

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

MEETING NOTICE

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

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

AGENDA

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

1.0 INTRODUCTIONS

2.0 PUBLIC COMMENT

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

3.0 CONSENT CALENDAR

A/I

- 3.1 Approval of the Minutes of January 4, 2011 – **Page 1**
- 3.2 Funding Opportunities
 - 3.2.1 Review Caltrans Planning Grants FY 11-12 Cycle – **Page 7**
- 3.3 Review CTC Meeting Summary*

4.0 ACTION ITEMS

A/D/I

- 4.1 Approve 2011 CMP Update – CMP Requirements Review and Recommendations*
- 4.2 State Transportation Improvement (STIP) Program Extension Requests
 - 4.2.1 Approve Allocation Deadline Extension for the City of Dublin Alamo Canal Regional Trail, Route 580 Undercrossing Project*
 - 4.2.2 Approve Allocation Deadline Extension for the City of Oakland Coliseum BART Pedestrian Improvements Project*
 - 4.2.3 Approve Allocation Deadline Extension for the City of Berkeley Bay Trail Extension Segment One Project*
 - 4.2.4 Approve Allocation Deadline Extension for the Alameda CTC/ACCMA I-580 San Leandro Landscape Project – **Page 13**

- 4.3 Monitoring Reports
 - 4.3.1 Approve State Transportation Improvement (STIP) Program At Risk Report – **Page 21**
 - 4.3.2 Approve Federal Surface Transportation/Congestion Mitigation and Air Quality (STP/CMAQ) At Risk Report – **Page 27**
 - 4.3.3 Approve CMA Exchange Quarterly Status Report – **Page 47**
 - 4.3.4 Approve Transportation for Clean Air (TFCA) At Risk Report – **Page 49**

5.0 NON-ACTION ITEMS D/I

- 5.1 Review Project Study Report / Project Initiation Document (PSR/PID) FY 2011/12 Priority List for Alameda County – **Page 55**
- 5.2 Review Federal Inactive Project List – **Page 61**
- 5.3 Review Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP) and Countywide Transportation Plan (CWTP)/Transportation Expenditure Plan Information – **Page 67**

6.0 LEGISLATIVE PROGRAM UPDATE

- 6.1 Legislative Program Update*

7.0 STAFF AND COMMITTEE MEMBER REPORTS

8.0 OTHER/ADJOURNMENT

NEXT MEETING: March 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

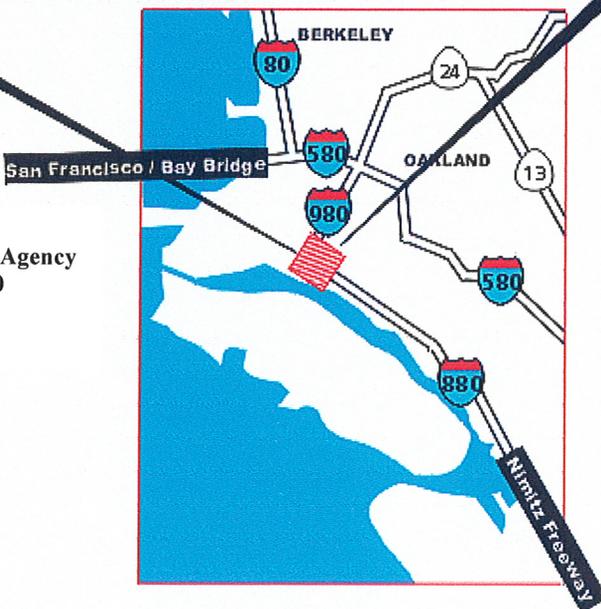
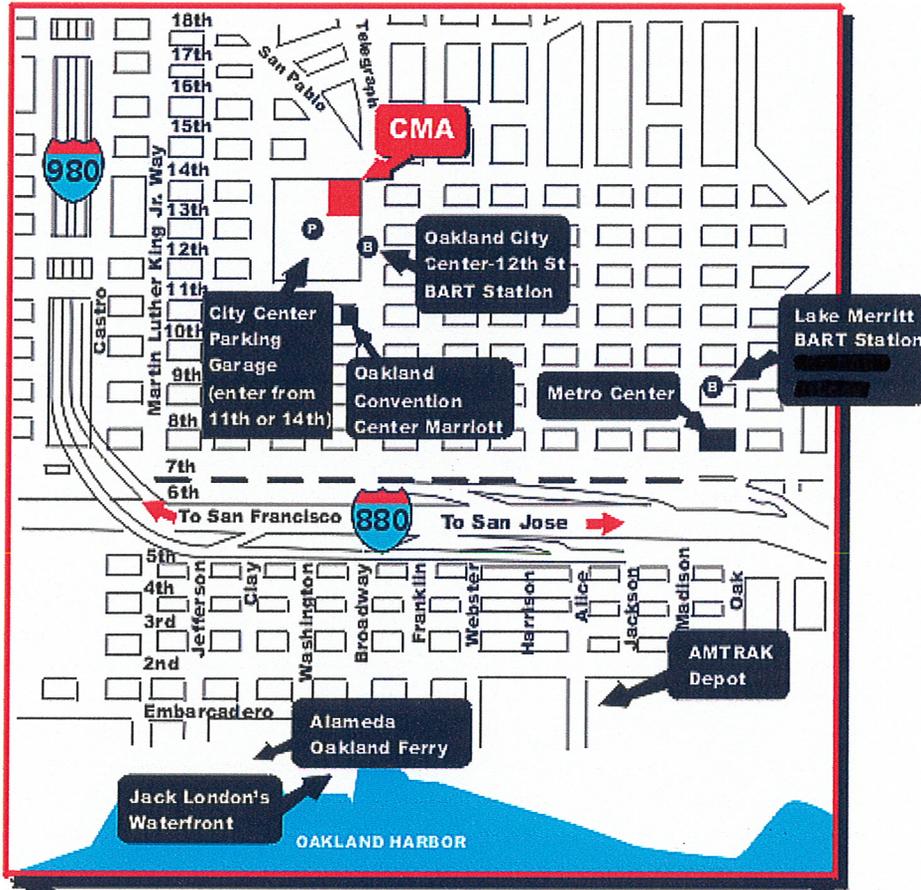
Glossary of Acronyms

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



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

Public Transportation Access

BART: City/Center 12th Street Station

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

Auto Access

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

**ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE
MINUTES OF JANUARY 4, 2011**

1.0 PUBLIC COMMENT

2.0 CONSENT CALENDAR (+) Acceptance

2.1 Approval of the Minutes of December 7, 2010

2.2 Funding Opportunities

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

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

3.0 ACTION ITEMS

3.1 Approval of the Alameda County Safe Routes to School (SR2S) Program – RFP Release

Todd requested that ACTAC endorse the Alameda County Transportation Commission's authorization to release an RFP for the Countywide Safe Routes to Schools Program. A motion was made by Cooke to endorse the Alameda County Transportation Commission's authorization to release an RFP for the Countywide Safe Routes to Schools Program; Frascinella made a second. The motion passed unanimously.

3.2 Approval of Revised Lifeline Transportation Program

Stark requested that ACTAC recommend that the Alameda County Transportation Commission 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. A motion was made by Vinn to recommend that the Alameda County Transportation Commission approve both recommendations; Frascinella made a second. The motion passed unanimously.

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

Suthanthira requested that ACTAC recommend that the Alameda County Transportation Commission approve the schedule and summary of issues to address in the update of the 2011 Congestion Management Program. A motion was made by Odumade to recommend that the Alameda County Transportation Commission approve the schedule and summary of issues to address in the update of 2011 Congestion Management Program; Frascinella made a second. The motion passed unanimously.

4.0 NON-ACTION ITEMS

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

Walukas provided an update to ACTAC 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). This item was presented for information only.

4.2 Monitoring Reports

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

James O'Brien of Advance Project Delivery requested ACTAC to review the project specific information included in the STIP Timely Use of Funds Report, dated January 31, 2011. This item was presented for information only.

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

James O'Brien of Advance Project Delivery requested ACTAC to review the project specific information included in the Federal STP/CMAQ Program Timely Use of Funds Report, dated January 31, 2011. This item was presented for information only.

4.2.3 Review CMA Exchange Program Preliminary Quarterly Status Report

James O'Brien of Advance Project Delivery requested ACTAC to review the project specific information included in the Preliminary Quarterly Status Report for CMA Exchange Projects, dated January 31, 2011. This item was presented for information only.

4.2.4 Review Transportation for Clean Air (TFCA) Program Timely Use of Funds Report

Taylor requested ACTAC to review on the project specific information included in the TFCA Timely Used of Funds report, dated January 31, 2011. This item was used for information only.

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

Taylor requested ACTAC to review the 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 (TEA21 HPP) Earmarks. This item was presented for information only.

4.4 Project Study Report / Project Initiation Document (PSR/PID)

4.4.1 Review of Priority List for FY 2010/11

4.4.2 Review of Project Study Report/PID Strategy for FY 2011/12

Bhat requested ACTAC to review the Priority List for FY 2010/11 for the Project Study Report / Project Initiation Document (PSR/PID) and ACTAC had a brief discussion regarding the PSR/PID Strategy for FY 2011/12. This item was presented for information only.

4.5 Review Transportation for Clean Air (TFCA) FY 2011/12 Call for Projects Information

Taylor requested ACTAC to review the information regarding the TFCA FY 2011/12 Call for Projects. Taylor informed ACTAC that applications are expected to be due by Friday, January 28, 2011. This item was presented for information only.

4.6 Review CMP: Quarterly Update of the Land Use Analysis Program Element (2nd Quarter)

Poeton requested ACTAC to review the list of projects found in the Quarterly Update of the Land Use Analysis Program Element and 1) verify that all projects are included; 2) inform staff if the list is complete; and 3) confirm that the information presented is accurate. Poeton requested that ACTAC provided their responses by January 31, 2011. This item was presented for information only.

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

Poeton requested ACTAC to conduct 2010 Base Year Traffic Counts for the Countywide Model Update. This item was presented for information only.

5.0 LEGISLATION ITEMS

5.1 Review 2011 Legislative Program Update

Lengyel provided ACTAC with a brief update on several Legislative Programs happening in the State for 2011. This item was presented for information only.

6.0 STAFF AND COMMITTEE MEMBER REPORTS

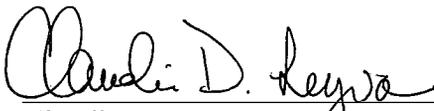
Bhat informed ACTAC that 2011 Local Streets and Roads Surveys that were due on December 31st, 2010 were extended and are now needed by Friday, January 7, 2011. This item was presented for information only.

7.0 OTHER/ADJOURNMENT

NEXT MEETING: February 1, 2011.

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

Attest by:



Claudia D. Leyva, Secretary

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ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE
JANUARY 4, 2011
ROSTER OF MEETING ATTENDANCE
CMA COMMITTEE ROOM, OAKLAND, CALIFORNIA

NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1. Claudia Leyva	ACTC	(510) 836-2560 x235	Cleyva@accma.ca.gov
2. Linda Adams	ACTC	(510) 267-6100	ladams@actia2022.com
3. Jaimee Bourgeois	Dublin	925.833.6634	jaimie.bourgeois@dublin.ca.gov
4. Bob Vinn	Livermore	925.960.4516	bgvinn@ci.livermore.ca.us
5. Donna Lee	BART	510 464-6282	dlee@bart.gov
6. Kunle Odumade	Fremont	510.494.4746	Kodumade@fremont.gov
7. Tess Lengyel	Alameda CTC	267.6111	tlengyel@actia2022.com
8. Paul J. Keener	Alameda County Public Works Agency	(510) 670-6452	paulk@acpwa.org
9. Bob Rosevear	CALTRANS	510-286-5544	ROBERT.ROSEVEAR@DOT.CA.GOV
10. Beth Walukas	ACTC	510/350-2326	budukas@accma.ca.gov
11. Amber Evans	Emeryville	510.596.4382	aevans@emeryville.org
12. Alaidor Andino-Chavez	ALBANY	510.528.5759	achavez@albanyca.org
13. SOREN FAYEAU	NEWARK	(510) 578-4286	soren.fayeau@newark.org
14. OBAID KHAN	ALAMEDA	510-749-5926	OKHAN@CI.ALAMEDA.CA.US
15. Henry Louis	UNION CITY	510.625.5301	henryl@unioncity.org
16. Zach Rehm	Piedmont	510-420-3050	zrehm@ci.piedmont.ca.us
17. Keith Cooke	San Leandro	510-577-3439	Kcooke@sanleandro.org
18. Don Frascinella	Hayward	510-583-7281	don.frascinella@hayward.ca.gov
19. KATE MILLER	ACTRANSIT	510-811-4859	Kmiller@actransit.org
20. Matt Nichol	Berkeley	510-981-7068	mnichols@cityofberkeley.info

- 21. Bruce Williams City of Oakland 510-238-7229 bwilliams@oaklandnet.com
- 22. Matt Todd Alameda CTC
- 23. Mark Feldkamp City of Piedmont 510-420-3064 mfeldkamp@ci.piedmont.ca.us
- 24. Libby Hendrickson ACTC 510-350-2331
- 25. Laurel Poeten Alameda CTC 510-350-2334 lpoeten@acma.ca.gov
- 26. VIVEK BHAT Ala. CTC 510-350-2323 vbhat@acmq.ca.gov
- 27. Diane Stark " 510 350 2313 dstark@acmq.ca.gov
- 28. Saravana Suthanthira Alameda CTC 510 350 2324 ssuthanthira@acma.ca.gov
- 29. James O'Brien Alameda CTC Project Manager (510) 267-6106 jamesobrien@acma.ca.gov
- 30. ART DAO ACTC (510) 2676104 artdao@acma.ca.gov
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- 48. _____



METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TDD/TTY 510.817.5769
FAX 510.817.7848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

Memorandum

TO: Interested Parties

DATE: December 28, 2010

FR: Dave Vautin

W. I.

RE: Caltrans Planning Grants FY 11-12 Cycle

Caltrans recently announced the fiscal year 11-12 round of federal and state planning grants.

Applications are due to Caltrans on March 30, 2011 for the following grant programs:

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

[Attachment 1](#) includes a brief summary of the grant programs and application eligibility. More information on eligibility, grant size and Caltrans requirements is available at:

<http://www.dot.ca.gov/hq/tpp/grants.html>. I highly recommend the Grant Guide document on the website, which details the grant programs and eligibility and answers most of the common questions.

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

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

- Notify MTC by **February 1, 2011** of your intent to seek MTC sponsorship for a grant application and provide a brief project description and approximate funding request at that time.

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

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

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

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

Attachment 1

Summary of FY 11-12 Caltrans Planning Grants

Environmental Justice: Context Sensitive Planning (EJ) Grants

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

Community Based Transportation Planning (CBTP) Grants

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

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

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

Transit Planning Grants (FTA 5304, 3 programs)

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

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

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

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

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

Those Requesting MTC to Sponsor an Application on Their Behalf

The sub-applicant is responsible for:

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

MTC staff will assume responsibility for:

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

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

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

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

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Memorandum

DATE: January 24, 2011

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Matt Todd, Manager of Programming

RE: **STIP Extension Request – Approve Allocation Deadline for the Alameda CTC/ACCMA I-580 San Leandro Landscape Project**

Action Requested

ACTAC is requested to recommend Board approval of the Request for Time Extension to the June 30, 2011 allocation deadline for the Alameda County Congestion Management Agency I-580 San Leandro Landscape Project.

Discussion

The Alameda County Congestion Management Agency (ACCMA) requests a 5-month time extension to the allocation deadline from June 30, 2011 to November 30, 2011 for the \$350,000 of STIP-TE programmed for the Construction phase.

The I-580 San Leandro Landscape is currently in the design (PS&E) stage. The landscape project is a follow on contract to the recently completed I-580 San Leandro Soundwall Project. The design of the landscape project is dependent on the final configuration of the project area following the soundwall construction. At the time of the STIP-TE programming, the estimated contract completion date for the soundwall project was June 2010. The actual completion date for the soundwall construction (contract currently being closed out) was November 2010 due to extra working days allowed per contract change orders and more than anticipated bad weather days. The delay to the completion of the soundwall construction translates directly to the delay to completing the PS&E for the landscape project, i.e. five months. The final PS&E is required for the Request for Allocation Package, and therefore an extension of five months is hereby requested.

