Uniform Relocation Assistance Act (STURA) -1987										
18	4	Alameda	ACTA	3070	80%	NIMITZ CORRIDOR STUDY/INTERMODAL CORRIDOR STUDY	\$3,988,999	\$3,988,999	\$3,988,994	\$5
18	4	Alameda	ACTA	3090	80%	NIMITZ CORRIDOR STUDY/INTERMODAL CORRIDOR STUDY	\$2,393,399	\$2,393,399	\$2,393,389	\$10
Intermodal Surface Transportation Efficiency Act (ISTEA) -1991										
29	4	Alameda		3670	80%	IMPROVE I-880/ALVARADO NILES RD INTERCHANGE IN UNION CITY	\$9,266,572	\$9,266,572	\$9,266,572	\$0
Transportation Equity Act for the 21st Century (TEA-21) -1998										
18	4	Alameda	ACTA	Q920	80%	UPGRADE I-880, ALAMEDA	\$7,500,000	\$7,036,284	\$7,036,284	\$0
87	4	Alameda	Alameda CMA	Q920	80%	Upgrade I-680 corridor, Alameda County	\$7,500,000	\$7,036,285	\$7,036,225	\$60
111	4	ALAMEDA	City of San Leandro	Q920	80%	CONSTRUCT RAILROAD AT GRADE CROSSINGS, SAN LEANDRO	\$375,000	\$351,815	\$351,815	\$0
119	4	Alameda	Port of Oakland	Q920	80%	Construct Port of Oakland Intermodal Terminal	\$6,000,000	\$5,629,027	\$5,629,027	\$0
120	4	Alameda	City of Fremont	Q920	80%	Upgrade Osgood Road between Washington Boulevard and south Grimmer Boulevard in Fremont	\$1,500,000	\$1,407,257	\$1,407,257	\$0
133	4	ALAMEDA	CITY OF LIVERMORE	Q920	80%	UPGRADE GREENVILLE ROAD AND CONSTRUCT RAILROAD UNDERPASS, LIVERMORE	\$5,100,000	\$4,784,673	\$4,784,673	\$0
139	4	ALAMEDA	CITY OF SAN LEANDRO	Q920	80%	UNDERTAKE MEDIAN IMPROVEMENTS ALONG E. 14TH STREET, SAN LEANDRO	\$750,000	\$703,628	\$695,933	\$7,695
146	4	ALAMEDA	CITY OF HAYWARD	Q920	80%	REHABILITATE B STREET BETWEEN FOOTHILL BOULEVARD AND KELLY STREET, HAYWARD	\$525,000	\$492,540	\$492,540	\$0
157	4	ALAMEDA	CITY OF HAYWARD	Q920	80%	UPGRADE D STREET BETWEEN GRAND AND SECOND STREETS, HAYWARD	\$900,000	\$844,355	\$839,353	\$5,002
160	4	ALAMEDA	CITY OF LIVERMORE	Q920	80%	CONSTRUCT I-580 INTERCHANGE, LIVERMORE	\$9,900,000	\$9,287,895	\$9,287,895	\$0
161	4	ALAMEDA	CITY OF HAYWARD	Q920	80%	UPGRADE INDUSTRIAL PARKWAY SOUTHWEST BETWEEN WHIPPLE ROAD AND IMPROVED SEGMENT OF THE PARKWAY, HAYWARD	\$450,000	\$422,177	\$421,788	\$389

Note: Highlighted projects have unobligated balances that will be rescinded on 9/30/11 if the draft 2011 Continuing Resolution passes as written.

ACTAC Item 4.3 01/04/11
Attachment A

ALAMEDA

County Transportation Commission

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

www.AlamedaCTC.org

AC Transit

Director
Greg Harper

Alameda County

Supervisors
Alice Lai-Bitker
Scott Haggerty, Vice Chair
Gail Steele
Nate Miley
Keith Carson

City of Alameda

Mayor
Beverly Johnson

City of Albany

Vice Mayor
Farid Javandel

BART

Director
Thomas Blalock

City of Berkeley

Councilmember
Laurie Capitelli

City of Dublin

Mayor
Tim Sbranti

City of Emeryville

Mayor
Ruth Atkin

City of Fremont

Vice Mayor
Robert Wieckowski

City of Hayward

Councilmember
Olden Henson

City of Livermore

Mayor
Marshall Kamena

City of Newark

Councilmember
Luis Freitas

City of Oakland

Councilmembers
Larry Reid
Rebecca Kaplan

City of Piedmont

Vice Mayor
John Chiang

City of Pleasanton

Mayor
Jennifer Hosterman

City of San Leandro

Councilmember
Joyce R. Starosciak

City of Union City

Mayor
Mark Green, Chair

Executive Director

Arthur L. Dao

December 14, 2010

Bijan Sartipi
District Director, Caltrans
111 Grand Avenue
Oakland, CA 94612

RE: FY 2010/11 PID Reimbursement: Alameda County Projects

Dear Mr. Sartipi

In response to Director Cindy McKim's letter dated November 17, 2010 the Alameda County Transportation Commission (Alameda CTC) would like to participate in the Department's Pilot PID Reimbursement Program. Please consider this letter as Alameda CTC's preliminary concurrence towards this pilot effort.

The attached material details the Alameda County Projects that we would like to be considered under this program. Please provide additional information on the terms of the agreements.

Please contact Mr. Matt Todd, Manager of Programming, at (510) 350-2315 if you have any questions.

Sincerely,



Arthur L. Dao
Executive Director

cc: Lee Taubeneck, Deputy District Director, Planning, Caltrans
 Patrick Pang, Office Chief, Advance Planning, Caltrans
 Matt Todd, Manager of Programming, Alameda CTC
 Ray Akkawi, Manager of Projects Delivery, Alameda CTC

Alameda County - NonSHOPP Project Initiation Documents (PID) FY 2010/11

Ref No.*	Improvement Description	Location	Improvement Description (Detailed)	Project Sponsor	Estimated Project Cost w/ Support (\$M)	Proposed PID Initiation Date	Type of PID	Work Program Status
1	Interchange Reconfiguration	Gilman St. I/C in Berkeley	The proposed project will reconfigure the I-80/Gilman interchange located in northwest Berkeley, near its boundary with the City of Albany. The reconfiguration is needed to address congestion, operations and safety issues on the most congested freeway segment in the Bay Area. The project will reconfigure the interchange to a dual roundabout or another type of interchange that will improve the capacity constraint and vehicular safety issues experienced due to the current stop sign controlled ramps at this interchange and also provide adequate pedestrian, bicycle, and public transit movements through the interchange area.	City of Berkeley / Alameda CTC	16.0	03/04/04	PSR	Carryover
2	I/C Reconstruction	Marina Blvd.in San Leandro	The project is an interchange improvement project at I-880/Marina Boulevard Interchange in the City of San Leandro and the County of Alameda, California. The project will modify the existing I-880/ Marina Boulevard Interchange partial cloverleaf interchange to a diamond interchange or another type of interchange which will meet traffic operations and traffic volume demands. The work will include the widening of existing off-ramps, the installation of traffic signals at the intersections with Marina Boulevard and the demolition of obsolete ramp pavement. The project does not include the reconstruction or modification of the I-880/Marina Boulevard Overcrossing.	City of San Leandro / Alameda CTC	32.5	02/18/09	PSR	Carryover
3	I-680 I/C improvement, Rt 262 roadway improvement, and Rt 262/Warm Springs Blvd Intersection improvement	Rte 262 (Mission Blvd) between I-680 and I-880 in Fremont	The PSR will consist of evaluating the following project components: 1.Improvements at east end of Mission Blvd near 680 to widen areas currently at 4 lanes to six lanes. 2.SB 680 to Mission Blvd ramp improvement 3.NB 680 to Mission Blvd ramp improvement 4.Potential movement specific improvements at Mission / Warm Springs Blvd (WSB) to facilitate Mission WB to WSB NB and WSB SB to Mission EB.	City of Fremont / Alameda CTC	10.0	02/01/11	PSR	New
4	Convert I-580 WB HOV Lane to Express (HOT) Lane	WB from west of Greenville in Livermore to west of Foothill/San Ramon in Pleasanton	The project will convert the planned westbound I-580 HOV lane to an HOT lane facility from the Greenville Road interchange in the City of Livermore to San Ramon Road/Foothill Boulevard in the Cities of Dublin and Pleasanton. Number of HOT lanes to be determined by the PSR and Traffic Operations Report.	Alameda CTC	19.8	04/01/11	PSR	New

* Not listed in the order of priority

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR
P.O. Box 942873, MS-49
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TTY 711
www.dot.ca.gov



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November 17, 2010

See Distribution List

Dear Executive Directors:

Through the 2010 Budget Act, signed on October 8, 2010, the Department of Transportation's (Department) Project Initiation Document (PID) Program budget was reduced. This reduction was made through the Governor's line-item veto authority.

