



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

Tuesday, February 7, 2012, 1:30 P.M.
1333 Broadway, Suite 300,
Oakland, California 94612
(see map on last page of agenda)

Chairperson: Art Dao
Staff Liaison: Matt Todd
Secretary: Claudia Leyva

AGENDA

*Copies of Individual Agenda Items are Available on the:
Alameda CTC Website -- www.AlamedaCTC.org*

1 INTRODUCTIONS

2 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 CONSENT CALENDAR

- | | | |
|----|--|----------|
| 3A | Minutes of January 3, 2012 – Page 1 | A |
| 3B | Review CTC Meeting Summary – Page 7 | I |
| 3C | Review Updated Information on Bay Area Air Quality Management District’s (BAAQMD) Adopted California Environmental Quality Act (CEQA) Guidelines and Court Suspension of Air Quality Rules – Page 9 | I |
| 3D | Review Federal Fiscal Year 2011-12 Surface Transportation/Congestion Mitigation and Air Quality (STP/CMAQ) Program Delivery Update – Page 11 | |
| 3E | Review Funding Opportunity – Job Access and Reverse Commute (JARC) funded Mobility Management Program Call for Projects – Page 17 | I |
| 3F | Review Funding Opportunity – Priority Development Area (PDA) Planning Program Cycle Five Call for Projects – Page 21 | |
| 3G | Review Funding Opportunity – Transportation Investment Generating Economic Recovery (TIGER) 2012 Discretionary Grant– Page 27 | I |

4 ACTION ITEMS

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|----|--|----------|
| 4A | Approval of 2012 State Transportation Improvement (STIP) Exchange Proposal
– Page 29 | A |
| 4B | Approval of STIP Expenditure Deadline Extension for Alameda CTC's I-880
Southbound HOV Lane Landscape Enhancements Project – Page 33 | A |
| 4C | Approval of Safe Route to School (SR2S) Federal Fund Exchange * | A |

5 NON ACTION ITEMS

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|----|---|------------|
| 5A | Review and Comment on MTC's Second Draft of the One Bay Area Grant
Program – Page 39 | D/I |
| 5B | Review of Countywide Transportation Plan (CWTP) and Transportation
Expenditure Plan (TEP) and Update on Development of a Sustainable
Communities Strategy (SCS)/Regional Transportation Plan (RTP) – Page 95 | I |
| 5C | Review Presentation by the Bay Area Conservation and Development
Commission (BCDC) on the Bay Plan Amendment and the Adapting to Rise
Tides Project in Alameda County – Page 109 | D/I |
| 5D | Review State Transportation Improvement (STIP) Program Timely Use of
Funds Monitoring Report – Page 113 | I |
| 5E | Review Federal Surface Transportation/Congestion Mitigation and Air Quality
(STP/CMAQ) Program Timely Use of Funds Monitoring Report– Page 119 | I |
| 5F | Review CMA Exchange Program Preliminary Quarterly Status Monitoring
Report – Page 131 | I |
| 5G | Review Transportation for Clean Air (TFCA) Program Timely Use of Funds
Monitoring Report – Page 133 | I |
| 5H | Review Transportation for Clean Air (TFCA) Fund Estimate and Schedule for
FY 12/13 Call for Projects– Page 139 | I |
| 5I | Review 2013 TIP Update Process* | I |
| 5J | Review Federal Inactive Projects List: December 2011 Quarterly Review –
Page 143 | I |

6 LEGISLATIVE PROGRAM UPDATE

- | | | |
|----|---|----------|
| 6A | Review Legislative Program Update – Page 149 | I |
|----|---|----------|

7 STAFF AND COMMITTEE MEMBER REPORTS

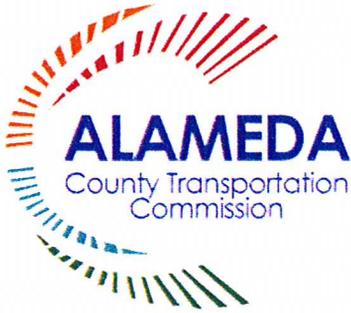
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| 7A | Review of Local Streets and Roads Working Group (LSRWG) Update – Page
171 | I |
|----|--|----------|

8 ADJOURNMENT AND NEXT MEETING: March 6, 2012

Key: A- Action Item; I – Information Item; *Material will be provided at meeting.
 (#) All items on the agenda are subject to action and/or change by the Committee.

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

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Alameda County Technical Advisory Committee (ACTAC)

Member Agency Roster **Fiscal Year 2010/11**

Chair, ACTC

City of Alameda
City of Albany
City of Berkeley
City of Dublin
City of Emeryville
City of Fremont
City of Hayward
City of Livermore
City of Newark
City of Oakland
City of Piedmont
City of Pleasanton
City of San Leandro
City of Union City
County of Alameda
ACE
AC Transit
BAAQMD
BART
Caltrans
LAVTA
MTC
Union City Transit
WETA

Glossary of Acronyms

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



Directions to the Offices of the Alameda County Transportation Commission:

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

Public Transportation Access:

BART: City Center / 12th Street Station

AC Transit:

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

Auto Access:

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



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



ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE
MINUTES OF JANUARY 3, 2012

1 INTRODUCTIONS

2 PUBLIC COMMENT

3 CONSENT CALENDAR

3A Minutes of December 6, 2011

3B Review CTC Meeting Summary

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

4 ACTION ITEMS

4A Approval of Third Cycle Lifeline Program Structure

Taylor requested ACTAC to make a recommendation to the Commission to (1) Approve the project evaluation criteria and weighting to be used for the project selection process of the Third Cycle Lifeline Transportation Program (Cycle 3), and (2) Approve the programming of Cycle 3 funding for updating Community-Based Transportation Plans (CBTPs). A motion was made by Rosevear (Caltrans) to make the recommendation; Cooke (San Leandro) made a second. The motion passed unanimously.

4B Approval of Advance Programming of \$45,000 of Lifeline Cycle 3 Funding for the Neighborhood Bike Centers Program

Taylor requested ACTAC to make a recommendation to the Commission to approve the advance programming of \$45,000 of federal Job Access and Reverse Commute (JARC) funding from the Third Cycle Lifeline Transportation Program (Cycle 3) to the Neighborhood Bike Centers program. A motion was made by Odumade to make the recommendation; Frascinella made a second. The motion passed unanimously.

4C Approval of Transportation Fund of Clean Air (TFCA) Program Manager Funding for a Goods Movement Emission Reduction Program (Engine MY 2004 Port Truck Replacement Program)

Todd requested ACTAC to make a recommendation to the Commission to consider providing TFCA Program Manager funding for a Goods Movement Emission Reduction Program. Public comment was made by Dave Campbell of the East Bay Bicycle Coalition in opposition of the funding. After a lengthy discussion an initial motion was made by Odumade (Fremont) to oppose Alameda TFCA Program Manager Funds for contribution to the Truck Drayage Program; Tassano (Pleasanton) made a second. Subsequently a substitute motion was made by Cooke (San Leandro) to oppose the contribution to the Truck Drayage Program and if

contribution of Alameda TFCA Program Manager Funds is required, use funding Option 2; Keener (Alameda County) made second. A second substitute motion was made by Tassano (Pleasanton) to recommend oppose the contribution to the Truck Drayage Program and if contribution of Alameda TFCA Program Manager Funds is required, use funding Option 2 and stipulate the Air District use Regional TFCA funds first, and only fund Alameda projects with Alameda funds; Vinn (Livermore) made a second. The motion passed unanimously. Dao stated that a letter will be going out to the Port of Oakland to emphasis where funding should come from.

- 4D Approval of STIP Award Deadline Time Extension Request for the Union City Intermodal Station Project, Phase II
Todd requested ACTAC to recommend the Commission approve the request for a six-month time extension to the STIP award deadline for the Union City Intermodal Station, Phase II until June 30, 2012. A motion was made by Odumade (Fremont) to make the recommendation; Lee (BART) made a second. The motion passed unanimously.

5 NON ACTIONS ITEMS

- 5A Review of Congestion Management Program: Quarterly Update of the Land Use Analysis Program Element (1st and 2nd Quarter) FY 2011/12
Poeton requested ACTAC to review the list of projects and (1) verify all projects are included; (2) inform staff if projects are complete; (3) confirm that the information presented is accurate. She informed the committee that all responses are due by January 27, 2011. This item was presented for information only.
- 5B Review of Countywide Transportation Plan (CWTP) and Transportation Expenditure Plan and Update on Development of a Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP)
Walukas and Lengyel provided ACTAC with information on regional and countywide transportation planning efforts related to the updates of the Countywide Transportation Plan and Sales Tax Transportation Expenditure Plan as well as the Regional Transportation Plan and the development of the Sustainable Community Strategy. This item was presented for information only.
- 5C Review Evaluation of Bike to Work Day and Ride into Life/Get Rolling Campaigns
Stark requested ACTAC to review and provided input on the draft Bike to Work Day and Get Rolling Advertising Campaign Assessment Report. Stark requested all comments be submitted by January 10, 2012. Sara LaBatt of EMC Research made a presentation regarding the program. This item was presented for information only.
- 5D Review of MTC OneBayAreaGrant Program.
Lengyel provided ACTAC with a brief program update regarding the OneBayAreaGrant Program This item was presented for information only.

6 LEGISLATIVE PROGRAM UPDATE

- 6A Approval of 2012 Alameda CTC Legislative Program
Lengyel requested ACTAC to recommend the Commission approve the 2012 Alameda CTC Legislative Program. A motion was made by Tassano to approve the recommendation; Odumade made a second. The motion passed unanimously.

7 STAFF AND COMMITTEE MEMBER REPORTS

7A Review of Delivery Schedule for 2011/12 Federal Program

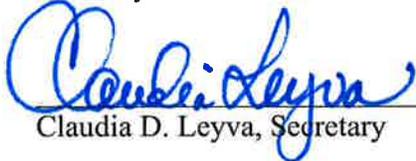
James O'Brien of Advance Project Delivery provided ACTAC with the brief review of the Delivery Schedule for the 2011/2012 Federal Programs. This item was presented for information only.

8 ADJOURNMENT AND NEXT MEETING: FEBRUARY 7, 2012

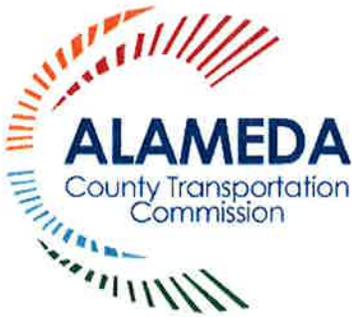
NEXT MEETING: February 7, , 2012.

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

Attest by:



Claudia D. Leyva, Secretary



1333 Broadway, Suites 220 & 300

Oakland, CA 94612

PH: (510) 208-7400

www.AlamedaCTC.org

**ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE
 JANUARY 03, 2012
 ROSTER OF MEETING ATTENDANCE
 ACTC OFFICE, 3rd FLOOR, OAKLAND, CALIFORNIA**

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4.	Paul Keener	Alameda County Public Works Agency	(510) 670-6452	paulk@acpwa.org
5.	Andrea Arguelles	City of Piedmont	(510) 420-3096	aarguelles@ci.piedmont.ca.us
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7.	Matt Nichols	City of Berkeley	510-981-7068	mnichols@cityofberkeley.info
8.	Donna Lee	BART	510-464-6282	dlee@bart.gov
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10.	Ters Lengyel	Alameda CTC	208-7428	tlengyel@alamedactc.org
11.	Brian Walukes	Alameda CTC	510/208-7405	bwalukes@alamedactc.org
12.	Matt Todd	"	510-208-7420	mtodde "

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14. JACKI Taylor AETC (510) 208-7413
15. Kunle Odumade Fremont 510-494-4746 Kodumade@fremont.gov
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34. Rochelle Wheeler Consultant to Alameda CTC 510-2087 ²⁰⁸⁻⁷⁴⁴⁷ rwheeler@alamedactc.org

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Metropolitan Transportation Commission Programming and Allocations Committee

February 8, 2012

Item Number 4

California Transportation Commission Update

Subject: Update on the January 2012 California Transportation Commission Meeting

Background: The California Transportation Commission is responsible for programming and allocating funds for the construction of highway, passenger rail, and transit improvements throughout California. The CTC consists of eleven voting members and two non-voting ex-officio members. The San Francisco Bay Area has three (3) CTC members residing in its geographic area: Bob Alvarado, Jim Ghielmetti, and Carl Guardino.

January CTC Meeting (January 25, Sacramento, California)

The Commission met and discussed the following issues of significance to the Bay Area:

Proposition 1B Corridor Mobility Improvement Account (CMIA) Actions

The CTC approved a number of actions related to the CMIA program, which has a construction start deadline of December 2012. In order to meet this deadline, the CTC has set an allocation deadline of June 2012. The actions taken this month include:

- Allocation of two projects in Contra Costa County – the SR-4 East Widening Segment 3A, and the SR-4 Bypass Freeway Conversion – totaling about \$76 million in CMIA and about \$10 million in Proposition 1B State Local Partnership Program (SLPP) funds.
- Amendments to the project baseline agreements on seven projects, including projects on I-580 and I-880 in Alameda County, and on US-101 in Marin and Sonoma Counties.
- De-Allocation of about \$64 million in CMIA funds as a result of award savings on three projects in the Bay Area – two projects on US-101 and I-880 in Santa Clara County and one project on US-101 in San Mateo County. The CTC will consider re-programming these funds to other projects in March.

Proposition 1B Traffic Light Synchronization Program (TLSP) Amendment

The San Mateo City/County Association of Governments requested and received \$7.5 million in additional TLSP funding for an unfunded phase of the Smart Corridor project in San Mateo County. The funding came from cost savings in the Program. The Smart Corridor project will deploy Intelligent Transportation System (ITS) strategies along the SR-82 and US-101 corridors.

Issues: None

Recommendation: Information. No action required.

Attachments: None

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Memorandum

Date: January 30, 2012

To: Alameda County Technical Advisory Committee

From: Diane Stark, Senior Transportation Planner

Subject: Review Updated Information on Bay Area Air Quality Management District's (BAAQMD) Adopted California Environmental Quality Act (CEQA) Guidelines and Court Suspension of Air Quality Rules

Information

The Alameda County Superior Court recently suspended the Bay Area Air Quality Management District's (BAAQMD) CEQA Guidelines (Guidelines), which include significance thresholds for greenhouse gas (GHG) emissions and toxic air contaminants, on the grounds that the Guidelines must first undergo review under the California Environmental Quality Act (CEQA).

Summary

The Alameda County Superior Court recently struck down the Bay Area Air Quality Management District's (BAAQMD) CEQA Guidelines (Guidelines). The Guidelines include significance thresholds for GHG emissions and toxic air contaminants. The Court finding was made on the grounds that the Guidelines themselves must first undergo review under the California Environmental Quality Act (CEQA). Although the Court has not yet issued a written order, it is expected to set aside the Guidelines unless and until BAAQMD conducts CEQA review. Without clear air quality threshold guidelines, project sponsors have both the flexibility and the uncertainty of choosing to continue use the rescinded threshold guidelines or use their professional judgments.

Background

In June 2010, BAAQMD adopted new guidelines for addressing air quality impacts. The guidelines were updated in May 2011. The BAAQMD did not conduct CEQA review on the guidelines. While the Guidelines covered several air quality issues, they included two new thresholds that were a concern to project sponsors and resulted in a lawsuit filed by the Building Industry Association (BIA):

- 1) stringent thresholds of significance set for greenhouse (GHG) emissions
- 2) toxic air contaminants requiring that projects conduct a health-risk assessment showing sources of toxic air contaminants within 1,000 feet of the project, such as freeways

The California Building Industry Association (BIA) lawsuit alleged two main issues:

- 1) BAAQMD violated CEQA by not reviewing the environmental impact of the Guidelines and
- 2) for toxic air contaminants near freeways, projects are only required to assess their impact on the environment, not the environment's impact on them.

In particular, BIA argued that the thresholds would hinder development within 1,000 feet of major transportation corridors and push new development away from infill sites and further from the core of the Bay Area. BIA argued that such a result would be contrary to the goal and intent of other laws, such as SB 375 and AB 32, both intended to promote infill development to mitigate air quality impacts from automobile use.

The Alameda Superior Court granted BIA's petition by finding that BAAQMD's adoption of the Guidelines is a "CEQA project," requiring environmental review. The Court did not make a finding on the second issue, above, regarding toxic air contaminants. However, the Court only ruled from the bench, meaning that there is no written order, i.e., the scope of the decision and the remedy are uncertain.

Next Steps:

The next steps have not yet been determined or scheduled and may include options among the following:

- The Court may order that BAAQMD rescind the Guidelines and comply with CEQA before adopting new Guidelines,
- The parties (BAAQMD and BIA) may settle,
- BAAQMD may appeal, or BAAQMD may conduct CEQA and re-adopt new Guidelines.
- Project sponsors for projects under development may use rescinded Air District threshold standards or use their own discretion to determine thresholds of significance for air quality impacts since there is no clear guidance on air quality thresholds for CEQA review.



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TRANSPORTATION
COMMISSION

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Memorandum

TO: Partnership Technical Advisory Committee;
Partnership Programming and Delivery Working Group;
Partnership Local Streets and Roads Working Group

DATE: February 6, 2012

FR: Ross McKeown

RE: Federal Fiscal Year 2011-12 STP/CMAQ Program Delivery Update

This memo recommends actions to address significant regional delivery challenges for the Surface Transportation Program (STP) and Congestion Management and Air Quality Improvement (CMAQ) Program.

Background

As a reminder, to ensure that the region meets federal and state funding deadlines, the region adopted a project delivery policy, MTC Resolution 3606. This resolution requires that STP/CMAQ funds must be obligated by April 30 in the year of federal apportionment, and in the year of OA availability. Funds that do not meet the regional deadlines are returned to MTC for reprogramming within the region. The policy does not allow for any extensions to the obligation deadline since OA is only available annually, and redistributed by FHWA to other states if not used by the end of each federal fiscal year. However, project substitutions are allowed to redirect the funds to projects that can use the funds within the prescribed deadlines.

Federal apportionments for the STP/CMAQ formula programs are available for obligation for 4 years. Funds not obligated (authorized in an E-76) by the deadline are lost to the state. Under state statute, STP/CMAQ funds must be obligated within 3 years of the apportionment. Funds not obligated by the deadline are returned to the state and lost to the region. Furthermore, Obligation Authority (OA) is assigned by FHWA to the STP/CMAQ apportionments on an annual basis. Regional OA not used by May 1 of each year is made available by the state to other regions on a first-come first-served basis, with any remaining OA not used by the end of each federal fiscal year taken by the state with no guarantee the funds will be returned.

FFY 2011-12 Funding and Delivery Challenges

The region is facing a few challenges in delivering the STP/CMAQ program for fiscal year 2011-12, which could result in the region losing federal apportionment and jeopardizing the funding available for the STP/CMAQ Cycles 1 and 2 Programs:

- **Large Number of Delivery Failures.** The region is experiencing a larger than usual number of delivery failures for STP/CMAQ projects programmed in the last year of the Cycle 1 program. This seems to be primarily due to three issues: the more challenging Cycle 1 projects were programmed in the final year of the program to allow more time for delivery; sponsors underestimated the long lead-times required for projects to go through

the lengthy environmental process and new right of way requirements; and several projects are held up due to federal eligibility issues. In addition, a handful of projects are not meeting deadlines due to poor project management and oversight, as demonstrated by several projects lacking Caltrans field reviews prior to the deadline to submit the Request for Authorization (RFA) to Caltrans. The regional delivery policy requires sponsors to submit a complete and accurate RFA to Caltrans District 4 by February 1 of the year the funds are to be delivered - in order to ensure obligation (federal authorization of the E-76) by the April 30 deadline. For Cycle 1, approved December 2009, there is a requirement that all Cycle 1 funds be obligated by April 30, 2012. Field reviews should have been conducted well in advance of the February 1, 2012 RFA submittal deadline.

- **Final Year of Cycle 1.** Fiscal Year 2011-12 is the last year of the Cycle 1 STP/CMAQ program, with adoption of the Cycle 2 program not expected until May 2012. Usually there is a much greater overlap with the Cycle programs that allow projects with delivery challenges to be substituted with projects advanced from the next cycle. Unfortunately, with a May 2012 program adoption of Cycle 2, it is not possible to substitute projects by the April 30 obligation deadline, and it will be extremely challenging to program projects and obligate the funds following the May 2012 program adoption, and prior Caltrans' July RFA submittal deadline. Depending upon the number of delivery failures, there may not be sufficient projects to advance in such little time to cover all of the delivery failures.
- **MAP 21 Rescission.** Language in the Senate's "Moving Ahead for Progress in the 21st Century", or MAP-21, includes a rescission of \$5.4 billion in unused federal apportionment nationwide. Rescissions are not new to the federal programs. SAFETEA had a similar rescission and there have been annual rescissions each year since SAFETEA. The region's STP/CMAQ program has been unaffected by these past rescissions because of the exceptional delivery rate, where the region delivered all of the apportionments subject to the rescissions. Last year, Congress rescinded \$2.5 billion in apportionment, with \$75.6 million in CMAQ funds rescinded from California. As a result of the region's stellar delivery record, no CMAQ funds were rescinded from the MTC region. However, should the MAP-21 rescission be implemented and be based on the formula distribution of the STP/CMAQ funds coming to the region, MTC's share would be roughly \$31 million. This would be a significant hit to the Cycles 1 & 2 programs.

Recommended Actions to Improve Project Delivery

Given the consequence of under-delivering this federal fiscal year, MTC staff propose to pursue several different courses of action, both short and long-term to remedy the poor delivery and keep funds from lapsing due to missing critical state and federal deadlines. The actions are listed below and organized by lead responsible agency.

MTC

- **Expedite Delivery of Cycle 2 Projects:** Identify and advance Cycle 2 projects for TIP programming and immediate delivery following approval of the Cycle 2 program in May. This will allow Cycle 2 projects to serve as substitutes for many of the Cycle 1 delivery failures. Given that the majority of the OneBayArea Grant (OBAG) funding will need to go through a call for projects, the substitutions will probably need to be the ongoing regional projects such as Clipper, 511, PTAP and Planning. Unfortunately it will not be known until the end of the fiscal year whether sufficient projects can be advanced from Cycle 2 to cover

all of the Cycle 1 unused apportionments. MTC may prioritize the advancement of Cycle 2 funds to address early-identified and on-going eligibility and deliverability issues beyond the control of the sponsors for a few climate initiative and TLC program projects.

- **Approve Program Framework Earlier to Allow More Time for Project Delivery:** The federal-aid process is particularly complex, with additional requirements continuously placed on project sponsors. This has lengthened the lead time needed to deliver federally-funding projects, even for the simplest of CEs. A more realistic lead-time from the point of program adoption to the obligation deadline would be between 36 and 48 months. MTC will seek to approve future STP/CMAQ cycles with this lead-time in mind.

CMA

- **Potential Loss of Funds - De-Programming:** Identify potential project failures and notify the project sponsors they may lose their funding if not delivered by the deadline. If projects are not delivered, and the funds rescinded, the project funding will need to be removed from the federal Transportation Improvement Program (TIP) due to federal fiscal constraint requirements. Any Cycle 1 STP/CMAQ funds not delivered by the April 30, 2012 obligation deadline may be subject to de-programming as part of the 2013 TIP Update if substitute projects cannot be delivered to secure the funds. Many of these projects may be able to re-compete in Cycle 2. As noted above, a few climate initiative and TLC program projects with early-identified and on-going eligibility and deliverability issues beyond the control of the sponsors may be prioritized for receipt of funds advanced from Cycle 2.
- **Regular Reporting on Project Status:** MTC staff distributes monthly STP/CMAQ obligation status reports and tracks obligations in the on-line Fund Management System (FMS). Sponsors are aware of their obligation status and are reminded of the delivery deadlines on a regular basis. Apparently this is insufficient for some agencies to meet the delivery requirements. Therefore it is suggested that in addition to the monthly MTC obligation status reports, the CMAs prepare and present quarterly delivery status reports displaying key milestones for discussion at the partnership working groups and the CMA TACs. The purpose of such reports is to track key milestones leading to obligation of all FHWA-administered funds by local project sponsors in each county.

Sponsors

- **Assign Single Point of Contact for all Project Sponsors.** To facilitate the monitoring of project delivery and improve communications between the CMAs, MTC, Caltrans and local project sponsors, each agency should assign a single point of contact to handle inquiries and communications for all projects funded with FHWA-administered funds. This contact would respond to inquiries from the CMAs, MTC and Caltrans, and receive and transmit communications regarding project delivery and updates with the federal-aid process within their agency. Assignment of a single point of contact would be required for receipt of future funding from MTC.

Joint

- **Consultations with Project Sponsors that Continue to be Delivery Challenged.** For project sponsors that continue to miss delivery deadlines, conduct a consultation meeting with the county CMA, MTC and Caltrans prior to approving future Cycle programming or including new funding in the federal TIP. The purpose of the consultation would be to ensure the local public agency has the resources and technical capacity to deliver federal

projects, is fully aware of the required delivery deadlines, and has developed a delivery timeline that takes into consideration the requirements and lead-time of the federal-aid process.