Next Steps

Upon Alameda CTC Board approval, MTC concurrence will be requested. If received, the request will be forwarded on to Local Assistance for signature and placement on the May CTC agenda.

Attachment

Attachment A - STIP Time Extension Request

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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

Mr. Val Chauhan
District Local Assistance Engineer
Caltrans, Office of Local Assistance
P.O.Box 23660,
Oakland, CA 94623-0660

January 26, 2011

PPNO: _____
Project #: _____
EA: _____
I-580 Landscape Project
City of San Leandro
Alameda
Assembly District: 18
Senate District: 09, 10

RE: Request for Time Extension for Allocation of STIP funds

Dear Mr. Chauhan:

We request that the California Transportation Commission (CTC) approve our request for a time extension for the allocation of STIP funds for the abovementioned project. The original target date of advertisement is delayed by 5 months to November 2011. Since the revised advertisement date is past the June 30, 2011 fund allocation request deadline, we are requesting an extension for the allocation of STIP funds.

Reason for Delay:

The I-580 San Leandro Landscape is currently in the design (PS&E) stage. The landscape project is a follow on contract to the recently completed I-580 San Leandro Soundwall Project. The design of the landscape project is dependent on the final configuration of the project area following the soundwall construction. At the time of the STIP-TE programming, the estimated contract completion date for the soundwall project was June 2010. The actual completion date for the soundwall construction (contract currently being closed out) was November 2010 due to extra working days allowed per contract change orders and more than anticipated bad weather days. The delay to the completion of the soundwall construction translates directly to the delay to completing the PS&E for the landscape project, i.e. five months. The final PS&E is required for the Request for Allocation Package, and therefore an extension of five months is hereby requested.

An application for extension has been completed and attached to this letter. Please call Vivek Bhat at (510) 350-2323 if you have any questions regarding this request.

Sincerely,

Matt Todd
Manager of Programming

cc: Vivek Bhat, Senior Transportation Engineer, Alameda CTC
Jacki Taylor, Project Monitoring and Programming Liaison, Alameda CTC

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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

**REQUEST FOR TIME EXTENSION
LOCAL STIP PROJECTS**

To: Val Chauhan
District 4 Local Assistance Engineer
Caltrans, Office of Local Assistance
111 Grand Avenue
Oakland, CA 94623-0660

Date : 1/24/11

PPNO: 139F
PROJECT #: _____
EA: _____
I-580 Landscape Project
City of San Leandro
Alameda
Assembly District: 18
Senate District: 09, 10

Dear Mr. Chauhan:

We request that the California Transportation Commission (CTC) approve a request for a time extension for this project.

A. Project description:

Landscaping and Irrigation work along I-580 in the City of San Leandro from PM 33.5 to PM 34.6 between Estudillo Avenue and 141st Street

CONSTRUCTION : \$350,000.00

B. Project element for which extension requested: (check appropriate box)

Allocation* Expenditure Award Completion
(contract acceptance)

C. Phase (component) of project: (check appropriate box or boxes)

Environmental Studies & Permits Plans, Specs. & Estimate Right of Way Construction*

D. Allocation and deadline summary

Allocation Date By Phase (if applicable)	Allocated Amount By Phase (if applicable)	Original Deadline	Number of Months of Extension Requested	Extended Deadline
		June 30,2011	5 Months	November 30, 2011

E. Reason for project delay

The I-580 San Leandro Landscape is currently in the design (PS&E) stage. The landscape project is a follow on contract to the recently completed I-580 San Leandro Soundwall Project. The design of the landscape project is dependent on the final configuration of the project area following the soundwall construction. At the time of the STIP-TE programming, the estimated contract completion date for the soundwall project was June 2010. The actual completion date for the soundwall construction (contract currently being closed out) was November 2010 due to extra working days allowed per contract change orders and more than anticipated bad weather days. The delay to the completion of the soundwall construction translates directly to the delay to completing the PS&E for the landscape project, i.e. five months. The final PS&E is required for the Request for Allocation Package, and therefore an extension of five months is hereby requested.

STIP History:

This is the first extension request for this project. The I-580 San Leandro Landscape Project was adopted into the 2010 STIP and construction funds are currently programmed in the Year 2011. No additional costs are anticipated due to the delay.

F. Status of project milestones/revised project milestones

1) Completion of Environmental Document:

CEQA – Categorical Exemption dated 6/12/01 revalidated on 1/28/09.

NEPA – Categorical Exemption dated 6/12/01 revalidated on 1/28/09.

2) Right of Way Certification:

No change to the expected right of way certification date. We anticipate a “No Right of Way” certification by April 1, 2011.

3) Construction:

January 2012

G. Timely Use of Funds

We request that the CTC approve this request at the May 11 & 12, 2011 meeting.

H. Local Agency Certification:

This Request for Time Extension has been prepared in accordance with the *Procedures for Administering Local Grant Projects in the State Transportation Improvement Program (STIP)*. I certify that the information provided in the document is accurate and correct. I understand that if the required information has not been provided this form will be returned and the request may be delayed. Please advise us as soon as the time extension has been approved. You may direct any questions to

_____ at _____
(name) (phone number)

Signature _____ Title: _____ Date: _____

Agency/Commission: _____

I. Regional Transportation Planning Agency/County Transportation Commission Concurrence:

Concurred

Signature _____ Title: _____ Date: _____

Agency/CTC _____

J. Caltrans District Local Assistance Engineer Acceptance:

I have reviewed the information submitted on the Request for Time Extension and agree it is complete and has been prepared in accordance with the *Procedures for Administering Local Grant Projects in the State Transportation Improvement Program*.

Signature _____ Title: _____ Date: _____

Attachments:

Distribution: (1) Original -DLAE (2) Copy- Division of Local Assistance, STIP Coordinator
(3) Copy - RTPA/County Transportation Commission

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

www.AlamedaCTC.org

Memorandum

DATE: January 25, 2011
TO: ACTAC
FROM: Matt Todd, Manager of Programming
SUBJECT: State Transportation Improvement Program (STIP) At Risk Report

Recommendations:

It is recommended that the Alameda CTC Board approve the attached STIP At Risk Report, dated January 31, 2011.

Summary:

The Report includes a total of 35 STIP projects being monitored for compliance with the STIP “Timely Use of Funds” provisions. Red zone projects are considered at a relatively high risk of non-compliance with the provisions. Yellow zone projects are considered at moderate risk, and Green zone at low risk.

Information:

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

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

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

Attachments:

Attachment A - STIP At Risk Report

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

Status Date: January 31, 2011

Red Zone Projects

Index	PP No.	Sponsor	Project Title		Phase	FY	Req'd Activity	Date	Zone	Notes	Prev Zone
		Source	Prog'd Amount					Req'd By			
			(\$x 1,000)								
1	2009A	AC Transit	Maintenance Facilities Upgrade								
		RIP	\$3,705	Con	06/07	Complete Expend	Note 1	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 Monitoring¹								
		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	Complete Expend	6/3/11	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 Shooting for March CTC	Y	
9	2103A	BART	Coliseum BART pedestrian improvements								
		RIP-TE	\$885	Con	10/11	Allocate Funds	6/30/11	R	Added into 2010 STIP Shooting for March CTC	Y	
10	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	
11	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	
12	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 At Risk Report
2010 STIP-Locally Sponsored Alameda County Projects

Status Date: January 31, 2011

Red Zone Projects (Cont.)

Index	PP No.	Sponsor		Project Title			Date	Zone	Notes	Prev Zone
		Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity				
13	2110A	Union City	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			Date	Zone	Notes	Prev Zone
		Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity				
14	2009W	Berkeley	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			Date	Zone	Notes	Prev Zone
		Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity				
15	2009B	AC Transit	AC Transit	SATCOM Expansion						
		RIP	\$1,000	Con	06/07	Accept Contract	Note 2	G	\$1,000K Alloc'd 9/7/06	G
16	2009C	AC Transit	AC Transit	Berkeley/Oakland/San Leandro Corridor MIS						
		RIP	\$2,700	Env	06/07	Final Invoice/Report	Note 2	NA	\$2,700K Alloc'd 4/26/07	G
17	2009D	AC Transit	AC Transit	Bus Component Rehabilitation						
		RIP	\$4,500	Con	06/07	Accept Contract	Note 2	G	\$4.5M Alloc'd 7/20/06	G
18	2009I	AC Transit	AC Transit	New Bus Component Rehabilitation Project						
		RIP	\$7,738	Con	07/08	Accept Contract	Note 3	G	\$7,738 Alloc'd 5/29/08	G
19	2009Q	AC Transit	AC Transit	Bus Purchase						
		RIP	\$14,000	Con	06/07	Accept Contract	Note 2	G	\$14M Alloc'd 10/12/06	G
20	2009X	AC Transit	AC Transit	Zero Emission Bus Project						
		RIP	\$7,810	Con	07/08	Accept Contract	Note 3	G	\$7.81M Alloc'd 9/20/07	G
21	0016O	ACCMA	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
22	0044C	ACCMA	ACCMA	I-880 Reconstruction, 29th to 23rd						
		RIP	\$2,000	PSE	10/11	Complete Expend	6/30/13	G		G
23	0062E	ACCMA	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

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

Status Date: January 31, 2011

Green Zone Projects (cont.)

Index	PP No.	Sponsor	Project Title		Req'd Activity	Date	Zone	Notes	Prev Zone
	Source	Prog'd Amount (\$x 1,000)	Phase	FY		Req'd By			
24	2100K	ACCMA	I-880 Landscape/Hardscape Improvements in San Leandro		Complete Expend	6/30/12	G	\$400K Alloc'd 6/30/10	R
	RIP-TE	\$400	PSE	09/10					
25	0081D	ACTA	Rte 84 Expressway - Fremont and Union City		Allocate Funds	6/30/15	G		G
	RIP	\$9,300	Con	14/15					
26	2009N	Alameda	Tinker Avenue Extension		Accept Contract	3/17/12	G	\$4M Alloc'd 9/25/08 Contract Awd 3/17/09	G
	RIP	\$4,000	Con	07/08					
27	2009P	BART	Ala. Co. BART Station Renovation		Accept Contract	10/30/12	G	\$3M Alloc'd 12/11/08 4-Mo Ext App'd June 09 \$248 Alloc'd 9/5/07 Expend. Complete	G
	RIP	\$3,000	Con	07/08					
	RIP	\$248	PSE	07/08					
28	2009Y	BART	Ashby BART Station Concourse/Elevator Imps		Accept Contract	1/22/12	G	\$1,200 Alloc'd 6/26/08	G
	RIP-TE	\$1,200	Con	07/08					
29	2103	BART	Oakland Airport Connector		Accept Contract	9/1/14	G	App'd into STIP and allocated 9/23/10 Awarded Oct 2010	R
	RIP	\$20,000	Con	10/11					
30	2014U	GGBHTD	SF Golden Gate Bridge Barrier		Allocate Funds	6/30/12	G		G
	RIP	\$12,000	Con	11/12					
31	2009K	LAVTA	Satellite Bus Operating Facility (Phases 1 & 2)		Allocate Funds	6/30/12	G		G
	RIP	\$4,000	Con	11/12					
	RIP	\$1,500	Con	06/07	Final Invoice/Report	NA		Contract Accepted	
32	2100	MTC	Planning, Programming and Monitoring ¹		Complete Expend	6/30/12	G	\$113 Alloc'd 7/9/09	G
	RIP	\$113	Con	09/10					
	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		Complete Expend	2/29/12	G	\$5.990M Alloc'd 12/13/07 20-Mo Ext App'd May	G
	RIP	\$5,990	R/W	07/08					
34	2100C1	Oakland	MacArthur Transit Hub Improvement, 40th St		Final Invoice/Report		NA	Alloc App'd 7/26/07	G
	RIP-TE	\$193	Con	07/08					
35	2100E	Oakland	7th St. / West Oakland TOD		Accept Contract	9/30/12	G	\$1,300 Obligated 8/5/09 Contract Awd 2009	G
	ARRA-TE	\$1,300	Con	09/10					

Notes:

- 1 The "Date Req'd By" for the required activity is before the status date of this report. Sponsor is working with Caltrans, MTC and Alameda CTC to expedite the required activity and/or satisfy the requirement.
- 2 Transit projects receiving State-only funds are subject to project specific requirements in agreements with Caltrans (Federal funds are typically transferred to FTA grant).
- 3 Project reported as complete and will be removed from report.

STIP At Risk 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:



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Memorandum

DATE: January 26, 2011
TO: ACTAC
FROM: Matt Todd, Manager of Programming
SUBJECT: Federal STP/CMAQ Program At Risk Report

Recommendations:

It is recommended that the Alameda CTC Board approve the attached Federal STP/CMAQ Program At Risk Report, dated January 31, 2011.

Summary:

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 MTC’s Resolution 3606, the Regional STP/CMAQ Project Delivery Policy. Yellow zone projects are considered at moderate risk, and Green zone at low risk.

Information:

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

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

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

Attachments:

Attachment A - Federal STP/CMAQ Program At Risk Report

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Federal At Risk Report
Federally Funded - Locally Sponsored Alameda County Projects

Status Date: January 31, 2011

Red Zone Projects

Index	TIP ID	Sponsor		Project Title			Date Req'd By	Zone	Notes	Prev Zone
		Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity				
1	ALA110033	ACCMA		Alameda County Safe Routes to School						
		CMAQ	\$2,289	Con	10/11	Req Field Review	Note 1	G	App'd into TIP 1/6/11	NA
						Submit Req for Auth	02/01/11	G	Req sub'd 1/21/11	
						Obligate Funds	04/30/11	R		
2	ALA110025	Alameda		Alameda - Otis Drive Rehabilitation						
		STP	\$837	Con	10/11	Req Field Review	Note 1	R	App'd into TIP 1/6/11	NA
						Submit Req for Auth	02/01/11	R		
						Obligate Funds	04/30/11	R		
3	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		
4	ALA110026	Ala County		Alameda Co - Central Unincorporated Pavement Rehab						
		STP	\$50	PE	10/11	Req Field Review	Note 1	R	App'd into TIP 1/6/11	NA
						Submit Req for Auth	02/01/11	R		
						Obligate Funds	04/30/11	R		
5	TBD	Ala County		Marshall Elementary School Vicinity Improvements						
		SRTS	\$500	PE	09/10	Request Field Review	Note 1	R	Fed Safe Routes to School	NA
						Submit Req for Auth	Note 1	R		
						Obligate Funds	Note 1	R		
6	ALA110009	Ala CTC		Bike Repair and Encouragement Vehicle						
		CMAQ	\$442	PE	10/11	Req Field Review	Note 1	G	App'd into TIP 12/30/10	NA
						Submit Req for Auth	02/01/11	G	Req sub'd 1/21/11	
						Obligate Funds	04/30/11	R		
7	ALA110039	Albany		Albany - Pierce Street Pavement Rehabilitation						
		STP	\$117	Con	10/11	Req Field Review	Note 1	R	App'd into TIP 1/6/11	NA
						Submit Req for Auth	02/01/11	R		
						Obligate Funds	04/30/11	R		

Red Zone Projects (cont.)