PIDs are critical to project delivery because they enable project sponsors to appropriately develop the scope, cost, and schedule for transportation improvements. The Department understands that this reduction in PID resources disproportionately impacts local and regional agencies across California and their ability to deliver critical projects on the state highway system. We also recognize that local and regional agencies have historically invested a significant portion of their transportation funds on the state highway system. These investments address critical issues such as traffic congestion, air quality conformity, and efficient movement of people and goods.

The Department views this year's reduction to its PID Program as a temporary setback and hopes to pursue reinstatement of resources through the budget process. In the meantime, the Department will continue to work in partnership with local and regional agencies to streamline the development of PIDs. Given the current budget environment, streamlining PIDs enables the Department to reduce costs and delays associated with the development of PIDs. In order to obtain the necessary resources to develop PIDs and provide oversight for locally-developed PIDs, the Department and local and regional agencies must demonstrate that we are developing the appropriate number of PIDs for fundable projects.

Over the past two years, the Department's PID Program has sustained cuts of 45 percent in staffing and currently has no funding for operating expenses. Due to these reductions, the Department must prioritize its workload to deliver critically needed State Highway Operation and Protection Program (SHOPP) PIDs. Consistent with the Governor's veto message, local and regional agency PID work must be a lower priority for the Department for fiscal year (FY) 2010-11 and may be delayed. To improve your agency's PID project priority, your local or regional agency may reimburse the Department for PID-related services. If reimbursing the Department is desirable by your agency, please contact your Caltrans District representatives to determine the potential for contracting. For the remainder of FY 2010-11, or until the Department receives resources to perform work on local PIDs, the Department

will work with its local and regional agency partners to align the PID workload with the priorities identified below:

1. SHOPP PIDs – Collision reduction and major damage restoration projects
2. SHOPP PIDs – Americans with Disabilities Act, stormwater, hazardous waste mitigation, and other mandated projects
3. SHOPP PIDs – Bridge projects
4. SHOPP PIDs – Projects related to preserving the state highway system and its supporting infrastructure
5. Non-SHOPP PIDs (State) – Department-sponsored projects
6. Locally Sponsored - Reimbursable PID Work executed through cooperative agreements
7. Locally Sponsored PIDs – PIDs near completion or projects 1-3 years from programming
8. Locally Sponsored PIDs – Projects fully or partially funded with State Transportation Improvement Program funds
9. Locally-Sponsored PIDs – Projects exclusively funded with non-state fund sources

We will continue to work in partnership with you, through these demanding economic times, to deliver mobility for Californians. Please contact your local district office (attached) for any further assistance.

Sincerely,


CINDY McKIM
Director

Attachment:
District Contact List

Memorandum

DATE: December 20, 2010
TO: Alameda County Technical Advisory Committee (ACTAC)
FROM: Jacki Taylor, Programming Liaison
RE: Review Transportation Fund for Clean Air (TFCA) Program FY 2011/12 Call for Projects Information

Recommendation:

ACTAC is requested to review information related to the TFCA FY 2011/12 Call for Projects.

Summary:

The TFCA FY 2011/12 Call for Projects is scheduled to be released in late December or early January and applications are estimated to be due by Friday, January 28, 2011. A draft Call for Projects Notice is attached. Approximately \$1,729,000 is estimated to be available for projects. ACTAC reviewed the attached proposed schedule and draft fund estimate (FE) for the TFCA FY 2011/12 Program at its December 7th meeting.

Background:

The TFCA FY 2011/12 Call for Projects is scheduled to be released in late December or early January and applications are estimated to be due by Friday, January 28, 2011. A draft Call for Projects Notice is attached.

The Air District's revenue estimate for Alameda County for FY 2011/12 has not yet been released. The amount of estimated revenue for the draft FE is \$1,800,000, the amount typically available based on past years. From the estimated revenue, five percent has been set aside for administration, \$18,925 in earned interest and \$15 of relinquished funds have been added, bringing the total funds estimated for projects to \$1,728,940. Once the Air District releases the FE, the final amount available for programming (the 11/12 Expenditure Plan) will be brought to the Committees and Board for approval.

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

The draft FY 2011/12 TFCA Program Manager Guidelines are scheduled to be released by the Air District in late December. The Call for Projects is planned to be released based on the draft guidelines. Air District changes to its final guidelines may require revisions to the Alameda CTC program.

Attachments:

Attachment A: TFCA FY 2011/12 Call for Projects notice
Attachment B: TFCA FY 2011/12 draft fund estimate
Attachment C: Proposed schedule for FY 2011/12 call for projects

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

www.AlamedaCTC.org

December XX, 2010

NOTICE

CALL FOR PROJECTS:

2011/2012 TRANSPORTATION FUND FOR CLEAN AIR (TFCA) COUNTY PROGRAM MANAGER FUND

Dear Project Sponsor:

The Alameda County Transportation Commission (Alameda CTC) is releasing a call for projects for the 2011/2012 TFCA County Program Manager Fund. Application materials are available for download from the Alameda CTC's website: <http://www.alamedactc.com>.

Project applications are due to the Alameda CTC no later than 3:00 p.m. Friday, January 28, 2011.

TFCA is a local fund source of the Bay Area Air Quality Management District (Air District). As the TFCA program manager for Alameda County, the Alameda CTC is responsible for programming 40 percent of the four dollar vehicle registration fee that is collected in Alameda County for this program.

Eligibility

A project must result in the reduction of motor vehicle emissions within the Air District's jurisdiction to be considered eligible for TFCA funding. In general, eligible projects are those that conform to the provisions of the TFCA Guidelines. Please refer to the Alameda CTC TFCA Guidelines (provided with application materials) for more detailed information regarding sponsor and project eligibility.

Projects must also meet the requirement of achieving a cost-effectiveness, on an individual project basis, of equal to or less than \$90,000 of TFCA funds per ton of total reactive organic gases (ROG), oxides of nitrogen (NO_x), and weighted particulate matter 10 microns in diameter and smaller (PM₁₀) emissions reduced (\$TFCA/ton emissions reduced).

Please note that the Air District requires certain types of insurance coverage. Each project sponsor will be required to maintain general liability insurance, workers compensation insurance, and additional insurance as appropriate for specific projects. Coverage amounts required for each project will be specified in the project funding agreements.

Additionally, sponsors will be required to collect data for monitoring requirements and submit annual and final project reports for TFCA funded projects. Sample monitoring forms have been provided with the application materials.

Fund Availability and Distribution

The current draft Fund Estimate for the FY 2011/2012 program includes approximately \$1,729,000 in new programming capacity. This amount does not include the five percent of available funding that is reserved for program administration. Pursuant to the Alameda CTC's adopted program guidelines, the remainder of the funds will be distributed as follows:

- 70 percent allocated to cities/county based on population (minimum allocated is \$10,000);
- 30 percent allocated to the discretionary program for transit-related projects.

All County Program Manager Funds are to be fully allocated annually. Any unallocated funds may be allocated directly by the Air District. The minimum funding request is \$50,000 per project. Exceptions to the minimum request may be considered on a case-by-case basis. Sponsors are encouraged to pool their funds or include other supplemental funds in order to implement larger projects.

Timely Use of Funds

Sponsors are reminded that the TFCA County Program Manager Fund is subject to the adopted timely use of funds policy for this program. Unless an exception is requested in the application, sponsors must:

- 1) Execute the fund transfer agreement within three months of receipt from the Alameda CTC;
- 2) Begin initiation of the project/program within three months of executed funding agreement;
- 3) All TFCA funds must be expended within two years of first transfer of funds from the Air District to the Alameda CTC (Project sponsors will be notified when funds are received by the Alameda CTC);
- 4) Sponsors must submit requests for reimbursement at least once per fiscal year. Requests must be submitted within six (6) months after the end of the fiscal year, defined as the period from July 1 to June 30. All final requests for reimbursement must be submitted no later than six (6) months after the end of the fiscal year in which the project was completed;
- 5) Sponsors must submit annual progress reports within the period established by the Air District; and
- 6) Sponsors must submit required post-project monitoring reports within three months after project completion or the post-project evaluation period.

Application Material

All application materials are available for download from the Alameda CTC's website: <http://www.alamedactc.com>, including:

- 2011/2012 Fund Estimate
- 2011/2012 Application (Word file)
- Attachment 2 (required): Project Budget forms (Excel file)
- Attachment 3G - for arterial management projects (Excel file)
- Alameda CTC TFCA Guidelines
- Sample Final Project Report Forms

Application Submittal

Completed applications (application and attachments) are due to the Alameda CTC no later than 3:00 p.m., January XX, 2011. Please submit three (3) hard copies and an electronic copy.

- Mail or deliver hard copies to: Alameda CTC, 1333 Broadway, Suite 220, Oakland, CA, 94612.
- Provide an electronic copy of the application and attachments either by submitting a CD along with the hard copies or by emailing the electronic files to: JTaylor@accma.ca.gov.