Next Steps

MTC staff will work with the CMAs, Caltrans and project sponsors in the months ahead to identify the project failures, select potential substitute projects, and implement actions and efficiencies to ensure projects are delivered within required deadlines for all FHWA-administered funds within the region. The table below shows the STP/CMAQ obligation status as of December 31, 2011. Attached is the latest STP/CMAQ obligation status showing the projects that must receive an obligation by April 30 of this year, or be subject to de-programming.

STP/CMAQ Obligation Status for FFY 2011-12

As of December 31, 2011

Fund Source	FY 2011-12 STP/CMAQ Obligation Plan	Obligations through 12-31-2011	% Obligated	Balance Remaining	% Remaining
STP	\$84,459,820	\$133,000	0%	\$84,326,820	100%
CMAQ	\$78,560,745	\$662,000	1%	\$77,898,745	99%
Total	\$163,020,565	\$795,000		\$162,225,565	

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Metropolitan Transportation Commission
STP-CMAQ Obligation Status Report

Fiscal Years: FY 11/12
January 20, 2012

County	Sponsor	Project Name	Phase	TIP ID	Status	Fund Code	Fed Project Data			Fund Programming Information			Obligation Information			Balance Remaining
							Prefix	ID	Appn FY	Prog FY	STP Amt	CMAQ Amt	Total Amt	Date	STP Amt	
Alameda County																
Alameda	Alameda	Alameda County: Rural Roads Pavement	CON	ALA090069	ACTIVE	STP-T4-1-LSR-FAS	11/12	11/12	11/12	1,814,750		1,814,750				1,814,750
Alameda	Alameda	Alameda Co - Central Unincorporated	CON	ALA110026	ACTIVE	STP-T4-1-LSR-CO	11/12	11/12	11/12	1,071,000		1,071,000				1,071,000
Alameda	Albany	Albany - Buchanan Bicycle and	CON	ALA110030	ACTIVE	CMAQ-T4-1-RBP-CO	11/12	11/12	11/12		1,702,000	1,702,000				1,702,000
Alameda	Berkeley	City of Berkeley Transportation Action	CON	ALA110007	ACTIVE	CMAQ-T4-1-CCI	11/12	11/12	11/12		10,000	10,000				10,000
Alameda	Dublin	Dublin Citywide Street Resurfacing	CON	ALA110024	ACTIVE	STP-T4-1-LSR-CO	11/12	11/12	11/12	547,000		547,000				547,000
Alameda	Dublin	West Dublin BART Golden Gate Drive	CON	ALA110034	ACTIVE	CMAQ-T4-1-TLC-REG	11/12	11/12	11/12		580,000	580,000				580,000
Alameda	Fremont	Fremont CBD/Midtown Streetscape	CON	ALA110012	ACTIVE	CMAQ-T4-1-TLC-CO	11/12	11/12	11/12		1,006,684	1,006,684				1,006,684
Alameda	Hayward	South Hayward BART Area/Dixon Street	CON	ALA110035	ACTIVE	CMAQ-T4-1-TLC-REG	11/12	11/12	11/12		1,540,000	1,540,000				1,540,000
Alameda	Livermore	Iron Horse Trail Extension in Downtown	CON	ALA110013	ACTIVE	CMAQ-T4-1-TLC-CO	11/12	11/12	11/12		1,566,000	1,566,000				1,566,000
Alameda	Livermore	Livermore Village Plaza & Infrastructure	CON	ALA110037	ACTIVE	STP-T4-1-TLC-REG	11/12	11/12	11/12	2,500,000		2,500,000				2,500,000
Alameda	Newark	Newark - Cedar Blvd and Jarvis Ave	CON	ALA110016	ACTIVE	STP-T4-1-LSR-CO	11/12	11/12	11/12		682,000	682,000				682,000
Alameda	Oakland	Various Streets Resurfacing and Bikeway	CON	ALA110006	ACTIVE	STP-T4-1-LSR-CO	11/12	11/12	11/12	3,057,000		3,057,000				3,057,000
Alameda	Oakland	Various Streets Resurfacing and Bikeway	CON	ALA110006	ACTIVE	STP-T4-1-RBP-CO	11/12	11/12	11/12		435,000	435,000				435,000
Alameda	Oakland	Oakland Foothill Blvd Streetscape	CON	ALA110029	ACTIVE	STP-T4-1-TLC-REG	11/12	11/12	11/12	2,200,000		2,200,000				2,200,000
Alameda	Pleasanton	Pleasanton - Foothill/580 IC Bike/Ped	CON	ALA110031	ACTIVE	CMAQ-T4-1-RBP-CO	11/12	11/12	11/12		709,000	709,000				709,000
Alameda	Port of Oakland	Shore Power Initiative	CON	ALA110010	ACTIVE	CMAQ-T4-1-CCI	11/12	11/12	11/12		3,000,000	3,000,000				3,000,000
Alameda	San Leandro	San Leandro Downtown-BART Pedestrian	CON	ALA110027	ACTIVE	CMAQ-T4-1-TLC-REG	11/12	11/12	11/12		4,298,437	4,298,437				4,298,437
Alameda	Union City	Union City Blvd Corridor Bicycle Imp.	CON	ALA110028	ACTIVE	CMAQ-T4-1-RBP-CO	11/12	11/12	11/12		860,000	860,000				860,000
Alameda County Totals										12,306,750	15,272,121	27,578,871	0	0	0	27,578,871

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METROPOLITAN
TRANSPORTATION
COMMISSION

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Deputy Executive Director, Policy

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Deputy Executive Director, Operations

December 21, 2011

Potential Job Access and Reverse Commute (JARC) Applicants
San Francisco Bay Area

RE: Call for Projects: Job Access and Reverse Commute (JARC)-Funded Mobility Management Program

Dear Potential Applicants:

The Metropolitan Transportation Commission (MTC) invites your agency or organization to submit applications for the Job Access and Reverse Commute (JARC)-Funded Mobility Management program. Mobility management is identified in the Bay Area's Coordinated Public Transit/Human Services Transportation Plan (<http://www.mtc.ca.gov/planning/pths/>) as a potential solution to address transportation gaps for low-income persons, seniors, and persons with disabilities.

Successful applicants will receive Federal Transit Administration (FTA) funding to implement projects that support mobility management activities, particularly those that advance regional and/or subregional transportation coordination efforts. The available funding is approximately \$0.7 million for one or two larger-scale mobility management projects.

Program Requirements

Project Eligibility

MTC is requesting proposals for mobility management projects only. Mobility management is intended to build coordination among existing public transportation providers and other transportation service providers with the results of expanding the availability of service. Mobility management activities may include:

- (1) The promotion, enhancement, and facilitation of access to transportation services, including the integration and coordination of services for individuals with disabilities, older adults, and low-income individuals;

- (2) Support for short term management activities to plan and implement coordinated services;
- (3) The support of State and local coordination policy bodies and councils;
- (4) The operation of transportation brokerages to coordinate providers, funding agencies and customers;
- (5) The provision of coordination services, including employer-oriented Transportation Management Organizations' and Human Service Organizations' customer-oriented travel navigator systems and neighborhood travel coordination activities such as coordinating individuals travel training and trip planning activities for customers;
- (6) The development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and
- (7) Operational planning for the acquisition of intelligent transportation technologies to help plan and operate coordinated systems inclusive of Geographic Information Systems (GIS) mapping, Global Positioning System technology, coordinated vehicle scheduling, dispatching and monitoring technologies as well as technology to track costs and billing in a coordinated system and single smart customer payment system (acquisition of technology is also eligible as a stand alone capital expense.

Eligible Applicants

There are three categories of eligible applicants for JARC funds: a) private non-profit organizations; b) state or local governmental authorities; and c) transit operators.

Federal/Local Share and Compliance with Federal Requirements

Mobility management is an eligible capital expense. The federal share of the total eligible cost can be no more than 80 percent for mobility management projects. The local share must be provided from sources other than federal transportation funds.

Recipients must comply with all pertinent federal requirements, including quarterly reporting of project progress and project performance.

Programming Targets

The total funding available in this Call for Projects is \$0.7 million. MTC intends to fund one or two mobility management projects that advance the efforts of regional or subregional coordination, rather than funding a large number of small, localized projects dispersed throughout the region. The amounts are as follows:

FY2011-12 JARC-Funded Mobility Management Program Projects

Bay Area Large Urbanized Areas	\$671,864
Concord	\$21,585
San Francisco-Oakland	\$643,752
San Jose	\$11,721

The urbanized areas are actually larger than the cities for which they are named. A map of the UAs is included in MTC's Program Guidelines. The above amounts are the target programming amounts for projects that will provide services within a given UA. Projects that will provide services in multiple UAs are eligible to apply for funds in all of the affected UAs.

How to Apply

The Program Guidelines contain detailed information on this Call for Projects. The guidelines and application forms are available at http://www.mtc.ca.gov/funding/jarc_mobility_management.htm/.

Applications are due by 4:00 p.m. on Friday, February 24, 2012 to the addressee below.

Kristen Mazur
Metropolitan Transportation Commission
Joseph P. Bort MetroCenter
101 Eighth Street
Oakland CA 94607-4700.

A workshop for prospective applicants will be held from 1:00 p.m. to 3:00 p.m. on Tuesday, January 17, 2012 at MTC's office on 101 Eighth Street in Oakland (3rd floor Fishbowl Conference Room). Attendance is not required but encouraged.

Application Evaluation

After initial screening by MTC staff to determine eligibility, a panel consisting of Bay Area representatives of low-income and/or senior and disabled population interests and MTC staff will evaluate and score the applications. Applications will be evaluated based on MTC-adopted criteria including: demonstration of need and expected benefits; evidence of coordination, partnership, and outreach efforts; and project readiness.

MTC reserves the right to waive minor irregularities in applications, and to request additional information from the applicants. Preliminary results are expected to be announced by April 2012, with funds expected to be available for use in Fall 2012.

We look forward to receiving your project applications. Please contact Kristen Mazur at kmazur@mtc.ca.gov or (510) 817-5789 if you have any questions.

Sincerely,



Alix Bockelman
Director, Programming & Allocations

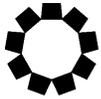
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Enclosures:

- MTC Resolution 4042
- Attachment A, JARC-Funded Mobility Management Program Guidelines
- Attachment B, JARC-Funded Mobility Management Program Funding Application
- Attachment C, Supplemental Instructions for Civil Rights Demographic Information

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ABAG

PDA Planning Program
CYCLE FIVE
PROGRAM GUIDELINES



Program Description

The PDA Planning Program is an initiative to finance planning in Priority Development Areas (PDA) that will result in intensified land uses around public transit hubs and bus and rail corridors in the nine-county San Francisco Bay Area. The key goals of this program are to:

- (1) Increase both the housing supply, including affordable housing for low-income residents, and jobs within the planning area
- (2) By increasing land use intensities in the planning area, boost transit ridership and thereby reduce vehicle miles traveled (VMT) by PDA residents, employees and visitors
- (3) Increase walking, bicycling, carpooling and carsharing by effectively managing parking and driving while promoting multimodal connections for residents, employees and visitors within the PDA
- (4) Locate key services and retail within the planning area.

Grantees must address all PDA planning elements listed below under Planning Elements on page 3. If a precise or specific plan encompassing the PDA has been completed or amended within the last 10 years, select planning elements may be excluded from the planning process. An explanation of how these elements have been addressed must be included in the application.

Grantees successful in securing funding under Cycle Five of the PDA Planning Program will enter into funding agreements within six months of grant award by MTC (grant award expected June 27, 2012, funding agreements to be signed by December 31, 2012). The overall program is jointly managed by both MTC & ABAG.

Eligible Applicants

Local governments (cities and counties) are eligible for PDA planning funds. At a minimum, planning areas must be at least 100 acres, but could encompass up to 500 acres (e.g. half-mile radius around a transit station) or more. Local governments must partner with the transit providers serving the PDA, as well as the relevant county congestion management agency in order to receive funding. Partnerships with local non-profit groups and community-based organizations are also strongly encouraged.

Eligible planning areas include:

- Areas approved as planned or potential Priority Development Areas (PDAs) to the FOCUS program
- MTC Resolution 3434 station areas.

Note that some of the planning elements listed below (i.e. multimodal access and connectivity, parking demand analysis) should address the relationship between the identified planning area and key surrounding land uses outside of the planning boundaries.

Funding Details

Amount available: \$4,000,000
Type of Funds: Federal Surface Transportation Program*
Grant minimum: \$100,000
Grant maximum: \$750,000 – See chart below for specific award guidelines by place-type
Required local match: 20% - a local match of 20% of the total project budget is required and must be provided as a match. Only local funds can be used as a match – federal funds cannot be used.
Pre-Application workshop: February 29, 2012, 2:00pm
Application deadline: April 12th, 2012 @ 4pm
Planning timeframe: Plans *must be completed within 30 months* from the effective date of the funding agreement between the applicant and MTC.

Additional Match Information

- How to calculate match
 The match is based on *total project cost*, not the amount of the grant. For example - a jurisdiction with a \$550,000 planning project could apply for \$440,000 in grant funding (80% of \$550,000) with a \$110,000 match (20% of \$550,000).
- Can the match include staff costs?
 The grant and match can cover direct project costs, including staff and project management. Up to 10% of the total project cost could be spent on project management by the jurisdiction. Using the example above, with a \$550,000 planning project, up to \$55,000 could be spent on project management (but not required). If a jurisdiction is paying planning staff to manage the project, then this \$55,000 could be used as half of the required \$110,000 match.
- The match covers the span of the project timeframe, which is up to 30 months (2.5 years).

Jurisdictions must be prepared to comply with all federal contracting requirements associated with planning grant funds. Applicants can learn more about these requirements at the pre-application workshop scheduled on February 29, 2012.

Grant funding works on a reimbursement basis for agreed-upon deliverables associated with the scope of work for the project. The grant and match are to cover direct project costs, including staff and project oversight.

No more than 1/3 of the available funding in this cycle will be awarded to one jurisdiction. Jurisdictions with previously-awarded uncompleted Station Area Planning & Land Use grants must indicate available staff capacity to manage any new planning grants. Another call for applications is anticipated in January 2013.

Eligible Planning Activities

The PDA Planning Program provides financial support for planning processes that seek to increase (1) the housing supply, including affordable housing, (2) jobs and (3) transit ridership within PDAs by intensifying land uses around current or future transit stations or corridors within the planning area. Planning processes that have the greatest potential for resulting in real land use policy changes and new development will be the most competitive.

Specific plans—or an equivalent—are preferred due to the ability to conduct programmatic Environmental Impact Reports (EIRs) on the plan in order to facilitate the development process. EIRs are strongly recommended as part of the proposed planning process, although not required. However, there must be a strong implementation component for any planning process funded through this program, including agreement by the local jurisdiction to formally adopt the completed plan. Refer to the chart below for specific award guidelines by place-type. A description of development guidelines associated with each FOCUS Program place-type is found in Appendix 2.

Award Guidelines by Place-type

Place-type	Regional Center, City Center, Suburban Center, Urban Neighborhood	Transit Neighborhood, Transit Town Center, Mixed-Use Corridor, Employment Center	Rural Town Center, Rural Corridor
Award	<ul style="list-style-type: none"> ▪ Up to \$750,000 if both Specific Plan & EIR ▪ Up to \$400,000 if EIR only 	<ul style="list-style-type: none"> ▪ Up to \$500,000 if both Specific Plan & EIR ▪ Up to \$250,000 if EIR only 	Up to \$250,000
Outcome	Specific Plan and/or EIR	Specific Plan and/or EIR	Specific Plan and/or EIR

* For more information about Surface Transportation Program funds see <http://www.mtc.ca.gov/funding/STPCMAQ/>

Planning Elements

Plans funded under this program should address the Station Area Planning Principles outlined in the *Station Area Planning Manual* (http://www.mtc.ca.gov/planning/smart_growth/Station_Area_Planning_Manual_Nov07.pdf). At a minimum, plans should include the planning elements listed below.

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

A detailed description of each planning element is included in **Appendix 1** to the application. Additional information is also found in the *Station Area Planning Manual* referenced above.

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

EVALUATION CRITERIA & APPLICATION PROCESS

PART ONE: Screening Criteria

- (a) Planning area is a planned or potential PDA under the FOCUS program or contains a Resolution 3434 transit station and is a minimum of 100 acres.
- (b) Applicant is partnering with relevant local transit providers serving planning area
- (c) Applicant has committed minimum local match amount (20% of total project cost)
- (d) Resolution from City Council supporting *EITHER*
 - a. the proposed planning process for Resolution 3434 station areas *OR*
 - b. the area as a Priority Development Area under the FOCUS program
- (e) Application is complete and responsive.

PART TWO: Evaluation Criteria (100 POINTS TOTAL)

1. Location within a Community of Concern (7 points)
Project area includes a Community of Concern as defined by MTC's Lifeline Transportation Program - see <http://geocommons.com/maps/110983>

2. Project Impact (25 points)

- (a) Potential to increase the following within the planning area:
 - Housing supply, particularly affordable housing for low-income residents
 - Employment, key services and retail
 - Transit ridership and multi-modal transportation options
- (b) If applicable, potential for the transit station and/or transit serving the station or planning area to be operational within 10 years
- (c) Selection of appropriate place-type and ability to meet associated development guidelines as found in Appendix 2.

3. Existing Policies (15 points)

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

4. Planning Process (23 points)

- (a) Potential for plan to address the planning elements described in Part 6 of the application based on Station Area Planning Principles in the *Station Area Planning Manual*. Narrative includes strong strategic approach to addressing all of the planning elements and highlights any local issues or conditions related to the elements, indicating how they may factor into the planning process. If any planning element(s) will not be included in plan because the jurisdiction has completed or updated a precise or specific plan in the last 10 years, applicant has demonstrated that policies, programs or analyses already exist that satisfy the intent of each element.

5. Local Commitment (15 points)

- (a) Planning process is ready to begin – the jurisdiction will be able to enter into a funding agreement with MTC by December 2012 following grant award in June 2012. City is prepared to see the plan through to implementation, including any associated updates to the jurisdiction's general plan and zoning code.
- (b) Demonstration of community, major property owner(s), City Council, relevant transit operator(s) and congestion management agency support for planning process (public involvement to date, letters of support, etc.).

6. Implementation (15 points)

- (a) Plan, related zoning changes and general plan amendments and EIR (if applicable) are intended for adoption by City Council or Board of Supervisors
- (b) Jurisdiction has plans to ensure that development proposals conform to both the plan and community expectations.

PART THREE: APPLICATION PROCESS

Step 1: Call for Applications issued in January 2012.

Step 2: Potential applicants attend a pre-application workshop on February 29, 2012 (2:00pm) at the MTC/ABAG offices (101 8th Street, Oakland, 94607)

Step 3: Applicants submit applications by deadline of April 12, 2012, 4:00PM

Step 4: Applications are evaluated using the criteria outlined above by a team consisting of regional agency and partner agency staff. *Staff reserves the right to screen applications prior to review by the evaluation panel if applications are incomplete or non-responsive to key elements of the program.*

Step 5: Based on the final recommendations of the evaluation team, and funding availability of the overall program, MTC's Executive Director will make a final funding recommendation to the Commission in June 2012.

Step 6: Following the Commission's approval, grant recipients will enter into a funding agreement with MTC within 6 months of the grant award and initiate the planning process.

Step 7: PDA Plans must be completed within 30 months from execution of the funding agreement. Planning funds not invoiced within 30 months will revert to the planning program.

Timeline Summary

Call for Applications Issued	January 2012
Pre-Application Workshop	February 29, 2012, 2pm
Submittal Due Date	April 12, 2012, 4pm
Review Process	April 16, 2012 – June 1, 2012
Draft Project List	June 6, 2012
Final Program of Projects	June 13, 2012 (MTC's Programming & Allocations Committee)
Commission Approval	June 27, 2012
Funding agreements signed with MTC	December 31, 2012
All work completed	June 30, 2015* * within 30 months of date of signed funding agreement

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

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From: Brandon Key [mailto:brandon.key@simoncompany.com]
Sent: Tuesday, January 31, 2012 8:46 AM
To: Art Dao; Tess Lengyel
Cc: 'Len Simon'; 'Brandon Key'
Subject: New TIGER Round - "TIGER 2012"

Good Morning,

The U.S. Department of Transportation (DOT) has announced, today, the availability of funding for transportation projects under a fourth round of the TIGER (Transportation Investment Generating Economic Recovery) Discretionary Grant Program, also known as TIGER 2012. TIGER 2012 will make \$500 million available for surface transportation projects having a significant impact on the nation, a metropolitan area, or region.

Demand for the previous three rounds has been overwhelming, during which the DOT received more than 3,348 applications requesting more than \$95 billion for transportation projects. The TIGER program, to date, has provided \$2.6 billion to 172 projects in fifty states, DC, and Puerto Rico. Like the first three rounds, TIGER 2012 funds will be used for capital investments in surface transportation infrastructure and are to be awarded on a highly competitive basis. High-speed rail and intercity passenger rail projects remain eligible for funding, with the possibility of up to \$100 million being used toward these projects and \$120 million will be available for rural transportation projects, leaving \$280 million remaining for other projects. DOT will fast-track this fourth round of funding, as the dates indicate below.

Key Dates:

- 1) Pre-applications are due **February 20**
- 2) Final applications are due **March 19**
- 3) Funds must be obligated by **September 30, 2013**

Important requirements from the Notice of Funding Availability for TIGER 2012:

- 1) Eligible applicants may submit, as a lead applicant, no more than three applications for consideration
- 2) Any applicant that is applying for a TIGER TIFIA Payment must also submit a TIFIA letter of interest along with their application
- 3) Since funds must be obligated by September 30, 2013, the limited amount of time for which the funds will be made available means that DOT will focus on the extent to which a project is ready to proceed with obligation of grant funds when evaluating applications, and give priority to those projects that are ready to proceed sooner than other competitive projects

Relevant Links:

- 1) Notice of Funding Availability: http://www.ofr.gov/OFRUpload/OFRData/2012-01996_PI.pdf
- 2) DOT Press Release: <http://www.dot.gov/affairs/2012/dot1312.html>
- 3) Main DOT TIGER Website: <http://www.dot.gov/tiger/>

We will continue to update you on any new developments concerning TIGER 2012. Please contact us with any questions.

Regards,
Brandon

Brandon H. Key
Intergovernmental Affairs Associate
Simon and Company, Inc.
1660 L Street NW, Suite 501
Washington, DC 20036
Tel: 202-659-2229
Fax: 202-659-5234
E-mail: brandon.key@simoncompany.com



Memorandum

DATE: January 30, 2012
TO: Alameda County Technical Advisory Committee
FROM: Matt Todd, Manager of Programming
SUBJECT: **Approval of 2012 State Transportation Improvement Program Exchange Proposal**

Recommendation

It is recommended the Commission approve the 2012 State Transportation Improvement Program exchange proposal.

Summary

Staff has been working with partner agencies Metropolitan Transportation Commission (MTC) and California Transportation Commission (CTC) on an exchange proposal of STIP and Measure B funds. The exchange would consolidate STIP funding from 12 smaller projects into one large STIP funded project. The 12 smaller projects would then be advanced using the now available Measure B funds. This proposal would reduce implementation and monitoring requirements from the STIP process to one larger project, and focus the local measure funds for delivery of smaller locally sponsored projects.

Background

Staff has been working with partner agencies MTC and CTC on an exchange proposal of STIP and Measure B funds. Alameda CTC (in partnership with Caltrans) is preparing the PS&E for the Route 84 Expressway Widening (Segment 2 or southern segment). This Route 84 Project funding package includes approximately \$40 million in local Measure B funds. The project is scheduled to begin construction in FY 2013/14. The exchange proposal includes programming the STIP funds assigned to 12 smaller projects (in the 2012 STIP) to the Route 84 project, and in return assigning the like amount of local Measure B funds from the Route 84 project to the 12 smaller projects. The total amount of the proposed exchange is approximately \$37 million. The exchange will allow for the implementation and monitoring of substantially fewer projects in the STIP and the use of local measure funds to deliver smaller locally sponsored projects. The exchange proposal concept is further detailed in the attached material.

We have gained staff level concurrence on the exchange concept with MTC and CTC staff. We are still having discussions regarding additional programming details including the program year of the STIP funds and how that matches with the delivery schedule of the Route 84 project. The STIP is scheduled to be approved by the CTC in March 2012.

The Alameda CTC and MTC would need to approve any revisions to the Alameda 2012 STIP by the end of February in order to be considered in the final 2012 STIP approved by the CTC in March 2012.

Based on the schedule for the approval of the STIP, the Alameda CTC and MTC will both be considering the amendment request concurrently in February.