Index	TIP ID	Sponsor	Project Title			Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone	
			Source	Prog'd Amount (\$x 1,000)	Phase						FY
8	ALA110032	BART	Downtown Berkeley BART Plaza/Transit Area Imps.								
			CMAQ	\$706	PE	10/11	Req Field Review	Note 1	R	App'd into TIP 1/6/11	NA
							Submit Req for Auth	02/01/11	R		
							Obligate Funds	04/30/11	R		
			CMAQ	\$1,099	Con	10/11	Submit Req for Auth	02/01/11	R		
							Obligate Funds	04/30/11	R		
9	ALA110038	BART	BART - West Dublin BART Station Ped Access Imps								
			CMAQ	\$21	PE	10/11	Req Field Review	Note 1	R	App'd into TIP 1/6/11	NA
							Submit Req for Auth	02/01/11	R		
							Obligate Funds	04/30/11	R		
			CMAQ	\$839	Con	10/11	Submit Req for Auth	02/01/11	R		
							Obligate Funds	04/30/11	R		
10	ALA110007	Berkeley	City of Berkeley Transit Action Plan - TDM								
			CMAQ	\$1,999	PE	10/11	Req Field Review	Note 1	R	App'd into TIP 12/30/10	NA
							Submit Req for Auth	02/01/11	R		
							Obligate Funds	04/30/11	R		
			CMAQ	\$10	Con	10/11	Submit Req for Auth	02/01/11	R		
							Obligate Funds	04/30/11	R		
11	ALA110022	Berkeley	Berkeley - Sacramento St Rehab - Dwight to Ashby								
			STP	\$955	Con	10/11	Req Field Review	Note 1	R	App'd into TIP 1/6/11	NA
							Submit Req for Auth	02/01/11	R		
				Obligate Funds	04/30/11	R					
12	ALA110024	Dublin	Dublin Citywide Street Resurfacing								
			STP	\$547	Con	10/11	Req Field Review	Note 1	R	App'd into TIP 1/6/11	NA
							Submit Req for Auth	02/01/11	R		
				Obligate Funds	04/30/11	R					
13	ALA110034	Dublin	West Dublin BART Golden Gate Drive Streetscape								
			CMAQ	\$67	PE	10/11	Req Field Review	Note 1	R	App'd into TIP 1/6/11	NA
							Submit Req for Auth	02/01/11	R		
							Obligate Funds	04/30/11	R		
			CMAQ	\$580	Con	11/12	Submit Req for Auth	02/01/12	G		
							Obligate Funds	04/30/12	G		
14	ALA110012	Fremont	Fremont CBD/Midtown Streetscape								
			CMAQ	\$1,600	Con	10/11	Req Field Review	Note 1	R	App'd into TIP 1/6/11	NA
							Submit Req for Auth	02/01/11	R		
				Obligate Funds	04/30/11	R					

Red Zone Projects (cont.)

Index	TIP ID	Sponsor		Project Title			Date Req'd By	Zone	Notes	Prev Zone			
		Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity							
15	ALA110018	Fremont	STP	\$3,138	Con	10/11	Fremont Various Streets Pavement Rehabilitation						
							Req Field Review	Note 1	R	App'd into TIP 1/6/11			
							Submit Req for Auth	02/01/11	R				
							Obligate Funds	04/30/11	R				
16	TBD	Fremont	HSIP	\$143	PE	10/11	Paseo Padre Parkway - Walnut to Washington						
							Request Field Review	Note 1	R	Hwy Safety Imp Program			
							Submit Req for Auth	Note 1	R				
							Obligate Funds	Note 1	R				
17	TBD	Fremont	HSIP	\$518	PE	10/11	Walnut Avenue from Fremont to Parkhurst & Argonaut Way from Parkhurst to Mowry						
							Request Field Review	Note 1	R	Hwy Safety Imp Program			
							Submit Req for Auth	Note 1					
							Obligate Funds	Note 1	R				
18	ALA110019	Hayward	STP	\$1,336	Con	10/11	Hayward Various Arterials Pavement Rehab						
							Req Field Review	Note 1	R	App'd into TIP 1/6/11			
							Submit Req for Auth	02/01/11	R				
							Obligate Funds	04/30/11	R				
19	ALA110035	Hayward	CMAQ	\$536	PE	10/11	South Hayward BART Area/Dixon Street Streetscape						
							Req Field Review	Note 1	R	App'd into TIP 1/6/11			
							Submit Req for Auth	02/01/11	R				
										Obligate Funds	04/30/11	R	
			CMAQ	\$1,682	Con	11/12							
Submit Req for Auth	02/01/12	G											
							Obligate Funds	04/30/12	G				
20	ALA110015	Livermore	CMAQ	\$176	Con	10/11	Livermore Downtown Lighting Retrofit						
							Req Field Review	Note 1	R	App'd into TIP 1/6/11			
							Submit Req for Auth	02/01/11	R				
							Obligate Funds	04/30/11	R				
21	ALA110023	Livermore	STP	\$1,028	Con	10/11	Livermore - 2011 Various Arterials Rehab						
							Req Field Review	Note 1	R	App'd into TIP 1/6/11			
							Submit Req for Auth	02/01/11	R				
							Obligate Funds	04/30/11	R				
22	ALA110006	Oakland	STP	\$560	PE	10/11	Various Streets Resurfacing and Bikeway Facilities						
							Req Field Review	Note 1	R	App'd into TIP 1/6/11			
							Submit Req for Auth	02/01/11	R				
										Obligate Funds	04/30/11	R	
			CMAQ	\$435	Con	11/12							
Submit Req for Auth	02/01/12	G											
							Obligate Funds	04/30/12	G				
STP	\$3,057	Con	11/12										
				Submit Req for Auth	02/01/12	G							
							Obligate Funds	04/30/12	G				

Red Zone Projects (cont.)

Index	TIP ID	Sponsor		Project Title		Req'd Activity	Date	Zone	Notes	Prev Zone
		Source	Prog'd Amount (\$x 1,000)	Phase	FY					
23	ALA110014	Oakland		Oakland - MacArthur Blvd Streetscape		Req Field Review	Note 1	R	App'd into TIP 1/6/11	NA
		CMAQ	\$1,700	Con	10/11	Submit Req for Auth	02/01/11	R		
						Obligate Funds	04/30/11	R		
24	TBD	Oakland		West Grand at Market, Macarthur at Fruitvale & Market at 55th		Req Field Review	Note 1	R	Hwy Safety Imp Program	NA
		HSIP	\$223	PE	09/10	Submit Req for Auth	Note 1	R		
						Obligate Funds	Note 1	R		
25	TBD	Oakland		Various Intersections		Req Field Review	Note 1	R	Hwy Safety Imp Program	NA
		HSIP	\$81	PE	09/10	Submit Req for Auth	Note 1	R		
						Obligate Funds	Note 1	R		
26	ALA110021	Pleasanton		Pleasanton Various Streets Pavement Rehab		Req Field Review	Note 1	R	App'd into TIP 1/6/11	NA
		STP	\$876	Con	10/11	Submit Req for Auth	02/01/11	R		
						Obligate Funds	04/30/11	R		
27	ALA110031	Pleasanton		Pleasanton - Foothill/I-580/IC Bike/Ped Facilities		Req Field Review	Note 1	R	App'd into TIP 1/6/11	NA
		CMAQ	\$709	Con	10/11	Submit Req for Auth	02/01/11	R		
						Obligate Funds	04/30/11	R		
28	ALA110020	San Leandro		San Leandro - Marina Blvd Rehabilitation		Req Field Review	Note 1	R	App'd into TIP 1/6/11	NA
		STP	\$807	Con	10/11	Submit Req for Auth	02/01/11	R		
						Obligate Funds	04/30/11	R		
29	ALA110027	San Leandro		San Leandro Downtown-BART Pedestrian Interface		Req Field Review	Note 1	R	App'd into TIP 1/6/11	NA
		CMAQ	\$312	PE	10/11	Submit Req for Auth	02/01/11	R		
					Obligate Funds	04/30/11	R			
	CMAQ	\$4,298	Con	11/12	Submit Req for Auth	02/01/12	G			
				Obligate Funds	04/30/12	G				
30	ALA110017	Union City		Union City - Dyer Street Rehabilitation		Req Field Review	Note 1	R	App'd into TIP 1/6/11	NA
		STP	\$861	Con	10/11	Submit Req for Auth	02/01/11	R		
						Obligate Funds	04/30/11	R		
31	ALA110036	Union City		Union City BART East Plaza Enhancements		Req Field Review	Note 1	R	App'd into TIP 1/6/11	NA
		CMAQ	\$4,450	Con	10/11	Submit Req for Auth	02/01/11	R		
						Obligate Funds	04/30/11	R		

Yellow Zone Projects

Index	TIP ID	Sponsor		Project Title			Date Req'd By	Zone	Notes	Prev Zone
		Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity				
32	TBD	Ala. County		Fairview Elementary School Vicinity Improvements						
		SRTS	\$508	Con	11/12	Req Field Review	04/30/11	Y	Fed Safe Routes to School	NA
						Submit Req for Auth	02/01/12	G		
					Obligate Funds	04/30/12	G			
33	TBD	Ala. County		Install Traffic Signal and Provide Frontage Improvements (Castro Valley Blvd. and Wisteria St.)						
		HSIP	\$640	Con	11/12	Req Field Review	04/30/11	Y	Hwy Safety Imp Program	NA
						Submit Req for Auth	02/01/12	G		
					Obligate Funds	04/30/12	G			
34	TBD	Ala. County		Remove Permanent Obstacle along Shoulder (Foothill Road)						
		HSIP	\$427	Con	11/12	Req Field Review	04/30/11	Y	Hwy Safety Imp Program	NA
						Submit Req for Auth	02/01/12	G		
					Obligate Funds	04/30/12	G			
35	ALA110030	Albany		Albany - Buchanan Bicycle and Pedestrian Path						
		CMAQ	\$1,702	Con	11/12	Req Field Review	04/30/11	Y	App'd into TIP 1/6/11	NA
						Submit Req for Auth	02/01/12	G		
					Obligate Funds	04/30/12	G			
36	TBD	Fremont		Install Median Barrier, Install Raised Median and Improve Delineation (Mowry)						
		HSIP	\$164	Con	11/12	Req Field Review	04/30/11	Y	Hwy Safety Imp Program	NA
						Submit Req for Auth	02/01/12	G		
					Obligate Funds	04/30/12	G			
37	TBD	Fremont		Replace Concrete Poles with Aluminum in Median (Paseo Parkway)						
		HSIP	\$264	Con	11/12	Req Field Review	04/30/11	Y	Hwy Safety Imp Program	NA
						Submit Req for Auth	02/01/12	G		
					Obligate Funds	04/30/12	G			
38	ALA110029	Oakland		Oakland Foothill Blvd Streetscape						
		CMAQ	\$2,200	Con	11/12	Req Field Review	04/30/11	Y	App'd into TIP 1/6/11	NA
						Submit Req for Auth	02/01/12	G		
					Obligate Funds	04/30/12	G			
39	TBD	Oakland		Multiple School (5 Elem. + 1 Middle) Vicinity Improvements						
		SRTS	\$638	Con	11/12	Req Field Review	04/30/11	Y	Fed Safe Routes to School	NA
						Submit Req for Auth	02/01/12	G		
					Obligate Funds	04/30/12	G			
40	TBD	Oakland		Multiple School (5 Schools) Improvements Along Major Routes						
		SRTS	\$802	Con	11/12	Req Field Review	04/30/11	Y	Fed Safe Routes to School	NA
						Submit Req for Auth	02/01/12	G		
					Obligate Funds	04/30/12	G			

Yellow Zone Projects (cont.)

Index	TIP ID	Sponsor		Project Title		Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone	
		Source	Prog'd Amount (\$x 1,000)	Phase	FY						
41	ALA110010	Port	CMAQ	\$3,000	Con	11/12	Shore Power Initiative				NA
							Req Field Review	04/30/11	Y	App'd into TIP 12/30/10	
							Submit Req for Auth	02/01/12	G		
							Obligate Funds	04/30/12	G		
42	ALA110013	Livermore	CMAQ	\$1,566	Con	11/12	Iron Horse Trail Extension in Downtown Livermore				NA
							Req Field Review	04/30/11	Y	App'd into TIP 1/6/11	
							Submit Req for Auth	02/01/12	G		
							Obligate Funds	04/30/12	G		
43	ALA110037	Livermore	CMAQ	\$2,500	Con	11/12	Livermore Village Streetscape Infrastructure				NA
							Req Field Review	04/30/11	Y	App'd into TIP 1/6/11	
							Submit Req for Auth	02/01/12	G		
							Obligate Funds	04/30/12	G		
44	ALA110016	Newark	STP	\$682	Con	11/12	Newark - Cedar Blvd and Jarvis Ave Pavement Rehab				NA
							Req Field Review	04/30/11	Y	App'd into TIP 1/6/11	
							Submit Req for Auth	02/01/12	G		
							Obligate Funds	04/30/12	G		
45	ALA110028	Union City	CMAQ	\$860	Con	11/12	Union City Blvd Corridor Bicycle Imp. Phase 1				NA
							Req Field Review	04/30/11	Y	App'd into TIP 1/6/11	
							Submit Req for Auth	02/01/12	G		
							Obligate Funds	04/30/12	G		

Green Zone Projects

Index	TIP ID	Sponsor		Project Title		Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone	
		Source	Prog'd Amount (\$x 1,000)	Phase	FY						
46	TBD	Ala. County	HRRR	\$717	Con	12/13	Patterson Pass Road Widen or Improve Shoulder				NA
							Req Field Review	04/30/12	G	High Risk Rural Roads	
							Submit Req for Auth	02/01/13	G		
							Obligate Funds	04/30/13	G		

Notes:

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

Appendix A			
Federal At Risk Report Zone Criteria			
Required Activities per Resolution 3606 (Revised July 23, 2008)			
Required Activities Monitored by CMA¹	Criteria Timeframes for Required Activities		
	Red Zone	Yellow Zone	Green Zone
Request Project Field Review	Project in TIP for more than nine (9) months, or obligation deadline for Con funds within 15 months.	Project in TIP for less than nine (9) months, and obligation deadline for Con funds more than 15 months away.	All conditions other than Red or Yellow Zones
Submit Environmental Package	NA	NA	NA
Approved DBE Program and Methodology	NA	NA	NA
Submit Request for Authorization (PE)	within three (3) months	within three (3) to six (6) months	All conditions other than Red or Yellow Zones
Submit Request for Authorization (R/W)	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones
Submit Request for Authorization (Con)	within six (6) months		All conditions other than Red or Yellow Zones
Obligation/ FTA Transfer	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Advertise Construction	within four (4) months	within four (4) to six (6) months	All conditions other than Red or Yellow Zones
Award Contract	within six (6) months	within six (6) to nine (9) months	All conditions other than Red or Yellow Zones
Award into FTA Grant	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Submit First Invoice	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Liquidate Funds	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones Move to Appendix D
Project Closeout	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones
Other Zone Criteria			
Red Zone	Projects with funds programmed in the same FY for both a project development phase (i.e. Env or PSE) and a capital phase (i.e. R/W or Con) without the project development phase(s) obligated.		
Yellow Zone	Projects with an Amendment to the TIP pending.		
Notes: ¹ See Appendix B for more information about the Required Activities and Resolution 3606.			

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

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

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

Index	Definition	Deadline
5	<p>Obligate Funds/ Transfer to FTA</p> <p>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."</p>	<p>April 30 of FY in which funds are programmed in the TIP.</p>
6	<p>Execute PSA</p> <p>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."</p>	<p>Within 60 days of receipt of the PSA from Caltrans, and within six months from the actual obligation date. ²</p>
7	<p>Advertise Contract /Award Contract/Award into FTA Grant</p> <p>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."</p>	<p>Advertised within 6 months of obligation and awarded within 9 months of obligation.</p> <p>FTA Grant Award: Within 1 year of transfer to FTA.</p>
8	<p>Submit First Invoice / Next Invoice Due</p> <p>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.</p> <p>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."</p>	<p>For Con phase: Once within 12 months of Obligation and then once every 6 months thereafter, for each federal program code.</p> <p>For all other phases: Once within 6 months following Obligation and then once every 6 months thereafter, for each phase and federal program code.</p>

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

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

Notes:

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

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

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

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

Index	TIP ID/ Sponsor Project	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Obligation Date	Date of Most Recent Invoice on Record at CMA	Months ¹ Since Most Recent Invoice on Record at CMA
C1	ALA070042/ ACCMA I-880 SB HOV Lane	CMAQ STP	\$6,979 \$801	PE PE	07/08 09/10	12/19/07 9/21/10	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
C10	ALA070059/ Livermore Downtown Pedestrian Improvements	CMAQ	\$845	Con	08/09	4/8/09	7/26/10	7
C11	ALA050021/ Oakland Oakland Street Resurfacing Program	STP	\$825	Con	05/06	6/21/06	9/23/10	5
C12	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
C13	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
C14	ALA050080/ Oakland 7th St., W. Oakland Transit Villiage Imps.	CMAQ STP ARRA	\$320 \$2,330 \$1,300	PE Con Con	07/08 08/09 08/09	11/5/07 8/5/09 8/5/09	04/02/10 6/15/10 6/15/10	10 8 8
C15	ALA070011 Oakland 66th Ave. Streetscape Improvement Project	CMAQ	\$1,230	Con	08/09	3/30/09	9/14/10	5
C16	ALA070027 Oakland W. Oakland Bay Trail: Mandela Pkwy	CMAQ	\$770	Con	06/07	3/19/07	7/16/10	7

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
C17	ALA070039 Oakland Oakland Waterfront Bay Trail	CMAQ	\$899	Con	07/08	4/16/08	9/22/10	5
C18	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
C19	ALA050078/ San Leandro Bay Trail Bridge at Oyster Bay Slough	CMAQ	\$750	Con	08/09	12/19/08	3/8/10	11
C20	ALA070048/ San Leandro San Leandro ATMS Upgrade	CMAQ	\$184	Con	07/08	4/2/08	12/13/10	2
C21	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.