Schedule

December XX, 2010	TFCA Call for Projects released
January XX, 2011	Applications Due to the Alameda CTC
April 2010	Draft Program circulated for comment
May 2010	Alameda CTC to adopt Final 2011/2012 program
May 2010 (estimate)	Air District Board approves 2011/2012 funds
Summer/Fall 2010 (estimate)	Begin expenditures for 2011/2012 projects

If you have any questions please contact Jacki Taylor, via phone: (510) 836-2560, or email: JTaylor@accma.ca.gov .

Sincerely,

Matt Todd
Manager of Programming

Attachments

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TFCA FY 2011/12 Draft Fund Estimate

Agency	Population (Estimate)	% Population	Total % of Funding	TFCA Funds Available This FY	Rollover Debits/ Credits	TFCA Balance & Rollover	Current Program Balance
Alameda	75,409	4.79%	4.77%	\$ 57,781	\$ (318,660)	\$ (260,879)	\$ -
Alameda County	143,460	9.11%	9.08%	\$ 109,924	\$ (58,307)	\$ 51,617	\$ 51,617
Albany	17,021	1.08%	1.08%	\$ 13,042	\$ 41,411	\$ 54,453	\$ 54,453
Berkeley	108,119	6.87%	6.85%	\$ 82,845	\$ 41,204	\$ 124,049	\$ 124,049
Dublin	48,821	3.10%	3.09%	\$ 37,408	\$ 81,380	\$ 118,788	\$ 118,788
Emeryville	10,227	0.65%	0.83%	\$ 10,000	\$ 9,075	\$ 19,075	\$ 19,075
Fremont	218,128	13.85%	13.81%	\$ 167,138	\$ 130,481	\$ 297,619	\$ 297,619
Hayward	153,104	9.72%	9.69%	\$ 117,314	\$ (285,054)	\$ (167,740)	\$ -
Livermore	85,312	5.42%	5.40%	\$ 65,369	\$ 181,060	\$ 246,429	\$ 246,429
Newark	44,380	2.82%	2.81%	\$ 34,006	\$ 162,209	\$ 196,215	\$ 196,215
Oakland	430,666	27.35%	27.27%	\$ 329,992	\$ 42,368	\$ 372,360	\$ 372,360
Piedmont	11,262	0.72%	0.83%	\$ 10,000	\$ 26,409	\$ 36,409	\$ 36,409
Pleasanton	70,711	4.49%	4.48%	\$ 54,181	\$ (24,634)	\$ 29,547	\$ 29,547
San Leandro	83,183	5.28%	5.27%	\$ 63,738	\$ 16,006	\$ 79,744	\$ 79,744
Union City	75,054	4.77%	4.75%	\$ 57,509	\$ 44,414	\$ 101,923	\$ 101,923
TOTAL:	1,574,857	100.00%	100.00%	\$ 1,210,248	\$ 89,362	\$ 1,299,610	

TFCA Funds (estimate) \$ 1,800,000

09/10 Interest Earned \$ 18,925

Programming Capacity \$ 1,818,925

Less 5% for Program Administration \$ 90,000

Total Estimated Programming Capacity \$ 1,728,925

	Total	Guarantee 70%	Discretionary 30%
Available to program this FY (Total estimated capacity less admin)	\$ 1,728,925	\$ 1,210,248	\$ 518,678
Relinquishments	\$ 15	\$ 15	\$ -
Rollover Debit/Credit Adjustment	\$ -	\$ 89,350	\$ (89,350)
Subtotal Relinquishments and Debit/Credit Adjustments	\$ 15	\$ 89,365	\$ (89,350)
Adjusted Total Available to Program	\$ 1,728,940	\$ 1,299,612	\$ 429,328

Notes:

- Population estimates as of 1/01/10 from Dept. of Finance (www.dof.ca.gov).

Alameda CTC Proposed Schedule for FY 2011/12 TFCA Program

Date	Activity
December 7, 2010	2011/12 draft fund estimate and schedule to ACTAC
December 2010-January 2011	Alameda CTC to release 2011/12 Call for Projects
January 2011	Updated Call for Projects information to Alameda CTC Committees and Board
Late January 2011	Applications due to Alameda CTC
February 2011	Application summary to Alameda CTC Committees and Board
March 2011	2011/12 TFCA Expenditure Plan and Policies to Alameda CTC Committees and Board
April 2011	Draft 2011/12 program of projects to Alameda CTC Committees and Board
May 2011	<ul style="list-style-type: none"> • 2011/12 TFCA Expenditure Plan considered for approval by Air District Board of Directors • Final 2011/12 Program to Alameda CTC Committees and Board
July 2011	Master Agreement with Air District executed
Fall 2011	Funding agreements distributed

Memorandum

Date: December 23, 2010

To: Alameda County Technical Advisory Committee (ACTAC)

From: Laurel Poeton, Engineering Assistant

Subject: Review Congestion Management Program: Quarterly Update of the Land Use Analysis Program Element (2nd Quarter)

Recommendations:

ACTAC is requested to review the attached list of projects and 1) verify all projects are included; 2) inform staff if projects are complete; and 3) confirm that the information presented is accurate. The deadline for responses is January 31, 2011. The list of projects is part of the annual conformity requirements for the Land Use Analysis Program element of the Congestion Management Program (CMP).

Summary:

The Land Use Analysis Program information provided by ACTAC is part of the annual conformity requirement to show that the jurisdictions are conforming with the CMP. At this time Alameda CTC staff is requesting a quarterly update of the Land Use Analysis Program for the period from July 1, 2010 to December 31, 2010. Staff is requested to provide information on the Land Use Analysis Program by reviewing and providing any changes to the attached table that shows Notice of Preparations, EIRs and General Plan amendments. NOPs, EIRs and GPAs that have been reviewed during this quarter are all shaded.

Attachments:

Attachment A: CMP – Land Use Analysis Program for the period
between July 1, 2010 – December 31, 2010

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CMP - Land Use Analysis Program (for the period between July 1, 2010 - December 31, 2010)							
Index #	Jurisdiction	TIER I Review Category (GPA/NOP/EIR)	Development Title	APPLN NUMBER	STATUS (Exempt/ Tier I)	CMA Response Date	Comments
LAND USE RELATED PROJECTS - ACTIVE							
1	Alameda County	DEIR	Eden Area General Plan	NA	Tier 1	4/27/2010	DEIR Complete.
2	Albany	NOP/DEIR DEIR	University Village at San Pablo	NA	Tier 1	5/1/2008 10/5/2009	DEIR Complete.
3	Berkeley	NOP of EIR	651 Addison Street Mixed Use Project	NA	Tier 1	8/22/2007	FEIR approved. June 2009.
4	Berkeley	NOP/DEIR DEIR Completed DEIR	City of Berkeley Draft Southside Plan	NA	Tier 1	12/6/2004 5/12/2008 6/30/2008	DEIR Complete.
5	Berkeley	NOP	Downtown Area Plan	NA	Tier 1	3/20/2009	FEIR approved. July 2009.
6	Dublin	GPA	Camp Parks RFTA	03-015	Tier 1		Project development in process. No application or project description yet. No CEQA process yet. A Master Developer has been selected.
7	Dublin	GPA, SPA, DEIR/NOP	Nielsen	PA 07-057	Tier 1	6/11/2008	DEIR complete.
8	Dublin	MND	Grafton Plaza	PA 07-006		5/1/8 & 5/13/8	This project no longer includes a GPA or EIR and is currently in process.
9	Dublin	GPA & SPA	Dublin Ranch North	PA 08-045			GPA & SPA is currently under planning review for a reduction in density from 68 residential units to 4 residential units.
10	Dublin	DEIR	Downtown Area Specific Plan	NA		11/3/2010	comments on the NOP of DEIR for downtown Dublin Specific Plan
11	Emeryville	NOP	South Bay Front (Site B) Bay Street Development	NA	Tier 1	11/17/2005	EIR on hold pending re-design
12	Emeryville	NOP/DEIR/GPA	General Plan Update	NA	Tier 1	2/9/2006	General Plan Alternatives are being developed. Adaption hearing scheduled for 10/06/09.
13	Fremont	DEIR	General Plan Update	NA		11/3/2010	DEIR for Fremont General Plan 2030
14	Fremont	NOP/DEIR	Bayside Marketplace	PLN2008-00117	Tier 1	5/27/2008	FEIR 12/29/2008
15	Fremont	NOP Draft Subsequent Redevelopment Program EIR	Fremont Merged Redevelopment Project Area Plan Amendment	RDA CAP AMENDMEN T PLN2009-002002009	Tier 1	2/13/2008 12/2/2009	DSEIR Complete.
16	Fremont	NOP/DEIR DEIR GPA	Patterson Ranch Development Plan	PLN2005-00186	Tier 1	11/19/2007 12/14/2009 08/10/2010	DEIR complete
17	Fremont	GPA	Lam & Young	PLN 2010*00104			Received 5/19/10
18	Fremont	GPA	St Joseph's	PLN 2010-00221			Received 6/16/10
19	Fremont	NOP/SEIR	Surplus Land subdivision Pacific Commons Planned District Amendment Sub Area 5	PLN 2010-00221	Exempt	8/10/2010,	change entitlement from 1.3 million to 350,000 sq.ft. of commercial
20	Hayward	DEIR	Rte 238 Bypass Land Use Study	NA	Tier 1	04/15/09	Land Use Study completed. FEIR, GPA and the associated zoning changes were adopted by the Board on 06/30/09. Complete.