Attachments

Attachment A – 2012 STIP Submitted to CTC

Attachment B – 2012 STIP Exchange Proposal

Alameda

2012 RTIP

December 21, 2012
 (all numbers in thousands)

Agency	Rte	Cat	PMNO	Project	Comments	Total	2012 RTIP Funding by Fiscal Year					2012 RTIP Funding by Component								
							Prior	12-13	13-14	14-15	15-16	16-17	R/W	Const	E & P	PS&E	R/W Sup	Con Sup		
Prior Commitments (Not Part of 2012 STIP Target)						0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Adopted 2012 RTIP Programming - Non PTA																				
Alameda City	880	SH	42C	I-880 Broadway/Jackson Interchange	New project	2,500	0	0	0	0	2,500	0	0	0	0	0	0	2,500	0	0
Alameda Co PW	loc	LR		Crow Canyon Rd. Safety Improvement Project	New project	1,000	0	0	0	1,000	0	0	0	0	0	1,000	0	0	0	0
Alameda Co PW	84	LR		Niles Canyon (SR-84), Foothill, Sunol Imps.	New project	1,500	0	0	0	1,500	0	0	0	0	0	1,500	0	0	0	0
ACTC	84	SH	81D	SR-84 East-West Connector in Fremont	Add \$5 million	14,300	0	0	14,300	0	0	0	0	0	14,300	0	0	0	0	0
ACTC	880	SH	44C	I-880 Operational and Safety Imps. at 29th Ave.	Add funding	551	0	551	0	0	0	0	0	0	0	0	0	551	0	0
VTA	880	SH	16V	Mission Blvd/I-880 Interchange Reconst. ph. 1B/2	Add funding	3,500	0	3,500	0	0	0	0	0	0	0	3,500	0	0	0	0
Calttrans	24	SH	57J	SR-24 Caldecott Tunnel 4th Bore Landscaping	New project	2,000	0	400	1,600	0	0	0	0	0	0	500	0	400	0	1,100
Fremont	loc	LR		BART Warm Spr. Sta. Impr. Access: Auto Mall Pkwy	New project	3,500	0	0	0	0	3,500	0	0	0	0	3,500	0	0	0	0
Oakland	loc	LR	1022	42nd/High Street Access Improvement Project	New project	2,000	0	0	0	2,000	0	0	0	0	0	2,000	0	0	0	0
San Leandro	185	SH		SR-185/Hesperian/150th Ave Channelization Imps.	New project	1,000	0	0	0	0	1,000	0	0	0	0	1,000	0	0	0	0
MTC	680	SH	NEW	I-680 Freeway Performance Initiative Project	New project	2,000	0	0	2,000	0	0	0	0	0	0	2,000	0	0	0	0
MTC	O	2100		Planning, programming, and monitoring	Add funding	611	0	114	118	122	126	131	0	0	611	0	0	0	0	0
ACTC	O	2179		Planning, programming, and monitoring	Add funding	3,199	0	1,993	320	0	0	886	0	0	3,199	0	0	0	0	0
Total Non-PTA						37,661	0	6,558	4,038	14,422	7,126	5,517	0	0	33,110	0	3,451	0	1,100	
Adopted 2012 RTIP Programming - PTA Eligible																				
AC Transit	bus	T		East Bay Bus Rapid Transit	Add project	5,000	0	0	0	0	5,000	0	0	0	0	5,000	0	0	0	0
Total PTA-eligible						5,000	0	0	0	0	5,000	0	0	0	0	5,000	0	0	0	0
Adopted 2012 RTIP Programming Total						42,661	0	6,558	4,038	14,422	12,126	5,517	0	0	38,110	0	3,451	0	1,100	
Adopted 2012 Transportation Enhancements (TE)																				
ACTC	te	BP	2100K	I-880 SB HOV Lane Landscaping (Marina/Davis)	New project	1,000	0	1,000	0	0	0	0	0	0	1,000	0	0	0	0	0
BATA/CT/CTC	te	BP	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	New project	3,063	0	0	0	0	0	3,063	0	0	3,063	0	0	0	0	0
MTC	res	TBD	2100J	TE reserve (ACTC share)	Add funding	1,179	0	0	0	0	0	1,179	0	0	1,179	0	0	0	0	0
MTC	res	TBD	2100C	TE reserve (MTC share)	Consolidate funding	3,726	0	0	1,863	1,863	0	0	0	0	3,726	0	0	0	0	0
Adopted 2012 TE Programming Total						8,968	0	1,000	1,863	1,863	0	4,242	0	0	8,968	0	0	0	0	
Adopted 2012 RTIP Total - Alameda County						51,629	0	7,558	5,901	16,285	12,126	9,759	0	0	47,078	0	3,451	0	1,100	

Alameda

2012 RTIP Exchange Proposal (January 24, 2012)

(all numbers in thousands)

Agency	Rte	Cat	PPNO	Project	Comments	Total	2012 RTIP Funding by Fiscal Year					2012 RTIP Funding by Component													
							Prior	12-13	13-14	14-15	15-16	16-17	R/W	Const	E & P	PS&E	R/W Sup	Com Sup							
Prior Commitments (Not Part of 2012 STIP Target)													0	0	0	0	0	0	0	0	0	0	0	0	0
Adopted 2012 RTIP Programming - Non PTA																									
Alameda City	880	SH	42C	I-880 Broadway/Jackson Interchange	Exchange Proposal	2,500	0	0	0	0	2,500	0	0	0	0	0	0	0	0	0					
Alameda Co PW	loc	LR		Crow Canyon Rd. Safety Improvement Project	Exchange Proposal	1,000	0	0	0	1,000	0	0	0	0	0	0	0	0	0	0					
Alameda Co PW	84	SH		Niles Canyon (SR-84), Foothill, Sunol Impr.	Exchange Proposal	4,500	0	0	0	4,500	0	0	0	0	0	0	0	0	0	0					
ACTC	84	SH	81D	SR-84 East-West Connector in Fremont	Exchange Proposal	14,300	0	0	0	14,300	0	0	0	0	0	0	0	0	0	0					
ACTC	880	SH	44C	I-880 Operational and Safety Impr. at 29th Ave.	Exchange Proposal	554	0	554	0	0	0	0	0	0	0	0	0	0	0	0					
VTA	880	SH	16V	Mission Blvd/I-880 Interchange Reconst. ph. 1B/2	Exchange Proposal	3,500	0	3,500	0	0	0	0	0	0	0	0	0	0	0	0					
Caltrans	24	SH	57J	SR-24 Caldecott Tunnel 4th Bore Landscaping	Exchange Proposal	2,000	0	400	1,600	0	0	0	0	0	0	0	500	0	400	0	1,100				
Fremont	loc	LR		BART Warm Spr. Sta. Impr. Access: Auto Mall Pkwy	Exchange Proposal	3,500	0	0	0	0	3,500	0	0	0	0	0	0	0	0	0	0				
Oakland	loc	LR	1022	42nd/High Street Access Improvement Project	Exchange Proposal	2,000	0	0	0	2,000	0	0	0	0	0	0	0	0	0	0	0				
San Leandro	185	SH		SR-185/Hesperian/150th Ave Channelization Impr.	Exchange Proposal	1,000	0	0	0	0	1,000	0	0	0	0	0	0	0	0	0	0				
MTC	680	SH	NEW	I-680 Freeway Performance Initiative Project	Exchange Proposal	2,000	0	0	2,000	0	0	0	0	0	0	0	2,000	0	0	0	0				
MTC	O	2100		Planning, programming, and monitoring		611	0	114	118	122	126	131	0	0	0	0	611	0	0	0	0				
ACTC	O	2179		Planning, programming, and monitoring		3,199	0	1,993	320	0	0	886	0	0	0	0	3,199	0	0	0	0				
AC Transit	bus	T		East Bay Bus Rapid Transit	Exchange Proposal	5,000	0	0	0	0	5,000	0	0	0	0	0	5,000	0	0	0	0				
ACTC	84	0081H	Rt 84	Expressway Widening (Segment 2)	Exchange Proposal	34,851	0	0	34,851	0	0	0	0	0	0	0	31,351	0	0	0	0				
Total Non-PTA						42,661	0	2,507	38,889	122	126	1,017	0	0	0	41,161	0	400	0	1,100					
Adopted 2012 RTIP Programming Total						42,661	0	2,507	38,889	122	126	1,017	0	0	0	41,161	0	400	0	1,100					

Adopted 2012 Transportation Enhancements (TE)																			
Agency	Rte	Cat	PPNO	Project	Comments	Total	Prior	12-13	13-14	14-15	15-16	16-17	R/W	Const	E & P	PS&E	R/W Sup	Com Sup	
ACTC	te	BP	2100K	I-880 SB HOV Lane Landscaping (Marina/Davis)	Exchange Proposal	4,000	0	4,000	0	0	0	0	0	0	4,000	0	0	0	0
BATA/CT/CTC	te	BP	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	Exchange Proposal	3,063	0	0	0	0	3,063	0	0	0	3,063	0	0	0	0
MTC	res	TBD	2100J	TE reserve (ACTC share)	Exchange Proposal	4,479	0	0	0	0	4,479	0	0	0	4,479	0	0	0	0
MTC	res	TBD	2100C	TE reserve (MTC share)	Exchange Proposal	3,726	0	0	1,863	1,863	0	0	0	0	3,726	0	0	0	0
ACTC	84	0081H	Rt 84	Expressway Widening (Segment 2)	Exchange Proposal	2,179	0	0	2,179	0	0	0	0	0	2,179	0	0	0	0
Adopted 2012 TE Programming Total						8,968	0	0	4,042	1,863	0	0	0	8,968	0	0	0	0	
Adopted 2012 RTIP Total - Alameda County						51,629	0	2,507	42,931	1,985	126	4,080	0	0	50,129	0	400	0	1,100
Summary of Rte 84 Expressway Widening (Segment 2) Proposed Funding:																			
ACTC	84	0081H	Rt 84	Expressway Widening (Segment 2)	STIP	34,851	0	0	34,851	0	0	0	0	0	31,351	0	0	0	0
ACTC	84	0081H	Rt 84	Expressway Widening (Segment 2)	STIP TE	2,179	0	0	2,179	0	0	0	0	0	2,179	0	0	0	0
Rte 84 Expressway Widening (Segment 2) Proposed Funding Total:						37,030	0	0	37,030	0	0	0	0	0	33,530	0	0	0	0



Memorandum

DATE: February 1, 2012

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Matt Todd, Manager of Programming

SUBJECT: **Approval of STIP Expenditure Deadline Extension for Alameda CTC's I-880 Southbound HOV Lane Landscape Enhancements Project**

Recommendation

It is recommended the Commission approve the request for a 20-month time extension to the STIP expenditure deadline for the I-880 Southbound HOV Lane Landscape Enhancements project. The Alameda CTC is requesting a 20-month extension from June 30, 2012 to February 28, 2014.

Summary

The Alameda CTC requests a 20-month time extension to the STIP expenditure deadline from June 30, 2012 to February 28, 2014 for \$400,000 of STIP TE, allocated on June 30, 2010, for the Plans, Specs & Estimate (PSE) phase of the project. The total cost of the landscaping project is estimated at \$1 million. A draft extension request is attached.

Background

The STIP timely use of funds provisions enacted by SB 45 are intended to encourage local and regional agencies to accurately program, monitor and deliver STIP projects in a timely manner. Per the STIP Guidelines, the CTC may grant a one-time extension to each of the allocation, expenditure, award (which includes FTA transfer), and completion deadlines only if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The extension will not exceed the period of delay directly attributed to the extraordinary circumstance and will in no event be for more than 20 months.

The project will construct landscaping and irrigation in the City of San Leandro on Interstate 880 from south of the Marina Boulevard interchange to north of the Davis Street interchange. An extension is requested due to the delay in the landscaping design schedule. Originally, the proposed landscaping work was scheduled to be completed in conjunction with the I-880 SB HOV Lane project from Marina Boulevard to Davis Street under one contract. At the time of the CTC allocation in June 2011, it was expected that the design of the project would be completed within the 2-year timeframe stipulated in the STIP Guidelines. The construction of I-880 HOV Lane project is scheduled to start fall 2012 and complete early spring 2016. The landscaping work cannot start until roadway and structure work under I-880 HOV Lane project is complete within the proposed landscaping work area.

In addition, policy for Caltrans administered construction contracts requires that a landscaping project in excess of \$200,000 must be completed as a stand-alone project. Considering the above

factors, a decision was made after the CTC allocation to design and construct the project as a stand-alone project and delay the beginning of PS&E until after the completion of PSE for the I-880 HOV Lane. Project Approval & Environmental Document clearance has already been achieved for the landscaping under the I-880 HOV Lane project.

The time extension request for the \$400,000 STIP-TE funding is proposed for consideration at the March 29, 2012 CTC meeting. MTC requires Alameda CTC concurrence for all STIP extension requests.

Attachments

Attachment A – Draft STIP Time Extension Request

**REQUEST FOR TIME EXTENSION
LOCAL STIP PROJECTS**

Local Agency Letterhead

To: Ms. Sylvia Fung, Chief
District 4 Local Assistance Engineer
Caltrans, Office of Local Assistance
111 Grand Avenue
Oakland, CA 94612

Date : January 30, 2012

PPNO: 2100K_____

PROJECT #: _____

EA: 1G6300_____

I-880 Landscape Enhancements
On Interstate 880 from south of the
Marina Boulevard Interchange to north
of the Davis Street Interchange.

Assembly District: _____

Senate District: _____

Dear Ms Fung:

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

A. Project description:

In the City of San Leandro, on Interstate 880 from south of the Marina Boulevard interchange to north of the Davis Street interchange. Construct landscaping/irrigation.

Programmed STIP_TE Funding Level by phase (X \$1,000):

Phase	FY 2011/12	Total
PS&E	\$400	\$400
Total	\$400	\$400

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
6/30/2010	\$400,000	6/30/2012	20	2/28/2014

E. Reason for project delay

Originally, the proposed landscaping work was scheduled to be completed in conjunction with the I-880 SB HOV Lane project from Marina Boulevard to Davis Street under one contract. At the time of the CTC allocation in June 2011, it was expected that the design of the project would be completed within the 2-year timeframe stipulated in the STIP Guidelines.

The I-880 HOV Lane construction is primarily funded from Corridor Mobility Improvement Account funds. The construction of I-880 HOV Lane project is scheduled to start fall 2012 and complete early spring 2016. The landscaping work cannot start until roadway and structure work under I-880 HOV Lane project is complete within the proposed landscaping work area. The landscaping requires three years of plant establishment following completion of construction. In addition, policy for Caltrans administered construction contracts requires that a landscaping project in excess of \$200,000 must be completed as a stand-alone project. Considering the above factors, a decision was made after the CTC allocation to design and construct the landscaping project as a stand-alone project and delay the beginning of PS&E until after the completion of PSE for the I-880 HOV Lane project. Project Approval & Environmental Document clearance has already been achieved under the I-880 HOV Lane project.

F. Status of project milestones/revised project milestones

1) Completion of Environmental Document:

CEQA – Negative Declaration, January 21, 2010.

NEPA – Finding Of No Significant Impact, February 9, 2010.

2) Right of Way Certification:

Original planned Right of Way Certification date – September 2011. Revised Right of Way Certification on March 19, 2012. Right of Certification will be achieved under the I-880 HOV Lane project.

3) Construction:

Original planned Advertisement date – October 2011. Revised Advertisement date – December 2014.

G. Timely Use of Funds

We request that the CTC approve this request at the March 28-29, 2012 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 Transpor

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Memorandum

DATE: January 19, 2012

TO: Alameda County Technical Advisory Committee

FROM: Tess Lengyel, Deputy Director Policy, Public Affairs and Legislation

SUBJECT: **Review and Comment on MTC's Second Draft of the One Bay Area Grant Program**

Recommendation

This is an informational update and staff seeks feedback from ACTAC members on this item.

Summary

In July 2011, MTC formally released draft proposed policies for allocation of the Cycle 2 Federal Surface Transportation Program and Congestion Mitigation Air Quality (STP/CMAQ) funds for the next three fiscal years (2012/2013, 2013/2014, 2014/2015), known as the "OneBayArea" Grant Program or OBAG. MTC's proposed grant program includes funding objectives, funding distributions, policy outcomes and implementation issues. A preliminary draft of MTC grant program was presented to the Alameda CTC in July 2011 and the Commission acted on specific comments in September 2011. A letter of Alameda CTC comments along with a summary of survey findings on readiness to meet the OBAG draft objectives was submitted to MTC in December 2011 (Attachment A).

In January 2012, MTC released a second draft of the OBAG program (Attachment B) in response to comments received. The second draft is under review by the public and MTC's commissioners. Since this second draft of the program came out in January after the Alameda CTC mail out dates, a full discussion of OBAG was not able to take place at ACTAC and at PPC and is therefore being brought forth for commentary in February. Staff will present an overview of the second draft OBAG program in and seek comments for submission to MTC at the end of February 2012. Two areas that staff is focusing on include the Complete Streets requirement under the second draft OBAG and the flexibility of the use of these funds for planning purposes. Staff will be recommending that OBAG use the same language as in the Alameda CTC Master Program Funding Agreements which requires adoption of a Complete Streets policy by June 30, 2013, rather than a General Plan Update by the OBAG proposed timeframe of July 2013. Further, staff will be recommending the greatest amount of flexibility for the use of these funds for planning purposes, recognizing that additional planning efforts are necessary for many of the PDAs in Alameda County to move them into the project development phases. Staff seeks additional feedback from ACTAC on these and other items regarding the second draft OBAG grant.

Discussion

The OBAG proposal is linked to the development of the Sustainable Communities Strategy (SCS) in the Bay Area. Influenced by the requirements of SB 375, an unfunded mandate, to reduce greenhouse gas emissions and to house the region's population by all income sectors, the OBAG proposal aims to provide flexible funding to support implementation of the SCS, which will primarily be implemented through focused growth in Priority Development Areas (PDAs) and Growth Opportunity Areas (GOAs), protection of Priority Conservation Areas (PCAs) and linking transportation investments with these land uses. Significant regional work has been underway in developing the region's first SCS, which is scheduled to be adopted in April 2013 along with the Regional Transportation Plan (RTP) for a planning and funding horizon through 2040.

Concurrent with SCS planning activities, MTC has drafted the OBAG Program with the aim of financially supporting and rewarding jurisdictions that help in fulfilling the state's mandates, as well as many of the additional targets adopted in the region for the Bay Area SCS. MTC plans to adopt a final OBAG Program in May 2012.

Fiscal Impact

None at this time.

Attachments:

- Attachment A: Alameda CTC's 2011 Letter to MTC and countywide survey results on the first draft OBAG program
- Attachment B: Second Draft One Bay Area Grant Program



Commission Chair
Mark Green, Mayor - Union City

December 19, 2011

Commission Vice Chair
Scott Haggerty, Supervisor - District 1

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

AC Transit
Greg Harper, Director

Alameda County
Supervisors
Nadia Lockyer - District 2
Wilma Chan - District 3
Nate Miley - District 4
Keith Carson - District 5

SUBJECT: Alameda CTC Comments on One Bay Area Grant Proposal

BART
Thomas Blalock, Director

Dear Mr. Heminger,

City of Alameda
Rob Bonta, Vice Mayor

The Alameda County Transportation Commission appreciates the opportunity that the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) have provided for comments on the draft One Bay Area Grant Program (OBAG) guidelines. In July and September 2011, the Alameda County Transportation Commission discussed the OBAG proposal and provided several comments, as noted below. The Alameda CTC also coordinated with the other Bay Area Congestion Management Agencies (CMAs) on the list of comments that were submitted to MTC in November from the CMAs.

City of Albany
Farid Javandel, Mayor

City of Berkeley
Laurie Capitelli, Councilmember

City of Dublin
Tim Sbranti, Mayor

City of Emeryville
Ruth Atkin, Councilmember

City of Fremont
Suzanne Chan, Vice Mayor

City of Hayward
Olden Henson, Councilmember

City of Livermore
John Marchand, Mayor

City of Newark
Luis Freitas, Vice Mayor

City of Oakland
Councilmembers
Larry Reid
Rebecca Kaplan

Prior to submitting the Commission comments, the Alameda CTC staff created a process to identify whether the jurisdictions within the County would be able to meet the proposed OBAG requirements as written in the draft proposal for the Supportive Local Transportation and Land Use Policies, and to identify any obstacles in meeting them. To that end, the Alameda CTC performed a survey of cities and the county to identify readiness with OBAG proposed requirements and the final results were completed in mid-December; the results are included in Attachment A. In summary, over 50% of the Alameda County jurisdictions currently meet the proposed supportive land use and transportation policies in the proposed OBAG program. However, most noted that both technical and funding assistance would enable them to create more supportive policies and to develop plans such as the Community Risk Reduction Plans.

City of Piedmont
John Chiang, Vice Mayor

City of Pleasanton
Jennifer Hosterman, Mayor

The following comments on the proposed OBAG program are based upon Commissioner feedback.

City of San Leandro
Joyce R. Starosciak, Councilmember

Executive Director
Arthur L. Dao

The Alameda CTC supports and commends many features included in the OBAG proposal to support and encourage development that links transportation and land uses to help meet the goals of SB 375's Sustainable Communities Strategy mandate.

In general, the Alameda CTC supports the following elements of the grant program:

- Combining multiple programs into a flexible program allows greater opportunities to fund the particular needs of Alameda County.
- The ability to flex up to 5% of the funds allocated to Priority Development Areas to Priority Conservation Areas allows counties to support the resources and transportation needs of PCAs.

Some recommended modifications for consideration to the OBAG guidelines include the following:

- A baseline funding amount for streets and roads is necessary. Allow counties the flexibility to apply certain portions of the funding to Local Streets and Roads Rehabilitation (LSR) funds from the PDA funding amount, and do not require the application of the Supportive Local Transportation and Land Use Policies to any LSR funds that a county has chosen to separate from the PDA funding amount. This provides more flexibility to jurisdictions to support a fix-it-first approach and address on-going LSR maintenance needs. In sum, allow each county to provide 50-70% to be applied to PDAs, with the remainder to local streets and roads, or other programs such as Safe Routes to Schools.
- Establishment of a regionally administered PCA program of \$5 million is important to protect the conservation lands within jurisdictions throughout the region. To that end, establish a baseline amount for smaller counties so they do not have to compete for these funds, but allow a portion to be accessible to larger counties through a competitive process.
- The Supportive Local Transportation and Land Use Policies need to be clarified regarding policy intent and how implementation will be monitored.
- Regarding MTC policy outcomes for housing policies that don't allow displacement of low-income housing, consider adding a requirement for quality affordable housing in PDAs to ensure that the housing stock is of durable, good quality.
- Clarify the timeline for adoption of all policies to be eligible for funding. The Approved Housing Element as part of the Supportive Land Use policy requires adoption of a housing element under the new RHNA to be done by September 2014;

Mr. Steve Heminger
December 19, 2011
Page 3

however, it is our understanding, based upon discussions with MTC staff, that policy adoption must occur at the local or countywide level by October 1, 2013. Please confirm that timeline.

- Regarding the policy outcomes for the parking/pricing and employer trip reduction, change this from all inclusive to allow for one or the other, not all.
- The increase in funding to the counties for PDA implementation will help to advance the goals of the SCS; however, if funding allocations were based upon where actual PDAs and PCAs are located, and not based upon keeping a funding floor for each county, the region could move more quickly in implementing PDA development by providing more funds to the areas that have more PDAs.

Please let me know if you have any questions regarding these comments.

Sincerely,



Arthur L. Dao

Executive Director

Attachment A: Alameda CTC Survey of Cities and the County on OBAG criteria



Attachment A
 303 Second Street
 Suite 700 North
 San Francisco, CA 94107
 Tel: (415) 243-4600
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TO: Beth Walukas and Tess Lengyel, Alameda County Transportation Commission

FROM: Judis Santos, Parsons Brinckerhoff

THROUGH: Rebecca Kohlstrand, Parsons Brinckerhoff

SUBJECT: Final Results of ACTAC Survey on OneBayArea Grant Criteria

DATE: December 16, 2011

Introduction

Purpose: The purpose of this task is to gather information that 1) determines how well Alameda County jurisdictions meet proposed criteria for the OneBayArea grant program and 2) identifies assistance needed by the jurisdictions to meet them. The Alameda County Transportation Commission (Alameda CTC) is preparing a response to MTC that will include a discussion of the jurisdictions' needs based on the results of this information-gathering effort.

Background: In July 2011, the Metropolitan Transportation Commission (MTC) released a draft of proposed policies to guide allocation of the Cycle 2 Federal Surface Transportation Program and Congestion Mitigation Air Quality (STP/CMAQ) funds, known as the "OneBayArea" Grant Program, for the next three fiscal years. The Program includes funding objectives, funding distributions, policy outcomes and implementation issues. Policy outcomes described in the program to help support the implementation of the Sustainable Communities Strategy include:

1. **Supportive Local Transportation and Land-Use Policies**
 - a. Parking/pricing policies (e.g. cash out, peak pricing, on-street/off-street pricing differentials, eliminate parking minimums, unbundled parking) and adopted city and/or countywide employer trip reduction ordinances.
 - b. Adopted Community Risk Reduction Plans (CRRP) per CEQA guidelines
 - c. Have affordable housing policies in place or policies that ensure that new development projects do not displace low income housing
 - d. Adopted bicycle/pedestrian plan and complete streets policy in general plans pursuant to Complete Streets Act of 2008.

2. **Approved Housing Element:**

- a. Adoption of a housing element that meets the current RHNA before the new RHNA is adopted, or
- b. The adoption of a housing element that meets the new RHNA after its approval early in 2012. Jurisdictions have 18 months after the adoption of the Sustainable Communities Strategy to meet the new RHNA; therefore, compliance is expected and required by September 2014. Any jurisdiction failing to meet either one of these deadlines will not be allowed to receive grant funding. Lastly, any jurisdiction without adopted housing elements addressing the new RHNA by September 2014 will be ineligible to receive any funding after Cycle 2 until they have adopted a housing element.