Appendix D
Projects with Liquidate Funds as the Next Required Activity
Or with Funds Obligated for Transfer to FTA

Most projects are completed in advance of the "Liquidate Funds" deadline which is six years following obligation. When Liquidate Funds becomes the next required activity being tracked by the Alameda CTC monitoring team, the monitoring team is dependent on the project sponsor to submit documentation when the project is complete. If the sponsor does not submit anything to the Alameda CTC when the project is completed, the monitoring program will track the project until the Liquidate Funds deadline. In order to keep the number of projects in the "Zone" sections of the report to a minimum, projects for which Liquidate Funds is the next required activity will be moved to Appendix D. If the project monitoring team receives documentation that the project has been closed out in the federal aid system, the project will be shown as completed in the next report and then removed from the report in subsequent reports. If the project monitoring team does not receive any documentation about project closeout, the Liquidate Funds requirement will move the project into the Yellow Zone and subsequently the Red Zone in accordance with Appendix A. Projects with funds obligated for transfer to FTA are treated in a similar fashion, however the project monitoring team does not track activities required by FTA Grant Agreements.

Index	TIP ID	Sponsor		Project Title			Date Req'd By	Zone	Notes
		Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity			
D1	ALA010034	AC Transit	Maintenance Facilities Upgrade						
	STP	\$4,000	Con	07/08					Obligated for Transfer to FTA Grant
D2	ALA010063	AC Transit	Acquire 416 Bus Catalyst Devices						
	CMAQ	\$68	Con	04/05					Obligated for Transfer to FTA Grant
D3	ALA050017	AC Transit	Enhanced Bus - Telegraph/Int'l/East 14th						
	CMAQ	\$35,000	Con	08/09					Obligated for Transfer to FTA Grant
D4	ALA070047	AC Transit	Travel Choice -Berkeley						
	CMAQ	\$216	Con	07/08					Obligated for Transfer to FTA Grant
D5	ALA070055	AC Transit	Bike Racks for New Buses						
	CMAQ	\$100	Con	07/08					Obligated for Transfer to FTA Grant
D6	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
D7	ALA050018	ACCMA	Grand/MacArthur Bus Improvements						
	CMAQ	\$500	Con	06/07	Liquidate Funds	05/22/14	G	\$500	Obligated 5/22/08
D8	ALA050036	ACCMA	SMART Corridors Operations & Management						
	CMAQ	\$283	Con	06/07	Liquidate Funds	01/27/15	G	\$283	Obligated 1/27/09
	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
D9	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
	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 Administering Funds

Appendix D (cont.)**Projects with Liquidate Funds as the Next Required Activity
Or with Funds Obligated for Transfer to FTA**

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Index	TIP ID	Sponsor	Project Title		Phase	FY	Req'd Activity	Date	Zone	Notes
	Source	Prog'd Amount								
		(\$x 1,000)						Req'd By		
D10	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		
D11	ALA070042	ACCMA	I-880 SB HOV Lanes -Marina to Hegenberger							
	CMAQ	\$6,979	PE	07/08	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		
	CMAQ	\$801	PE	09/10	Liquidate funds	12/19/13	G	\$801 Obligated 9/21/10		
D12	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		
D13	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		
D14	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		
D15	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		
D16	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		
D17	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

Appendix D (cont.)**Projects with Liquidate Funds as the Next Required Activity
Or with Funds Obligated for Transfer to FTA**

Most projects are completed in advance of the "Liquidate Funds" deadline which is six years following obligation. When Liquidate Funds becomes the next required activity being tracked by the Alameda CTC monitoring team, the monitoring team is dependent on the project sponsor to submit documentation when the project is complete. If the sponsor does not submit anything to the Alameda CTC when the project is completed, the monitoring program will track the project until the Liquidate Funds deadline. In order to keep the number of projects in the "Zone" sections of the report to a minimum, projects for which Liquidate Funds is the next required activity will be moved to Appendix D. If the project monitoring team receives documentation that the project has been closed out in the federal aid system, the project will be shown as completed in the next report and then removed from the report in subsequent reports. If the project monitoring team does not receive any documentation about project closeout, the Liquidate Funds requirement will move the project into the Yellow Zone and subsequently the Red Zone in accordance with Appendix A. Projects with funds obligated for transfer to FTA are treated in a similar fashion, however the project monitoring team does not track activities required by FTA Grant Agreements.

Index	TIP ID	Sponsor	Project Title			Date	Zone	Notes	
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Req'd By			
D18	ALA050065	BART	Ed Roberts Campus						
	CMAQ	\$2,000	Con	07/08				Obligated for Transfer to FTA Grant 8/1/08	
D19	ALA070034	BART	Ashby BART Station / Ed Roberts Campus						
	CMAQ	\$1,386	Con	08/09				Obligated for Transfer to FTA Grant 8/1/08	
D20	ALA070051	BART	BART Station Electronic Bike Lockers, Phase 2						
	CMAQ	\$130	Con	08/09				Obligated for Transfer to FTA Grant 7/14/09	
D21	ALA050073	Berkeley	University Ave Reconstruction						
	STP	\$630	Con	08/09	Liquidate funds	02/05/15	NA	Final Invoiced Paid 3/22/10 G	
D22	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	
D23	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	
	CMAQ	\$489	PE	06/07	Liquidate Funds	04/12/13	G	\$489 Obligated 4/12/07	
D24	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	
D25	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	
D26	ALA070050	Fremont	Mowry Ave Arterial Management						
	CMAQ	\$419	Con	07/08	Liquidate Funds	09/15/14	G	\$419 Obligated 9/15/08 G	
D27	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	

Appendix D (cont.)**Projects with Liquidate Funds as the Next Required Activity
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Index	TIP ID	Sponsor		Project Title			Date Req'd By	Zone	Notes	
		Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity				
D28	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
D29	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
			STP	\$104	PE	06/07	Liquidate Funds	04/03/13	G	\$104 Obligated 4/3/07 E-76 Rev to \$45 3/26/08
D30	ALA030015	LAVTA	Acquire 25 Bus Catalyst Devices							
			CMAQ	\$175	Con	04/05				Obligated for Transfer to FTA Grant
D31	ALA030017	LAVTA	Exp. Bus –Route 70 & Subscript. Routes							
			CMAQ	\$89	Con	04/05				Obligated for Transfer to FTA Grant
D32	ALA070028	LAVTA	ACE Station Shuttle Services							
			CMAQ	\$88	Con	06/07				Obligated for Transfer to FTA Grant
D33	ALA070029	LAVTA	E. Dublin/ Pleasanton BART Station Shuttle							
			CMAQ	\$102	Con	06/07				Obligated for Transfer to FTA Grant
D34	ALA050054	Livermore	East Ave Rehab (Hillcrest to Loyola)							
			STP	\$158	Con	05/06	Liquidate Funds	05/01/12	G	\$158 Obligated 5/1/06
D35	ALA050024	Livermore	South Vasco Rd Rehab							
			STP	\$300	Con	05/06	Liquidate Funds	05/01/12	G	\$300 Obligated 5/1/06
D36	ALA050068	Livermore	Murrieta Blvd Pavement Rehabilitation							
			STP	\$486	Con	06/07	Liquidate Funds	04/27/13	G	Final Invoice Sub'd 1/17/07
D37	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
			CMAQ	\$140	PE	07/08	Liquidate Funds	11/16/13	G	\$140 obligated 11/16/07

Appendix D (cont.)**Projects with Liquidate Funds as the Next Required Activity
Or with Funds Obligated for Transfer to FTA**

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Index	TIP ID	Sponsor	Project Title			Date Req'd By	Zone	Notes
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity			
D38	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
D39	ALA010021	Oakland	City of Oakland Street Resurfacing Program					
	STP	\$825	Con	05/06	Liquidate Funds	06/21/12	G	\$825 Obligated 6/21/06
D40	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
D41	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
	STP	\$1,573	Con	05/06	Liquidate Funds	06/21/12	G	\$1,573 Obligated 6/21/06
D42	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
	CMAQ	\$200	PE	05/06	Liquidate Funds	03/30/12	G	\$200 Obligated 3/30/06
D43	ALA050080	Oakland	7th St, W. Oakland Transit Village Imps					
	ARRA-TE	\$1,300	Con					\$1,300 Obligated 8/5/09
	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
D44	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
D45	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

Appendix D (cont.)**Projects with Liquidate Funds as the Next Required Activity
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Index	TIP ID	Sponsor		Project Title			Date Req'd By	Zone	Notes
		Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity			
D46	ALA070039	Oakland	Oakland Waterfront Bay Trail						
	CMAQ	\$899	Con	07/08	Liquidate Funds	04/16/14	G	\$599 Obligated 4/16/08 \$300 Obligated 7/11/08	
D47	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	
D48	ALA050055	San Leandro	Floresta Blvd Street Rehab						
	STP	\$185	Con	05/06	Liquidate Funds	03/24/12	G	\$185 Obligated 3/24/06	
D49	ALA070030	San Leandro	Traffic Signal System Improvements						
	CMAQ	\$100	Con	06/07	Liquidate Funds	04/30/13	G	\$100 Obligated 4/30/07	
D50	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	
	STP	\$49	PE	06/07	Liquidate Funds	03/05/13	G	\$49 Obligated 3/5/07	
D51	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	
D52	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	
D53	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	

Memorandum

DATE: January 25, 2011
TO: ACTAC
FROM: Matt Todd, Manager of Programming
SUBJECT: CMA Exchange Program Quarterly Status Report

Recommendations:

It is recommended that the Alameda CTC Board approve the CMA Exchange Program Quarterly Status Report, dated January 31, 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 October 2010 report.

Attachments:

Attachment A – CMA Exchange Program Quarterly Status Report

CMA Exchange Projects - 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	\$ 7,531,000		\$ 7,531,000	12/31/15	D	
6	Ex 19	Ala. County	ARRA LSR Project	ARRA	\$ 1,503,850		\$ 1,503,850	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:					\$ 78,632,180	\$ 58,147,327	\$ 20,484,853			

Notes:

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

Agenda Item 4.3.3 02/01/11
Attachment A



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: January 21, 2011

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Jacki Taylor, Programming Liaison

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

Recommendations:

It is recommended the Board approve the TFCA At Risk Report, dated January 31, 2011.

Summary:

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 five "Red Zone" projects have required activities due within the next four months. The remaining 21 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 as completed and will be removed from the next report.

The funding agreements for the projects approved for the FY 2010/11 program were provided to sponsors in November and a fully-executed agreement will be due by February 17, 2011. If a funding agreement for a FY 10/11 project has yet to be executed, it has been included in the report's Red Zone.

Attachments:

Attachment A – TFCA Program Manager Fund At Risk Report

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

Report Date: January 31, 2011

Attachment A

Project No.	Sponsor	Project Title	Balances	Required Activity	Date Due	Activity Completed (Date or Y/N)	Notes
RED ZONE (Milestone deadline within 4 months)							
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. Signed agreement has been received from sponsor.
			\$ 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. Signed agreement has been received from sponsor.
			\$ 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. Signed agreement has been received from sponsor.
			\$ 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. Signed agreement has been received from sponsor.
			\$ 90,000.00	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			
08ALA01	ACCMA	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			
08ALA05	ACCMA	Oakland San Pablo Avenue TSP/Transit Improvement Project	TFCA Award	Agreement Executed	NA	8/22/08	Expenditure deadline Dec '10 Expenditures complete Final Invoice to be received FMR Due Feb '13 (2-year post-project reporting required)
			\$ 174,493.00	Project Start	Apr-09	Jul-09	
			TFCA Expended	Final Reimbursement	12/22/11		
			\$ -	FMR	Feb-13		
			Expend Deadline Met?	12/22/10	Yes		
08ALA11	LAVTA	Route 10 BRT TSP and Queue Jumper Improvements	TFCA Award	Agreement Executed	1/8/09	11/19/08	Expenditure deadline Dec '10 Expenditures complete Final Invoice received Jan'11 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	Yes		

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

Report Date: January 31, 2011

Attachment A

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							
09ALA01	ACCMA	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	ACCMA	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	ACCMA	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			
10ALA07	Pleasanton	Pleasanton Trip Reduction Program (FY 10/11)	TFCA Award	Agreement Executed	2/17/11	01/05/11	Expenditures not complete Expenditure deadline Oct '12 FMR Due Jan '13
			\$ 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	01/05/11	Expenditures not complete Expenditure deadline Oct '12 FMR Due Jan '13
			\$ 165,000.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	10/28/13		
			\$ -	FMR	Jan-13		
			Expend Deadline Met?	10/28/12			
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			

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

Attachment A

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							
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		
10ALA13	San Leandro	San Leandro Links (FY 10/11)	TFCA Award	Agreement Executed	2/17/11	01/05/11	Expenditures not complete Expenditure deadline Oct '12 FMR Due Jan '13
			\$ 66,605.00	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)

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Memorandum

DATE: January 24, 2011

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Vivek Bhat, Senior Transportation Engineer

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

Recommendations:

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

Summary:

ACTAC is requested to review and provide input on the FY 2011/12 PSR / PID priority list for Alameda County.

Background:

At its October 2010 meeting the Alameda CTC board had approved the FY 2010/11 PSR / PID workplan and the 3-year look-ahead PSR/ PID priority list of projects for Alameda County. The 3-year look ahead list included projects for FYs 2011/12, 12/13 and 13/14.

Caltrans has requested the Alameda CTC to provide comments and input on the FY 2011/12 PSR/PID work program (Attachment A). Caltrans has requested the Alameda CTC to identify PSRs on the FY 2011/12 list that are likely to go forward in compliance with the Governor's proposed State budget requirement that PSR activities performed by the State for locally-funded projects be reimbursed by the project sponsor.

In order to assist with this task, ACTAC members are requested to review the attached list and provide comments on the existing information for any projects. The PSR/PID list for FYs 2012/13 and 2013/14 is also attached to the memo.

The revised list with ACTAC comments will be transmitted to Caltrans.