ACT/AC Item 4.6 01/04/11
Attachment A

21	Livermore	DEIR	BART to Livermore extension	N/A	Tier 1	1/21/2010	DEIR complete.
22	Newark	NOP	Newark Area 3 & 4 Specific Plan	NA	Tier 1	6/8/2007	Project is still in progress and expected to be completed in 2010.
23	Oakland	NOP/DEIR DEIR	Fruitvale Transit Village II	ER08-005	Tier 1	2/5/2009 3/1/2010	NOP published 12/22/08 DEIR published 1/14/10.
24	Oakland	NOP/DEIR DEIR	Alta Bates Summit Medical	ER09-0001	Tier 1	4/3/2009 2/3/2010	NOP published 1/23/09. DEIR published 12/18/09.
25	Oakland	NOP/DEIR	19th St. Residential Condominiums	ER06-0009	Tier 1	12/7/2007	DEIR being prepared.
26	Oakland	DEIR	Gateway Community Development Project	ER05-0001	Tier 1	9/24/2007	DEIR published 8/10/07.
27	Oakland	NOP/DEIR	1938 Broadway Project	ER08-002	Tier 1	11/17/2008	DEIR being prepared
28	Oakland	NOP/DEIR	325 7th Street	ER07-0002	Tier 1		DEIR being prepared
29	Oakland	NOP/DEIR	St. John's Episcopal Church Improvements	ER08-0001	Tier 1	4/10/2008	NOP published 3/6/08. DEIR being prepared.
30	Oakland	NOP/DEIR	Safeway Redevelopment Project	ER09-007	Tier 1	7/17/2009	NOP issued 6/26/09. DEIR being prepared.
31	Oakland	GPA/NOP/EIR	Housing Element 2007-2014 EIR	N/A	Tier 1		IS prepared and published 09/21/09
32	Oakland	NOP/EIR	Pali Court	ER07-0016	Tier 1		NOP issued, IS prepared and published 06/24/09.
33	Oakland	DEIR	Proposed Amendments to the Central District Redevelopment Project Area Plan		Tier 1	11/1/2010	preparing DEIR
34	Oakland	NOP/DEIR	(DEIR) for the Vicotry Court Ballpark Development			12/9/2010	preparing DEIR
35	Pleasanton	NOP/DEIR Rev NOP/DEIR DEIR	Stoneridge Drive Specific Plan Amendment and Staples Ranch	NA	completed	4/25/2007 8/7/2006 6/4/2008	EIR and specific Plan certified and adopted by City Council on February 24, 2009..
36	Pleasanton	NOP/DEIR DEIR	Pleasanton General Plan Update	NA	Tier 1	3/23/2006 1/26/2006	The General Plan was approved by City Council 7/21/09.
37	San Leandro	NOP/ DEIR	Kaiser	NA	Tier 1	2/14/2008	GPA, Zoning and Development Agreement approved by City Council 5/3/10.
38	Union City	NOP/DEIR	Station District Mixed Use Plan	NA	Tier 1	5/9/2008	DEIR is being prepared.
39	UC Berkeley	NOP	Turk Island Landfill	N/A			DEIR is being prepared. No GPA or land use changes
40	Oakland	NOP/DEIR DEIR	Kaiser Center	ER08-0003	Tier 1	6/10/2008 10/07/2010	DEIR being prepared - comments on DEIR

NOTE

Tier 1 refers to GPA and NOP for EIR for projects consistent with the general plan.

Exempt refers to the development proposals that does not exceed the threshold of generating 100 p.m. peak-hour trips, as determined by the CMA, more than the adopted general plan land-use designation for GPAs or more than existing uses for projects consistent with the general plan..

No comments means there were no comments to make or in the case of DEIR or FER, previous ACCMA comments were addressed.

ACTIAC Item 4.6.01/04/11
Attachment A

CMP - Land Use Analysis Program (for the period between July 1, 2010 - December 31, 2010)							
Index #	Jurisdiction	TIER I Review Category (GPA/NOP/EIR)	Development Title	APPLN NUMBER	STATUS (Exempt/ Tier I)	CMA Response Date	Comments
LAND USE RELATED PROJECTS - COMPLETE							
1	Alameda	NOP/DEIR	Boatworks Village	PLN-08-189	Tier 1	4/1/2009	DEIR Complete. FEIR Published.
2	Alameda County	NOP/DEIR	Sutter Medical Center, Castro Valley	NA	Exempt	5/28/2008	DEIR Complete. FEIR Published.
3	Berkeley	NOP of EIR	651 Addison Street Mixed Use Project	NA	Tier 1	8/22/2007	FEIR approved. June 2009.
4	Dublin	NOP/DEIR	Arroyo Vista Development Project	NA	Tier 1	3/20/2009	FEIR published.
5	Oakland	NOP/DEIR	Bentley School	ER07-0006	Tier I	12/11/2008	FEIR published 10/9/09 and Planning Certification on 10/21/10.
6	Oakland	NOP/DEIR DEIR	Mandela Grand Mixed Use Redevelopment Project	ER06-008	Tier 1	5/8/2006 2/07/2007	FEIR complete.
7	UC Berkeley	NOP/EIR EIR	UC Berkeley LRDP& Chang-Lin-Tien Center	NA	Tier 1	9/26/2003 6/18/2004	
8	UC Berkeley	SFDEIR GPA	University Village NW Master Plan Amendments	18132A	Tier 1	6/12/2003 3/17/2004	

Completed - Regulatory requirements completed. These project will be removed from the list after the annual conformity in November 2008.
No comments means there were no comments to make or in the case of DEIR or FER, previous ACCMA comments were addressed.

CMP - Land Use Analysis Program (for the period between July 1, 2010 - December 31, 2010)							
Index #	Jurisdiction	TIER I Review Category (GPA/NOP/FEIR)	Development Title	APPLN NUMBER	STATUS (Exempt/ Tier I)	CMA Response Date	Comments
LAND USE RELATED PROJECTS - INACTIVE							
1	UC Berkeley	NOP/FEIR FocusedDEIR	Southwest Campus Integrated Project	NA	Tier 1	12/12/2005 7/7/2006	
2	Dublin	GPA	Dublin Land Co.	Resolution 50-03	Tier 1		Initiated March 2003. No CEQA document yet.
3	Dublin	GPA	Scarlett Court Specific Plan	03-063	Tier 1		Initiated on 03/03. Phase I (design guidelines and overlay zoning district) complete. Phase II (land use changes) not complete. No CEQA yet.
4	Dublin	GPA	Transportation Corridor GPA Study	PA-02-053	Tier 1		GPA study initiated March 2003 and completed in 2008. The City Council accepted and elected not to take further action. No land uses changes were made and the file was closed.
5	Pleasanton	NOP/DEIR	Charter Properties/Oak Grove	PUD-33	Exempt	1/21/2004	
6	Pleasanton	NOP/DEIR	Lund II	PUD-25	Tier 1	10/1/2003	NOP has not been issued. Project Applicant is working with City Staff to determine appropriate density given passage of Measure PP and QQ.
7	Pleasanton	GPA	Sportorno Ranch project	PUD-52	Tier 1 Exempt	3/29/2005	
8	Oakland	NOP/SEIR	Oak Knoll Project	ER06-0014	Tier 1	3/12/2007	
9	Oakland	NOP/DEIR	5924 & 5932 Foothill Blvd Mixed Use Project	NA	Exempt	11/20/2007	
10	Livermore	GPA/NOP/DEIR	Seven Vines Project	NA	Tier 1 Exempt	5/17/2005	No change. Preparation of FEIR pending.
11	Livermore	GPA	The Grove (Ph 3)	GPA06-002	Tier 1 Exempt		Pending more info from application.
12	Livermore	GPA	Ponderosa Homes	GPA	Exempt	6/4/2010	
13	Livermore	GPA	McGrath Rent Corp	GPA	Exempt	6/3/2010	
14	Fremont	NOP/DEIR FEIR	Tri-Cities Recycling and Disposal Facility Landfill Closure and Land Use Plan	PLN2005-00262	Tier 1 Exempt	2/2/2007 6/04/2007	
15	Fremont	GPA	Housing Element Implementation Program # 18 & 21	Multiple PLNs	Tier 1 Exempt & Tier 1	5/23/2005	PLN2005-00215. Future proposals on Site # 3 are to be sent for CMA review.

Inactive - proposal withdrawn or no CEQA document for the past 5 years. These projects will be retained as inactive until the status changes.

No comments means there were no comments to make or in the case of DEIR or FER, previous ACCMA comments were addressed.