Scope: The objective of this task is to collect baseline information that determines whether jurisdictions have certain policies in place to be compliant with the OneBayArea Grant Program criteria as proposed. Specifically, this task focuses on jurisdictions' readiness to have adopted supportive local transportation and land-use policies and/or to secure an approved housing element. The consultant scope of work includes the following:

- Working with the Alameda CTC, develop a list of questions that assess a jurisdiction's readiness in meeting proposed criteria for the OneBayArea program;
- Determine appropriate methodology based on scope, budget, and schedule deadline (i.e. survey, phone interview, focus group discussion);
- Once methodology determined, contact and work through the Alameda County Technical Advisory Committee (ACTAC) members to obtain the information; and,
- Compile and summarize survey results.

Methodology: Information was gathered through a twenty (20) question survey addressing seven (7) topics (Attachment 1). Attachments 2 and 3 summarize survey responses and additional comments. The survey was initially developed in an "on-line"/web-format for user-friendliness. The format was changed to a PDF document/survey because of the likelihood that various departments/individuals may be involved in completing the survey. A total of fifteen (15) ACTAC members were contacted via phone and provided with the survey via email. All fifteen (15) jurisdictions responded with completed surveys and comments—Alameda County, City of Alameda, Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, Pleasanton, San Leandro, and Union City. In addition to the survey, ACTAC members were provided with an introductory email, reference documents and a link to Alameda CTC Board materials. The survey collected information on whether the following policies are in place: Parking and pricing policies, community risk reduction plans, affordable housing policies, complete streets/adopted bicycle plans, and

approved housing element. In addition, questions about ineligibility concerns and requested training/support were included to identify additional issues.

General Findings

To be compliant with OneBayArea grant program's proposed criteria, at least two of the four policies need to be met under supportive local transportation and land-use policies. In addition, an approved housing element is a proposed condition for any jurisdiction receiving Cycle 2 OneBayArea grants. Out of the 15 jurisdictions that reported survey results, to date eight (8) jurisdictions (City of Alameda, Emeryville, Fremont, Hayward, Newark, Oakland, San Leandro, Union City) meet the supportive local transportation and land-use policies and approved housing element requirements.

There are efforts in moving towards becoming compliant with an approved housing element and transportation/land-use policies in place. For example, thirteen (13) out of the fifteen (15) jurisdictions reported expected compliance with the approved housing element by September 2014. Under supportive local transportation and land-use policies, the following policy areas are more likely to have compliance by the jurisdictions: affordable housing policies and an updated General Plan to comply with the state Complete Streets Act. Of the 15 jurisdictions responding, twelve (12) jurisdictions have affordable housing policies (Alameda County, Alameda, Albany, Dublin, Emeryville, Fremont, Hayward, Newark, Oakland, Piedmont, San Leandro, Union City). Regarding Complete Streets, although two (2) jurisdictions' (Piedmont and Fremont) General Plans have been updated for compliance, eleven (11) jurisdictions (Alameda, Albany, Berkeley, Dublin, Emeryville, Hayward, Livermore, Newark, Oakland, San Leandro, Union City) plan on revising their General Plans to incorporate the Complete Streets Policy.

Conclusions

- Survey results report that to date, eight (8) out of the fifteen (15) jurisdictions show compliance with the proposed OneBayArea Grant criteria. The eight jurisdictions include the cities of Alameda, Emeryville, Fremont, Hayward, Newark, Oakland, San Leandro and Union City.
- One of the challenges for compliance under the supportive local transportation and land-use policies is the development of "Community Risk Reduction Plans." All of the fifteen jurisdictions reported not having adopted nor are they in the process of developing a CRRP per CEQA guidelines. Eight (8) jurisdictions out of fifteen (15) reported on CRRPs being a useful

alternative, while eleven (11) out of fifteen (15) jurisdictions reported on potentially developing a CRRP if additional funding and/or technical assistance was provided.

- Fourteen (14) out of the fifteen (15) jurisdictions reported that training and additional resources will be needed to create, adopt and/or implement programs to be compliant with OneBayArea grant criteria. Training (i.e. workshops) is helpful mostly in the area of parking/pricing policies. Other additional training/workshop areas of interest include: trip reduction ordinances, CRRPs, affordable housing policies, Complete Streets, and meeting the deadline of September 2014 to have an approved housing element.
- Lastly, the survey identifies what policies are in place at each jurisdiction. There may be a need to conduct a more in-depth study on causes and reasons why certain policies are in development (and why some are not). This includes such policies as the community risk reduction program and parking/pricing policies. This type of assessment is more appropriate utilizing focus groups or informational interviewing techniques.

ACTAC Survey

Agenda Item 5A

Questions? Please contact Judis Santos, Parsons Brinckerhoff, at: 415-243-4688 or santosjg@pbworld.com

Attachment A

Does your jurisdiction have any of the following plans/policies adopted and in place?

A. PARKING AND PRICING POLICIES

1. Cash out program? (State law requires certain employers who provide subsidized parking for their employees to offer a cash allowance in lieu of a parking space. This law is called the parking cash-out program.)

[] YES [] NO

If yes, when was it adopted? Date: _____

If no, do you plan to adopt one? [] YES [] NO

If yes, what is the timeline for adoption? [] 6 months [] 1 Year [] 2 or More Years

If no, please describe why _____

2. Peak pricing? (Surcharging users of a transport network in periods of peak demand to reduce traffic congestion)

[] YES [] NO

If yes, when was it adopted? Date: _____

If no, do you plan to adopt one? [] YES [] NO

If yes, what is the timeline for adoption? [] 6 months [] 1 Year [] 2 or More Years

If no, please describe why _____

3. On-street/Off-Street Parking Differentials?

[] YES [] NO

If yes, when was it adopted? Date: _____

If no, do you plan to adopt one? [] YES [] NO

If yes, what is the timeline for adoption? [] 6 months [] 1 Year [] 2 or More Years

If no, please describe why _____

4. Eliminate parking minimums? (Parking minimums are set for every land use to satisfy peak parking demand. In other words, cities and towns mandate that planners provide parking spaces for most residents of new buildings or to accommodate patrons on the busiest days of the year.)

[] YES [] NO

If yes, when was it adopted? Date: _____

If no, do you plan to adopt one? [] YES [] NO

If yes, what is the timeline for adoption? [] 6 months [] 1 Year [] 2 or More Years

If no, please describe why _____

5. Unbundled parking (Unbundled parking means that parking is rented or sold separately. Unpriced parking is often "bundled" with building costs, which means that a certain number of spaces are automatically included with building purchases or leases.)

[] YES [] NO

If yes, when was it adopted? Date: _____

If no, do you plan to adopt one? [] YES [] NO

If yes, what is the timeline for adoption? [] 6 months [] 1 Year [] 2 or More Years

If no, please describe why _____

ACTAC Survey

6. Adopted city and/or countywide employer trip reduction ordinances? *(designed to encourage the use of transportation alternatives)*

YES NO

If yes, when was it adopted? Date: _____

If no, do you plan to adopt one? YES NO

If yes, what is the timeline for adoption? 6 months 1 Year 2 or More Years

If no, please describe why _____

B. COMMUNITY RISK REDUCTION PLANS (CRRP).

1. In May 2011, the Bay Area Air Quality Management District issued updated CEQA Guidelines that provide an option of developing a CRRP as an alternative to performing individual air quality analysis to determine if a project exceeds the thresholds of significance of toxic air contaminants and fine particulate matter.

Are you familiar with the new Guidelines? YES NO

2. Has your jurisdiction adopted or considered developing a Community Risk Reduction Plan (CRRP) per CEQA Guidelines?

YES NO

If yes, when was it adopted? Date: _____

If no, do you plan to adopt one? YES NO

If yes, what is the timeline for adoption? 6 months 1 Year 2 or More Years

If no, please describe why _____

3. A CRRP could provide a coordinated approach for assessing relevant air quality risks and identifying mitigation measures, but could require significant resources for its development. The benefits a CRRP could offer would be its usefulness in not having to develop site-specific risk analysis on a project by project basis.

Do you agree that CRRPs could serve as a useful alternative for your jurisdiction? Why or why not?

4. Would you consider developing a CRRP for your projects if additional funding and/or technical assistance were provided? YES NO

5. Would you participate in the development of a multi-jurisdictional CRRP? YES NO

ACTAC Survey

C. AFFORDABLE HOUSING

1. Does your jurisdiction have affordable housing policies in place or policies that ensure that new development projects do not displace low income housing?

YES NO

If yes, when was it adopted? Date: _____

If no, do you plan to adopt one? YES NO

If yes, what is the timeline for adoption? 6 months 1 Year 2 or More Years

If no, please describe why _____

D. COMPLETE STREET/ADOPTED BICYCLE PEDESTRIAN PLANS

1. Does your jurisdiction have an adopted Complete Streets policy? YES NO

If yes, when was it adopted? Date: _____

What is the timeline for adoption? 6 month 1 Year 2 or More Years

Can you please describe them briefly here? _____

2. Have you updated your General Plan to comply with the state Complete Streets Act (2008, AB 1358) which took effect January 1, 2011?

YES NO

If yes, when was this done? _____

If no, does your General Plan already meet the requirements of AB1358? YES NO

If not, when is your next planned "substantial revision of the circulation element" of your General Plan? Date _____

Do you plan to revise it to incorporate the Complete Streets Act? YES NO

Alameda CTC recently surveyed the jurisdictions for the status of their bike and ped plans. As of August 2011, can you please list your bike and pedestrian plan update years and status? _____

E. APPROVED HOUSING ELEMENT

In the proposed criteria, there are two ways to demonstrate compliance for the "approved housing element" criteria: Adoption of a housing element that meets the current Regional Housing Need Allocation before the new RHNA is adopted OR Adoption of a housing element that meets the new RHNA after its approval in Spring 2012 (jurisdictions have 18 months to do this and must be in compliance by September 2014).

1. Is your jurisdiction able to demonstrate compliance through one of the two options above?

YES NO

If yes, which option applies to you: meets current RHNA or new RHNA (see question 1A)

If no, are you scheduled to adopt one in the next 6 months? YES NO

- 1A. If future RHNA: You plan to adopt a housing element that meets the new RHNA after its approval in Spring 2012? YES NO

If yes, what is your schedule to incorporate the new RHNA and adopt a new housing element? Dates: _____

3. If jurisdiction is not able to demonstrate compliance with one of the two options: why not and what issues are preventing you from adopting a housing element?

4. Jurisdictions are expected to comply with an approved housing element by September 2014. your jurisdiction be compliant by then? YES NO

F. INELIGIBILITY FOR FUNDING

Any jurisdiction without adopted housing elements addressing the new Regional Housing Need Allocation by September 2014, will be ineligible to receive any funding in Cycle 2 or after until they have adopted a housing element.

In addition, under the proposed ABAG criteria, local agencies are required to meet at least two of the four transportation and land use policies (parking/pricing, CRRP, affordable housing, bicycle/ped plans and complete streets) to be eligible for grant funds in Cycle 2 and after.

1. Alameda CTC is trying to determine how best to assist Alameda County jurisdictions in meeting these criteria as they are currently proposed, what do you think are your jurisdiction's greatest obstacles to overcome in order to fulfill the OneBayArea Grant requirements?

G. TRAINING AND SUPPORT

Alameda CTC would like to know a little more about what training, support or resources you would need to create, adopt or implement any of these programs (please check all that apply):

	Training (i.e. workshops)	Resources other support (i.e. staff)
Parking/Pricing policies	<input type="checkbox"/>	<input type="checkbox"/>
Trip Reduction Ordinances	<input type="checkbox"/>	<input type="checkbox"/>
CRRPs	<input type="checkbox"/>	<input type="checkbox"/>
Affordable housing policies	<input type="checkbox"/>	<input type="checkbox"/>
Complete Streets policies/Develop or Update Bike Pedestrian Plans	<input type="checkbox"/>	<input type="checkbox"/>
Meeting the deadline of September 2014 to have an approved housing element	<input type="checkbox"/>	<input type="checkbox"/>

2. Lastly, Alameda CTC would like to share with you that they will be contacting the jurisdictions to gather information in the future about these types of things. In the very near term, they will be gathering more information on the status of Priority Development Area/Transit Oriented Development implementation.

What are the best methods to gather information from your jurisdiction? (eg., surveys, call specific contact, email) | _____

3. Any other comments you would like to share?

Thank you for your participation.

OneBayAreaGrant Criteria Checklist Summary
 (Date: 12/16/2011)

		Alameda County	City of Alameda	Albany	Berkeley	Dublin	Emeryville	Fremont	Hayward	Livermore	Newark	Oakland	Piedmont	Pleasanton	San Leandro	Union City
Overall Summary of Requirements Met																
Supportive Local Transportation and Land-Use Policies	a) Parking/pricing policies (e.g. cash out, peak pricing, on-street/off street pricing differentials, eliminate parking minimums, unbundled parking) and adopted city and/or countywide employer trip reduction ordinances.		X	X	X		X	X	X		X	X			X	X
	b) Adopted Community Risk Reduction Plans (CRRP) per CEQA guidelines															
	c) Have affordable housing policies in place or policies that ensure that new development projects do not displace low income housing		X	X			X	X	X		X	X	X		X	X
	d) Adopted bicycle/pedestrian plan and complete streets policy in general plans pursuant to Complete Streets Act of 2008							X					X			
Approved Housing Element	a) adoption of a housing element that meets the current RHNA before the new RHNA is adopted	X				X	X	X	X	X	X	X			X	X
	b) the adoption of a housing element that meets the new RHNA after is approval early in 2012		X													
Detailed Summary of Requirements Met																
Parking and Pricing Policies	Cash Out Program															X
	Peak Pricing															
	On-Street/Off-Street Parking Differentials		X	X	X				X							
	Eliminate Parking Minimums								X		X					
	Unbundled Parking?				X		X								X	
Adopted city and/or countywide employer trip reduction ordinances?						X					X				X	

OneBayAreaGrant Criteria Checklist Summary
 (Date: 12/16/2011)

Legend: X = Yes <input type="checkbox"/> = Did not respond to question		Alameda County	City of Alameda	Albany	Berkeley	Dublin	Emeryville	Fremont	Hayward	Livermore	Newark	Oakland	Piedmont	Pleasanton	San Leandro	Union City
CRRP	Familiar with new CEQA Guidelines	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Has your jurisdiction adopted or considered development a Community Risk Reduction Plan per CEQA guidelines?															
	CRRPS could serve as a useful alternative for your jurisdictions?		X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Would you consider development a CRRP for your projects if additional funding and/or technical assistance were provided? Would you participate in the development of a multi-jurisdictional CRRP?	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Affordable Housing	Does your jurisdiction have affordable housing policies in place or policies that ensure that new development projects do not displace low income housing?	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	Does your jurisdiction have an adopted Complete Streets policy? Have you updated you General Plan to comply with the state Complete Streets Act (2008, AB 1358) which took effect January 1, 2011? If no, does your General Plan already meet the requirements? Do you plan to revise it to incorporate Complete Streets Act?		X		X		X	X	X	X	X	X	X	X	X	X

OneBayAreaGrant Criteria Checklist Summary

(Date: 12/16/2011)

Legend: X = Yes <input type="checkbox"/> = Did not respond to question	
Approved Housing Element	Is your jurisdiction able to demonstrate compliance through one of the two options above? If no, are you scheduled to adopt one in the next 6 months? Jurisdictions are expected to comply with an approved housing element by September 2014. Will your jurisdiction be compliant by then?
Alameda County	X
City of Alameda	X
Albany	X
Berkeley	
Dublin	X
Emeryville	X
Fremont	X
Hayward	X
Livermore	X
Newark	X
Oakland	X
Piedmont	
Pleasanton	
San Leandro	X
Union City	X

Attachment 3

Summary of OneBayAreaGrant Criteria Survey Responses (Date: 12/16/2011)				
	YES	NO	No Response	Comment
Overall Summary of Requirements Met				
1. Supportive Local Transportation and Land-Use Policies				
a) Parking/pricing policies (e.g. cash out, peak pricing, on-street/off street pricing differentials, eliminate parking minimums, unbundled parking) and adopted city and/or countywide employer trip reduction ordinances	<p>City of Alameda Albany Berkeley Emeryville Hayward Newark Oakland San Leandro Union City</p>	<p>Alameda County Dublin Fremont Livermore Piedmont Pleasanton</p>		<p>Of the 15 jurisdictions, 0 of 15 had all of the six (6) parking/pricing policies listed. Berkeley had 3 of 6 policies (on-street/off-street differentials, unbundled parking, and employer trip reduction ordinances). Newark, Union City, and Emeryville followed having 2 of 6 policies (Newark: eliminate parking minimums, employer trip reduction ordinances; Union City: cash out, trip reduction ordinances; Emeryville: unbundled parking, employer trip reduction ordinances). Albany and City of Alameda had on-street/off-street differentials. San Leandro had unbundled parking. Hayward has eliminated parking minimums. Oakland had employer trip reduction ordinances.</p>
b) Adopted Community Risk Reduction Plans (CRRP) per CEQA guidelines	<p>some interest in multi-jurisdictional CRRP</p>	<p>Alameda County City of Alameda Albany Berkeley Dublin Emeryville Fremont Hayward Livermore Newark Piedmont Pleasanton Oakland San Leandro Union City</p>		<p>Of the 15 jurisdictions, 10 (Alameda County, Alameda, Albany, Dublin, Emeryville, Fremont, Hayward, Newark, San Leandro, Union City) were familiar with new CEQA guidelines; None are developing a CRRP. Eight (Alameda, Albany, Emeryville, Fremont, Hayward, Livermore, Piedmont, Union City) agree that CRRPs are a useful alternative; 11 jurisdictions (Alameda, Alameda County, Emeryville, Fremont, Hayward, Newark, Oakland, Piedmont, Pleasanton, San Leandro, Union City) would consider developing a CRRP for projects if funding/assistance was provided, and Livermore would maybe consider developing a CRRP; 12 jurisdictions (Alameda, Alameda County, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, Pleasanton, San Leandro, Union City) would participate in a multi-jurisdictional CRRP.</p>
c) Have affordable housing policies in place or policies that ensure that new development projects do not displace low income housing	<p>Alameda County City of Alameda Albany Dublin Emeryville Fremont Hayward Newark Oakland Piedmont San Leandro Union City</p>		<p>Berkeley Livermore Pleasanton</p>	<p>Of the 15 jurisdictions, 12 have affordable housing policies in place.</p>

Summary of OneBayAreaGrant Criteria Survey Responses
 (Date: 12/16/2011)

	YES	NO	No Response	Comment
d) Adopted bicycle/pedestrian plan and Complete Streets policy in General Plans pursuant to Complete Streets Act of 2008	Fremont Piedmont	Alameda County City of Alameda Albany Berkeley Dublin Emeryville Hayward Livermore Newark Oakland San Leandro Union City	Pleasanton	Of the 15 jurisdictions, 2 (Fremont and Piedmont) has an adopted bicycle/pedestrian plan and Complete Streets policy in General Plans pursuant to 2008 Complete Streets Act. Ten (Alameda, Albany, Berkeley, Dublin, Emeryville, Hayward, Livermore, Newark, San Leandro, Union City) are planning to incorporate Complete Streets Act in the next substantial revision of their General Plan.
2. Approved Housing Element				
a) Adoption of a housing element that meets the current RHNA before the new RHNA is adopted	Alameda County Dublin Emeryville Fremont Hayward Livermore Newark Oakland San Leandro Union City City of Alameda	Albany Piedmont	Berkeley Pleasanton	Of the 15 jurisdictions, 13 (Alameda County, Alameda, Albany, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, San Leandro, Union City) reported being compliant by September 2014.
b) The adoption of a housing element that meets the new RHNA after is approval early in 2012				

Summary of OneBayAreaGrant Criteria Survey Responses
 (Date: 12/16/2011)

		YES	NO	No Response	Comment
Detailed Summary of Requirements Met					
A. Parking and Pricing Policies					
1. Cash out program?	Union City (October 2010)	Alameda County City of Alameda Albany Berkeley Dublin Emeryville Fremont Hayward Livermore Newark Oakland Piedmont Pleasanton San Leandro			<p>City of Alameda: Does not plan to adopt one, due cost of implementation and limited transportation options</p> <p>Albany: The City has not considered a cash out program.</p> <p>Dublin: Does not plan to adopt one because parking is free</p> <p>Fremont: Does not plan to adopt one because parking is free</p> <p>Newark: There are no parking subsidies in the City.</p> <p>Hayward: Plans to adopt one within 2 or more years</p> <p>Oakland: Does not plan to adopt one.</p> <p>Piedmont: Small size and lack of parking facilities. There is little demand.</p> <p>Pleasanton: Does not plan to adopt one, no subsidized parking in Pleasanton</p> <p>San Leandro: Budgetary constraints</p>
2. Peak Pricing?		Alameda County City of Alameda Albany Berkeley Dublin Hayward Emeryville Fremont Livermore Newark Piedmont Pleasanton Oakland San Leandro Union City			<p>City of Alameda: Does not plan to adopt one, due to cost of implementation and limited transportation options</p> <p>Albany: The City is small and does not have staff capacity to implement congestion pricing</p> <p>Dublin: Does not plan to adopt one, because parking is free</p> <p>Emeryville: Does not plan to adopt one, due to no control over regional roadways</p> <p>Fremont: Does not plan to adopt one, states there is no need.</p> <p>Hayward: Plans to adopt one within 2 or more years.</p> <p>Livermore: Plans to adopt one within 2 or more years. Congestion pricing for future I-580/Isabel BART Station future.</p> <p>Explore paid parking downtown.</p> <p>Newark: No mechanism for peak pricing in Newark.</p> <p>Oakland: Do not plan to adopt one, City doesn't control transport network. Some parking garages have early bird specials.</p> <p>Piedmont: Small size and largely residential parking, there is little demand for commercial parking</p> <p>Pleasanton: Does not plan to adopt one</p> <p>San Leandro: Need to assess further</p> <p>Union City: Extent of congestion in City does not warrant</p>
3. On-street/Off-Street Parking Differentials?	City of Alameda (11/6/2007) Albany (2009) Berkeley	Alameda County Dublin Emeryville Fremont Hayward Livermore Newark Oakland Piedmont Pleasanton San Leandro Union City			<p>Dublin: Does not plan to adopt one, on-street parking is not regulated</p> <p>Fremont: Does not plan to adopt one, all on street and off street parking in Fremont is free</p> <p>Hayward: Plans to adopt one within 2 or more years</p> <p>Newark: No need identified</p> <p>Oakland: Hopes to adopt one within 6 months for certain districts</p> <p>Piedmont: Small size and lack of parking facilities. Little demand.</p> <p>Pleasanton: Do not plan to adopt one, no paid on or off street parking in Pleasanton</p> <p>San Leandro: Need to assess further</p>

Summary of OneBayAreaGrant Criteria Survey Responses
 (Date: 12/16/2011)

	YES	NO	No Response	Comment
4. Eliminate parking minimums?	Hayward Newark	Alameda County City of Alameda Albany Berkeley Dublin Emeryville Fremont Livermore Oakland Piedmont Pleasanton San Leandro Union City		Alameda County: Do not plan to adopt one, Draft Design Guidelines incorporate maximum parking concepts City of Alameda: Do not plan to adopt one due to limited transit Albany: Amendment would require public vote Berkeley: To retain leverage with developers, but enabling TDM based waivers Dublin: Does not plan to adopt one, but it is under consideration for a few targeted areas Emeryville: Plans to adopt one within 1 year Fremont: Does not plan to adopt one, there is no charged parking in Fremont. Hayward: Adopted September 2011 for South Hayward BART Area Newark: Adopted some in August 2011 as part of a specific plan, but not on a Citywide basis. Oakland: Does not plan to adopt one (interpreting this to be eliminate all parking minimums). Piedmont: Small size and lack of parking facilities. There is little demand. Pleasanton: Do not plan to adopt one, Pleasanton provides reduced parking minimums for TOD San Leandro: Would need to be assessed further depending on location Union City: Do not plan to adopt one, potential off-site parking impacts
5. Unbundled parking?	Berkeley Emeryville (GP 10/2009) San Leandro (2007)	Alameda County City of Alameda Albany Dublin Fremont Hayward Livermore Newark Oakland Piedmont Pleasanton Union City		City of Alameda: Do not plan to adopt one due to lack of development support, limited transit Albany: The City has not considered that policy Berkeley: On a case by case basis. Plan to adopt within 6 months in one area, with the adoption of the Zoning reforms for our Downtown Area. Expected in early 2012 Dublin: Does not plan to adopt one Fremont: Does not plan to adopt one, there is no need Hayward: Plans to adopt one within 2 or more years Newark: No need identified. Oakland: Plans to adopt one within 1 year, requirements for unbundling are being considered for specific plan Piedmont: Small size and lack of parking facilities. There is little demand. Pleasanton: Do not plan to adopt one, no charged parking in Pleasanton Union City: Plans to adopt one within 1 year

Summary of OneBayAreaGrant Criteria Survey Responses
 (Date: 12/16/2011)