Attachments:

Attachment A – FY 2011/12 PSR / PID workplan

Attachment B – 2-year look ahead PSR / PID list (FY 2012/13 and 2013/14)

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DRAFT ALAMEDA COUNTY FY 2011/12 NONSHOPP PID WORK PROGRAM

Ref. No.	Caltrans Role (LEAD/ LEAD Reim/ QA/ QA Reim)	Route	Begin Postmile	End Postmile	Purpose & Need	Improvement Description	Location	Work Program Status (original)	Initiation Date (Month/Day/Year)	Estimated Completion Date (Month/Year)	Proposed Program Year	Capital Cost with Support (\$M)	Funding (Local Measure/ Local Other/ Both/ NA)	PID Funding (SHA/ Reimbursement)	Type of PID or SS (Special Study)	Regional Transportation Plan	Project Sponsor	Reimbursement Option (Y / N)
1	QA Reimb	80	6.3	6.8	Improve traffic operations	I/C reconfiguration	Gilman St I/C in Berkeley	Carryover	3/4/2004	06/2012	2014/15	9.0	Local	Reimb	PSR	RTP No. 21144	ALA-CTC	
2	QA Reimb	880	22.5	23.3	Improve traffic operations	I/C reconstruction	Marina Blvd in San Leandro	Carryover	2/18/2009	06/2012	2014/15	32.5	Local	Reimb	PSR	RTP No. 230066	City of San Leandro ACCMA	
3	QA Reimb	262	0.0	1.1	Improve traffic operations	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	Carryover	2/1/2011	06/2012	2014/15	10.0	Local	Reimb	PSR	RTP No. 94030	City of Fremont ALA-CTC	
4	QA Reimb	580	R8.3	21.4	Improve traffic operations	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	Carryover	4/1/2011	03/2012	2014/15	19.8	Local	Reimb	PSR	RTP No. 230665	ALA-CTC	
5	QA Reimb	185	TBD	TBD	Streetscape	Streetscape improvement (Phase II)	East 14th St from 162nd Ave to SR-238 O/C	New	2011/12	TBD	2014/15	9.0	Local	Reimb	PSR	N	Ala County redevelopment Agency	
6	QA Reimb	580	34.8	35.3	Improve traffic operations	Operational Improvements at EB I-580 106th Ave Off-ramp	I-580 @106th Ave Off-ramp	New	2011/12	TBD	2014/15	10.0	Local	Reimb	PSR	N	Caltrans ALA-CTC Oakland	
7	QA Reimb	580	TBD	TBD	Improve traffic operations	Castro Valley Local Area Traffic Circulation Imps	Strobridge/Castro Valley	New	2011/12	TBD	2015/16	5.0	Local	Reimb	PEER/ PSR	RTP No. 22777	Alameda County Public Works Agency	
8	QA Reimb	238 580 880	Var	Var	Improve traffic operations	Integrated Corridor Mobility (ICM) Program and adaptive ramp metering	Various	New	2011/12	TBD	2014/15	32.5	SR -238 LATIP	Reimb	SEMP	RTP No. 230091	Caltrans/ ALA-CTC	
9	QA Reimb	185	3.6	3.9	Improve traffic operations	Intersection Improvements: Adding lane, signal modification	E.14th St/Hesperian Blvd, and E.14th St/150th Ave	New	2011/12	TBD	2014/15	3.1	Local	Reimb	PSR	RTP No. 21451	City of San Leandro and ALA-CTC	
10	QA Reimb	84 680	TBD	TBD	Improve traffic operations	Widening for auxiliary lanes, HOV/HOT lane.	Widen SR-84 from Pigeon Pass to I-680. SB I-680 aux lane from SR-84 to Andrade. NB I-680 HOV/HOT lane from Alameda Creek to SR 84	New	2011/12	TBD	TBD	TBD	TBD	Reimb	TBD	RTP No. 230244	ACCMA	
11	QA Reimb	92	TBD	TBD	Improve traffic operations	Industrial Blvd I/C reconstruction	Hayward	New	2011/12	2014	2016	6.0	SR -238 LATIP	Reimb	PSR	N	Hayward	
12	QA Reimb	92	TBD	TBD	Improve traffic operations	Clawiter I/C modification	Hayward	New	2011/12	2014	2016	52.0	SR -238 LATIP	Reimb	PSR	RTP No. 21093	Hayward	
13	QA Reimb	880	TBD	TBD	Improve traffic operations	Industrial Parkway West I/C	Hayward	New	2011/12	2012	2016	41.0	SR -238 LATIP	Reimb	PSR	RTP No. 230053 & 230057	Hayward/ ACCMA	
14	QA Reimb	680	TBD	TBD	Improve traffic operations	Construct HOV/HOT lane and auxiliary lanes on northbound I-680 between Santa Clara County line and SR-84	Fremont	New	2011/12	TBD	TBD	TBD	TBD	Reimb	TBD	RTP No. 230099	Caltrans	
15	QA Reimb	580	39.9	TBD	Noise Mitigation	Construct Noise Barrier along I-580 between 98th Ave. and Foothill Blvd.	Between 98th Ave. and Foothill Blvd.	New	2011/12	TBD	TBD	TBD	STIP	Reimb	NBSSR	RTP No. 98208	Caltrans/ ACCMA/ Oakland	
16	QA Reimb	580	39.8	39.9	Noise Mitigation	Construct Noise Barrier along I-580 between MacArthur Blvd. and Kingsland Place in Oakland	Between MacArthur Blvd. and Kingsland Place	New	2011/12	TBD	TBD	TBD	STIP	Reimb	NBSSR	RTP No. 98208	Caltrans/ ACCMA/ Oakland	
17	QA Reimb	80	3.5	4.0	Improve traffic operations	Widen I-80 Eastbound Powell Street Off-ramp	Emeryville	New	2011/12	TBD	TBD	TBD	Local	Reimb	PEER	RTP No. 230108	Emeryville	
18	QA Reimb	185	1.2	3.7	Streetscape	Streetscape improvement (Phase III)	Mission Blvd SR-238 O/C to Hayward City Limits	New	2011/12	TBD	TBD	TBD	Local	Reimb	PSR	N	Alameda County Public Works Agency	
19	QA Reimb	880 238 84,92	Var	Var	Improve traffic operations	Improve mobility	Provide integrated corridor management (ICM) and traffic operations systems (TOS) elements to the South County area, primarily on I-880 south of SR-92.	New	2011/12	TBD	TBD	TBD	SR-84 LATIP	Reimb	TBD	RTP No. 21002	TBD	
20	QA Reimb	238	10.5	11.1	Improve traffic operations	Operational Improvements & Safety	SR-238(Mission Blvd Improvements in the vicinity of the EWC Project)	New	2011/12	TBD	TBD	TBD	SR-84 LATIP	Reimb	TBD	RTP No. 21002	TBD	
21	QA Reimb	880	17.6	18.3	Improve traffic operations	Add I-880 NB & SB auxiliary lanes Paseo Grande St. I/C to Winton I/C	From West A St. I/C to Winton I/C in Hayward	New	2011/12	TBD	TBD	32.5	SR-238 LATIP	Reimb	PSR	RTP No. 230052	Caltrans/ ACCMA	
22	QA Reimb	880	13.7	14.5	Improve traffic operations	Add I-880 NB & SB auxiliary lanes Whipple Road to Industrial Pkwy West	From Whipple Road to Industrial Pkwy West, Hayward	New	2011/12	TBD	TBD	19.5	SR-238 LATIP	Reimb	PSR	RTP No. 230054	Caltrans/ ACCMA	

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Office of

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

Ref. No.	LEAD or QA?	County	Route	Begin Postmile	End Postmile	Improvement Description	Location	Estimated Capital Cost (\$M)	Estimated Support Cost (PAED, PS&E, & Construction, \$M)	Estimated PID Completion Date (Month/Year)	Type of PID	Environmental Document	Proposed Program Year (Construction begin)	Regional Transportation Plan	Capital Fund Source	PID Initiation Date (Month/Day/Year)	Project Sponsor	
Proposed FY 12/13 PID Work Plan																		
1	QA	ALA	84	17.3	17.3	New roundabout	Intersection Niles Cayon Rd/Paloma Way and Pleasanton-Sunol Rd	1.1	TBD	TBD	PSR	ND/ FONSI	TBD	N	TBD	2012/13	Alameda County Public Works Agency	
2	QA	ALA	580	9.7	9.7	I/C modification	Vasco Rd I/C in Livermore	55.0	TBD	TBD	PSR	ND/ FONSI	TBD	RTP No.	TBD	2012/13	City of Livermore	
3	QA	ALA	880	TBD	TBD	Winton I/C reconstruction	Winton Ave. Hayward	25.0	TBD	2015	PSR	ND/ FONSI	2017	N	SR - 238 LATIP	2012/13	Hayward	
4	QA	ALA	880	TBD	TBD	I-880 / Whipple Road Interchange	Union City	13.5	TBD	2015	PSR	ND/ FONSI	2017	N	SR - 238 LATIP	2012/13	Union City	
5	QA	ALA	880	TBD	TBD	Extend NB HOV lanes from Hacienda to north of Washington and north of Washington to Hegenberger	San Leandro & Ala County	155.0	TBD	2014	PSR	ND/ FONSI	2018	RTP No. 230088	SR - 238 LATIP	2012/13	Caltrans/ ACCMA	
6	QA	ALA	238	TBD	TBD	Widen connector to NB 880	San Leandro	31.0	TBD	2015	PSR	ND/ FONSI	2018	RTP No. 230088	SR - 238 LATIP	2012/13	Caltrans/ ACCMA	
7	QA	ALA	880	TBD	TBD	Washington to Lewelling I/C reconstruction	San Leandro	31.0	TBD	2015	PSR	ND/ FONSI	2018	RTP No. 230088	SR - 238 LATIP	2012/13	Caltrans/ ACCMA	

Office of

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

Ref. No.	LEAD or QA?	County	Route	Begin Postmile	End Postmile	Improvement Description	Location	Estimated Capital Cost (\$M)	Estimated Support Cost (PAED, PS&E, & Construction, \$M)	Estimated PID Completion Date (Month/Year)	Type of PID	Environmental Document	Proposed Program Year (Construction begin)	Regional Transportation Plan	Capital Fund Source	PID Initiation Date (Month/Day/Year)	Project Sponsor	
Proposed FY 13/14 PID Work Plan																		
1	QA	ALA	880	18.0	18.6	West A St. I/C reconstruction	West A Street, Hayward	27.0	TBD	2014	PSR	ND/ FONSI	2018	RTP No. 230047	SR - 238 LATIP	2013/14	Caltrans/ ACCMA	
2	QA	ALA	680	TBD	TBD	SB HOV/HOT lane from Alcosta Blvd. to SR-84	I-680 between Alcosta and SR-84	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	2013/14	ACCMA
3	QA	ALA	680	TBD	TBD	NB HOV/HOT lane from SR-84 to Alcosta Blvd.	I-680 between Alcosta and SR-84	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	2013/14	ACCMA
4	QA	ALA	880	TBD	TBD	I-880 auxiliary lanes, Dixon Landing to Alvarado-Niles	Fremont Newark Union City	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	2013/14	Caltrans
5	LEAD	ALA	580	TBD	TBD	Construct Noise Barrier along I-580 between 108th Ave and MacArthur Blvd in San Leandro / Oakland	Between 108th Ave and MacArthur Blvd	TBD	TBD	2013	NBSSR	TBD	TBD	RTP No. 98208	STIP	2013/14	Caltrans/ ACCMA/ San Leandro	
6	QA	ALA	580	TBD	TBD	Ramp modifications Strobridge/Castro Valley I/C	Strobridge/Castro Valley	21.0	TBD	2014	PSR	ND/ FONSI	TBD	N	SR-238 LATIP	2013/14	Alameda County Public Works Agency	

Memorandum

DATE: January 21, 2011

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Vivek Bhat, Senior Transportation Engineer

RE: Review Federal Inactive Projects List: December 2010 Quarterly Review

Recommendations:

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

Summary:

ACTAC is requested to review the December 2010 Quarterly Federal Inactive obligation list of projects. Federal regulations require that agencies receiving federal funds invoice against their obligations at least once every six months. Projects that do not have invoicing activity over a six month period are placed on the Inactive Obligation list, and those projects are at risk of deobligation of the project's federal funds unless Caltrans and the Federal Highways Administration (FHWA) receive either an invoice or a valid justification for inactivity. Caltrans is tracking inactive obligations, and releasing a list of inactive projects quarterly. If Caltrans and FHWA do not receive adequate invoicing or justification for the project's inactivity, the project may be deobligated.

Background:

The Federal Inactive obligations list for the December 2010 Quarterly Review of Inactive Obligations is now available on the Division of Local Assistance website at <http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm>. The Inactive Project List contains the current Inactive projects and the 3-Month and 6-Month Look Ahead Projects.

To prevent the deobligation and potential loss of unexpended federal funds, local agencies must submit a valid FMIS transaction (invoice or justification) by **February 15, 2011**.

Project sponsors are requested to review the attached report as well as the Caltrans site on a regular basis for the most current project status.

Attachments:

Attachment A – Federal Inactive List
Attachment B – Justification form

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Alameda County Quarterly Review of Inactive Obligations
(Review Period 10/01/2010- 12/31/2010)

Updated on 01/18/2011 Inactive Projects (Review period: 10/01/2010-12/31/2010)

Project No	LOOK AHEAD	Agency Action Required	Prefix	Agency	Description	Authorization Date	Last Expenditure Date	Total Cost	Federal Funds	Expenditure Amt	Unexpended Bal
5012089	INACTIVE	Submit invoice or justification to District by 02/15/2011.	SRTSL	Oakland	FIVE ELEMENTARY SCH. & 1 MIDDLE SCH., SIDEWALK "BULB-OUT"	3/2/2008	3/2/2008	\$700,425.00	\$700,425.00	\$62,725.00	\$637,700.00
5050031	3 MONTH	No Federal funds remain. Proceed with project closure or submit justification to request project to remain open.	STPL	Hayward	W. A ST.-I-88 TO HATHAWAY AVE. , ROADWAY REHABILITATION	2/15/2006	2/15/2006	\$137,808.00	\$122,000.00	\$122,000.00	\$0.00
5050035	6 MONTH	Invoice returned to Agency, Resubmit to District .	HSIPL	Hayward	CARLOS BEE BLVD.- MISSION BLVD. TO WEST LOOP, REALIGNMENT.	2/23/2009	2/23/2009	\$1,271,335.00	\$724,500.00	\$22,023.20	\$702,476.80
5933028	INACTIVE	Invoice being processed by Caltrans. Monitor for progress.	STPLZ	Alameda County	OAKLAND ESTUARY (FRUITVALE AV) BR NO 33C-147, SEISMIC RETROFIT	9/1/1996	9/1/1996	\$561,250.00	\$488,021.00	\$16,841.30	\$471,179.70
5933074	INACTIVE	Invoice being processed by Caltrans. Monitor for progress.	STPL	Alameda County	VASCO RD BETWEEN LIVERMORE AND CC COUNTY LINE , ROADWAY ALIGNMENT AND ROW	5/12/2005	5/12/2005	\$17,100,000.00	\$11,000,000.00	\$4,635,529.67	\$6,364,470.33
5933103	6 MONTH	Invoice being processed by Caltrans. Monitor for progress.	ESPL	Alameda County	SAN MIGUEL AVE.-FROM SOMERSET AV. TO CASTRO VALLEY BLVD., PAVEMENT REHAB, CONSTRUCT CURB AND GUTTER , RAMP	4/7/2010	4/7/2010	\$1,251,773.00	\$711,097.00	\$0.00	\$711,097.00
6057012	6 MONTH	Submit invoice to District.	HPLUL	Port Of Oakland Alameda County	MARTINEZ SUBDIVISION RAIL CORRIDOR MP-15 , INTER-REGIONAL RAIL INTERMODALSTUDY	4/17/2009	4/17/2009	\$150,000.00	\$150,000.00	\$0.00	\$150,000.00
6273034	6 MONTH	Invoice being processed by Caltrans. Monitor for progress.	VPPL	Alameda County Congestion Management Agency	I-68 CORRIDOR IN ALAMEDA COUNTY , IMPLEMENT ITS ELEMENTS; PE PHASE1+2	5/6/2005	5/6/2005	\$4,286,257.00	\$3,089,005.00	\$2,090,282.23	\$998,722.77
6273045	6 MONTH	Invoice being processed by Caltrans. Monitor for progress.	CML	Alameda County Congestion Management Agency	I-88: MARINA TO HEGENBERGER I/C'S , IMPLEMENT HOV LANES.	12/19/2007	12/19/2007	\$7,806,000.00	\$7,780,000.00	\$6,781,000.00	\$999,000.00

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



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





JUSTIFICATION FORM SUMMARY



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

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

ANY INCOMPLETE JUSTIFICATION FORM WILL BE SENT BACK TO DLAE

Memorandum

DATE: January 25, 2011

TO: Alameda County Technical Advisory Committee (ACTAC)

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

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

Recommendations:

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

Summary:

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

Discussion:

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

February 2011 Update:

This report focuses on the month of February 2011. A summary of countywide and regional planning activities for the next three months is found in Attachment A and a three year schedule is found in Attachment B. Highlights include MTC Call for Project Guidance, Letter from Alameda County Planning Directors to MTC and ABAG, Update on SCS presentations to Councils, and Upcoming Meetings on Countywide and Regional Planning Efforts, as described below:

1) RTP/SCS Preliminary Proposals for Work Elements

MTC released preliminary proposals and guidance for the following work elements of the RTP/SCS: 25-year financial forecast assumptions, preliminary draft committed funds and projects policy, draft

guidance for the call for projects, draft projects performance assessment approach, and transit capital, local streets and roads maintenance needs, and transit operation needs approach. The supporting documentation can be found at <http://apps.mtc.ca.gov/events/agendaView.akt?p=1603>. This guidance will be incorporated into the CWTP-TEP planning process as shown in Attachment A. The Call for Projects is anticipated to occur March 1 through April 29, 2011. The CWTP-TEP projects definition will occur in two steps: one call for the CWTP (consistent with the RTP call) and a second more detailed screening for the TEP (all projects taken from the CWTP). Alameda CTC will coordinate the Call for Projects for the CWTP-TEP with the MTC's Call for Projects for the RTP/SCS and anticipates using the RTP project application for the first step of the CWTP process.