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Attachment A

CMP - Land Use Analysis Program (for the period between July 1, 2010 - December 31, 2010)							
Index #	Jurisdiction	TIER I Review Category (GPA/NOP/EIR)	Development Title	APPLN NUMBER	STATUS (Exempt/ Tier I)	CMA Response Date	Comments
TRANSPORTATION IMPROVEMENT PROJECTS - ACTIVE							
1	High Speed Rail Authority	DEIR	Central Valley High Speed Train	NA	Tier 1	10/26/2007	
2	AC Transit	DEIR/EIS	East Bay BRT	NA	Comments	7/3/2007	
3	AC Transit	NOP/EIR/EIS/SDEIR NI/EIS	East Bay BRT	NA	Comments	6/24/2003 3/16/2004 07/03/2007	
4	BART	NOP/DEIR DEIR	BART Warm Springs Extension	NA	Comments	3/27/2002 5/7/2002	
5	SCVTA	NOP/EIR/EIS NOP/DEIR/DSEIR		NA	Comments	5/20/2004 8/21/2006	Requested that MTS impacts be evaluated as well as station access and parking impacts at the Alameda County Stations
6	Water Transit Authority	NOP/DEIR/EIS	South San Francisco Ferry Terminal Project	NA	Comments	05/20/04	
7	BART	Draft Program EIR	BART to Livermore extension	N/A	Comments	01/21/10	
TRANSPORTATION IMPROVEMENT PROJECTS - COMPLETED							
1	High Speed Rail Authority	NOP/DEIR FEIR	High Speed Rail Train to San Francisco Bay Area	NA	Comments	5/21/2001 5/11/2004	FEIR/EIS certified in Nov 2005.
2	ACTIA	NOP/DEIR DEIR	East West Connector Project	NA	Tier 1	11/14/2007 2/2/2009	DEIR Complete.

ACTAC Item 4.6 01/04/11
Attachment A

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Memorandum

DATE: December 23, 2010

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Laurel Poeton, Engineering Assistant

SUBJECT: Review of Countywide Model Update: Request for 2010 Base Year Traffic Counts

Recommendations:

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

Summary:

The countywide model base year is updated every ten years to be consistent with the census. In order to better calibrate and validate the model, availability of reliable traffic count data on the model screenlines and transit data on major routes is important. Similar to what was done in 2000, data collection assistance was requested from Caltrans, the local jurisdictions and the transit operators in early 2010.

To date counts have been received from Berkeley, Fremont and San Leandro. Counts are underway in Piedmont and Oakland. Following up on the request made last year to the jurisdictions, transit operators and Caltrans, we are looking for commitments to provide 7-day 24-hour directional traffic counts on major arterial, state highways and freeways and from the transit operators to provide transit data by spring of 2011. Please contact Laurel Poeton at 510-350-2334 to confirm whether you will be able to provide data or if you need additional information. The list of locations by jurisdiction or agency is attached.

Attachments:

Attachment A - List of Locations By Jurisdiction

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Traffic Count locations for Alameda Countywide Travel Demand Model				
	Screenline	Street Name	Location	Jurisdiction
7	Alameda - Oakland	Park St. Bridge	West of Bridge	Alameda
7	Alameda - Oakland	Fruitvale Bridge	West of Bridge	Alameda
7	Alameda - Oakland	High St. Bridge	West of Bridge	Alameda
7	Alameda - Oakland	Doolittle Street	Near City Limits	Alameda
1	Cordon Line	San Pablo Avenue	At Solano and Central	Albany
2	Albany - Berkeley	Marin Avenue	Near Cityline	Albany
1	Cordon Line	Canyon Road	At County Line	Berkeley
1	Cordon Line	Arlington Avenue	At County Line	Berkeley
1	Cordon Line	Colusa Avenue	At County Line	Berkeley
2	Albany - Berkeley	San Pablo Avenue	At Gilman and Marin	Berkeley
2	Albany - Berkeley	Solano Avenue	Near Cityline	Berkeley
3	Berkeley - Emeryville	Seventh	Near Ashby/City Limit	Berkeley
3	Berkeley - Emeryville	West Frontage Road	Near Ashby/City Limit	Berkeley
4	Berkeley - Oakland	San Pablo Avenue	At Stanford and Ashby Ave.	Berkeley
4	Berkeley - Oakland	Sacramento Street	Near City Limits	Berkeley
4	Berkeley - Oakland	Adeline Street	South of Alcatraz	Berkeley
4	Berkeley - Oakland	Shattuck Avenue	Near City Limits	Berkeley
4	Berkeley - Oakland	Telegraph Avenue	Near City Limits	Berkeley
4	Berkeley - Oakland	College Avenue	Near City Limits	Berkeley
4	Berkeley - Oakland	Claremont Avenue	South of Ashby	Berkeley
4	Berkeley - Oakland	Tunnel Road	Near City Limits	Berkeley
5	Emeryville - Oakland	Adeline Street	South of Alcatraz	Berkeley
1	Cordon Line	SF-Oakland Bay Bridge	At County Line	Caltrans
1	Cordon Line	San Mateo Bridge	At County Line	Caltrans
1	Cordon Line	Dumbarton Bridge	At County Line	Caltrans
1	Cordon Line	I-880	At Santa Clara County Line or SR 262	Caltrans
1	Cordon Line	I-680	At E. Warren/Scott Creek	Caltrans
1	Cordon Line	I-580	At Altamont Pass	Caltrans
1	Cordon Line	I-680	At Contra Costa County Line/Alcosta	Caltrans
1	Cordon Line	SR 24	At Caldecott Tunnel	Caltrans
1	Cordon Line	I-80	At Central	Caltrans
1	Cordon Line	I-580	At Portola and Albany/JCaltrans 80 East	Caltrans
2	Albany - Berkeley	I-80	Between Gilman and Buchanan	Caltrans
3	Berkeley - Emeryville	I-80	Near Ashby	Caltrans
5	Emeryville - Oakland	I-80	At Powell	Caltrans
9	Oakland - San Leandro	I-880	Between Davis and 98th Avenue	Caltrans
9	Oakland - San Leandro	I-580	Between 98th and Estudillo	Caltrans
10	Hayward - Union City	I-880	At Industrial Parkway	Caltrans
11	Hayward - Castro Valley	I-580	At Crow Canyon	Caltrans
12	Union City - Fremont	I-880	South of Alvarado-Niles Interchange	Caltrans
13	Fremont - Newark	I-880	Near SR 84 (dumbarton bridge)	Caltrans
14	Fremont - Tri-Valley	I-680	At SR 84 East	Caltrans
15	Dublin - Pleasanton	I-680	North of I-580	Caltrans
16	Pleasanton - Livermore	I-580	At Airway	Caltrans
	Alameda-Oakland (new point)	I-880	North of Broadway	Caltrans
	Oakland-San Leandro along international (new point)	I-880	South of Oak/5th	Caltrans
	New point	I-880	north of Hegenberger	Caltrans
	New point	I-880	North of I-238	Caltrans
	New point	I-880	South of I-238	Caltrans
	Hayward - Castro Valley (new point)	I-580	east of Palomares	Caltrans
	New point	I-238	west of I-580	Caltrans
	New point	I-580	north of I-238	Caltrans
	New point	I-580	west of I-680	Caltrans
	New point	I-880	south of SR 92	Caltrans
	New point	I-880	north of Stevenson Blvd.	Caltrans