	YES	NO	No Response	Comment
6. Adopted city and/or countywide employer trip reduction ordinances?	Berkeley (2009) Oakland (Unsure) Newark (1992) Union City (Sept 2010)	Alameda County City of Alameda Albany Dublin Emeryville Fremont Hayward Livermore Piedmont Pleasanton San Leandro		Alameda County: Do not plan to adopt one, Climate Action Plan includes Employer Trip Reduction strategies City of Alameda: Plans to adopt one in 1 year Albany: Plan to adopt one, our recently adopted Climate Action Plan directs the City to adopt those ordinances Dublin: Does not plan to adopt one, recently adopted downtown SP encourages participation but does not require trip reduction Emeryville: Plans to adopt one within 1 year Fremont: Does not plan to adopt one, there is no demand Hayward: Plans to adopt one within 2 or more years Livermore: Does not plan to adopt one, isn't this prohibited by state law? We do implement TR on certain projects through Development Agreements. Oakland: Does not plan to adopt one, the employer based trip reduction ordinance was adopted prior to the State Piedmont: Small size and lack of parking facilities. There is little demand. Pleasanton: Do not plan to adopt one, voluntary program in Pleasanton. Ordinance reference SB 437 (1995) San Leandro: Need to assess further
B. Community Risk Reduction Plans (CRRP)				
1. Familiar with new CEQA guidelines?	Alameda County City of Alameda Albany Dublin Emeryville Fremont Hayward Newark San Leandro Union City	Livermore Oakland Piedmont Pleasanton	Berkeley	
2. Has your jurisdiction adopted or considered development a Community Risk Reduction Plan per CEQA guidelines?		Alameda County City of Alameda Albany Dublin Emeryville Fremont Hayward Livermore Newark Oakland Piedmont Pleasanton San Leandro Union City	Berkeley	City of Alameda: too costly to prepare Albany: The City does not have funds to develop this plan. Interested in coordinating with other small cities Dublin: Does not plan to adopt one, downtown SP has development standards designed to minimize potential impacts Fremont: Does not plan to adopt one, currently prefer analysis on project by project basis when needed Hayward: Plans to adopt one within 2 or more years Livermore: Maybe in two or more years, depends on cost Newark: Prefer to do a project by project analysis. Oakland: Plans to adopt one within 2 or more years Piedmont: Lack of commercial or industrial zones reduces the likelihood of hazardous air quality issues Pleasanton: No knowledge of CRRP. San Leandro: Will be considered when we begin our General Plan Update in 2013 Union City: Lack of funds to prepare

Summary of OneBayAreaGrant Criteria Survey Responses
 (Date: 12/16/2011)

	YES	NO	No Response	Comment
3. Do you agree that CRRPs could serve as a useful alternative for your jurisdiction?	City of Alameda Albany Emeryville Fremont Hayward Livermore Piedmont Union City	Newark San Leandro	Alameda County Berkeley Dublin Oakland (possibly) Pleasanton	Alameda County: CRRP incorporated into Community Health & Wellness General Plan Element Albany: This will save time in the long run Emeryville: Yes, it will enable developers to tier off our CEQA document. Fremont: Yes, it could provide efficiency and consistency. Hayward: Yes, it would be very useful in that it would provide greater ability to develop housing near transit. Livermore: Yes. Would support streamlined environmental process and help economic development. Newark: No, cost is high and project analysis provides better legal protection. Oakland: Possibly agree. Air Quality risk is clustered near highways. Piedmont: Lack of commercial or industrial zones reduces the likelihood of hazardous air quality issues San Leandro: Will be considered when we begin our General Plan Update in 2013 Union City: Agree that CRRPs could serve as a useful alternative.
4. Would you consider development of a CRRP for your projects if additional funding and/or technical assistance were provided?	Alameda County City of Alameda Albany Emeryville Fremont Hayward Oakland Newark Oakland Piedmont Pleasanton Union City	San Leandro	Berkeley Dublin	Livermore: maybe
5. Would you participate in the development of a multi-jurisdictional CRRP?	Alameda County City of Alameda Emeryville Fremont Hayward Livermore Newark Oakland Piedmont Pleasanton San Leandro Union City		Albany Berkeley Dublin	Livermore: Yes, with funding.

Summary of OneBayAreaGrant Criteria Survey Responses
 (Date: 12/16/2011)

	YES	NO	No Response	Comment
C. Affordable Housing				
1. Does your jurisdiction have affordable housing policies in place or policies that ensure that new development projects do not displace low income housing?	Alameda County (2011) City of Alameda (1991 & 2003) Albany (2009) Dublin (2002) Emeryville (2009) Fremont (2010) Hayward (2010) Newark (2001) Oakland (2002) Piedmont (2005) San Leandro (2005) Union City (Nov 2010)	Berkeley	Livermore Pleasanton	Alameda County: The following Ordinance sections comprise our Affordable Housing Policies to date, Berkeley: Berkeley's excellent 2-year history of 20% inclusionary zoning was struck down in 2009 by a California Supreme Court decision. Emeryville: Housing Element 2009 and Zoning Ordinance 2006 Density Bonus Chapter 17.65; Housing Element; Mobile Home Rent Stabilization Section Chapter 3.32. Fremont: Adopted 07/14/2009 and Amended 06/15/2010
D. Complete Street/Adopted Bicycle pedestrian Plans				
1. Does your jurisdiction have an adopted Complete Streets policy?	City of Alameda (2009 & 2010) Berkeley Emeryville (2009) Fremont (2005 & 2007)	Alameda County Albany Dublin Hayward Livermore Newark Oakland Piedmont San Leandro Union City	Pleasanton	Alameda County: Timeline for adoption is 6 months; The Complete Streets policy will be adopted in Bicycle Pedestrian Master Plan February 2012 City of Alameda: Bike Plan and Pedestrian Plan Albany: Currently developing first Pedestrian Master Plan and updating Bicycle Master Plan. Includes features of Complete Streets Berkeley: Timeline for adoption is 1 year Dublin: Possibly within 1 year, looking at as part of GP update currently underway but details are unknown Emeryville: General Plan proposes type of streets accommodating all modes and incorporating CS policy Fremont: Bike Master Plan (09/27/2005) and Pedestrian Master Plan (12/04/2007) Hayward: Plans to adopt one within 2 or more years, will be included as a component of the General Plan update which will begin in the next fiscal year. Livermore: timeline for adoption is 1 year. Newark: Timeline for adoption is 2 or more years Oakland: Timeline for adoption is 1 year. City has many of the elements of a completed street policy. However, City has not specifically adopted a separate complete streets policy. Union City: Timeline for adoption is 6 months

Summary of OneBayAreaGrant Criteria Survey Responses
 (Date: 12/16/2011)

	YES	NO	No Response	Comment
2. Have you updated your General Plan to comply with the state Complete Streets Act (2008, AB 1358) which took effect January 1, 2011?	Piedmont (April 2009) Fremont (Dec 2011)	Alameda County City of Alameda Albany Berkeley Dublin Emeryville Hayward Livermore Newark Oakland San Leandro Union City	Pleasanton	
2A. If no, does your General Plan already meet the requirements?	Oakland	City of Alameda Albany Berkeley Dublin Hayward Newark Union City	Alameda County Emeryville Fremont Livermore Piedmont Pleasanton San Leandro	
2B. If not, when is your next planned "substantial revision of the circulation element" of your General Plan?			Fremont Livermore Piedmont Pleasanton	Alameda County: Castro Valley General Plan (January 2012) City of Alameda: waiting for guidelines to be developed by MTC/Alameda CTC Albany (end of 2012) Berkeley (most likely 2021. It was adopted in 2001) Dublin: 2012 Emeryville: May 12, 2009. Bike & Pedestrian adoption Hayward: Estimated to be completed by 2014-2015. Newark (2012-2013) Oakland: Not planned at this time. San Leandro (2013) Union City (March 2012)
2C. Do you plan to revise it to incorporate Complete Streets Act?	City of Alameda Albany Berkeley Dublin Emeryville Hayward Livermore Newark Oakland San Leandro Union City		Alameda County Fremont Piedmont Pleasanton	

Summary of OneBayAreaGrant Criteria Survey Responses
 (Date: 12/16/2011)

	YES	NO	No Response	Comment
2D. As of August 2011, please list your bike and pedestrian plan updates, years and status?			Alameda County Piedmont Pleasanton	City of Alameda: Bike Plan 11/2010 and Ped Plan 01/2009 Albany: Bicycle and Pedestrian Master Plan will be finalized in the spring of 2012. Berkeley: Bike Plan, adopted 2001, updated 2005. Ped Plan, adopted 2010. Dublin: Bikeways update starting in July 2012: will incorporate a new pedestrian element Emeryville: Updated 1998. Next update 2012. Unclear what language the City needs to add to comply. Fremont: Bike Plan under way (2011), Pedestrian Plan in 2012 Hayward: Bicycle Plan adopted 2008. Ped Plan will be incorporated into circulation element update. Livermore: Bike Plan updated in 2010, City needs Pedestrian Plan Newark: In draft form, formal adoption planned in 2012. Oakland: Bicycle Master Plan 2007 (will be updated 2012). Pedestrian Master Plan 2002. San Leandro: Last updated in 2011 Union City: Adopted Oct 2006, an update is in process.
E. Approved Housing Element				
1. Is your jurisdiction able to demonstrate compliance through one of the two options above?	Alameda County (current RHNA) City of Alameda (new RHNA) Dublin (current) Emeryville (current RHNA) Fremont (Current RHNA) Hayward (current RHNA) Livermore (current RHNA) Newark (current RHNA) Oakland (current RHNA) San Leandro (current RHNA) Union City (current RHNA)	Albany Piedmont	Berkeley Pleasanton	City of Alameda: Plans to adopt a housing element that meets the new RHNA on 12/31/2012
1A. If no, are you scheduled to adopt one in the next 6 months?	Albany	Piedmont		Newark: Plans to adopt a housing element that meets the new RHNA after its approval in Spring 2012 and incorporate the new RHNA/adopt a new housing element in 2014
3. If your jurisdiction is not able to demonstrate compliance with one of the two options: why not and what issues are preventing you from adopting a housing element?			Alameda County City of Alameda Berkeley Dublin Emeryville Fremont Hayward Livermore Newark Oakland Pleasanton San Leandro Union City	Albany: The Housing Element is currently being prepared Piedmont: We have adopted a new housing element as of 2005, more information about the RHNA criteria and whether or not it met is needed.

Summary of OneBayAreaGrant Criteria Survey Responses
 (Date: 12/16/2011)

	YES	NO	No Response	Comment
4. Jurisdictions are expected to comply with an approved housing element by September 2014. Will your jurisdiction be compliant by then?	Alameda County City of Alameda Albany Dublin Emeryville Fremont Hayward Livermore Newark Oakland Piedmont San Leandro Union City		Berkeley Pleasanton	
F. Ineligibility for Funding				
1. Alameda CTC is trying to determine how best to assist Alameda County jurisdictions in meeting these criteria as they are currently proposed, what do you think are your jurisdiction's greatest obstacles to overcome in order to fulfill the OneBayArea Grant requirements?			Alameda County Berkeley Fremont Livermore Pleasanton San Leandro	City of Alameda: City would like to know what is needed to incorporate the Complete Street Policy Albany: The Challenge for urban cities is that we are already built out and there is not much space available for development or redevelopment. Dublin: We should be able to meet requirements, with ped plan and complete streets expected by 2013 and 2012, respectively. Emeryville: None related to Housing except hard to meet RHNA without redevelopment Hayward: Funding to help develop a CRRP, funding to help develop best practices for a citywide TDM program, provision of a boilerplate Complete Streets Policy. Newark: Cost of environmental process Oakland: Funding completion of CRRP Plans is probably the greatest obstacle. Piedmont: Implementing parking regulations Union City: Lack of funding and impact on staff resources to satisfy mandates
G. Training/Support				
2. What are the best methods to gather information from your jurisdiction? (eg. surveys, call, email)			City of Alameda Emeryville Pleasanton	Alameda County: All of the above Albany: Any methods listed works Berkeley: Conduct in person or phone interviews with Planning staff (land use) and Public Works (Transportation) Dublin: email Fremont: surveys, email and call specific contacts. Hayward: Email and phone Livermore: Email Newark: Email Oakland: Email Piedmont: Email San Leandro: Surveys, call specific contacts Union City: Survey email.

Summary of OneBayAreaGrant Criteria Survey Responses
 (Date: 12/16/2011)

	YES	NO	No Response	Comment
3. Any other comments?			Alameda County Albany Fremont Livermore Newark Oakland Piedmont Pleasanton San Leandro	<p><i>City of Alameda:</i> City would like to obtain help in reviewing the current Transportation Element. City believes that is has policies that meet the Complete Street Requirements.</p> <p><i>Berkeley:</i> There are only 14 cities in Alameda County. Surveys like this are not the best way to gather information from such a small pool. You're not looking for bits of statistically significant information; you're looking for full answers. Also the questions don't have sufficient definitions to be useful. There are many scopes possible for Trip Reduction Ordinance, for instance. An off-street/on-street parking differential can mean almost anything (except that they're exactly the same.)</p> <p><i>Emeryville:</i> Unclear what language we need to add to our general plan to comply with Ab 1358 or if in compliance as approved prior.</p> <p><i>Hayward:</i> The City is currently working to implement a form based code for several areas. A FBC has been adopted for the South Hayward BART area and will be adopted for the Mission corridor next year. Form based codes accomplish many of the objectives of complete streets policies since they look at areas from a complete community standpoint to analyze of the streets and the buildings and community spaces work together to promote more sustainable communities.</p>

Summary of OneBayArea Criteria Survey Responses
 (Date: 12/16/2011)

G. Training/Support		Training (i.e. workshops)	Resources other support (i.e. staff)
Parking/Pricing policies	Alameda County City of Alameda Albany Emeryville Fremont Oakland Piedmont San Leandro Union City	Alameda County City of Alameda Albany Berkeley Emeryville Fremont Hayward Newark Oakland Piedmont San Leandro Union City	Alameda County City of Alameda Albany Berkeley Emeryville Fremont Hayward Newark Oakland Piedmont Union City
Trip Reduction Ordinances	Alameda County City of Alameda Emeryville Fremont Livermore San Leandro Union City	Alameda County City of Alameda Emeryville Fremont Livermore San Leandro Union City	Alameda County City of Alameda Albany Berkeley Emeryville Fremont Hayward Newark Union City
CRRP's	Alameda County City of Alameda Albany Fremont Hayward Livermore Oakland Union City	Alameda County City of Alameda Albany Berkeley Emeryville Fremont Newark Oakland San Leandro Union City	Alameda County City of Alameda Berkeley Emeryville Fremont Newark Oakland San Leandro Union City
Affordable housing policies	Alameda County City of Alameda Union City	Alameda County City of Alameda Newark Oakland San Leandro Union City	Alameda County City of Alameda Newark Oakland San Leandro Union City
Complete Streets policies/Develop or Update Bike Pedestrian Plans	Alameda County City of Alameda Emeryville Piedmont Union City	Alameda County City of Alameda Albany Hayward Newark Oakland Piedmont San Leandro Union City	Alameda County City of Alameda Albany Hayward Newark Oakland Piedmont San Leandro Union City
Meeting the deadline of September 2014 to have an approved housing element	Alameda County Emeryville Fremont Piedmont Union City	Alameda County City of Alameda Emeryville Fremont Piedmont Union City	Alameda County City of Alameda Albany Emeryville Fremont Hayward Newark Piedmont San Leandro Union City

Plan BayArea

TO: MTC Planning Committee /
ABAG Administrative Committee

DATE: 1/13/2012

FR: Deputy Executive Director, Policy, MTC
Executive Director, ABAG

RE: Update on Proposed OneBayArea Grant — Cycle 2 STP/CMAQ Funding

Background

The OneBayArea Grant (OBAG) represents a significant step toward integrating the region's federal transportation program and its land-use and housing policies by:

- Rewarding jurisdictions that accept housing allocations and produce housing with additional transportation dollars.
- Supporting the Sustainable Communities Strategy (SCS) for the Bay Area by promoting transportation investments in priority development areas (PDAs) and by initiating a pilot program in the North Bay Counties that will support open space preservation in priority conservation areas (PCAs).
- Increasing funding levels and eliminating program silos for greater local investment flexibility.

Staff presented the OneBayArea Grant proposal to the MTC Planning Committee / ABAG Administrative Committee on July 8, 2011. At that meeting, the committee directed that staff release the proposal for public review. That initial proposal can be downloaded from the MTC website at <http://www.mtc.ca.gov/funding/onebayarea/>. Since then MTC has received numerous comment letters from stakeholders, transportation agencies and local jurisdictions. Staff has given presentations to the Bay Area Partnership working groups, Policy Advisory Council, ABAG Executive Board, ABAG Planning Committee, Regional Advisory Working Group, and the Regional Bicycle Working Group, as well as at various workshops in conjunction with the Plan Bay Area development.

Stakeholder Response to OBAG Proposal

Attachment A lists the comment letters received to date. The letters are available at the website referenced above with numbering consistent with the comment reference numbers in the attachment. Overall, the comments are supportive of several key elements of the program proposal, including greater program flexibility, increased funding subject to local priority-setting, and financial rewards for accepting Regional Housing Needs Allocation (RHNA) commitments.

Comments Requesting Material Changes to Initial OBAG Proposal:

1. Priority Development Areas: There is support for lowering the proposed requirement that 70% of funding to each county be used to fund projects in PDAs, and providing more flexibility with respect to the use of these funds, particularly for counties with relatively few existing PDAs. In contrast, several stakeholder groups and the MTC Policy Advisory Council support retaining the 70% requirement. Because many noted that project benefits to PDAs are not just from those

projects funded directly within the PDA limits, comment letters recommended allowing projects that support or provide benefit to PDAs count towards the PDA requirements. There were requests to exempt certain OBAG program eligibility categories from the PDA requirements, such as streets and roads rehabilitation, regional bicycle, and Safe Routes to School. A reason cited was that transportation needs do not always align geographically with PDAs.

2. Priority Conservation Areas: Some comments call for expanding the eligible use of PCA funding beyond planning purposes in order to fund capital projects such as farm-to-market and open space access needs. Additional comments call for expanding the regional pilot program eligibility beyond the four North Bay counties.
3. Low Income Housing and Protections for Communities of Concern: Comments recommend modifying the OBAG funding formula to reward jurisdictions that zone for or produce low income housing units. In addition, some stakeholders also cited the need for policies that will prevent displacement of low-income residents, which was noted as a potentially unintended outcome of new housing and transportation investments in PDAs.
4. Performance and Accountability: In the areas of performance and accountability, many comments asked for more flexibility, such as reasonable progress toward, instead of final approval of, required policy actions, in the first round of OBAG funding. The reason cited was limited time and staff resources to enact new policies in the timeframe proposed.
5. Regional Program: We received requests to continue funding the Safe Routes to School Program (SR2S) as a regional program within the Climate Initiatives Program since the implementation of SR2S at the county level is uneven throughout the region.

Recommended Program Revisions

As a result of the input received and continued regional agency dialogue, staff recommends that the Committee consider significant revisions to the July 8, 2011 proposal, as outlined in the presentation slides (Attachment B) and explained more fully below. Staff proposes to increase the OneBayArea Grant from the initial \$211 million funding level to \$250 million. The increase comprises \$39 million in federal funds, with \$3 million directed specifically to preserve the “hold harmless” provision for Marin, Napa and Solano Counties, after accounting for Cycle 1 planning and SR2S funds. The funding distribution is also revised to reflect the formula changes discussed below to reward jurisdictions for very-low and low-income housing units. Attachment C provides the revised funding levels and distribution amounts.

1. Priority Development Areas

- **Increase PDA Flexibility**: Staff recommends reducing the requirement that at least 70% of investments be directed to the PDAs to 50% for the four North Bay counties (Marin, Napa, Solano, and Sonoma) as there are relatively fewer PDA opportunities in these counties. Further, staff recommends that for all counties a project outside of a PDA count towards the PDA minimum if it directly connects to or provides proximate access to a PDA. However, staff does not recommend exempting certain programs or using different formulas to address any single program investment as this would run counter to the flexibility of the OneBayArea grant.
- **Strengthen Planning Integration**: While an entire county is rewarded financially if its individual jurisdictions accept housing to meet RHNA targets, there is a need to ensure that RHNA, PDAs, and supporting zoning policies are effectively aligned. Therefore, staff

recommends that all jurisdictions receiving OBAG funding be required to pass a non-binding resolution of intent to align these three elements. Staff also recommends that CMAs prepare and adopt a PDA development strategy to guide transportation investments that are supportive of PDAs. Specific requirements will be developed as part of the next round of planning agreements between MTC and the CMAs.

- **Clarify Eligibility for Programs:** Staff is proposing to clarify that both pedestrian and all bicycle facilities would be eligible for OBAG funding and CMA planning costs would partially count towards PDA targets (50% or 70%), in line with its PDA funding requirement.
2. Priority Conservation Areas (PCAs)
 - **Focus on North Bay through Competitive Pilot Program:** Staff recommends that the \$5 million pilot program continue to be limited to the North Bay Counties and be conducted as a regional competitive program. However, eligibility would be expanded from planning to land / easement acquisition, farm-to-market capital projects, and open space access projects.
 - **Leverage Additional Funding:** A priority for these funds should be to partner with state agencies and private foundations to leverage outside funds for these projects, particularly for land acquisition and open space access. ABAG and MTC would pursue these leveraging opportunities.
 3. Low-Income/Workforce Housing
 - **Reward counties for low-income/workforce housing production:** Staff recommends revising the funding formula to recognize the importance of planning for and producing very low and/or low-income housing by directing 25% in total, or 50% of the housing share; to very low and low-income housing production and RHNA share.
 4. Performance and Accountability
 - **Streamline Requirements:** Staff recommends streamlining the performance and accountability requirements in recognition of the considerable lead time required to implement these requirements. Jurisdictions will need to be in compliance with the Complete Streets Act of 2008 by July 1, 2013 to be eligible for OBAG funds. Staff will work with jurisdictions to develop a strategy for meeting this timeline that considers individual jurisdiction's general plan update schedules. MTC will also revise its Complete Streets Policy to ensure that public review and input for projects occurs early enough to better inform CMA project selection.
 - **Retain Housing Element Requirement:** Staff recommends no change to the proposal that a jurisdiction be required to have its general plan housing element adopted and approved by HCD for 2007-14 RHNA prior to July 1, 2013. Attachment D summarizes current compliance, with 72% of Bay Area jurisdictions already meeting this requirement.
 5. Regional Programs: Within the Climate Initiatives program, the SR2S Program would be continued as a regional program with \$10 million being distributed to the counties to be used only for that purpose. Staff proposes that the remaining \$10 million be used for electric vehicle infrastructure and other climate strategies. Staff is also proposing a new regional \$30 million pilot Transit Performance Initiative Program to implement transit supportive investments in major transit corridors. Finally, within the regional TLC Program, \$15 million would be directed to PDA planning grants with a special focus on selected PDAs with greater potential for residential displacement, and to develop and implement community risk reduction plans.