2) Letter from Alameda County Planning Directors to ABAG and MTC

The Alameda County Planning Directors submitted the attached letter to ABAG and MTC (Attachment C) regarding the SCS Initial Vision Scenario process. While indicated their underlying support for the process, they made three recommendations:

- a) ABAG/MTC specifically request City and County elected leaders to authorize staff to participate in developing alternative plans for PDAs to be used in the Vision Scenario that may go beyond existing local policies and plans;
- b) ABAG/MTC should begin now to identify the resources that may be available to implement the SCS and provide incentives to jurisdictions willing to accept higher levels of growth;
- c) ABAG/MTC should use the SCS EIR as an opportunity to harmonize regional policies, guidelines and regulations so that infill development is easier to accomplish.

3) Summary of Alameda CTC Board Retreat Facilitated Breakout Sessions

The Alameda CTC Board met on December 17, 2010 for its annual retreat. One of the key items discussed was the CWTP-TEP update. A summary of the facilitated breakout sessions is attached (Attachment D) for ACTAC's review. The Commission identified seven key themes:

- Get incentives right
- The private sector must be at the table
- Land use reform is not just about housing
- Need to provide rich and diverse transportation choices
- Whatever is built, it must also be operated and maintained
- New technologies must continue to be developed and utilized
- Project and program priorities must emphasize all modes

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

Jurisdiction	Date to Council/Board	Type of item	Completed?
Alameda County	February 8		
Alameda	February 1		
Albany	January 18	Presentation	Yes
Berkeley	January 25	Information to Council	

Jurisdiction	Date to Council/Board	Type of item	Completed?
	January 19	Presentation to Planning Commission	Yes
Dublin	January 25	Information to Council	
	January 29	District 1 Workshop	
Emeryville	January 18	Working Session	Yes
Fremont	January 29	District 1 Workshop	
Hayward	January 18	Working Session	Yes
Livermore	February 14	Information to Council	
	January 29	District 1 Workshop	
Newark	February 24		
Oakland	February 15	Presentation to Council	
	February 2	Presentation to Planning Commission	
Piedmont	March 7 (tentative)		
Pleasanton	February 1 (tentative)		
	January 29	District 1 Workshop	
San Leandro	February Date To Be Determined	Working Session or Information to Council	
Union City	January 25	Presentation	
AC Transit	No presentation scheduled at this time		
BART	January 27 (tentative)		

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

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 March 24, 2011
CWTP-TEP Technical Advisory Working Group	**NEW DATE AND TIME** 2 nd Thursday of the month, 1:30 p.m. Location: Alameda CTC	February 10, 2011 March 10, 2011
CWTP-TEP Community Advisory Working Group	1 st Thursday of the month, 3:00 p.m. Location: Alameda CTC	February 3, 2011 March 3, 2011
SCS/RTP Regional Advisory Working Group	1 st Tuesday of the month, 9:30 a.m. Location: MetroCenter, Oakland	February 1, 2011 March 1, 2011
SCS/RTP Performance Target Ad Hoc Committee	Varies Location: MetroCenter, Oakland	February 7, 2011
SCS/RTP Equity Ad Hoc Committee	TBD	TBD
SCS/RTP Housing Methodology	Varies	January 27, 2011

Committee	Regular Meeting Date and Time	Next Meeting
Committee		
CWTP-TEP Public Workshops	South County: Fremont Library (10 a.m.) North County: Alameda CTC offices (7 p.m.) East County: Dublin City Hall (10:30 a.m.) Central County: Hayward City Hall (7 p.m.)	February 26, 2011 March 2, 2011 March 5, 2011 March 9, 2011

Fiscal Impacts: None.

Attachments:

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

Attachment B: Three Year CWTP-TEP Planning Schedule

Attachment C: Letter from Alameda County Planning Directors to ABAG/MTC regarding SCS Process

Attachment D: Summary of Alameda CTC Board Retreat Facilitated Breakout Sessions

Attachment A: Summary of Next Quarter Countywide and Regional Planning Activities (February through April)

Countywide Planning Efforts

The three year CWTP-TEP schedule showing countywide and regional planning milestones is attached (Attachment B). In the February to April time period, the CWTP-TEP Committees will be focusing on:

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

Regional Planning Efforts

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

In the three month period for which this report covers, MTC and ABAG are focusing on developing an Initial SCS Vision Scenario (scheduled for release March 11, 2011), getting the word out to City Councils and Boards of Directors on what the SCS is (January and February), 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.

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

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

- Participating on regional Sub-committees: on-going performance targets and indicators and the equity sub-committee which is being formed by MTC;

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

Key Dates and Opportunities for Input

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

Sustainable Communities Strategy:

Presentation of SCS information to local jurisdictions: January/February 2011 (see above)

Initial Vision Scenario Released: March 11, 2011

Detailed SCS Scenarios Released: July 2011

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

RHNA

RHNA Process Begins: January 2011

Draft RHNA Methodology Released: September 2011

Draft RHNA Plan released: February 2012

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

RTP

Develop Financial Forecasts and Committed Funding Policy: February 2011

Call for RTP Transportation Projects: March 1 through April 30, 2011

Conduct Performance Assessment: March 2011 - September 2011

Transportation Policy Investment Dialogue: October 2011 – February 2012

Prepare SCS/RTP Plan: April 2012 – October 2012

Draft RTP/SCS for Released: November 2012

Prepare EIR: December 2012 – March 2013

Adopt SCS/RTP: April 2013

CWTP-TEP

Develop Land Use Scenarios: May 2011

Call for Projects: Concurrent with MTC

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

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

Task	2011						FY2011-2012	2011				
	January	February	March	April	May	June	July	August	Sept	Oct	Nov	Dec
Alameda CTC Committee/Public Process												
Steering Committee	Adopt vision and goals; begin discussion on performance measures, key needs	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

Task	2012						FY2011-2012					
	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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Alameda County Planning and Community Development Directors

January 18, 2011

Steve Heminger, Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Ezra Rapport, Executive Director
Association of Bay Area Governments
101 Eighth Street
Oakland, CA 94607

RE: Sustainable Communities Strategy Process

Dear Mr. Rapport and Mr. Heminger:

The Alameda County Planning Directors met on December 17, 2010 to discuss the SB 375 process to date and respond to some of the questions and issues raised by that process. In this letter, we'd like to highlight some of the constraints we believe local governments face as we look forward to developing the Sustainable Communities Strategy (SCS), and then to implementing the underlying goals of the SCS related to encouraging more intensive development in transit-served locations. The following summarizes some of our discussion.

Before highlighting some of our concerns, we'd like to acknowledge the importance of this effort for the region. Preparation of the SCS begins the process of establishing a long-term guide for this region's growth in a manner that preserves the qualities of this region that make it great: a vibrant economy, a diverse population, a beautiful and productive environment. We appreciate ABAG/MTC's outreach to Planning Directors, and look forward both individually and as a group to working with ABAG/MTC in developing the SCS. Our comments and concerns below should be seen in the context of our underlying support for the effort.

Vision Scenario

SB 375 requires that we plan to accommodate all of the region's need for housing within the nine-county Bay Area. This is a change in past practice when we were able to assume in our projections for housing needs that we could export a significant proportion of expected housing need to counties outside the nine-county Bay Area. We know from past modeling efforts that if this region is to come close to achieving the expected reductions in GHG generation and accommodate all of its projected housing

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need, that the vast majority of future growth must occur in transit-served locations and in locations near job centers. However, according to ABAG, the locations identified for transit-oriented growth (the Planned Development Areas or PDA's) can accommodate less than 50 percent of the projected growth.

A "vision scenario" is expected to be the beginning point for thinking about how the region can achieve the SB 375 targets. The Vision Scenario is supposed to be an "unconstrained" projection of how growth can best be accommodated in the most sustainable manner over the next 25 years. While an "unconstrained scenario" may be a useful way of examining a "what if" option for achieving maximum reduction in GHG, we do not believe the information is available for preparing such an "unconstrained scenario" at the local level. Few local government plans project land use for 25 years, and to the degree that we have identified development potential for Priority Development Areas, they are usually not "build-out" scenarios for a 25 year time frame.

While it is possible that PDA's could accommodate more growth than local governments have indicated to date in our PDA descriptions, we cannot say with any confidence what that additional increment may be. Moreover, we do not have direction from our local policy makers to identify such a capacity, or for us to consider unconstrained "what if" vision scenarios that might increase the capacity of our PDA's. We as Planning Directors work at the direction of our elected leaders through their appointed City Managers and Administrators. In order for us to more fully assist ABAG/MTC in developing the vision scenario, we request that ABAG/MTC ask our local elected bodies to give us direction to do so. Even with such direction, the resources may not be available to undertake the necessary analysis for every community and every PDA. However, working together it may be possible to identify locations in the region with the most potential for growth, and undertake some limited focused analysis of some PDA's that could yield case studies useful for regional modeling purposes.

Resources to Implement a Sustainable Communities Strategy

We appreciate that preparing the SCS is a highly challenging undertaking. The specific goals of SB 375 focus primarily on GHG reduction and how to harmonize existing State mandates for affordable housing with the GHG goal. We also know that a GHG reduction strategy means focusing development within existing urbanized areas of the region. To implement that strategy means addressing community concerns with growth and infill development. In the highly resource-constrained environment of the past many years, it is unclear whether the SCS and the RTP that will support it presents a new paradigm for regional development where significant resources will flow to those communities willing to accept growth. Although there has been some movement in that direction through grant programs, the level of resources available has been very limited and the funding unreliable.

To be successful, the SCS must demonstrate how those communities willing to accept growth will benefit from it, rather than suffer the perceived (and often real) negative impacts from it. In this environment, there is a concern that if a community shows it can

accommodate more growth, it will then be forced to accept it and its impacts without any assurance that the resources needed to serve that new development and improve the quality of life for nearby residents will be forthcoming. Since it often seems as if the vast majority of semi-discretionary resources in this region are transportation-based, if the SCS is going to be successful, we recommend that MTC/ABAG begin now to identify now how the next RTP will address this underlying resource allocation concern.

Harmonizing Regional Policies

Over the past few years, each of the regional agencies, following its own mandate, has established policies and regulations in regard to development that can have significant impacts on the costs of infill development. For example, most recently, the Bay Area Air Quality Management District has adopted preliminary CEQA Guidelines for GHG, PM 2.5 and toxic contaminants; the Regional Water Quality Control Board has previously adopted standards on impervious surfaces and non-point source pollutants; BCDC is considering new policies in regard to potential inundation due to global warming; and the RTP establishes, through its guidelines how and where funding will be available for transportation improvements. Taken in isolation, each agency promotes critical governmental objectives; but in totality, they contribute to increasing complexity and uncertainty for the development type we say we are interested in promoting: higher density infill. It is often easier and less expensive to address these regulations as part of designing a project on a greenfield site than to retrofit an infill site to meet new standards and address existing infrastructure or transportation deficiencies. These regional regulations can have the unintended consequence of further impeding infill development that already faces numerous hurdles not faced by a greenfield project: nearby unhappy neighbors, highly uncertain site conditions, and unique design requirements, to mention just a few.

SB 375 provides an opportunity for the region to harmonize and standardize its requirements and to identify regional strategies that in combination can encourage infill development. Revised standards that, for example, recognize that automobile congestion is not necessarily a significant environmental affect in itself in an urbanized region; Air Quality Guidelines that recognize that an infill project near transit – no matter how large or dense – has significant regional benefits that outweigh project-based GHG impacts; standardized mitigations for localized air quality impacts; standardized mitigations for water quality that allow projects to make use of existing CEQA exceptions. The SCS EIR, and the analysis leading up to it are an unprecedented opportunity to consider how regional policies and mitigations can be harmonized and restructured to help even the playing field for infill development. We urge that as the regional agencies gear up for the SCS EIR, that they commit sufficient resources to undertake the larger effort needed to work together to consider how they can make it easier – not harder – for infill development to occur.

Other Concerns

As the Alameda County Planning Directors discussed SB 375 and where the region must go to address it and other state requirements, a number of other issues were discussed that most planners recognize are impediments to the development patterns we wish to encourage, but that remain unaddressed year after year. Among them are:

- Fiscalization of land use. So long as there are significant fiscal benefits from commercial/retail development, and significant long-term costs associated with residential development (and especially rental housing buildings that generally sell and are reassessed less often than single family homes), the promotion of appropriate development patterns will continue to face an uphill fiscal battle.
- CEQA. While, as described above, regional agencies can begin to address some CEQA issues, and especially those related to regional policies and cumulative impacts, there are other fundamental issues with existing exemptions for infill development that make them ineffective. CEQA reform is needed to preserve the underlying goals of CEQA while encouraging infill development.
- Transit availability. The SCS and the PDA's that will be the foundation of the SCS necessarily must rely on transit "nodes" as the basis for meeting housing needs. In order for developers and communities to invest in those locations, there is a need for certainty that the transit will be there for the long term, and that the service will be adequate to address the demands placed on it. Meanwhile, over the past few years that certainty has been undermined by cutbacks on funding for transit. Investments in existing and future transit improvements need to get the very biggest land-use bang for the bucks spent on it. MTC's station area planning guidelines are a good step, but the assessments of all future transit improvements need to be considered in light of implementing the land uses of the Sustainable Communities Strategy and especially the very high intensity land uses that will ultimately be needed to address regional housing needs in a sustainable manner.

None of these are new issues, and there are many others that could have been added had we had more time for discussion. We set them out here not because we expect the SCS to address them (some of these can only be addressed by the legislature), but because we believe that the SCS must recognize these obstacles and begin to set forth strategies that can ultimately address them for a successful SCS.

In conclusion, we recommend:

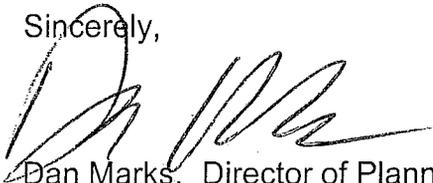
- ABAG/MTC specifically request City and County elected leaders to authorize staff to participate in developing alternative plans for PDA's to be used in the Vision Scenario that may go beyond existing local policies and plans;
- ABAG/MTC begin now to identify the resources that may be available to implement the SCS and provide incentives to jurisdictions willing to accept higher levels of growth;

Sustainable Communities Strategy Process

- ABAG/MTC use the SCS EIR as an opportunity to harmonize regional policies, guidelines and regulations so that infill development is easier to accomplish.

The current SCS is the first of what is intended to be many SCSs. We do not expect this first SCS to suddenly and completely reverse a set of policies, incentives and programs that contributed to (and continue to support) a sprawling land use pattern that developed over 50 years. However, if we are to reverse that pattern and establish a new development pattern, we must consciously recognize and remove the impediments to infill development, and then reverse the fiscal and other financial incentives for sprawl. We look forward to working with ABAG/MTC in the process of accomplishing this goal.

Sincerely,



Dan Marks, Director of Planning and Development, City of Berkeley*
on behalf of the following Alameda County Planning and Community Development
Directors* who have endorsed this letter

Albert Lopez, Alameda County
Jennifer Ott, Alameda
Jeff Bond, Albany
Jeri Ram, Dublin
Charles Bryant, Emeryville
Jeff Schwob, Fremont
David Rizk, Hayward
Marc Roberts, Livermore
Terrence Grindall, Newark
Eric Angstadt, Oakland
Kate Black, Piedmont
Brian Dolan, Pleasanton
Luke Sims, San Leandro
Joan Malloy, Union City

*Each individual indicated above has endorsed the contents of this letter as a professional planner; titles and jurisdictions are for identification purposes only and do not imply that the City Council or Board of Supervisors has reviewed or endorsed this letter.