Traffic Count locations for Alameda Countywide Travel Demand Model				
	Screenline	Street Name	Location	Jurisdiction
	Dublin - Pleasanton(new point)	I-680	South of I-580	Caltrans
	Pleasanton - Livermore (new point)	SR 84	South of Valecitos/Isabel	Caltrans
1	Cordon Line	Calaveras Road	At County Line	County
1	Cordon Line	Mines Road	At County Line	County
1	Cordon Line	Tesla Road	At County Line	County
1	Cordon Line	Patterson Pass Road	At County Line	County
1	Cordon Line	Altamont Pass Rd.	West of Dyer Road	County
1	Cordon Line	Grant Line Road	At County Line	County
1	Cordon Line	Vasco Road	Vasco Road at County Line	County
1	Cordon Line	Collier Canyon Rd.	At County Line	County
1	Cordon Line	Crow Canyon Rd.	At County Line	County
1	Cordon Line	N. Livermore Ave.	South of Hartford Avenue	County
11	Hayward - Castro Valley	Redwood Rd.	North of Seven Hills	County
11	Hayward - Castro Valley	Crow Canyon Rd.	North of Cold Water Drive	County
11	Hayward - Castro Valley	Dublin Canyon Road	East of Palomares	County
11	Hayward - Castro Valley	Palomares Road	South of Palo Verde Road	County
16	Pleasanton - Livermore	Vineyard Avenue	East of Ruby Hill	County
16	Pleasanton - Livermore	Vallecitos Road	S/O Isabel Avenue	County
1	Cordon Line	Tassajara Road	At County Line	Dublin
1	Cordon Line	Dougherty Road	At County Line	Dublin
1	Cordon Line	Stagecoach Road	Between Amador Valley and Turquoise St.	Dublin
1	Cordon Line	Village Parkway	At County Line	Dublin
1	Cordon Line	Davona Drive	Between Alcosta and Wicklow	Dublin
1	Cordon Line	San Ramon Road	Between Alcosta Ave. and Volmac	Dublin
15	Dublin - Pleasanton	San Ramon Road	Between Dublin and Amador Valley Blvds.	Dublin
15	Dublin - Pleasanton	Village Parkway	Between Dublin Blvd. and Lewis Ave.	Dublin
15	Dublin - Pleasanton	Dougherty Road	Between Dublin Blvd. and Sierra Lane	Dublin
15	Dublin - Pleasanton	Hacienda Drive	Between I-580 and Dublin Blvd.	Dublin
15	Dublin - Pleasanton	Tassajara Road	Between I-580 and Dublin Blvd.	Dublin
3	Berkeley - Emeryville	Hollis St.	Near Ashby/City Limit	Emeryville
3	Berkeley - Emeryville	Shellmound Street	Near Ashby/City Limit	Emeryville
5	Emeryville - Oakland	Shellmound Street	Near 40th/City Limit	Emeryville
5	Emeryville - Oakland	Hollis St.	Near Powell	Emeryville
1	Cordon Line	Warm Springs Blvd.	At County Line	Fremont
12	Union City - Fremont	Ardenwood Blvd.	Near City Limits	Fremont
12	Union City - Fremont	Alvarado-Niles Rd.	Near City Limits	Fremont
13	Fremont - Newark	Mowry Ave.	Near I-880/City Limits	Fremont
13	Fremont - Newark	Stevenson Blvd.	Near I-880/City Limits	Fremont
14	Fremont - Tri-Valley	Niles Canyon Road	At Palomares	Fremont
14	Fremont - Tri-Valley	Foothill Road	North of Niles Canyon Road	Fremont
14	Fremont - Tri-Valley	Pleasanton-Sunol	North of Niles Canyon Road	Fremont
10	Hayward - Union City	Industrial Pkwy	Near Huntwood	Hayward
10	Hayward - Union City	Whipple Road	Near City Limit on east side of I-880	Hayward
10	Hayward - Union City	Mission Blvd	At Greasel Street	Hayward
13	Fremont - Newark	Thornton Ave.	South of SR 84	Newark
13	Fremont - Newark	Newark Blvd.	South of SR 84	Newark
13	Fremont - Newark	Thornton Ave.	Near I-880/City Limits	Newark
13	Fremont - Newark	Central Ave.	Near I-880/City Limits	Newark
13	Fremont - Newark	Cedar Blvd.	Near City Limits	Newark
13	Fremont - Newark	Cherry Street	Near City Limits	Newark
1	Cordon Line	Pinehurst Rd.	At County Line	Oakland
1	Cordon Line	Redwood Rd.	East of Skyline	Oakland
4	Berkeley - Oakland	Grizzly Peak Blvd.	North of 24	Oakland
4	Berkeley - Oakland	Fish Ranch Road	North of 24	Oakland
5	Emeryville - Oakland	San Pablo Avenue	At Stanford and Ashby Ave.	Oakland
6	Oakland - Piedmont	Pleasant Valley	Near City Limits	Oakland
6	Oakland - Piedmont	Lakeshore Avenue	Between Windsor and Walavista Avenue	Oakland

Traffic Count locations for Alameda Countywide Travel Demand Model				
	Screenline	Street Name	Location	Jurisdiction
7	Alameda - Oakland	Webster-Posey Tubes	Near entrance and exits Oakland side	Oakland
7	Alameda - Oakland	SR 61/Doolittle	North of Hegenberger	Oakland
8	Oakland - San Leandro: Along International	Lakeshore Avenue	E/O International	Oakland
8	Oakland - San Leandro: Along International	Park Blvd - 5th Avenue	E/O International	Oakland
8	Oakland - San Leandro: Along International	14th Avenue	E/O International	Oakland
8	Oakland - San Leandro: Along International	23rd Avenue	E/O International	Oakland
8	Oakland - San Leandro: Along International	Fruitvale Avenue	E/O International	Oakland
8	Oakland - San Leandro: Along International	35th Avenue	E/O International	Oakland
8	Oakland - San Leandro: Along International	42nd/Courtland	E/O International	Oakland
8	Oakland - San Leandro: Along International	High Street	E/O International	Oakland
8	Oakland - San Leandro: Along International	55th Avenue	E/O International	Oakland
8	Oakland - San Leandro: Along International	Seminary Avenue	E/O International	Oakland
8	Oakland - San Leandro: Along International	73rd Avenue	E/O International	Oakland
8	Oakland - San Leandro: Along International	82nd Avenue	E/O International	Oakland
8	Oakland - San Leandro: Along International	98th Avenue	E/O International	Oakland
9	Oakland - San Leandro	Int'l/E. 14th	Near 98th Avenue	Oakland
9	Oakland - San Leandro	MacArthur Blvd.	Near City Limits	Oakland
9	Oakland - San Leandro	Foothill Blvd.	Near City Limits	Oakland
6	Oakland - Piedmont	Moraga Avenue	Eastern Border	Piedmont
6	Oakland - Piedmont	Moraga Avenue	Western Border	Piedmont
6	Oakland - Piedmont	Grand Avenue	Northern Border	Piedmont
6	Oakland - Piedmont	Grand Avenue	Southern Border	Piedmont
6	Oakland - Piedmont	Oakland Avenue	North of Monte Vista	Piedmont
15	Dublin - Pleasanton	Santa Rita Road	South of I-580	Pleasanton
15	Dublin - Pleasanton	Hacienda Drive	South of I-580	Pleasanton
15	Dublin - Pleasanton	Hopyard Rd.	South of I-580	Pleasanton
15	Dublin - Pleasanton	Foothill Road	South of I-580	Pleasanton
16	Pleasanton - Livermore	Stanley Blvd.	West of Isabel Avenue	Pleasanton
8	Oakland - San Leandro: Along International	Davis Street (SR 112)	W/O International	San Leandro
8	Oakland - San Leandro: Along International	Estudillo	E/O International	San Leandro
9	Oakland - San Leandro	Doolittle Drive	Near Davis	San Leandro
9	Oakland - San Leandro	San Leandro Blvd.	Near City Limits	San Leandro
9	Oakland - San Leandro	Bancroft Avenue	Near City Limits	San Leandro
10	Hayward - Union City	Union City Blvd.	Near City Limits	Union City
12	Union City - Fremont	Alvarado Blvd.	Around Lowry Road	Union City
12	Union City - Fremont	Decoto Road	South of Alvarado Niles	Union City
12	Union City - Fremont	Isherwood Way	Near City Limits	Union City
12	Union City - Fremont	Mission Blvd	South of Decoto Road	Union City

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Memorandum

DATE: December 23, 2010

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Arthur L. Dao, Executive Director
Tess Lengyel, Programs and Public Affairs Manager

SUBJECT: **2011 Alameda CTC Legislative Program**

Recommendations:

Review and comment on the 2011 Alameda CTC Legislative Program.

Summary:

The Alameda CTC's Legislative Program will guide legislative actions and policy direction on legislative issues during the year.

Some of the highest priorities in 2011 will be to participate in the federal transportation bill reauthorization, address the challenges faced with declining revenues or modified revenue allocation structures (such as the results of Propositions 22 and 26 on the gas tax swap), implementation of climate change legislative mandates, and to work within a changed legislative governing body structure at the federal level (particularly in the House) and new leadership at the state level.

Background:

Each year, the Alameda CTC will adopt a Legislative Program to provide direction for its legislative and policy activities for the year. This will be the first formal legislative program adopted by the Alameda CTC.

The purpose of the Legislative Program is to establish funding, regulatory and administrative principles to guide Alameda CTC's legislative advocacy in the coming year. The program is intended 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.

This draft legislative program builds upon the former ACTIA and ACCMA legislative programs to focus on the federal bill reauthorization, project and program implementation, and climate change.

The draft 2011 Legislative Program is divided into six sections:

- Federal Transportation Bill Reauthorization
- Transportation Funding
- Project Delivery
- Multi-modal and Transit Oriented Development

- Transportation and Social Equity
- Climate Change

Our state and federal lobbyists will be scheduling meetings in early spring with various Legislators in Sacramento and Washington, D.C. to discuss the Alameda CTC legislative needs in 2011. We invite Board members interested in participating in these meetings.

Attachments:

Attachment A – 2011 Alameda CTC Legislative Program

2011 LEGISLATIVE PROGRAM

Introduction

Each year, the Alameda County Transportation Commission (Alameda CTC) will adopt a Legislative Program to provide direction for its legislative and policy activities for the year.

The purpose of the Legislative Program is to establish funding, regulatory and administrative principles to guide Alameda CTC's legislative advocacy in the coming year. The program is intended to be flexible, allowing opportunities to pursue legislative and administrative opportunities that may arise during the year, and to respond to the changing political processes in Sacramento and Washington, DC.