Next Steps

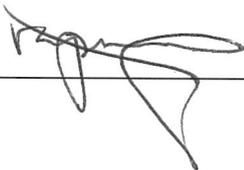
Based on the Committee’s direction at this meeting, staff will modify the proposal and return to the Committee in March 2012 to present the draft program policies. The Commission will then consider approval of the final OneBayArea Grant Program in May 2012. Throughout this process, staff will continue to seek further feedback from stakeholder and technical working groups. The OBAG development schedule will continue to be coordinated with the activities leading to approval of the Plan Bay Area preferred alternative which are italicized in the schedule below:

OBAG / Plan Bay Area Development Schedule

January 2012	<ul style="list-style-type: none"> ▪ <i>Outreach / Define preferred scenario</i> ▪ Joint Planning / ABAG Administrative Committee to review initial responses and potential revisions to address major comments for the One Bay Area Grant
February 2012	<ul style="list-style-type: none"> ▪ <i>Release guidance for applying project performance assessment results to the Plan Bay Area investment strategy</i>
March 2012	<ul style="list-style-type: none"> ▪ Release revised Draft Cycle2 One Bay Area Grant proposal ▪ <i>Release preliminary preferred scenario for Plan Bay Area (includes investment strategy)</i>
May 2012	<ul style="list-style-type: none"> ▪ Commission Approves Cycle 2 One Bay Area Grant ▪ <i>MTC / ABAG approves preferred scenario for Plan Bay Area</i>



Ann Flemer

Ezra Rapport

Attachments

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Attachment A: Comment Letters Received in Response to the OneBayArea Grant Proposal Released on July 8, 2011

Letter #	Date	Organization	From
1	03/31/11	STA (Solano Transportation Authority) - re SB 375 Open Space & Ag Land	Harry Price, Chair, STA; Mayor, City of Fairfield
2	06/21/11	City/County Association of Governments of San Mateo County (C/CAG) - Letter 1	Richard Napier, Executive Director
3	07/05/11	TAM (Transportation Authority of Marin)	Dianne Steinhauer, Executive Director
4	08/05/11	Marshall_NCTPA TAC (Napa County Transportation & Planning Agency)	Rick Marshall, Chair, NCTPA TAC
5	08/12/11	City/Council Association of Governments of San Mateo County (C/CAG) - Letter 2	Richard Napier, Executive Director
6	08/25/11	Cortese_Santa Clara County Board of Supervisors	Dave Cortese, President, Board of Supervisors
7	08/31/11	Town of Los Gatos	Greg Larson, Town Manager
8	08/31/11	City of Half Moon Bay	Naomi Patridge, Mayor
9	08/31/11	City of Millbrae	David F. Quigg, Mayor
10	09/01/11	City of Burlingame	Terry Nagel, Mayor
11	09/01/11	Contra Costa County	Catherine O. Kutsuris, Director, Conservation and Development Department and Julie Burren, Director, Public Works Department
12	09/02/11	City of Mountain View	Michael A. Fuller, Public Works Director and Randal Tsuda, Community Development Director
13	09/09/11	City of Brisbane	Randy L. Breault, PE, Director of Public Works/City Engineer
14	09/09/11	City of Milpitas	Jose Esteves, Mayor
15	09/14/11	City of Fremont / LSRWG	Norm Hughes, Chair, Local Streets & Roads Working Group; Assistant Public Works Director/City Engineer
16	09/15/11	SCTA (Sonoma County Transportation Authority/Regional Climate Protection Authority)	Jake Mackenzie, Chair, SCTA/RCPA
17	09/15/11	City of Rohnert Park	Darren Jenkins, PE, Director of Development Services/City Engineer
18	09/22/11	City of Sunnyvale	Melinda Hamilton, Mayor
19	09/29/11	Contra Costa Transportation Authority (CCTA)	David E. Durant, Chair, Board of Commissioners

Letter #	Date	Organization	From
20	10/12/11	City of Lafayette	Carl Anduri, Mayor
21	10/26/11	City of Morgan Hill	Steve Tate, Mayor
22	10/26/11	County of Sonoma	Efren Carrillo, Chairman, Sonoma County Board of Supervisors
23	10/28/11	Bay Area Business Coalition [Bay Area Council, Bay Planning Coalition, BIA Bay Area, Contra Costa Council, East Bay EDA, Jobs & Housing Coalition, North Bay Leadership Couyncl, Silicon Valley Leadership Group, SAMCEDA, Solano EDC]	In order of organizations named in adjoining column: Jim Wunderman, President & CEO; John Coleman, Executive Director; Paul Campos, Senior VP, Govt. Affairs; Linda Best, President & CEO; Karen Engel, Executive Director; Gregory McConnell, President & CEO; Cynthia Murray, President & CEO; Carl Guardino, President & CEO; Rosanne Foust, President & CEO; Sandy Person, President
24	11/03/11	Greenbelt Alliance	Stephanie Reyes, Policy Director
25	11/04/11	SFCTA (San Francisco County Transportation Authority)	Ross Mirkarimi, Chair of the Board
26	11/15/11	City of Napa	Jill Techel, Mayor
27	11/18/11	OBAG Comment Letter: Asian Pacific Environmental Network, Bay Localize, California WALKS, Causa Justa::Just Cause, Chinatown Community Development Center, Council of Community Housing Organizations (CCHO), East Bay Housing Organizations (EBHO), Genesis, Green Youth Alliance, Greenbelt Alliance, The League of Women Voters of the Bay Area, National CAPACD, Public Advocates, TransForm, Unitarian Universalist Legislative Ministry, Urban Habitat	(no names provided)
28	11/22/11	Santa Clara VTA (Valley Transportation Authority)	John Ristow, VTA Chief CMA Officer
29	11/28/11	City of Palo Alto	Sidney Espinosa, Mayor
30	11/28/11	SRTSNP (Safe Routes to School National Partnership)_BABC (Bay Area Bicycle Coalition)	Deb Hubsmith, Director, SRTSNP and Corrine Winter, Chair, BABC
31	12/02/11	City of Richmond	William Lindsay, City Manager
32	12/06/11	County of Napa	Bill Dodd, Chairman, Board of Supervisors
33	12/07/11	City of Santa Rosa	Ernesto Oliveras, Mayor
34	12/09/11	City of American Canyon	Richard Ramirez, Acting City Manager
35	12/12/11	Housing Leadership Council of San Mateo County	Mark Moulton, Executive Director
36	12/19/11	Alameda County Transportation Commission	Art Dao, Executive Director
37	12/19/11	City of Petaluma	David Glass, Mayor

Letter #	Date	Organization	From
38	12/21/11	San Mateo County Health System	Sara T. L. Mayer, Director
39	12/23/11	City of Oakland City and County of San Francisco City of San Jose Bay Area Rapid Transit District San Francisco Municipal Transportation Agency Alameda-Contra Costa Transit District San Francisco County Transportation Authority	Fred Blackwell, Assistant City Administrator Jose Campos, Chief of Citywide Planning Laurel Prevetti, Assistant Planning Director Carter Mau, Executive Manager of Budget and Planning Timothy Papandreou, Deputy Director for Sustainable Streets Tina Spencer, Director of Service Development and Planning Tilly Chang, Deputy Director for Planning

PLAN **BayArea**

OneBayArea Grant

Joint MTC Planning/ABAG Administrative Committee
January 2012

Overview

- **Priority Development Areas**
- **Priority Conservation Areas**
- **Performance and Accountability**
- **Northern County– Hold Harmless**
- **Revised Funding Framework**
 - Funding Augmentation
 - Regional Program Detail
 - OBAG Flexibility

Proposed Revisions: Priority Development Areas

- Overall Requirement:
 - Reduce 70% requirement to 50% for the North Bay Counties
 - Require PDA growth strategy to be adopted by CMAs (add to CMA planning agreements)
 - Link RHNA, PDAs, and zoning policies. Jurisdictions must pass a resolution of intent to align these three elements
- Eligible Projects:
 - Allow a project to count toward the PDA target if it connects to or provides proximate access to a PDA
 - Clarify expanded eligibility for pedestrian and bicycle facilities, not just limited to the regional bike network
- Planning Funds:
 - Allow 70% or 50% of planning costs to count toward PDA targets to align with OBAG PDA investments

Proposed Revisions: Priority Conservation Areas

- **North Bay Pilot Program:**
 - Limited to 4 North Bay counties
 - **Project Eligibility for MTC/ABAG Selection:**
 - Planning
 - Land / easement acquisition
 - Farm to market capital projects
 - Open space access
 - Secure matching funds from state agencies/private foundations
- **Remaining Counties:**
 - Expand eligibility for “anywhere funds” to include project types above

Proposed Revisions: Performance and Accountability

1. Supportive Transportation and Land Use Policies
 - Move from a menu approach (2 of 4) to 1 requirement.
 - Complete Streets Compliance:
 - For Cycle 2, amendment to the circulation element of the General Plan to comply with the California Complete Streets Act of 2008 by **July 1, 2013**.
 - Complete Streets checklist to be revised to allow public review and input prior to county project selection.
2. Retain Housing Element Requirement:
 - Require HCD approval of revised housing element to meet current 2007-14 RHNA prior to **July 1, 2013**.

Proposed Revisions: Low-Income/Workforce Housing

- Revised Funding Formula:
 - Add weighting to formula to recognize very low and low income categories.
 - Direct 25% overall, or 50% of housing share, on very low and low income categories

County	% Change From July Proposal to Reflect Low Income Housing Weighting
Alameda	-3%
Contra Costa	-1%
Marin	2%
Napa	-2%
San Francisco	4%
San Mateo	-2%
Santa Clara	2%
Solano	-7%
Sonoma	5%
Bay Area Total	

Proposed Revisions: County Funding Levels

- Hold Harmless:
 - Add \$3 million for address Marin, Napa, and Solano counties so that all counties see either growth or equivalent funding levels as compared to Cycle 2 status quo

Proposed OBAG Funding Augmentation

- Increase from \$211 million to \$250 million
 - Add \$18 million in federal STP/CMAQ funds to OBAG
 - Add \$18 million in 2012 STIP TE funds (can be used for bicycle facilities and other enhancement projects)
 - Add \$3 million for “hold harmless” for Marin, Napa, and Solano

Revised Funding Framework

New Act Cycle 2 Funding	Existing Framework (as updated Jul 8, 2011)		Original Proposal Jul 8, 2011		Revised Proposal * Jan 13, 2012		Revised Cycle 2 Total
	Regional	Cycle 2 Status Quo CMA Block Grant	Regional	One Bay Area Grant	Regional	One Bay Area Grant	
STP/CMAQ (\$591M)							
RTIP/TE (\$18M)							
Air District (\$6M)							
1 Regional Planning	26	70	5	21	5	21	26
2 Regional Operations	74		74		74		74
3 Freeway Performance Initiative (FPI)	66		66		66		66
4 Transit Capital Rehabilitation	125		125		125		125
5 Local Streets and Roads Rehabilitation	7		3	74	3	74	77
6 Climate Initiatives	40		25	12	20	12	32
7 Regional Bicycle Program		20		20		20	20
8 Transportation for Livable Communities (TLC)	64	32	15	85	25	85	110
9 Priority Conservation Area Planning Pilot			5		5		5
10 MTC Res 3814 Transit Payback Commitment	25		25		12		12
11 Transit Sustainability Project					30		30
12 Augmentation							39
Total	426	122	343	211	365	250	615
	78%	22%	62%	38%	59%	41%	
Grant Totals:	122	22%	211	38%	250	41%	

* Includes \$6 million from Air District



Regional Program Detail

Regional Program Area	Amount
Climate Initiatives	\$20 million
Safe Routes to School	\$10 million
Climate Strategy	\$10 million
Transportation for Livable Communities	\$25 million
PDA Planning Grants	\$15 million
Affordable TOD Fund	\$10 million
Transit Performance Initiative (per TSP)	\$30 million

Climate Initiatives Program

- **Safe Routes to Schools (\$10 million):**
 - Continue Safe Routes to School program to supplement OBAG investments and focus on non-infrastructure programs that may or not be in PDAs

- **Climate Strategy Reserve (\$10 million):**
 - Consider EV infrastructure and other promising projects; specific projects TBD.

SR2S Fund Distribution by Total Student Enrollment* (millions \$s)		
Alameda	21%	\$2.1
Contra Costa	16%	\$1.6
Marin	3%	\$0.3
Napa	2%	\$0.2
San Francisco	7%	\$0.7
San Mateo	10%	\$0.9
Santa Clara	27%	\$2.7
Solano	6%	\$0.6
Sonoma	7%	\$0.7
Total	100%	\$10.0

*Includes public and private K-12

Transportation for Livable Communities

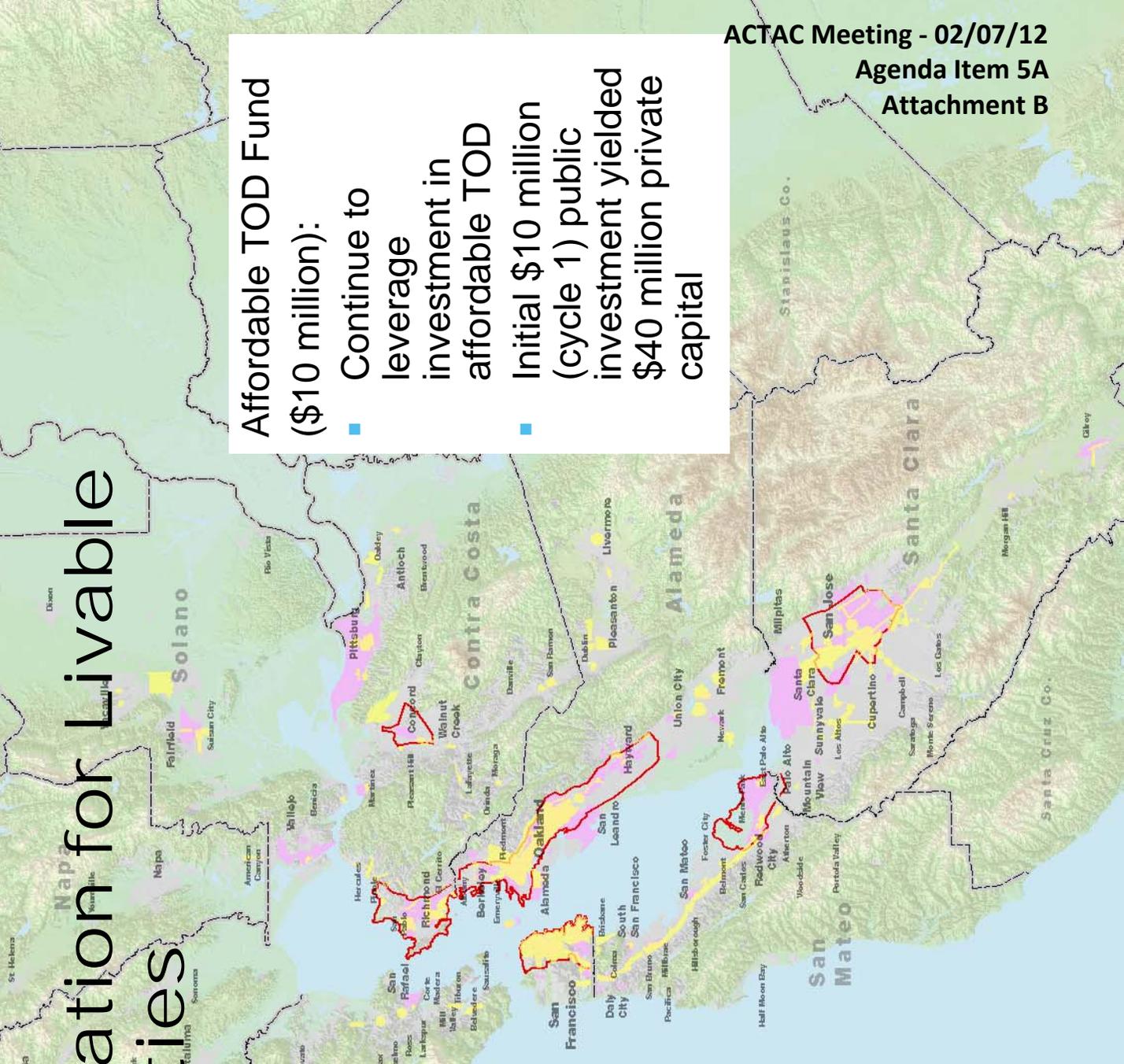
PDA Planning (\$15 million)

- Focus on PDAs with high potential for residential displacement
- Address CEQA, entitlements, and community risk reduction planning
- Will fund roughly 40 plans

Affordable TOD Fund (\$10 million):

- Continue to leverage investment in affordable TOD
- Initial \$10 million (cycle 1) public investment yielded \$40 million private capital

Priority Development Areas
Communities of Concern
CARE Communities



Transit Performance Initiative

- **Implement pilot program focused on transit supportive investments in major transit corridors**
 - Initial ~\$30 million capital to improve operations and customer experience
 - Implement several “quick wins” within 12 to 24 months
 - Projects could include transit signal prioritization, passenger circulation improvements at major hubs, and boarding/stop improvements
 - Approve the first program of projects in April 2012 with the TSP adoption
- **Require local jurisdictions to implement transit-supportive arterial management strategies**
- **Rescoped “Freeway Performance Initiative” includes funding for major arterials that can be used to support transit performance improvements**

OneBayArea Grant Flexibility

Program and Project Categories	Priority Development Areas	“Anywhere”
Planning Activities	X Up to 50% (North Counties) Up to 70% (Remaining Counties)	X
Augment Regional Safe Routes to School	X	X
Streets and Roads Rehabilitation	X	X
Transportation for Livable Communities	X	X
Bicycle and Pedestrian Projects	X	X
Priority Conservation Areas		X

County Funding at Augmented Levels

Cycle 2 OBAG

(\$ millions)

County	Cycle 2 Status Quo Grant Program	July Initial Proposal	Revised* 50%-25%-25% (Pop-RHNA-Housing Production)	\$ Difference (Revised - July)
Alameda	\$25	\$42	\$48	\$6
Contra Costa	\$17	\$31	\$36	\$5
Marin	\$5	\$6	\$9	\$3
Napa	\$3	\$4	\$6	\$2
San Francisco	\$12	\$25	\$30	\$5
San Mateo	\$11	\$17	\$20	\$2
Santa Clara	\$28	\$55	\$66	\$10
Solano	\$9	\$14	\$16	\$2
Sonoma	\$12	\$16	\$19	\$4
Bay Area Total	\$122	\$211	\$250	\$39

* Proposal includes Low-Income and Very Low-Income weighting

County Funding Geographic Split

(\$ millions)

	Total Funds	PDA/"Anywhere" Split	Within PDAs	"Anywhere" Funds
Alameda	\$48	70/30	\$34	\$14
Contra Costa	\$36	70/30	\$25	\$11
Marin	\$9	50/50	\$4	\$4
Napa	\$6	50/50	\$3	\$3
San Francisco	\$30	70/30	\$21	\$9
San Mateo	\$20	70/30	\$14	\$6
Santa Clara	\$66	70/30	\$46	\$20
Solano	\$16	50/50	\$8	\$8
Sonoma	\$19	50/50	\$10	\$10
Regional Total	\$250		\$165	\$85

Proposed OBAG Schedule Approval

- December 2011: Release scenario analysis results
- January 2012
 - Public outreach on scenario results
 - **Joint Planning / ABAG Administrative Committee review of initial comments and staff recommendations**
- February 2012
 - Release Guidance for applying Project Performance Assessment to Investment Strategy
- March 2012
 - **Release Final Draft Cycle 2 One Bay Area Grant proposal**
 - Release Preliminary Preferred Scenario for Plan Bay Area
 - Preliminary Investment Strategy for Plan Bay Area
- May 2012
 - **Commission Approves Cycle 2 One Bay Area Grant program**
 - MTC / ABAG approves Preferred Scenario for Plan Bay Area

Attachment C: Revised Funding Distribution

Cycle 2 OBAG				
(\$ millions)				
County	Cycle 2 Status Quo Grant Program	July Initial Proposal	Revised* 50%-25%-25% (Pop-RHNA-Housing Production)	\$ Difference (Revised - July)
Alameda	\$25	\$42	\$48	\$6
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Sonoma	\$12	\$16	\$19	\$4
Bay Area Total	\$122	\$211	\$250	\$39

* Proposal includes Low-Income and Very Low-Income weighting

Attachment D

Bay Area Jurisdictions' General Plan Housing Element Compliance

#	County	HCD Report dtd 12/21/11
Alameda County		
1	Alameda	
2	Albany	
3	Berkeley	X
4	Dublin	X
5	Emeryville	X
6	Fremont	X
7	Hayward	X
8	Livermore	X
9	Newark	X
10	Oakland	X
11	Piedmont	X
12	Pleasanton	
13	San Leandro	X
14	Union City	X
15	Alameda County Unincorporated	X
Contra Costa County		
16	Antioch	X
17	Brentwood	
18	Clayton	X
19	Concord	X
20	Danville	X
21	El Cerrito	IN REVIEW
22	Hercules	
23	Lafayette	X
24	Martinez	X
25	Moraga	X
26	Oakley	X
27	Orinda	
28	Pinole	X
29	Pittsburg	X
30	Pleasant Hill	X
31	Richmond	
32	San Pablo	X
33	San Ramon	X
34	Walnut Creek	X
35	Contra Costa County Unincorporated	X
Marin County		
36	Belvedere	X
37	Corte Madera	X
38	Fairfax	
39	Larkspur	X

Bay Area Jurisdictions' General Plan Housing Element Compliance

#	County	HCD Report dtd 12/21/11
40	Mill Valley	
41	Novato	
42	Ross	X
43	San Anselmo	
44	San Rafael	X
45	Sausalito	
46	Tiburon	
47	Marin County Unincorporated	
Napa County		
48	American Canyon	X
49	Calistoga	X
50	Napa	X
51	St. Helena	X
52	Yountville	X
53	Napa County Unincorporated	
San Francisco County		
54	San Francisco	X
San Mateo County		
55	Atherton	X
56	Belmont	X
57	Brisbane	X
58	Burlingame	X
59	Colma	
60	Daly City	
61	East Palo Alto	X
62	Foster City	X
63	Half Moon Bay	X
64	Hillsborough	X
65	Menlo Park	
66	Millbrae	
67	Pacifica	
68	Portola Valley	X
69	Redwood City	X
70	San Bruno	X
71	San Carlos	X
72	San Mateo	X
73	South San Francisco	X
74	Woodside	X
75	San Mateo County Unincorporated	IN REVIEW
Santa Clara County		
76	Campbell	X
77	Cupertino	X
78	Gilroy	
79	Los Altos	X

Bay Area Jurisdictions' General Plan Housing Element Compliance

#	County	HCD Report dtd 12/21/11
80	Los Altos Hills	X
81	Los Gatos	
82	Milpitas	X
83	Monte Sereno	X
84	Morgan Hill	X
85	Mountain View	IN REVIEW
86	Palo Alto	
87	San Jose	X
88	Santa Clara	
89	Saratoga	X
90	Sunnyvale	X
91	Santa Clara County Unincorporated	X
Solano County		
92	Benicia	
93	Dixon	X
94	Fairfield	X
95	Rio Vista	X
96	Suisun City	X
97	Vacaville	X
98	Vallejo	X
99	Solano County Unincorporated	X
Sonoma County		
100	Cloverdale	X
101	Cotati	
102	Healdsburg	X
103	Petaluma	X
104	Rohnert Park	X
105	Santa Rosa	X
106	Sebastopol	X
107	Sonoma	
108	Windsor	X
109	Sonoma County Unincorporated	X
109	Bay Area Total	79
		72%



Memorandum

DATE: January 30, 2012

TO: Alameda County Technical Advisory Committee

FROM: Beth Walukas, Deputy Director of Planning
Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation

SUBJECT: **Review of Countywide Transportation Plan (CWTP) and Transportation Expenditure Plan (TEP) and Update on Development of a Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP)**

Recommendation

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

Ten separate committees receive monthly updates on the progress of the CWTP-TEP and RTP/SCS, including ACTAC, the Planning, Policy and Legislation Committee (PPLC), the Alameda CTC Board, the CWTP-TEP Steering Committee, the Citizen's Watchdog Committee, the Paratransit Advisory and Planning Committee, the Citizen's Advisory Committee, the Bicycle and Pedestrian Advisory Committee, and the Technical and Community Advisory Working Groups. The purpose of this report 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. RTP/SCS related documents are available at www.onebayarea.org.

February 2012 Update:

This report focuses on the month of February 2012. A summary of countywide and regional planning activities for the next three months is found in Attachment A and a three year schedule for the countywide and the regional processes is found in Attachments B and C, respectively. Highlights at the regional level include release of revised draft Project Performance and Targets Assessment results and the start of the needs and investment strategies and tradeoffs discussion. At the county level, highlights include the Commission adoption of the draft Transportation Expenditure Plan for approval by the Alameda CTC Board at its January meeting and continued development of the draft CWTP, including input to MTC on the development of the Preferred SCS and transportation network.

1) *SCS/RTP*

MTC released draft results of the project performance and targets assessment in November 2011 followed by the draft scenario analysis results on December 9, 2011. Staff made comment on the results and revised project performance results were released on January 24, 2012. The project performance results categorized the highest and lowest performing projects based on benefit/cost and identified guidance for developing compelling case arguments for CMAs and project sponsors to submit to MTC in writing by March 9, 2012. The MTC Planning and ABAG Administrative Committees will be reviewing and acting on the guidance at its meeting on February 17, 2012. Staff is preparing responses on the guidance requesting that inclusion of projects in the RTP consider more than just benefit/cost, but also consider existing policy commitments such as Resolution 3434 and local sales tax measure projects and the ability to meet the MTC/ABAG adopted performance targets that are sustainability based. Of the 31 low performing projects regionwide, 18 of them are transit, energy and lifeline specific. On the SCS, ABAG continued work on the One Bay Area Alternative Land Use Scenarios. Comment letters are being prepared by Alameda CTC staff and will be distributed to the committees as they are available. MTC and ABAG will use the results of the project performance and targets assessment along with the results of the scenario analysis to begin framing the discussion about tradeoffs and investment strategies that will ultimately result in the selection of a preferred land use and transportation scenario. This scenario will be evaluated in March 2012 and results released in April 2012 with an adoption of a preferred scenario still scheduled for May 2012.

2) *CWTP-TEP*

On January 26, 2012, the Alameda CTC, based on the CWTP-TEP Steering Committee recommendation, adopted the final Transportation Expenditure Plan. Since the December 16, 2011 Commission retreat, three ad hoc committee and one joint CAWG/TAWG meetings were held to respond to final comments on the draft Plan. The Transportation Expenditure Plan will be taken to each city council and the Board of Supervisors for approval by May 2012 per the schedule in Attachment C. Both the final Transportation Expenditure Plan and the draft CWTP will be brought to the Commission in May 2012 for approval so that the Board of Supervisors can be requested at their June 2012 meeting to place the Transportation Expenditure Plan on the ballot on November 6, 2012. Staff continues to work with MTC and ABAG in developing the SCS and RTP. The administrative draft CWTP will now be aligned and made consistent with the Transportation Expenditure Plan and a draft will be reviewed by the CAWG and TAWG and Steering Committee in March.