Cc: Beth Walukas, Manager of Planning, Alameda County Transportation
Commission
1333 Broadway, Suite 220, Oakland, CA 94612

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Alameda CTC Board Retreat December 17, 2010 Summary of Facilitated Breakout Sessions

The Alameda CTC is in the process of developing a new Countywide Transportation Plan (CWTP) and local sales tax Transportation Expenditure Plan, both of which will need to inform MTC's Regional Transportation Plan and ABAG's Sustainable Communities Strategy mandated by SB 375. One of the key goals of the retreat was to discuss how Alameda County should move forward with its planning efforts in the context of new state regulations (AB 32 and SB 375) which emphasize a reduction in greenhouse gases by creating stronger linkages between transportation and land use. The Board was briefed by ABAG and Alameda CTC staff on how these new regulations will alter Alameda County's transportation planning framework.

In order to obtain Alameda CTC member guidance on how these regulations might affect local jurisdictions and countywide efforts, as well as how Alameda County will influence the process, the Commissioners were divided into four small groups according to the County's four planning areas (North, Central, South, and East). The four groups were facilitated by Alameda CTC or consultant staff. A key overarching question was then followed by a series of six more focused questions which served as a framework for discussion and to generate dialogue. The overarching question was "What should Alameda County look like from a housing, jobs and transportation perspective as we plan for the future?" The follow up focused questions addressed the alignment of local goals with regional / state climate change goals; key policies to help local jurisdictions meet those goals; and identification of projects / programs that should be considered as local and regional priorities.

Following the small group sessions, each small group reported back to the larger group. A number of similar themes emerged amongst the planning areas in terms of local goals/visions, policies, and projects. These are summarized below.

Key themes:

- 1. Get incentives right.** The planning area discussions acknowledged the great work that is already happening in the jurisdictions regarding land use and transportation planning, the implementation of climate reduction strategies, and the fact that many jurisdictions are already sustainability leaders. However, Alameda County needs to continue to find the right incentives to encourage and assist local jurisdictions in meeting the region's climate change goals. Each planning area offered some potential ideas, including: financially rewarding cities that engage in "good" behavior; revising allocation formulas; developing model ordinances or model guidelines that jurisdictions can readily use; streamlining permitting and revising CEQA for model projects; and addressing new BAAQMD rules that appear to undermine TOD efforts.
- 2. The private sector must be at the table.** The planning areas acknowledged that transportation and land use reform cannot happen in a vacuum, but must take place in a larger context that accounts for economic growth and jobs. To that end, the private sector must be involved to ensure that a balance is struck between meeting climate change goals and the need to provide jobs. Furthermore, the private sector can play an important role in innovative solutions and ensuring their implementation. Finally, the private sector needs to

contribute to leveraging funding to expand programs and services, such as shuttles and free transit passes.

3. **Land use reform is not just about housing.** TODs are a great model, but they often focus solely on the housing side of the equation. Instead TODs should be about creating regional “destinations” that emphasizes a strong balance between transit, housing, retail, employment opportunities, and civic uses. If we truly want to meet our countywide and regional goal, a holistic approach is needed to transform our priority development areas.
4. **Need to provide rich and diverse transportation choices.** For many, transit and non-motorized modes are not competitive with driving in a number of ways. People need to drive in many parts of Alameda County, and many will continue to drive in any land use scenario. However, the more transportation and housing /job choices that can be provided, the more likely we are to meet regional goals. The viability of each mode, however, depends on its efficiency and convenience. For example, transit must become more efficient and additional study is needed to ensure that transit is adequately serving all parts of the county. Alameda County should closely work with MTC and the Transit Sustainability Study to ensure that it can support implementation of the outcomes of that study.
5. **Whatever is built, it must also be operated and maintained.** Across the four groups, operations and maintenance emerged universally as a vital issue. We must realize that if we build it, we need to be able to operate and maintain it. No definitive solutions emerged, but a few ideas were discussed. First, legislative changes are needed to prioritize operating and maintenance costs. Second, capital investment policies and funding criteria may need to be modified to emphasize “fix it first.”
6. **New technologies must continue to be developed and utilized.** All of the planning areas agreed that new technologies and innovative services are underutilized, but have the potential to greatly improve the transportation network. The use of ITS and ICM will improve freeway and roads management, while new real-time data can greatly improve the transit passenger experience. Emerging technologies in the field of parking management can also assist local jurisdictions manage curb spaces more efficiently to contribute towards reduced traffic congestion, encourage use of alternative modes, and generate revenue. Finally, technology, such as HOT lanes, also has the potential to provide new revenue sources while also reducing various externalities, such as congestion.
7. **Project and program priorities emphasize all modes.** A wide variety projects and programs were discussed that participants considered to be of high priority, and each planning area addressed multiple modes. Highlighted below are some of these projects and programs. This is by no means a complete list but includes the major concepts discussed in each planning area.

Projects:

- Dumbarton Rail
- I-580/I-680 connector / fly over
- I-880, I-580, I-680 HOT lanes
- Irvington BART station
- I-880/SR-84 interchanges
- BART to Livermore

- Bay Trail network gaps
- East Bay Greenway
- Ped/bike bridge over Alameda Creek
- Fill ped/bike network gaps on local streets

Programs:

- Expanded Safe Routes to School
- Countywide traffic calming, especially near schools
- School buses and free bus passes for students
- ITS and truck technology
- Complete Streets
- Employer-based shuttles
- 511, freeway towing patrol, and other maintenance programs
- Paratransit funding tied to improved efficiency
- Expanded real-time transit info for riders allows for “freedom of knowledge” - the ability to access transit in a convenient and timely manner
- Countywide crossing guard program

Attachments:

- Attachment A: North County Facilitated Breakout Session Notes
- Attachment B: Central County Facilitated Breakout Session Notes
- Attachment C: South County Facilitated Breakout Session Notes
- Attachment D: East County Facilitated Breakout Session Notes

Attachment A

North County – Facilitated Breakout Session

Summary of Meeting – Key Takeaways

- Key sustainability vision/goal: “Reduce trips to reduce emissions.”
- Alameda County needs to develop and implement policies that create a disincentive to drive. For example, fees for driving (ones that account for pass-through trips) or the elimination of free employer parking.
- Model policies and incentives also need to become common practice. These include:
 - Unbundled parking.
 - Encourage employers to locate near transit.
 - Parking best practices.
 - Increased funding for pilot projects to demonstrate the effectiveness of a program or policy. For example, permeable pavement, “quiet” pavement, parking management, electric vehicles.
- Funding allocation formulas need to be revised because the current funding process and countywide goals are “mismatched.” More specifically, population during “day” should be considered in funding formulas. In addition, using road miles as criteria in funding only supports more road miles and more sprawl.
- Capital investment policies need to emphasize “fix it first.” Alameda County has more streets that need to be maintained and no new capital money should be allocated for expansions without identifying funding for maintenance and operations.
- There should be multiple benefits on capital project investments. For example, concrete bus pads at transit stops provide a benefit to transit operations and reduced road impacts. Furthermore, there should be no maintenance of private roads with scarce public funds. Finally, any new capacity increasing projects should be price based and revenue generating (i.e. HOT lanes).
- Alameda County needs to explore improved transit efficiencies. One key area to look at is transit agency consolidation.
- “Real” TODs are where housing, transit, retail/commercial, and jobs come together. We need to find a balance that includes jobs.
- There are a number of legislative issues of vital importance to Alameda County. These must be addressed in order to meet countywide goals. They include:
 - Gas tax must be increased
 - Prop 22 and 26 will have impacts on transportation funding, and their effects on the gas tax swap must be addressed.
 - Article 19 should be amended to allow for the funding of transit operations
 - Change parking tax code to unbundle parking benefits and balance subsidies between autos and transit

- Private sector needs to play a role. The business community could help to fund shuttles and other incentives in key areas, such as with the Emery-Go-Round where businesses pay to fund that service.

North County Subarea Discussion - Full Meeting Notes

Sheet 1

- SB 375 – livable communities, improvements to quality of life
- We need projections for “pass through” traffic to see the effect of this on our transportation systems
- Jobs & housing need to match
- Need to do survey of office parks (e.g. 580/680 junction) so we can see where people are coming from and how many are Cross county trips

Sheet 2

- Reduce trips to Reduce “emissions”
- Implement disincentives to drive
- There need to be more mandates/incentives that employers locate near transit hubs and employees live closer to work place
 - How to address?
 - Employer driven

Sheet 3

- Gas tax – the legislature needs to increase the gas tax and public support for this is needed
- Unbundle parking; Free parking encourages driving
- The CWTP should suggest guidelines addressing parking policies for local jurisdictions
- Jobs vs. housing imbalance (e.g. Emeryville) – this can be a challenge in some places where there is not much land to build on. Also, we need to be careful that infill doesn't end up being really expensive condos in downtowns

Sheet 4

- Real infill projects such as Coliseum TOD are needed where housing, jobs and entertainment are combined
- Disincentives for driving are needed
 - Fees - Impact fees may not address the over 30-mile trips that people take and end up passing through a large part of the county
 - Eliminate free employer parking
- Alameda
 - Being able to get in & out is a challenge and proposing new development needs to be balanced with greater access
 - Alternatives must be available

- Shuttles work well in some communities such as the Emery-Go-Round – business involvement (developers pay into services)

Sheet 5

- Some services, such as paratransit transportation and transportation to seniors include separate (or segregated) services due to funding, time of day and needs. Service could be doubled up different times of day if funding allowed it.
 - Policy issues regarding the “color of money” need to be address so that we don’t end up with segregated services – people should be able to buy excess capacity if it is available, regardless of what color of money paid for it.
- Develop senior housing adjacent to transit
 - Provide access between transit and housing itself that is designed to accommodate disabled people
- Prop 26 and 22 have impacts on transportation funding; however, conditions for approvals on development or development mitigations are not subject to Proposition 26 and could be used to help direct project and program implementation to support GHG reductions
- Article 19
 - Change to allow for transit operations
- Since the legislature needs to address the effects of Props 22 and 26 on the gas tax swap, they should increase gas tax and work to change Article 19

Sheet 6

- Allocation formula - policies
 - Funding allocations needs to be looked at; right now transit operations are underfunded and capacity expansions are overfunded
 - Population during “day” should be considered in funding formulas
 - Road miles in Local Streets and Roads (LSR) rehabilitation formula supports sprawl

Sheet 7

- Capital Investment policies
 - Fix it first
 - Maintenance limits could include from outer edge of sidewalk to outer edge of sidewalk, rather than curb to curb
 - We have more streets than can be maintained
 - No new capital money should be allocated for expansions without identifying funding for maintenance & operations
 - No maintenance of private roads with public funds
 - There should be multiple benefits on project investments. For example, concrete bus pads at transit stops provide a benefit to transit operations and reduced road impacts (e.g. of capital investment)
 - HOV / HOT lanes

- Beneficial
- Linked to “incentives”
- Revenue generating
- Any new capacity increasing projects should be revenue generating

Sheet 8

- There should be more public-private partnerships (e.g. parking stations, electric vehicle (EV) charging stations)
- Concept of sharing best practices
- Future “technological” issues/challenges need to have a funding component in the CWTP-TEP
- Alameda CTC could be a sponsor for demonstration/pilot projects and we could also potentially fund them in the TEP for example:
 - Demo projects
 - Permeable streets, recycled asphalt, quiet pavement
 - Use of rubberized asphalt concrete (RAC) and sound walls

Sheet 9

- Countywide needs
 - Better transit coordination – merging transit agencies??
 - Identifying where efficiencies can occur
 - BART system capacity – we need to think about placing jobs in certain areas so that they diminish the need for capacity expansion, such as job hubs (East Bay) and let the existing system perform at an even higher capacity
 - Programs (TODs, PDAs)
 - Safety
 - Funding
 - Supplementary patrols
 - Police
 - Personnel such as crossing guards

Sheet 10

- Decisions at countywide level vs. city level
- Amount of investments for “pilot” programs
- ID fund sources for “O&M,” not just capital

Sheet 11

- We need to develop Model policies as templates
- Policies around fund usage
 - Formula allocations
 - Maintenance & operations
 - Pilot programs: electric vehicles, different types of paving

- Multiple benefit projects
 - Safety (personnel)
- Enhance system uses over time: premium pricing, work schedule time variations
- TODs
 - Best practices for TODs/ Developments
 - Include jobs not just housing

Sheet 12

- Capacity increasing projects should be price based
- Legislative issues
 - Increase gas tax
 - Change parking tax code
 - Fund operations

Attachment B

Central County - Facilitated Breakout Session

Summary of Meeting – Key Takeaways

- The Alameda CTC and its regional process need to merge all the ongoing sustainability activities (i.e. Climate Action Plans (CAPs)) with the regional and countywide goals, particularly in the transportation components. We do not need to reinvent the wheel with SB 375.
- Complete communities are needed and current TODs are not yet providing that. TOD and transit are not coming together very well because we are retrofitting suburban communities to be urban ones. Building dense housing around a BART station is not enough to be TOD. Instead, TODS should be a “destination,” and to achieve that we need to find the right mix of housing and commercial development. Furthermore, “last mile” connection is essential as people should not have to drive to BART. Robust transit and ped/bike connections are needed so that people can choose to not use their cars.
- Transit is still a less desirable “choice” for a lot of people. To make transit more competitive, investment needs to be focused on providing more convenient and accessible services. Increased transit use will result in numerous co-benefits, such as healthier lifestyles and improved social connections.
- At the same time, our streets are falling apart and we need to maintain them. Truck impacts on local roads are not measured through normal processes and some communities bear the burden of truck activity. Older cities with worsening pavement conditions bear a larger street maintenance burden.
- There is a contradiction between developing a pedestrian friendly environment to attract retail / commercial development and promoting the fast throughput of automobiles. Level of service “F” is actually ok in some areas or under some conditions, particularly if it means a safer environment for pedestrians, bicyclists, and seniors.
- We need behavioral changes and education to change the mindset away from a car culture. However, the car culture will be changed by providing alternatives, not forcing people out of their cars. We need to have a transportation network that is activity based and provides alternatives to driving (e.g. shuttles, carpools). This type of system will attract people.
- The business community and private sector needs to play a (financial) role. For example, businesses should help to pay for transit (shuttle links) and should be leveraged to provide incentives to using alternative modes.
- Seniors are a key population segment. As we are planning for the future, we need to make transportation safe, affordable, and accessible to seniors. The current culture encourages senior to sit. How do we provide senior housing that is accessible, affordable, and safe?
- Performance measures are crucial. We need to be careful not to have performance measures that do not reward bad development behavior. For example, the allocation of funds should not be based on street miles, as that only encourages the construction of

more roads projects. In addition, cities that follow the new performance measures should keep the majority of the funds.

- Suggested Projects / Programs:
 - Safe Routes to School: teach kids to ride the bus when they are young and it will stick with them into adulthood, which will have an impact on the transportation system 25 years from now.
 - Make technological investments in AC Transit – GPS and passenger information.
 - School buses and free bus passes for students
 - East Bay Greenway - promote the value of healthy living.
 - Utilize homeowner dues to cover the cost of transit passes.
 - ITS and truck technology to reroute trucks out of neighborhoods and poorly maintained streets.
 - 880 interchange projects /Central County LATIP projects
 - Dumbarton Rail
 - Complete Streets

Central County Subarea Discussion - Full Meeting Notes

Central County Summary

- Provide choices through incentives & some supporting policies
- Safe Routes to School
- East Bay Greenway / Dumbarton Rail
- School buses – access to school – free bus passes
- AC Transit technology – GPS
- 880 interchange projects /Central County LATIP projects
- Seniors – transportation: available, safe, affordable, accessible
- ICM on local streets and roads as well as freeways
- Address truck impacts on local streets
- Complete streets, complete communities for all
- Shuttles and pre-paid transit at TODs & through employers
- Need merger w/ jurisdictions & ACTC goals re: SB 375 & Climate Action Plans, esp. transportation components.
- Operationalize TODs: Make them work.
 - Issue: retrofitting suburban housing and transportation infrastructure to urban model.
 - Housing density around BART is not enough, need commercial too.
 - Need to reduce driving to work. Last mile to work is important.
 - Provide connections
- Links to transit – getting there important
- Focus investment so that transit is a real choice.

Sheet 2

- What's role of non-motorized? Incorporate that.