While Alameda CTC is required to fulfill the roles and responsibility of the voter mandated transportation expenditure plan and the roles of a congestion management agency, the current transportation climate with respect to reauthorization of the federal transportation bill, climate change issues, demographic shifts, and other policy development in the Bay Area affects the direction of state and federal advocacy efforts by the Alameda CTC. Further, Alameda CTC projects and programs can be advanced by additional funding and policy decisions supported through a legislative program.

Finally, there are increasing efforts to implement a more substantially integrated transportation system that provides substantial funding to all modes to advance mobility, access and quality infrastructure that supports the economy and advances healthy communities and the environment, particularly through the requirements of SB 375 and the development of a Sustainable Communities Strategy (SCS).

This legislative program recognizes significant countywide, regional, state and federal activities that have or will impact transportation funding and implementation in the coming years. Some of these include:

- Continued state and federal budget shortfalls that have the potential to negatively impact transportation funding for project planning, development and implementation;
- Results of the November 2010 elections supporting Propositions 22 and 26 change the requirements for how transportation funding in California is structured by disallowing certain fund uses and requiring reaffirmation or redefinition of current state funding structures. Namely this refers to the gas tax swap enacted in spring 2010 which will need to be reaffirmed in the State legislature by 2/3 support before November 2011, and certain fund usage as a result of the gas tax swap appear to be ineligible as a result of Proposition 22 requiring a method to reallocate those funds;
- Renewal efforts for the Federal Surface Transportation Bill;
- Updates to the Alameda County Countywide Transportation Plan that will flow into the next update of the Regional Transportation Plan (RTP), which requires development of a SCS as part of the RTP;

- Reauthorization of Alameda County's half-cent transportation sales tax measure, anticipated to be placed on the November 2012 ballot;
- Implementation of the vehicle registration fee in Alameda County, which authorized a countywide vehicle registration fee up to \$10; and
- Shifts in demographic trends currently underway and projected within the next 20 years.

The 2011 draft Legislative Program is divided into six sections:

- Federal Transportation Bill Reauthorization
- Transportation Funding
- Project Delivery
- Multi-modal and Transit Oriented Development
- Transportation and Social Equity
- Climate Change

The first section regarding Federal Transportation Bill Reauthorization is specific to federal legislative efforts, while the remaining sections relate broadly to both state and federal legislative and administrative issues as applicable.

Federal Transportation Bill Reauthorization Legislative Priorities

The Safe Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users, SAFETEA-LU, expired on September 30, 2009 and has been continued at its same funding level through three separate continuing resolutions. Congressman Oberstar's draft bill was not advanced in the 111th Congress due to the lack of a funding mechanism for the \$450 billion bill. With changes in the House and Senate, a new bill will be crafted and the funding levels may be well below Oberstar's proposed \$450 billion plan.

It is recommended in the draft 2011 Alameda CTC Legislative Program continue support of the California Consensus Principles which are intended to provide a uniform statewide position on surface transportation policies to Congress and the President. At the statewide level, these principles may be re-evaluated in 2011, and staff will bring to the Commission any changes to these principles for consideration. The Consensus Principles listed below were developed over the summer of 2008 with a broad array of transportation stakeholders throughout California which included many transportation agencies, Caltrans, the Business Transportation and Housing Agency, and the Governor. It is also recommended that the Commission continue support of Alameda County's "Principles Plus" which support specific areas of importance not fully articulated in the California Consensus Principles on SAFETEA-LU. The Consensus Principles and Principles Plus are listed below:

California Consensus Principles

1. Ensure the financial integrity of the Highway Trust Fund

The financial integrity of the transportation trust fund is at a crossroads. Current user fees are not keeping pace with needs or even the authorized levels in current law. In the long-term, the per-gallon fees now charged on current fuels will not provide the revenue or stability needed, especially as new fuels enter the marketplace. This authorization will need to stabilize the

existing revenue system and prepare the way for the transition to new methods of funding our nation's transportation infrastructure.

- Maintain the basic principle of a user-based, pay-as-you-go system.
- Continue the budgetary protections for the Highway Trust Fund and General Fund supplementation of the Mass Transportation Account.
- Assure a federal funding commitment that supports a program size based on an objective analysis of national needs, which will likely require additional revenue.
- To diversify and augment trust fund resources, authorize states to implement innovative funding mechanisms such as tolling, variable pricing, carbon offset banks, freight user fees, and alternatives to the per-gallon gasoline tax that are accepted by the public, and fully dedicated to transportation.
- Minimize the number and the dollar amount of earmarks, reserving them only for those projects in approved transportation plans and programs.

2. Rebuild and maintain transportation infrastructure in a good state of repair.

Conditions on California's surface transportation systems are deteriorating while demand is increasing. This is adversely affecting the operational efficiency of our key transportation assets, hindering mobility, commerce, quality of life and the environment.

- Give top priority to preservation and maintenance of the existing system of roads, highways, bridges and transit.
- Continue the historic needs-based nature of the federal transit capital replacement programs.

3. Establish goods movement as a national economic priority.

Interstate commerce is the historic cornerstone defining the federal role in transportation. The efficient movement of goods, across state and international boundaries, increases the nation's ability to remain globally competitive and generate jobs.

- Create a new federal program and funding sources dedicated to relieving growing congestion at America's global gateways that are now acting as trade barriers and creating environmental hot spots.
- Ensure state and local flexibility in project selection.
- Recognize that some states have made a substantial investment of their own funds in nationally significant goods movement projects and support their investments by granting them priority for federal funding to bridge the gap between need and local resources.
- Include adequate funding to mitigate the environmental and community impacts associated with goods movement.

4. Enhance mobility through congestion relief within and between metropolitan areas.

California is home to six of the 25 most congested metropolitan areas in the nation. These mega-regions represent a large majority of the population affected by travel delay and exposure to air pollutants.

- Increase funding for enhanced capacity for ALL modes aimed at reducing congestion and promoting mobility in the most congested areas.
- Provide increased state flexibility to implement performance-based infrastructure projects

- and public-private partnerships, including interstate tolling and innovative finance programs.
- Consolidate federal programs by combining existing programs using needs, performance-based, and air quality criteria.
- Expand project eligibility within programs and increase flexibility among programs.

5. Strengthen the federal commitment to safety and security, particularly with respect to rural roads and access.

California recognizes that traffic safety involves saving lives, reducing injuries and optimizing the uninterrupted flow of traffic on the state's roadways. California has completed a comprehensive Strategic Highway Safety Plan.

- Increase funding for safety projects aimed at reducing fatalities, especially on the secondary highway system where fatality rates are the highest.
- Support behavioral safety programs – speed, occupant restraint, driving under the influence of alcohol or drugs, road-sharing, etc. -- through enforcement and education.
- Address licensing, driver improvement, and adjudication issues and their impact on traffic safety.
- Assess and integrate emerging traffic safety technologies, including improved data collection systems.
- Fund a national program to provide security on our nation's transportation systems, including public transit.

6. Strengthen comprehensive environmental stewardship.

Environmental mitigation is part of every transportation project and program. The federal role is to provide the tools that will help mitigate future impacts and to cope with changes to our environment.

- Integrate consideration of climate change and joint land use-transportation linkages into the planning process.
- Provide funding for planning and implementation of measures that have the potential to reduce emissions and improve health such as new vehicle technologies, alternative fuels, clean transit vehicles, transit-oriented development and increased transit usage, ride-sharing, and bicycle and pedestrian travel.
- Provide funding to mitigate the air, water and other environmental impacts of transportation projects.

7. Streamline Project Delivery

Extended processing time for environmental clearances, federal permits and reviews, etc. add to the cost of projects. Given constrained resources, it is all the more critical that these clearances and reviews be kept to the minimum possible consistent with good stewardship of natural resources.

- Increase opportunities for state stewardship through delegation programs for NEPA, air quality conformity, transit projects, etc.
- Increase state flexibility for using at-risk design and design-build.
- Ensure that federal project oversight is commensurate to the amount of federal funding.
- Require federal permitting agencies to engage actively and collaboratively in project

development and approval.

- Integrate planning, project development, review, permitting, and environmental processes to reduce delay.