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

Committee	Regular Meeting Date and Time	Next Meeting
CWTP-TEP Steering Committee	Typically the 4 th Thursday of the month, noon Location: Alameda CTC offices	March 22, 2012 May 24, 2012
CWTP-TEP Technical Advisory Working Group	2 nd Thursday of the month, 1:30 p.m. Location: Alameda CTC	March 8, 2012 May 10, 2012
CWTP-TEP Community Advisory Working Group	Typically the 1 st Thursday of the month, 2:30 p.m. Location: Alameda CTC	March 8, 2012* May 10, 2012* *Note: The March and May CAWG meetings will be held jointly with the TAWG and will begin at 1:30.

Committee	Regular Meeting Date and Time	Next Meeting
SCS/RTP Regional Advisory Working Group	1 st Tuesday of the month, 9:30 a.m. Location: MetroCenter, Oakland	February 7, 2012 March 7, 2012 April 3, 2012
SCS/RTP Equity Working Group	2 nd Wednesday of the month, 11:15 a.m. Location: MetroCenter, Oakland	February 8, 2012 March 7, 2012 April 3, 2012
SCS Housing Methodology Committee	Typically the 4 th Thursday of the month, 10 a.m. Location: BCDC, 50 California St., 26 th Floor, San Francisco	February 23, 2012

Fiscal Impact

None.

Attachments

- Attachment A: Summary of Next Quarter Countywide and Regional Planning Activities
- Attachment B: CWTP-TEP-RTP-SCS Development Implementation Schedule
- Attachment C: OneBayArea SCS Planning Process (revised October 2011)
- Attachment D: List of City Council meetings for TEP approval

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**Summary of Next Quarter Countywide and Regional Planning Activities
(February 2012 through April 2012)**

Countywide Planning Efforts (CWTP-TEP)

The three year CWTP-TEP schedule showing countywide and regional planning milestone schedules is found in Attachment B. Major milestone dates are presented at the end of this memo. During the February 2012 through April 2012 time period, the CWTP-TEP Committees will be focusing on:

- Coordinating with ABAG and local jurisdictions to provide comments on the Alternative Land Use Scenarios for the Sustainable Communities Strategy (SCS) and developing the preferred scenario;
- Preparing and submitting comments to MTC on the project performance and targets assessment and scenario evaluation results and developing compelling cases;
- Coordinating with the local jurisdictions and ABAG to develop a draft Alameda County Locally Preferred SCS to test with the financially constrained transportation network in Spring 2012;
- Responding to comments on the Administrative Draft and releasing the Draft CWTP;
- Refining the financially constrained list of projects and programs for the Draft CWTP to align with the adopted TEP;
- Refining the countywide 28-year revenue projections consistent and concurrent with MTC's 28-year revenue projections;
- Presenting the Draft CWTP to the Steering Committee for approval; and
- Seek jurisdiction approvals of the Final TEP.

Regional Planning Efforts (RTP-SCS)

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 or will be:

- Framing the tradeoff and investment strategy discussion and developing policy initiatives for consideration;
- Refining draft 28-year revenue projections;
- Finalizing maintenance needs and Regional Programs estimates; and
- Developing the preferred land use and transportation scenario.

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

- Participating on the MTC/ABAG Regional Advisory Working Group (RAWG);
- Submitting local transportation network priorities through the CWTP-TEP process; and
- Commenting on the project performance and alternative land use scenarios results.

Key Dates and Opportunities for Input¹

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

Sustainable Communities Strategy:

Presentation of SCS information to local jurisdictions: Completed
Initial Vision Scenario Released: March 11, 2011: Completed
Draft Alternative Land Use Scenarios Released: Completed (released August 26, 2011)
Preferred SCS Scenario Released/Approved: April/May 2012

RHNA

RHNA Process Begins: January 2011
Draft RHNA Methodology Adopted: July 2012
Draft RHNA Plan released: July 2012
Final RHNA Plan released/Adopted: April/May 2013

RTP

Develop Financial Forecasts and Committed Funding Policy: Completed
Call for RTP Transportation Projects: Completed
Conduct Performance Assessment: Completed
Transportation Policy Investment Dialogue: November 2011 – April 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 Alameda County Locally Preferred SCS Scenario: May 2011 – May 2012
Call for Projects: Completed
Administrative Draft CWTP: Completed
Preliminary TEP Program and Project list: Completed
Final TEP Adopted: Completed
TEP approvals from jurisdictions: February – May 2012
Draft CWTP Released: March 2012
TEP Outreach: January 2011 – June 2012
Adopt Final CWTP and TEP: May/June 2012
TEP Submitted for Ballot: July 2012

Countywide Transportation Plan and Transportation Expenditure Plan
 Preliminary Development Implementation Schedule - Updated 1/4/2012

Calendar Year 2010

Task	Meeting											
	2010						FY2010-2011					
	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												
Alameda CTC Technical Work	Information about upcoming CWTP Update and reauthorization											
Technical Studies/RFP/Work timelimes: 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, with, 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 & FDA Adjustment begins						Green House Gas Target approved by CNRB.	Start Vision Scenario Discussions		Projections 2011 Base Case
												Adopt Voluntary Performance Targets
												Adopt methodology for Job/Housing Forecast (Statutory Target)

Calendar Year 2011

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

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Task	2012											
	January	February	March	April	May	June	July	August	Sept	Oct	November	
Alameda CTC Committee/Public Process												
Steering Committee	Adopt TEP		Review polling questions, Update on TEP progress through council, Review final draft CWTP		Adopt Final Plans	TEP to BOS to approve for placement on ballot	Expenditure Plan on Ballot					VOTE: November 6, 2012
Technical Advisory Working Group	Full Draft TEP, Outcomes of outreach meetings		Review polling questions, Update on TEP progress through council, Review final draft CWTP		Review Final Plans							VOTE: November 6, 2012
Community Advisory Working Group	Full Draft TEP, Outcomes of outreach meetings		Review polling questions, Update on TEP progress through council, Review final draft CWTP		Review Final 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											
Alameda CTC Technical Work												
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level	Ongoing Education and Outreach Through November 2012 on this process and final plans											
Polling		Finalize Plans				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 Preferred SCS, Release of Regional Housing Needs Allocation Plan	Begin RTP Technical Analysis & Document Preparation					Prepare SCS/RTP Plan					Release Draft SCS/RTP for review

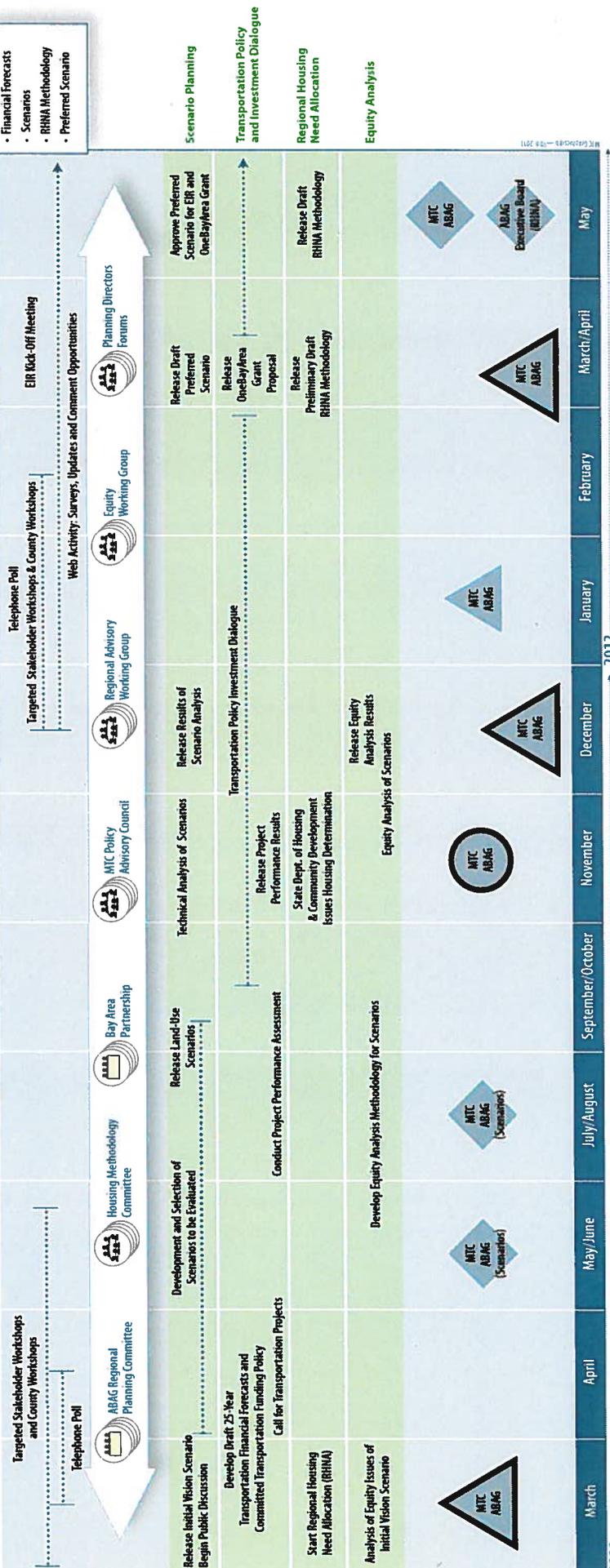
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BayArea Plan

- Phase Two Actions/Decisions:**
- Initial Vision Scenario
 - Financial Forecasts
 - Scenarios
 - RHMA Methodology
 - Preferred Scenario

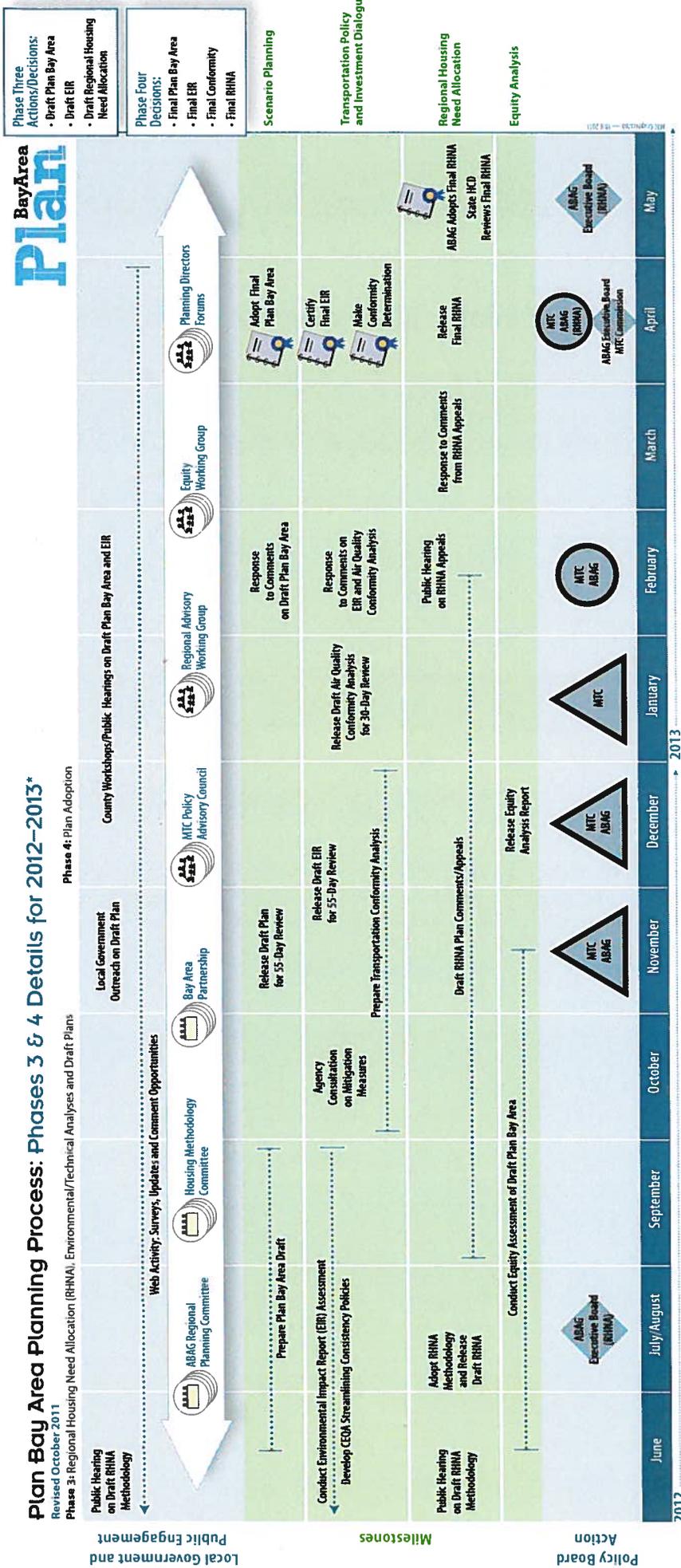
Plan Bay Area Planning Process: Phase 2 Detail*

Revised October 2011
 Phase 2: Scenario Planning, Transportation Policy and Investment Dialogue



*Subject to change
 Policy Board Actions
 Meeting for Discussion/Public Comment
 Document Release
 Decision
 JOINT meeting of the ABAG Administrative Committee and the MTC Planning Committee for Discussion/Public Comment
 JOINT document release by ABAG and MTC
 ABAG - ABAG Administrative Committee
 MTC - MTC Planning Committee

For more information on key actions and decisions and how to get involved, visit OneBayArea.org



ABAG - ABAG Administrative Committee
 MTC - MTC Planning Committee

Calendar - City Council TEP Presentations

February 2012

Confirmed City Council Date	Proposed City Council Date	Meeting Time	Jurisdiction	Notes
2/7/2012		7:00 PM	City of Fremont	
2/13/2012		7:00 PM	City of Livermore	
2/14/2012		7:00 PM	City of Union City	
2/21/2012		7:00 PM	City of Hayward	
2/21/2012		7:00 PM	City of Emeryville	
2/28/2012		10:30 AM	City of Oakland - <i>Public Works Committee</i>	

March 2012

Confirmed City Council Date	Proposed City Council Date	Meeting Time	Jurisdiction	Notes
3/5/2012		7:00 PM	City of San Leandro	
3/6/2012		5:30 PM	City of Oakland	
	3/19/2012	7:30 PM	City of Piedmont	The clerk would like to wait until the new mayor is in place on February 21, 2012 before scheduling.
3/20/2012		7:00 PM	City of Alameda	
3/27/2012		10:00 AM	Board of Supervisors	

April 2012

Confirmed City Council Date	Proposed City Council Date	Meeting Time	Jurisdiction	Notes
4/2/2012		7:30 PM	City of Albany	
4/3/2012		7:00 PM	City of Dublin	
4/11/2012		5:00 PM	AC Transit	
4/12/2012		7:30 PM	City of Newark	
4/17/2012		7:00 PM	City of Pleasanton	
4/26/2012		9:00 AM	BART	

May 2012

Confirmed City Council Date	Proposed City Council Date	Meeting Time	Jurisdiction	Notes
5/1/2012		7:00 PM	City of Berkeley	

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Memorandum

Date: January 23, 2012

To: Alameda County Technical Advisory Committee

From: Diane Stark, Senior Transportation Planner

Subject: **Review Presentation on Bay Area Conservation and Development Commission (BCDC) Bay Plan Amendment and Adapting to Rise Tides Project in Alameda County**

Information

A presentation will be made by the Bay Area Conservation and Development Commission (BCDC) on the Bay Plan Amendment and the Adapting to Rise Tides Project in Alameda County.

Summary

The BCDC adopted the Bay Plan amendment on October 6, 2011 as a response to concerns about high water levels expected to result from climate change in the San Francisco Bay Area. The Bay Plan Amendment clarifies the limits of the BCDC's role in protecting the existing high water level as measured by the 100-year floodplain. The amendment also confirms the need for regional and local partnership to protect the areas and resources that may be impacted by the effects of climate change.

In a separate effort, the BCDC is conducting a pilot study in Alameda County, called Adapting to Rising Tides (ART), in partnership with the National Oceanic and Atmospheric Administration. The ART project identifies shoreline resources that may be vulnerable in the study area, which extends from Emeryville to Union City. Resources include transportation systems, infrastructure and high density housing and employment. The ART study also identifies potential strategies for protection of Alameda County's shoreline resources that may be subject to sea level rise due to climate change. The study is a collaboration among the BCDC and jurisdictions and agencies representing the shoreline from Emeryville to Union City.

Background

Based on State of California guidelines and the best available science, the BCDC estimates that changes in climate will result in the Bay Area shoreline rising an additional 16 inches by the middle of the century and 55 inches by the end of the century. As the regional agency responsible for protecting the San Francisco Bay Area shoreline, the BCDC has taken a few steps to address concerns about potential sea level rise in the Bay Area. On October 6, 2011, the BCDC adopted a Bay Plan Amendment that addresses potential effects of climate change and guidance for addressing them. Highlights of the amendment are discussed below.

On a local level, the BCDC is conducting a pilot project in partnership with National Oceanic and Atmospheric Administration (NOAA), called Adapting to Rising Tides (ART). The ART project is a collaborative effort with BCDC, MTC, Alameda County, and jurisdictions from Emeryville to Union City and Caltrans to identify and address vulnerability, risks and adaptation options for transportation systems and development along the Alameda County shoreline. The ART project is funded by the Federal Highway Administration (FHWA) and NOAA. The study has two integrated components: one is a review of transportation assets and potential risks and strategies to protect the assets. The other is a review of land use, economic and other assets.

Bay Plan Amendment

The BCDC adopted Bay Plan Amendment 1-08 to address sea level rise expected as a result of climate change in the San Francisco Bay Area. In response to comments on the amendment from regional agencies, local jurisdictions and the development community, it was revised four times before its adoption. The adopted amendment clarified the limits of BCDC's role in protecting the Bay Area shoreline based on the current 100-year floodplain, not areas subject to flooding due to anticipated sea level rise expected with climate change. In the Amendment, the BCDC encourages continued partnership with regional agencies and local jurisdictions to protect the shoreline and its valuable resources.

The highlights of the Bay Plan Amendment that affect the Alameda CTC's role in planning, funding and constructing transportation projects in Alameda County concern emphasizing protecting transportation resources and Priority Development Areas (PDAs), where transportation is adjacent to high density residential development or employment areas. The Alameda CTC submitted a letter of response to the Bay Plan Amendment, which was attached in the September 22, 2011 Alameda CTC Commission packet.

Adapting to Rise Tides Project

The BCDC received funding from the FHWA and NOAA to conduct a pilot study in Alameda County from Emeryville to Union City. One component of the study, Adapting to Rising Tides (ART), is a collaboration of BCDC, MTC, Caltrans, Alameda CTC, Emeryville, Oakland, San Leandro, Alameda County, Hayward, Union City and Caltrans, to identify transportation resources in locations subject to future flooding due to climate change. The ART project also identifies the vulnerability of the resources to flooding, assesses the potential risks of flooding to the resources, and potential strategies to help the resources adapt to flooding.

To date, the BCDC has completed a vulnerability assessment that measures the ability of transportation systems, such as road, rail, bus and ferry, along the shoreline from Emeryville to Union City, to cope with climate change. Vulnerability was measured by the transportation system's exposure to inundation, its responsiveness to sea level rise and its adaptive capacity. Exposure is based on how much water could cover an area with sea level rise. Sensitivity or responsive of the system to sea level rise is based on the physical condition of the system, including age, level of use, susceptibility to seismic conditions and costs to maintain the system. Adaptive capacity is based on how the transportation system is able to adjust to inundation. For example, an adaptive system may be a road that can be re-routed to an area that is not subject to inundation.

The other component of the ART study includes a collaboration with the same partners to review land use and economic assets of the same area.

Schedule

The BCDC is reviewing and revising vulnerability and risk assessments of assets from Emeryville to Union City. Once this is complete, they will develop an adaptation strategy that will provide examples of how to protect the resources from sea level rise. Costs, responsible parties, funding and implementation of the adaptation strategy will be determined at a later date.

Action	Date
Adapting to Rising Tides (ART) Transportation Study Draft Complete	November 2011
ART Land Use Study Draft Complete	Spring 2012
Complete Vulnerability and Risk Assessment	Spring 2012
Research Adaptation Strategies and Options/Develop Evaluation Framework	Summer 2012
Identify Adaptation Strategies and Options	Fall 2013

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Memorandum

DATE: January 31, 2012

TO: Alameda County Technical Advisory Committee

FROM: Matt Todd, Manager of Programming

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

Recommendation:

This is an information item.

Summary:

ACTAC is requested to review and comment on the project specific information included in the attached STIP Timely Use of Funds Report, dated October 31, 2011. The report segregates projects into Red, Yellow, and Green zones. Project sponsors are requested to email documentation related to the status of the required activities shown on the report to Jacki Taylor, JTaylor@alamedactc.org, by Friday, February 17th. The STIP At Risk Report is scheduled to be brought to the Commission March 2012.

Background:

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

The Report includes a total of 34 STIP projects being monitored for compliance with the STIP "Timely Use of Funds" provisions. Red zone projects are considered at a relatively high risk of non-compliance with the provisions. Yellow zone projects are considered at moderate risk, and Green zone at low risk. The criteria for determining the project zones are listed near the end of the report. The durations included in the criteria are intended to provide adequate time for project sponsors to perform the required activities to meet the deadline(s). The risk zone associated with each risk factor is indicated in the tables following the report. Projects with multiple risk factors are listed in the zone of higher risk.

The Alameda CTC requests copies of certain documents related to the required activities to verify that the deadlines have been met. Typically, the documentation requested are copies of documents submitted by the sponsor to other agencies involved with transportation funding such as Caltrans, MTC, and the CTC. The one exception is the documentation requested for the "Complete

Expenditures” deadline which does not have a corresponding requirement from the other agencies. Sponsors must provide documentation supported by their accounting department as proof that the Complete Expenditures deadline has been met.

Project sponsors are requested to email documentation related to the status of the required activities shown on the report to Jacki Taylor, JTaylor@alamedactc.org , by Friday, February 17th. The information received will be the basis for the STIP At Risk Report scheduled to be brought to the Commission March 2012.