- Safe Routes to School important for teachers, students, and parents.
- AC Transit technology investment – NextBUS and real time location of buses through computer access
- Other technology improvements – LAVTA, UC Transit, shuttles
- Values of promoting healthy living, walking, biking
 - East Bay Greenway: Oakland to Union City, adds to GHG reduction
- Contradiction between moving traffic through cities & developing walkable cities. Accommodate changing behavior away from a car culture.
- LOS F for cars is better in some areas under some conditions if it makes it safer for pedestrians, bicyclists and seniors
- LOS F great for seniors – need to educate people

Sheet 3

- Choices and Incentives: We need more transportation choices that are activity based to attract people and change behavior and the policies and incentives to support it.
- Don't force behavior change
 - Need to give people alternatives to get people where they need to go from where they are (e.g. use shuttles, activity based)
- No school buses here – re-implement. Start young.
- Schools designed for parents to drive.
- Businesses can incentivize use of transit (e.g. grocery store w/ rides home, LINKS, shuttle). Private sector needs to be brought into the conversation and they need to step up and help fund some of this.
- On the east coast, they won't get rid of the school bus system, so kids are used to taking the bus by the time they become adults and teachers take it too. Our schools are designed for cars.
- Chantilly VA: A lot of bikes and bike parking in downtown along with employment corridors well served by buses.
- There is a grocery store in San Leandro that if you arrive by an alternative mode, they will drive you and your groceries home. Think it is called SuperMercado.
- Business should pay for transit (e.g., carpools, shuttle links)
- Look at models back East. Lots of bikes, buses to airport, employment from intermodal, digital posting
- Need more choices to attract people.
- Need policies too. Some policies encourage carpooling.
- Seniors – make transportation available, accessible, affordable, and safe.
- Seniors – transit and shuttles are a health issue.

Sheet 4

- Seniors need choices and incentives to get out of cars
- Roads and sidewalks need maintenance
 - Need ADA ramps to usable sidewalks

- Need to restrict funds for local streets and roads
- Impacts of trucks on local roads, access to freeways. Impacts PCI and maintenance needs.
- Smart corridors – move vehicles along locally too, not just for freeways. Need local signalization.
- Some cities bear brunt of trucks.
- ICM – synchronize signals locally
- Truck access + impacts
- Commercial – where does this go?
 - Place around transit and mixed use (at PDAs and TODs)
- Need to make TODs destinations. Need to attract different mixed uses – complete communities.
- Our streets are falling apart. So while we need to focus on providing transit, we also need to maintain our streets. Truck impacts on local roads are not measured through normal processes and some communities bear the burden of truck activity. Older cities with worsening pavement are bearing a larger burden of the need for street maintenance. Smart Corridors concepts such as signal synchronization, ICM could be applied to space out the trucks.
- Need to be careful not to have performance measures that encourage bad development behavior (e.g., measuring street miles results in more street miles being built)
- Make sure the funds stay with the people who are following the goals and targets established in existing plans.

Attachment C

South County - Facilitated Breakout Session

Summary of Meeting

- Cities in the South County have already begun to tackle the goals of AB 32 and SB 375. Numerous jurisdictions have passed Climate Action Plans and efforts to bring more housing near BART stations are underway (see Union City). However, there is a concern that the sustainability goals of existing and future plans may be undermined by other sectors. For example, the gains made in the transportation and land use sector can be undermined by one new power plant. How do we reconcile that?
- Sustainability is a key goal and one that the County should strive for, but at what economic cost? There needs to be not just a balance between housing and transportation, but also a balance that includes jobs. New air rules by BAAQMD, for example, would have prevented a new solar panel plant in Fremont.
- The private sector needs to be brought to the table. Where does the private sector fit in? How can they support these efforts?
- Bus transit service in South County is terrible. AC Transit is too North County focused. County needs to look at alternative service plans, especially ones that would include a new transit agency to specifically serve South County.
- Money is the one true incentive and Alameda County needs to reward cities that practice good planning. Not just zoning for new housing, but the actual construction of housing units. In short, more housing units built (near transit) = more money.
- Call for projects process needs to have clearly defined selection criteria, metrics, and performance measures. The selection of projects should no longer be a “beauty contest.” Remove politics from project selection.
- Capital Projects:
 - Dumbarton Rail
 - Capitol Corridor stop at Union City
 - Whipple Road (I-880 to Central)
 - Industrial (NB off ramp)
 - I-880/I-680 connector / fly over
 - I-880 HOT lanes
 - I-680 NB HOV/HOT lanes
 - Irvington BART station
 - I-880/SR-84 interchanges
 - Finish Bay Trail through UC, Newark, Fremont
 - Ped/bike bridge over Alameda Creek connect UC into Coyote Hills
- Programs
 - Paratransit funding tied to improved efficiency.
 - Expanded info for transit riders – “freedom of knowledge”
 - Expanded Safe Routes to School and countywide traffic calming
 - Countywide crossing guard program.

South County Subarea Discussion - Full Meeting Notes

Sheet 1

Values and Goals

- Union City already trying to tackle AB 32 and SB 375 goals, especially near its BART station – linking housing to transit
 - Trying to do it before SB 375 and AB 32 was passed
 - Trying to expand housing units within ¼ mile of BART station
 - Have their own Climate Action Plan (CAP)
 - Improving fuel efficiency with transit system
- Fremont has CAP
 - Existing (and proposed) BART station will allow more housing for more TODs
 - Has concerns about new regulations – some projects/companies (Solare project) would not have been allowed under new rules
 - Regional vs. local needs; must allow for some flexibility
 - Must be a balance between housing and transportation, but must add jobs into the mix too; BALANCE is needed
- Where is the private sector? They need to be brought into the conversation, because without an improved economy none of the climate change and land use regulations will matter.
 - Where are the points of influence for the private sector? How can they get involved early on?
- South County transit service is terrible, many reasons
 - Transit in South County must be rethought – has to be recognized as being as closely associated with south bay, as it is in north county; for example, North County is thought of as “transit rich” with its access within the county as well as to San Francisco
 - AC Transit is north-focused; how can South County get anything with that mentality?
 - Maybe South County should look at own service separate from AC Transit
 - South pays in too much, gets too little in return
 - How can we meet goals and focus development without better transit service?
 - Is there the \$\$\$ to do this? Could South County handle its own service? More people use buses in North County
 - Small buses or jitneys might be a better solution for Hayward or South County
 - Are we too spread out? Is Hayward too far south to be effectively served by AC Transit?
 - Union City Transit focus is getting people to BART and to Logan High School, only increasing demand to these areas (BART and schools)
- Hayward developed CAP, but then built a power plant; How can we reconcile that?

- Need to make sure that whatever we do on the land use/transportation side is not offset by other heavy polluters.

Sheet 2

Incentives and Policies

- \$\$\$\$ is number one incentive
- Cities should be rewarded for good work; more homes, more money
 - Housing units should be rewarded to pay for additional infrastructure
 - Not just zoning, but actually approving and building housing
- Reward good behavior, ignore bad
- Specific criteria
 - Units constructed
 - Jobs created
- \$\$\$ needs to go where the action is
- What about cities that don't want more housing or density? When is "enough is enough?" At some point need to rehab what we have and not build anymore.
 - Legislation would need to be changed to prevent additional housing allocation
- What about more families/people in one household?
 - Can we create additional funding incentives for different types of housing (i.e. provision of multifamily units)?
- Capital vs. monitoring
 - Feds have provided the capital funds, not operating
 - Feds will start to back out of capital funding
 - Feds have been the backbone of transit funding, but what happens when it is gone
 - BART to Livermore sounds great, but can't finance those types of projects anymore
- Other metrics/incentives
 - Reduce GHG
 - Reduce travel time – social advantage to shorter commutes
 - Reduce VMT/capita
 - Quality of life
- Current grant programs are staff and resource intensive. Is this the best model to allocate dollars?
- Call for projects = "beauty contest"
 - Need to get away from this model
 - Need to establish some metrics/criteria for call for projects
- One incentive is requiring local match; increase leveraging

Sheet 3

Capital Projects

- Dumbarton Rail – affects 3 cities/counties
 - Enhance connections for those working south and west of South County
- Capitol Corridor stop at Union City – another way to San Jose and Sacramento
- East-West connector
- Whipple Road (I-880 to Central)
- Industrial (NB off ramp)
- I-580/I-680 connector / fly over
- I-880 HOT lanes
- I-680 NB HOV/HOT lanes
- Irvington BART station
- I-880/SR-84 interchanges
- Ped/bike
 - Finish Bay Trail through UC, Newark, Fremont
 - Ped/bike bridge over Alameda Creek connect UC into Coyote Hills
 - Fill in network gaps
 - Union City Blvd. bike lanes
 - Add more ped/bike connections to BART
- Widen Ardenwood near Paseo Padre

Sheet 4

Programs

- Paratransit funding
 - Increasing demand with growing senior population
 - How do we make paratransit more efficient?
 - Are there alternative ways to deliver service?
 - Specific South County service
- Expanded info for transit riders – “freedom of knowledge”
 - Nextbus
 - Bilingual
 - Allows for cheaper delivery service
- Walking/Biking
 - Focus on kids
 - All comes down to safety
 - Expand Safe Routes to School
 - Community input is key
 - Parents are not really involved
 - Plans often end in a vacuum
 - Theft of bikes is a problem at schools even with SR2S programs

- Establish school crossing guard program – would be most beneficial
- Behavior change early on
- Need a long-term funding stream so these programs are not the first ones to be cut
- Dedicate a % of bike/ped \$ to school safety programs
- No money for traffic calming programs – cut in Fremont
- Improve partnerships with other agencies (i.e. school districts and council); find revenue streams together, commit to funding
- Consider non-traffic safety issues

Attachment D

East County - Facilitated Breakout Session

Summary of Meeting – Key Takeaways

- There needs to be a resolution between the inherent conflict of the new BAAQMD regulations (i.e. new CEQA thresholds) and the desired outcomes of the SB 375/FOCUS programs. The BAAQMD regulations directly conflict with sustainability goals.
- In order to incentivize infill/sustainable/TOD per regional goals, Alameda County and jurisdictions need to:
 - Streamline permitting processes and develop a “stick” to push cities to do this.
 - Reform CEQA, as it is currently a big obstacle to all types of development.
 - Allocate additional money for infrastructure costs as it is important to facilitate sustainable growth. Expand current funding streams, such as Tax Increment Financing (TIF) and State Community Infrastructure Program (SCIP), to cover TODs / multi-family housing near transit.
- Give existing policies time to work. Many efforts have been made in recent years to address transportation issues, but economy has made it difficult to evaluate their effectiveness. Before passing more regulations, we need to give current efforts more time.
- Do not abandon the suburban parts of the county. The focus on PDAs and urban core is important, but a large part of the County is still the “suburbs,” and there is fear that these cities and areas will get left behind. These areas were built for the car, and projects should be prioritized based on that. More specifically, road miles AND population need to be one of the metrics for allocating money.
- Alameda County must strike a balance between maintenance of existing facilities and investment/expansion of transportation network.
- Alameda County should also study the merger of some transit agencies. MTC has the Transit Sustainability Project, but Alameda County should also build off and go beyond that study to evaluate how transit efficiencies can be achieved. For example, could LAVTA better serve the South County instead of AC Transit?
- Major capital projects in the Tri-Valley:
 - BART to Livermore
 - HOT Lanes on 580 & 680 connected and completed (network)
 - 580 / 680 Interchange (Flyover)
 - State Route 84
- Key programs:
 - Cities should work with employers to provide shuttles to transit or other services.
 - 511, freeway towing patrol, and other maintenance programs are important.
 - Congestion parking pricing would be tough to implement in East County. Such a program would only be possible with extensive and targeted outreach.

East County Subarea Discussion Full Meeting Notes

Sheet 1

Values and Goals

- Air District ahead of regional agencies/Change in CEQA is in conflict with SB 375 and FOCUS and other sustainability efforts- Difficult to determine/ Need more discussion/Confusion!
 - This was related to a discussion about the conflict between the newly released BAAQMD CEQA guidelines and the requirements of FOCUS and SB 375.
 - According to the new BAAQMD guidelines, all the new TOD built near BART in East County is “out of compliance.” Clear frustration was expressed
- “Elephant in the room” for this part of County is I-580/I-680 which bisect Tri Valley (580 especially mentioned) – hard to reduce emissions when you have major highway like this
- Need to address commercial and employment (not just housing)
- Jan. 22, 2011 – There will be a workshop on CEQA guidelines for dummies in East County – (mentioned by Scott Haggerty)
- Highlighted need for education on regional process – esp. educating the politicians
- Need BART extension in East County to spur more “smart growth”

Sheet 2

Incentives and Policies

- Streamline permitting is key to facilitate more smart growth
 - The Attorney General lawsuit against Pleasanton has really worked to spur permit streamlining. Really need a stick in order to make these code and process changes happen at cities
- Streamline CEQA
 - In counter to bullet #1, CEQA is biggest obstacle, not city process. Developers need to do their job and go through rigors of city processes.
 - If we want to streamline the process - look more closely at the NEPA/CEQA/FTA funding.
- Financing infrastructure costs is important to facilitate sustainable growth. Some specific ideas:
 - Expand State Community Infrastructure Program to multi-family housing near transit- SCIP is usually for commercial development, Dublin has just successfully expanded to cover infrastructure costs for multi-family housing near transit
 - Tax Increment Financing (TIF)- expand to cover transit zones. TIF for TOD- “Transit development zone”
- Lower impact fees / use other funds

- Lowering Impact fees is a third way to incentivize “sustainable” growth- would have to find another way to pay for the things that fees are paying for.
- Existing policies need time to work
 - Many policies have been passed, but few have had time to really show results they will have due to economic downturn. Before passing a bunch of new policies/incentives, we need to give all the efforts we have already made a chance to bear fruit
- Get people out of cars- need to eliminate trips and create alternatives
 - Bike sharing
- Don't abandon suburbs- With all these policies and incentives looking at PDA & Urban Core – afraid that the suburbs will be abandoned
- How to allocate funding?
 - Road miles AND population need to be considered when allocating \$
 - Move forward with current census and road miles – some areas need large projects and the need to be built, and there are already approved projects that are not getting built because of economic downturn
 - Must be balanced and flexible to include maintenance and capital
- Encourage job centers near housing
- Need balance between maintenance and expansion
- Idea of using funds as pass through rather than grant-based was raised- some liked, some did not like
- Need to consider changes to the methodology supporting distribution of housing numbers

Sheet 3

Capital Projects

- Some general comments:
 - Roadways do need to continue to be a part of countywide network - they make a difference
 - There are large projects that *need to* get built
 - We have a large suburban area that has already been built in a way that is car dependent, can't just abandon it, need to deal with congestion and maintenance of system we have
 - Congestion causes emissions through idling cars
 - Important to continue investment on 580 & 680
 - Honor existing commitments is important
 - San Joaquin is the problem- inflow
- Major Projects in the Tri-Valley (in no particular order)
 - BART to Livermore
 - HOT Lanes on 580 & 680 connected and completed (network)
 - 580 / 680 Interchange (Flyover)

- State Route 84
- How do these projects meet regional goals?
 - Can reduce GHG by reducing congestion
 - To reduce VMT, must place commercial centers near housing
 - Can reinvest HOT lanes money in transit
- Projects that may not reduce GHG
 - Support NUMMI plant – Tesla conversion

Sheet 4

Programs

- Consider fewer programs in favor of more capital spending
- 511, Freeway towing patrol & other maintenance programs are important
- Work with employers to provide shuttles to transit or other services
 - Use South Bay as an example
 - County could help facilitate relationship with LAVTA/WHEELS and employers
 - Staff to identify largest employers in the Tri-Valley to point out how to get employees out of cars
- Encourage alternative transportation, e.g. bike programs
- Congestion parking pricing – would be tough in East County, only possible with outreach
- Invest in local transit (e.g. Wheels / County Connection)

Sheet 5

Countywide Project & Programs

- High speed rail over Altamont
 - Livermore could serve as major regional terminal/hub for High Speed Rail, BART, ACE
- BART to Livermore
- Dumbarton Rail
- HOT Network throughout County
- Support urban growth boundaries
- Work with businesses for alternative work shifts
- Study merger of some transit agencies
 - LAVTA could serve South County
- Work with Port to be a truly 24-hour facility – would get trucks off road at key times. And truck drivers prefer to drive at night when no traffic anyway- have trucks move out at night and not be on the road during high traffic time

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