“Principles Plus”

Support the following efforts to address on-going transportation needs in Alameda County, including:

- **Support methods to increase the gas tax and alternative methods of financing.** As the primary source of funding for surface transportation, the gas tax needs to be modified to allow for increases over time. Without the ability to increase the gas tax purchasing power, and in the absence of other funding methods, transportation funding will continue to decline. Alternative methods of financing such as high-occupancy toll lanes, public-private partnerships, and other user-based-type fees are important elements to continue critical investments in our core transportation infrastructure and should be allowed, provided they protect the public investment.
- **Support rewarding states that provide significant funding into the transportation systems.** California is considered a “Self-Help” state, one that raises funds both locally and statewide to fund local, state and federal transportation projects. Over time, federal funds have provided a smaller share of the overall funding need in California. Each year, the Bay Area taxpayers alone provide almost \$1 billion in local funds to support the transportation system, and California as a whole provides billions of dollars into transportation to support one of the top ten highest producing economies in the world. The infusion of \$20 billion for transportation bonds approved by voters in 2006 is on top of this amount, as well as the vehicle registration fees approved in five out of seven Bay Area counties in November 2010. These effort must be acknowledged and rewarded by providing priority funding for California’s projects, bonus federal matching funds or simple increases in overall funding commensurate with the state’s investment.
- **Increase funding for and flexibility of transit investments.** This effort directly addresses the need to shift a portion of trips away from auto use to address climate change and to reduce congestion. With legislative mandates to implement a Sustainable Communities Strategy aimed at integrating land use and transportation decisions to reduce greenhouse gas emissions and meet the State’s goals, more emphasis on transit and access to transit will be made to address goal attainment.
 - Support funding to assist in completion of Alameda CTC’s remaining sales tax funded transit projects.
 - Support increasing, combining and integrating federal funding programs for seniors and disabled, and ensure flexibility of these programs to address the dramatically increasing senior population in Alameda County and the country.
 - Support transit safety and security programs that are not at the expense of existing transit funding, but rather augment transit funding.
 - Increase transit funding flexibility to allow for transit operations to reduce service cuts, seek more transit operating funds, and allow operators to provide school related services as well as flexible services for senior transport.
- **Increase funding for non-motorized transportation.** This effort recognizes the

opportunity for walking and biking to address GHG reduction goals, particularly for access to transit and with specialized educational programs that support and encourage shifts in mode uses to reduce vehicle miles traveled and emissions.

- Recognize non-motorized transportation, also known as active transportation, as a viable mode for reducing VMT, increasing transit use, supporting effective climate change, and increasing the health of communities.
- Support funding for active transportation in the federal bill, and in particular, fund the approved Active Transportation Program – *Active Alameda: Kids, Commuters and Community*.
 - This program is focused on walking and biking access to transit, connecting communities through urban greenways, and inspiring people to walk and bike through programs such as Safe Routes to Schools and Safe Routes for Seniors
 - The program is broadly supported throughout Alameda County as shown by the wide array of support for the program, including the Alameda County Board of Supervisors, the Alameda County Mayor’s Conference, and cities throughout the County.
- Support completion of major trail networks throughout the County, with priority for the East Bay Greenway, Iron Horse Trail and the Bay Trail.

General Legislative Issues

The following legislative areas are related to both federal and state legislative efforts as applicable.

Transportation Funding

Over the past several years, additional local sales tax measures have surpassed the 2/3 voter hurdle, voters have supported statewide bond measures to fund transportation infrastructure throughout the state, and in November 2010, five out of seven counties in the Bay Area approved increasing the vehicle registration fees to fund transportation improvements. These advances in funding demonstrate the public’s will to fund essential infrastructure and transportation programs, and underscore the need for improving the quality of our transportation systems.

However, while voters are willing to support measures to increase funding, Alameda County, the state and country continue to face profound transportation funding challenges, which become increasingly exacerbated over time. The purchasing power of the gas tax, which has not been increased since the early 1990’s, has not kept pace with current and projected growth. At the same time, environmental review times are often too long causing implementation delays.

General Transportation Funding Priorities

- Support legislation that increases and/or requires the gas tax to be adjusted regularly to support its “buying power”.
- Protect and increase funding for Alameda CTC projects in the State Transportation Improvement Program (STIP), the federal transportation bill and other funding sources.
- Support legislation that protects and provides increased funding for operating, maintaining, rehabilitating, and improving transportation infrastructure, including state highways, public transit and paratransit, local streets and roads, bicycle and pedestrian facilities, and goods movement, including making the use of these funds more flexible from different fund sources

(i.e. support expansion of the use of Article XIX in the State Constitution to allow more transit uses of the state excise gas).

- Support efforts that give priority funding to voter approved measures.
- Oppose efforts that negatively affect the ability to implement voter approved measures.
- Support legislation that improves the ability of the Commission and its partners to deliver, enhance or augment Alameda CTC projects and programs.
- Support seeking, acquiring and implementing grants that advance Alameda CTC planning, funding and delivery of projects and programs.
- Support Alameda County as a recipient of funds to implement pilot programs that support innovative project implementation or transportation funding mechanisms.
- Support legislation that encourages regional cooperation and coordination to develop, promote and fund solutions to regional problems.

Major Transportation Funding Priorities related to Alameda CTC Projects and Programs

While transportation funding has many general categories for legislative advocacy as listed above, the following specific project and program related areas for 2011 are:

- **Support Advancement of Major Transit Projects.**
 - Support funding and advancement of AC Transit's Bus Rapid Transit Project.
 - Support funding for implementation efforts to advance the Dumbarton Rail and BART to Livermore projects.
- **Increase funding and flexibility for transit**
 - Support efforts to increase funding for transit, increase the flexibility of that funding to address climate change, senior population increases, transit security, and transit operations, particularly to reduce service cuts.
 - Protect funding intended for transit. In particular, support efforts that ensure anticipated transit funds are delivered to transit operators.
- **Increase funding and resources for non-motorized transportation**
 - Continue support of the national Active Transportation effort sponsored by Rails to Trails Conservancy to increase non-motorized transportation funding in the upcoming federal transportation bill.
 - Support full implementation of the East Bay Greenway project and all related project development and implementation efforts. Alameda CTC is the project sponsor for this project.

Project Delivery

Delivery of new transportation infrastructure expeditiously is a key element in ensuring mobility of people and goods while protecting air and environmental quality, jobs and a high quality of life. However, delivery of projects is often bogged down by the multiple stages and long time frames of current project delivery processes, including environmental clearance and mitigation, design, right of way and project financing. To that end, support innovative ways to deliver projects quickly which reduce costs to taxpayers and provide essential transportation mobility options.

- Support legislation that improves environmental streamlining, including requiring specific time frames for state and federal reviews and approvals, to expedite project delivery while ensuring appropriate environmental protection and mitigation.
- Support legislation that improves the ability to deliver Alameda CTC projects and programs in a timely and cost-effective manner and that makes the best use of contracting flexibility.
- Support innovative project delivery methods including the design-build and design-sequencing methods of contracting for transportation projects, and public/private partnerships.
- Support the expansion of HOT lane implementation opportunities in Alameda County and the Bay Area.

Multi-Modal and Transit Oriented Development

Transportation in the Bay Area must serve the multiple needs of its populace. There is not one single transportation type that serves all people, nor delivery of all goods. Voters supported multi-modal options for Alameda County when they approved the 2000 Measure B, as well as the Vehicle Registration Fee, Measure F, in November 2010. Support legislation that furthers the transportation options and choices in Alameda County.

- Support efforts that encourage, fund and provide incentives and/or reduce barriers for developing around transportation centers and for encouraging the use of transit, walking and biking (i.e. work to change CEQA guidelines adopted by the Air District that increase barriers to developing TOD's in Alameda County).
- Support efforts that expedite delivery of transit-oriented development and other efforts that enhance the effectiveness of public transit and non-motorized modes of transportation and that are supported by local communities.
- Support efforts that ensure multi-modal transportation systems that provide multiple choices for transportation consumers.
- Support efforts that increase the amount and flexibility of transportation projects and programs that support senior and disabled mobility and their access to transit.

Transportation and Social Equity

All people rely on transportation to meet some basic needs, whether that is delivery of food, goods, or simply movement from one place to another. Transportation systems must serve all of society to meet the mobility needs of youth, seniors, disabled, working people, and people at all income levels in our communities. Creating a balanced system with multiple transportation options ensures access for all transportation users.

- Support efforts that provide additional funding and increased flexibility for transportation services for seniors, disabled and low income people (i.e. senior shuttles, travel training, volunteer transportation support services, low-income scholarship programs)
- Support efforts to maintain and expand women, minority and small business participation in state and local contracting procedures.
- Support efforts that provide incentives for employees/employers to utilize/offer public transportation or alternatives to the auto to commute to work.

- Support efforts that invest in transportation to serve transit-dependent communities that provide enhanced access to goods, services, jobs and education.

Climate Change

In 2006, AB32, the California Global Solutions Warming Act, was signed by the Governor and two years later SB 375, the Redesigning Communities to Reduce Greenhouse Gases Act, which focuses on climate change by aligning transportation and housing planning and funding was also signed. Development of a new transportation expenditure plan and the update of the countywide transportation plan will require adherence with SB 375 mandates and must be supportive of the region's Sustainable Communities Strategy to enable the County's projects to be incorporated into the RTP.

- Support climate change legislation that provides funding for innovative infrastructure (i.e. hydrogen fuel cell vehicles, hydrogen fueling stations, electric charging stations, etc.), operations and programs that relieve congestion, improve air quality, reduce GHG emissions, support economic development, and support the planning and implementation efforts associated with this work.
- Support climate change legislation that expands transit services and supports safe, efficient and clear connections to transit services, including walking and biking infrastructure and programs.
- To achieve necessary increases in public transit ridership to address GHG emissions from the transportation sources, legislation should support funding that augments transit funding and does not replace it, does not create unfunded mandates, and has well thought out planning and implementation efforts.

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