Attachments:

Attachment A - STIP Timely Use of Funds Report

STIP Timely Use of Funds Report

Status Date: February 29, 2012

2010 STIP Locally-Sponsored Alameda County Projects

Red Zone Projects

Index	PP No.	Sponsor	Project Title			Date Req'd By	Zone	Notes	Prev Zone
			Source	Prog'd Amount (\$x 1,000)	Phase				
1	2009A	AC Transit	Maintenance Facilities Upgrade						
	RIP	\$3,705	Con	06/07	Complete Expend	Note 1	R	\$3,705K Allocated 9/7/06 12-Mo Ext App'd Jan '10	R
2	0016O	ACCMA	I-680 SB HOT Lane Accommodation						
	RIP	\$8,000	Con	07/08	Accept Contract	6/26/12	R	\$8M Allocated 6/26/08 42 -Months App'd by CTC	Y
3	0139F	ACCMA	Rt 580, Landscaping, San Leandro Estudillo Ave - 141st						
	RIP-TE	\$350	Con	10/11	Award Contract	4/27/12	R	\$350K Allocated 10/27/11	R
4	2100K	ACCMA	I-880 Landscape/Hardscape Improvements in San Leandro						
	RIP-TE	\$400	PSE	09/10	Complete Expend	6/30/12	R	\$400K Allocated 6/30/10 Ext Req. Pending	G
5	2009L	Alameda Co.	Vasco Road Safety Improvements						
	RIP	\$4,600	Con	07/08	Accept Contract	Note 1	R	\$4.6M Allocated 2/14/08 Contract Awd 7/29/08	R
6	2100F	Alameda Co.	Cherryland/Ashland/Castro Valley Sidewalk Imps.						
	RIP-TE	\$1,150	Con	10/11	Award Contract	Note 1	R	\$1,150 Allocated 5/12/11	R
7	2009W	Berkeley	Ashby BART Station Intermodal Imps						
	RIP	\$4,614	Con	07/08	Accept Contract	Note 1	R	\$4,614 Allocated 6/26/08	R
	RIP	\$1,500	Con	09/10	Accept Contract	Note 1	R	AB 3090 App'd 8/28/08 \$1.5M Allocated 9/10/09	
8	2009Y	BART	Ashby BART Station Concourse/Elevator Imps						
	RIP-TE	\$1,200	Con	07/08	Accept Contract	Note 1	R	\$1,200 Allocated 6/26/08	G
9	2100G	Berkeley	Berkeley Bay Trail Project, Seg 1						
	RIP-TE	\$1,928	Con	10/11	Award Contract	6/15/12	R	\$1,928 Allocated 12/15/11	R
10	2100H	Dublin	Alamo Canal Regional Trail, Rt 580 undercrossing						
	RIP-TE	\$1,021	Con	10/11	Award Contract	Note 1	R	\$1,021 Allocated 8/11/11 Award scheduled 2/17/12	R
11	2014U	GGBHTD	SF Golden Gate Bridge Barrier						
	RIP	\$12,000	Con	11/12	Allocate Funds	6/30/12	R		G
12	2009K	LAVTA	Satellite Bus Operating Facility (Phases 1 & 2)						
	RIP	\$4,000	Con	11/12	Allocate Funds	6/30/12	R	Moved to Delivered List at Mar 2011 CTC	G
	RIP	\$1,500	Con	06/07	Final Invoice/Report	NA		Contract Accepted	
13	1022	Oakland	Rte. 880 Access at 42nd Ave./High St., APD						
	RIP	\$5,990	R/W	07/08	Complete Expend	Note 1	R	\$5.99M Allocated 12/13/07	R
14	2103A	Oakland	Oakland Coliseum TOD						
	RIP-TE	\$885	Con	10/11	Award Contract	Note 1	R	\$885 Allocated 6/23/11	R
15	2110A	Union City	Union City Intermodal Stn, Ped Enhanc PH 2 & 2A						
	RIP-TE	\$3,000	Con	10/11			G	\$3M Allocated 6/23/11 Transferred to FTA Grant	R
	RIP	\$715	Con	11/12	Award Contract	6/30/12	R	6-mo Ext. app'd 1/25/12	R

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

Status Date: February 29, 2012

Yellow Zone Projects

Index	PP No. Source	Sponsor Prog'd Amount (\$x 1,000)	Project Title Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone	
16	2009P	BART	Alameda County BART Station Renovation	Con	07/08	Accept Contract	10/30/12	Y	\$3M Allocated 12/11/08 4-Mo Ext App'd June 09	G
17	2100E	Oakland	7th St. / West Oakland TOD	Con	09/10	Accept Contract	9/30/12	Y	\$1,300 Obligated 8/5/09 Contract Awd 2009	G

Green Zone Projects

Index	PP No. Source	Sponsor Prog'd Amount (\$x 1,000)	Project Title Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone			
18	2009B	AC Transit	SATCOM Expansion	Con	06/07	Accept Contract	Note 3	G	\$1,000K Allocated 9/7/06	G		
											RIP	\$1,000
19	2009C	AC Transit	Berkeley/Oakland/San Leandro Corridor MIS	Env	06/07	Final Invoice/Report	Note 3	NA	\$2,700K Allocated 4/26/07	G		
											RIP	\$2,700
20	2009D	AC Transit	Bus Component Rehabilitation	Con	06/07	Accept Contract	Note 3	G	\$4.5M Allocated 7/20/06	G		
											RIP	\$4,500
21	2009Q	AC Transit	Bus Purchase	Con	06/07	Accept Contract	Note 3	G	\$14M Allocated 10/12/06	G		
											RIP	\$14,000
22	0044C	ACCMA	I-880 Reconstruction, 29th to 23rd	PSE	10/11	Complete Expend	6/30/13	G		G		
											RIP	\$2,000
23	0062E	ACCMA	I-80 Integrated Corridor Mobility	Env	07/08	Final Invoice/Report	NA	\$954 Allocated 9/5/07 Contra Costa RIP Expenditures Comp	G			
											RIP	\$954
24	2179	ACCMA	Planning, Programming and Monitoring ²	Con	12/13	Allocate Funds	6/30/13	G				
											RIP	\$1,993
											RIP	\$1,948
25	0081D	ACTA	Rte 84 Expressway - Fremont and Union City	Con	14/15	Allocate Funds	6/30/15	G		G		
											RIP	\$1,947
											RIP	\$1,947
26	0016U	ACTIA	I-580 Castro Valley I/C Improvements	Con	07/08	Final Invoice/Report	NA	Contract Accepted July 2011	G			
											RIP	\$7,315
27	2009N	Alameda	Tinker Avenue Extension	Con	07/08	Final Invoice/Report	NA	\$4M Allocated 9/25/08 Contract Awd 3/17/09	G			
											RIP	\$4,000

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

Status Date: February 29, 2012

Green Zone Projects (cont.)

Index	PP No. Source	Sponsor Prog'd Amount (\$x 1,000)	Project Title Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
28	1014	BART	BART Transbay Tube Seismic Retrofit						
	RIP	\$38,000	Con	07/08	Complete Expend	12/31/12	G	\$38M Allocated 9/5/07 18-Month Ext 6/23/11	G
29	2008B	BART	MacArthur BART renovate & enhance entry plaza						
	RIP-TE	\$954	Con	10/11				\$954 Allocated 6/23/11 Transferred to FTA Grant	G
30	2103	BART	Oakland Airport Connector						
	RIP	\$20,000	Con	10/11	Accept Contract	9/1/14	G	App'd into STIP and allocated 9/23/10 Awarded Oct 2010	G
31	2140S	LAVTA	Rideo Bus Restoration Project						
	RIP-TE	\$200	Con	10/11	Accept Contract	8/10/14	G	\$200 Allocated 5/12/11 from SM County Reserve Contract Awd 8/10/11	G
32	2100	MTC	Planning, Programming and Monitoring²						
	RIP	\$114	Con	12/13	Allocate Funds	6/30/13	G		G
	RIP	\$113	Con	10/11	Complete Expend	6/30/13	G	\$113 Allocated 7/1/10	
	RIP	\$114	Con	11/12	Complete Expend	6/30/14	G	\$114 Allocated 8/11/11	
	RIP	\$118	Con	13/14	Allocate Funds	6/30/14	G		
	RIP	\$122	Con	14/15	Allocate Funds	6/30/15	G		
33	2100C1	Oakland	MacArthur Transit Hub Improvement, 40th St						
	RIP-TE	\$193	Con	07/08	Final Invoice/Report			\$193 Allocated 7/26/07	G
34	2110	Union City	Union City Intermodal Station						
	RIP	\$4,600	Con	07/08	Final Invoice			\$4.6M Allocated 9/5/07	G
	RIP	\$720	Con	05/06	Final Invoice			\$720K Allocated 11/9/06	
	RIP-TE	\$5,307	Con	05/06	Final Invoice			\$5,307K Allocated 11/9/06	
	RIP-TE	\$2,000	Con	06/07	Final Invoice			\$2,000K Allocated 11/9/06	
	RIP	\$9,787	Con	06/07	Final Invoice			\$9,787K Allocated 11/9/06 6-Mo Ext App'd 9/23/10 for Accept Contract Site Imps accepted 11/19/10	

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/complete the required activity and/or satisfy the requirement.
- 2 PPM funds programmed in the Con phase are not subject to the typical construction phase requirements. Once PPM funds are allocated, the next deadline is "Complete Expenditures."
- 3 Transit projects receiving State-only funds are subject to project specific requirements in agreements with Caltrans (Federal funds are typically transferred to FTA grant).

STIP Timely Use of Funds Report Status Date: February 29, 2012
 2010 STIP Locally-Sponsored Alameda County Projects

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 to eight months	All conditions other than Red or Yellow Zones
Allocation -PS&E Phase	within six months	within six to ten months	All conditions other than Red or Yellow Zones
Allocation -Right of Way Phase	within eight months	within eight to twelve months	All conditions other than Red or Yellow Zones
Allocation -Construction Phase	within eight months	within eight to twelve months	All conditions other than Red or Yellow Zones
Construction Contract Award	within six months	within six to eight months	All conditions other than Red or Yellow Zones
Accept Contract	within six months	within six to twelve months	All conditions other than Red or Yellow Zones
Complete Expenditures	within eight months	within eight to twelve months	All conditions other than Red or Yellow Zones
Final Invoice (Final Report of Expenditures)	NA	NA	NA

Other Zone Criteria

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

Notes:



Memorandum

DATE: January 31, 2012
TO: Alameda County Technical Advisory Committee
FROM: Matt Todd, Manager of Programming
SUBJECT: Review of Federal STP/CMAQ Program Timely Use of Funds Report

Recommendation

This is an information item.

Summary

ACTAC is requested to review and comment on the project specific information included in the attached Federal STP/CMAQ Program Timely Use of Funds Report, dated October 31, 2011. The report segregates projects into Red, Yellow, and Green zones. Project sponsors are requested to email documentation related to the status of the required activities shown on the report to Jacki Taylor, JTaylor@alamedactc.org, by Friday, February 17th. This information will be the basis of the Federal At Risk Report which is scheduled to be brought to the Commission March 2012.

Information

The report is intended to identify activities required to comply with the requirements set forth in MTC's Resolution 3606 – Revised (as of July 23, 2008). Per Resolution 3606, for projects programmed with funding in federal FY 2011/12, the deadline to submit the request for authorization was February 1, 2012 and the obligation deadline is April 30, 2012. The report is based on the information made available to the Alameda CTC's project monitoring team. This information stems from the project sponsors as well as other funding agencies such as MTC and Caltrans Local Assistance.

The report includes 58 locally sponsored federally funded projects segregated by "zone". Red zone projects are considered at a relatively high risk of non-compliance with the provisions of Resolution 3606. Yellow zone projects are considered at moderate risk, and Green zone at low risk. The criteria for determining the project zones are listed in Appendix A of the report. The durations included in the criteria are intended to provide adequate time for project sponsors to perform the required activities to meet the deadline(s). A project may have multiple risk factors that indicate multiple zones. Projects with multiple risk factors are listed in the zone of higher risk. Appendix B provides the Resolution 3606 deadlines associated with each of the Required Activities used to determine the zone of risk. 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.

Note that projects in the three local federal Safety Programs: Highway Safety Improvement Program (HSIP), High Risk Rural Roads Program (HR3), and Safe Routes to School Program (SRTS) have been added to the report. As of November 2010, MTC has been enforcing the Regional STP/CMAQ Project Delivery Policy (MTC Resolution 3606) for all local safety programs. Per MTC, sponsors with local safety funds not obligated by the deadline are ineligible for future programming.

Project sponsors are requested to email documentation related to the status of the required activities shown on the report to Jacki Taylor, JTaylor@alamedactc.org , by Friday, February 17th. This information will be the basis of the Federal At Risk Report which is scheduled to be brought to the Commission March 2012.

Attachments

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

Federal Timely Use of Funds Report

Status Date: February 29, 2012

Federally-Funded Locally-Sponsored Alameda County Projects

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	ALA110025	Alameda	STP	\$837	Con	10/11	Alameda - Otis Drive Rehabilitation			R
							Award Contract	Note 1	\$837 Obligated 3/8/11	
							Submit First Invoice	03/08/12	R	
							Liquidate Funds	03/08/17	G	
2	ALA030002	Ala County	STP	\$2,250	Con	07/08	Vasco Road Safety Improvements Phase 1A			R
							Submit First Invoice	Note 1	Contract awarded 6/7/11	
							Liquidate Funds	08/31/16	G \$2,250 Obligated 8/31/10	
3	ALA090069	Ala County	STP	\$1,815	Con	11/12	Alameda County: Rural Roads Pavement Rehab			R
							Submit Req for Auth	Note 1		
							Obligate Funds	04/30/12	R	
			STP	\$320	PE	10/11	Liquidate Funds	03/16/17	G	\$320 Obligated 3/16/11
4	ALA110026	Ala County	STP	\$1,071	Con	11/12	Alameda Co - Central Unincorporated Pavement Rehab			R
							Submit Req for Auth	Note 1		
							Obligate Funds	04/30/12	R	
			STP	\$50	PE	10/11	Liquidate Funds	03/23/17	G	\$50 Obligated 3/23/11
5	SRTS1-04-001	Ala County	SRTS	\$508	Con	10/11	Fairview Elementary School Vicinity Improvements			R
							Obligate Funds	03/31/12	R See Note 2	
							Complete Closeout	03/31/14	G See Note 2	
			SRTS	\$77	PE	Prior	Liquidate Funds	09/30/13	G	See Note 2
6	HSIP2-04-024	Ala County	HSIP	\$577	Con	11/12	Castro Valley Blvd - Wisteria St Intersection and Frontage Improvements			R
							Obligate Funds	03/31/12	R See Note 2	
							Complete Closeout	03/31/14	G See Note 2	
							HSIP	\$59	PE	
			HSIP	\$63	R/W	Prior	Liquidate Funds	9/31/13	G	See Note 2
7	HSIP2-04-027	Ala. County	HSIP	\$427	Con	10/11	Remove Permanent Obstacle along Shoulder (Foothill Road)			R
							Submit Req for Auth	06/30/12	R See Note 2	
							Complete Closeout	09/30/14	G See Note 2	
			HSIP	\$59		Prior	Liquidate Funds	03/30/14	G	See Note 2
8	ALA110030	Albany	CMAQ	\$1,702	Con	11/12	Albany - Buchanan Bicycle and Pedestrian Path			R
							Submit Req for Auth	Note 1	R	
							Obligate Funds	04/30/12	R	
9	ALA110007	Berkeley	CMAQ	\$10	Con	11/12	City of Berkeley Transit Action Plan - TDM			R
							Submit Req for Auth	Note 1	R	
							Obligate Funds	04/30/12	R	
			CMAQ	\$1,990	PE	10/11	Liquidate Funds	02/22/17	G	\$1,990 Obligated 2/22/11
10	ALA110022	Berkeley	STP	\$955	Con	10/11	Berkeley - Sacramento St Rehab - Dwight to Ashby			G
							Submit First Invoice	03/18/12	R \$955 Obligated 3/18/11	
							Liquidate Funds	03/18/17	G	Contract Awd 7/19/11

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Federal Timely Use of Funds Report

Status Date: February 29, 2012

Federally-Funded Locally-Sponsored Alameda County Projects

Red Zone Projects (cont.)

Index	TIP ID	Sponsor	Project Title	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
	Source	Prog'd Amount (\$x 1,000)								
11	ALA110024	Dublin	Dublin Citywide Street Resurfacing							
	STP	\$547	Con	11/12	Obligate Funds	04/30/12	R	RFA dated 1/30/12	R	
12	ALA110034	Dublin	West Dublin BART Golden Gate Drive Streetscape							
	CMAQ	\$580	Con	11/12	Submit Req for Auth	Note 1	R	RFA dated 2/1/12	R	
					Obligate Funds	04/30/12	R			
	CMAQ	\$67	PE	10/11	Liquidate Funds	03/18/17	G	\$67 Obligated 3/18/11		
13	ALA110012	Fremont	Fremont CBD/Midtown Streetscape							
	CMAQ	\$1,007	Con	11/12	Obligate Funds	04/30/12	R	RFA Submittal Sched 2/1	R	
	CMAQ	\$540	Con	10/11	Submit First Invoice	04/13/12	R	\$540 Obligated 4/13/11		
	CMAQ	\$53	Con	10/11	Submit First Invoice	04/13/12	R	\$53 Obligated 6/13/11		
					Liquidate Funds	04/13/17	G			
14	ALA110018	Fremont	Fremont Various Streets Pavement Rehabilitation							
	STP	\$3,138	Con	10/11	Award Contract	Note 1	R	\$3,138 Obligated 2/22/11	R	
					Submit First Invoice	Note 1	R			
					Liquidate Funds	02/22/17	G			
15	HSHIP1-04-005	Fremont	Install Median Barrier, Install Raised Median and Improve Delineation (Mowry)							
	HSIP	\$164	Con	11/12	Obligate Funds	03/31/12	R	See Note 2	R	
					Complete Closeout	03/31/14	G	See Note 2		
	HSIP	\$35	Prior		Liquidate Funds	12/31/13	G	See Note 2		
16	ALA110019	Hayward	Hayward Various Arterials Pavement Rehab							
	STP	\$1,336	Con	10/11	Award Contract	Note 1	R	\$1,336 Obligated 2/23/11	R	
					Submit First Invoice	Note 1	R			
					Liquidate Funds	02/23/17	G			
17	ALA110035	Hayward	South Hayward BART Area/Dixon Street Streetscape							
	CMAQ	\$1,682	Con	11/12	Submit Req for Auth	Note 1	R		R	
					Obligate Funds	04/30/12	R	STP/CMAQ Rep shows \$1,540		
	CMAQ	\$536	PE	10/11	Liquidate Funds	01/18/17	G	\$536 Obligated 1/18/11		
18	ALA110013	Livermore	Iron Horse Trail Extension in Downtown Livermore							
	CMAQ	\$1,566	Con	11/12	Submit Req for Auth	Note 1	R		R	
					Obligate Funds	04/30/12	R			
19	ALA110015	Livermore	Livermore Downtown Lighting Retrofit							
	CMAQ	\$176	Con	10/11	Award Contract	Note 1	R	\$176 Obligated 4/4/11	R	
					Submit First Invoice	04/04/12	R			
					Liquidate Funds	04/04/17	G			
20	ALA110023	Livermore	Livermore - 2011 Various Arterials Rehab							
	STP	\$1,028	Con	10/11	Award Contract	Note 1	R	\$1,028 Obligated 3/21/11	R	
					Submit First Invoice	03/21/12	R			
					Liquidate Funds	03/21/17	G			

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Federal Timely Use of Funds Report

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Federally-Funded Locally-Sponsored Alameda County Projects

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							
21	ALA110037	Livermore	\$2,500	Con	11/12	Submit Req for Auth	Note 1	R	R								
										STP				Obligate Funds	04/30/12	R	
22	ALA110016	Newark	\$682	Con	11/12	Submit Req for Auth	Note 1	R	R								
										STP				Obligate Funds	04/30/12	R	
23	ALA110006	Oakland	\$3,492	Con	11/12	Obligate Funds	04/30/12	R	RFA dated 1/30/12								
										STP	\$560	PE	10/11	Liquidate Funds	02/22/17	G	\$560 Obligated 2/22/11
24	ALA110014	Oakland	\$1,700	Con	10/11	Submit First Invoice	04/27/12	R	\$1.7M Obligated 4/27/11								
										CMAQ				Liquidate Funds	04/27/17	G	Contract Dated 8/19/11
25	ALA110029	Oakland	\$2,200	Con	11/12	Submit Req for Auth	Note 1	R	R								
										CMAQ				Obligate Funds	04/30/12	R	
26	SRTS2-04-007	Oakland	\$802	Con	10/11	Obligate Funds	03/31/12	R	See Note 2								
														Complete Closeout	03/31/14	G	See Note 2
										SRTS	\$118	PE	Prior	Liquidate Funds	09/30/13	G	See Note 2
27	ALA110031	Pleasanton	\$709	Con	11/12	Submit Req for Auth	Note 1	R	R								
										CMAQ				Obligate Funds	04/30/12	R	
28	ALA110021	Pleasanton	\$876	Con	10/11	Submit First Invoice	04/14/12	R	\$876 Obligated 4/14/11								
										STP				Liquidate Funds	04/14/17	G	Contract Awd 6/21/11
29	ALA110010	Port	\$3,000	Con	11/12	Submit Req for Auth	Note 1	R	R								
										CMAQ				Obligate Funds	04/30/12	R	
30	ALA110027	San Leandro	\$4,298	Con	11/12	Submit Req for Auth	Note 1	R	R								
														Obligate Funds	04/30/12	R	
										CMAQ	\$312	PE	10/11	Liquidate Funds	12/21/16	G	\$312 Obligated 12/21/10
31	ALA110020	San Leandro	\$807	Con	10/11	Submit First Invoice	03/29/12	R	\$807 Obligated 3/29/11								
										STP				Liquidate Funds	03/29/17	G	Contract Awd 5/5/11
32	HSIP1-04-001	San Leandro	\$409	Prior		Complete Closeout	03/31/12	R	See Note 2								
										HSIP				Liquidate Funds		NA	See Note 2

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Federal Timely Use of Funds Report

Status Date: February 29, 2012

Federally-Funded Locally-Sponsored Alameda County Projects

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				
33	ALA110028	Union City		Union City Blvd Corridor Bicycle Imp. Phase 1			04/30/12	R	RFA dated 1/6/12 Revised 1/26/12	R
		CMAQ	\$860	Con	11/12	Obligate Funds				
34	ALA110017	Union City		Union City - Dyer Street Rehabilitation			04/13/12 04/13/17	R G	\$861 Obligated 4/13/11 Contract Awd 6/14/11	G
		STP	\$861	Con	10/11	Submit First Invoice Liquidate Funds				
35	ALA110036	Union City		Union City BART East Plaza Enhancements			Note 1 02/02/17	R G	\$4,450 Obligated 2/2/11 Contract Awd 6/28/11	Y
		CMAQ	\$4,450	Con	10/11	Submit First Invoice Liquidate Funds				

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				
36	ALA110039	Albany		Albany - Pierce Street Pavement Rehabilitation			05/02/12 05/02/17	Y G	\$117 Obligated 5/2/11 Contract Awd 7/12/11	G
		STP	\$117	Con	10/11	Submit First Invoice Liquidate Funds				

Green 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				
37	ALA110033	ACCMA		Alameda County Safe Routes to School			03/29/17	G	\$2,689 Obligated 3/29/11 Obligated w/ALA110009	G
		CMAQ	\$2,289	Con	10/11	Liquidate Funds				
		STP	\$400	Con	10/11	Liquidate Funds				
38	ALA110009	ACCMA		Bikemobile - Bike Repair and Encouragement Vehicle			03/29/17	G	\$500 Obligated 3/29/11 Obligated w/ALA110033	G
		CMAQ	\$500	Con	10/11	Liquidate Funds				
39	HSIP4-04-002	Alameda		Shoreline Dr - Westline Dr - Broadway Improvements			10/11/13 01/12/16 07/12/15	G	Assume no PE Request See Note 2 See Note 2	G
		HSIP	\$416	Con	11/12	Submit Req for Auth Complete Closeout				
						Liquidate Funds				

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Federal Timely Use of Funds Report

Status Date: February 29, 2012

Federally-Funded Locally-Sponsored Alameda County Projects

Green 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				
50	HSIP4-04-022	Fremont	Fremont	Fremont Blvd / Alder Ave			10/11/13	G	See Note 2	G
							01/12/16	G	See Note 2	
							07/12/15	G	See Note 2	
51	HSIP2-04-009	Hayward	Hayward	Carlos Bee Blvd between West Loop Rd and Mission Blvd			03/31/14	G	See Note 2	G
							09/30/13	G	See Note 2	
52	HSIP2-04-004	Oakland	Oakland	West Grand at Market, Macarthur at Fruitvale & Market at 55th Improvements			09/30/14	G	See Note 2	G
							03/30/14	G	See Note 2	
53	HSIP2-04-005	Oakland	Oakland	Various Intersections Pedestrian Improvements			09/30/14	G	See Note 2	G
							03/30/14	G	See Note 2	
54	HSIP4-04-005	Oakland	Oakland	San Pablo Ave - West St - W. Grand Ave Intersections			12/13/13	G	Assume no PE Request	G
							03/13/16	G	See Note 2	
							09/13/15	G	See Note 2	
55	HSIP4-04-011	Oakland	Oakland	Bancroft Ave - 94th Ave Improvements			10/11/13	G	Assume no PE Request	G
							01/12/16	G	See Note 2	
							07/12/15	G	See Note 2	
56	HSIP4-04-012	Oakland	Oakland	Hegenberger Rd Intersections			10/11/13	G	Assume no PE Request	G
							01/12/16	G	See Note 2	
							07/12/15	G	See Note 2	
57	SRTS1-04-014	Oakland	Oakland	Intersection Improvements at Multiple School (5 Elem. + 1 Middle)			03/31/14	G	See Note 2	G
							09/30/13	G	See Note 2	
58	HSIP4-04-015	San Leandro	San Leandro	Washington Ave / Monterey Blvd			01/12/14	G	See Note 2	G
							04/12/16	G	See Note 2	
							10/12/15	G	See Note 2	

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 the required activity.
- 2 HSIP, SRTS and HRRR projects may have different timely use of funds provisions than the MTC Reso 3606 requirements. The values for "Date Req'd By" shown in this report are based on the Safety Program Delivery Status Reports - Complete Project Listing available from Caltrans Local Programs at www.dot.ca.gov/hq/LocalPrograms/HSIP/delivery_status.htm. For the purposes of this monitoring report, the Submit Request for Authorization dates are set to three months prior to the date shown for authorization in the Safety Program Delivery Status Reports, and the Liquidate Funds dates are set to six months prior to the date shown for Complete Closeout shown by Caltrans.

Federal Timely Use of Funds Report

Status Date: February 29, 2012

Federally-Funded Locally-Sponsored Alameda County Projects

Appendix A

Federal At Risk Report Zone Criteria

Required Activities per Resolution 3606 (Revised July 23, 2008)

Required Activities Monitored by CMA ¹	Criteria Timeframes for Required Activities		
	Red Zone	Yellow Zone	Green Zone
Request Project Field Review	Project in TIP for more than nine (9) months, or obligation deadline for Con funds within 15 months.	Project in TIP for less than nine (9) months, and obligation deadline for Con funds more than 15 months away.	All conditions other than Red or Yellow Zones
Submit Environmental Package	NA	NA	NA
Approved DBE Program and Methodology	NA	NA	NA
Submit Request for Authorization (PE)	within three (3) months	within three (3) to six (6) months	All conditions other than Red or Yellow Zones
Submit Request for Authorization (R/W)	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones
Submit Request for Authorization (Con)	within six (6) months	within six (6) to nine (9) 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.

Federal Timely Use of Funds Report

Status Date: February 29, 2012

Federally-Funded Locally-Sponsored Alameda County Projects

Appendix B		
Definitions of the Required Activities per Resolution 3606 (As revised July 23, 2008)		
Index	Definition	Deadline
1	Req Proj Field Rev	
	Per MTC Resolution 3606-Revised, "Implementing agencies are required to request a field review from Caltrans Local Assistance within 12 months of approval of the project in the TIP ¹ , but no less than 12 months prior to the obligation deadline of construction funds. This policy also applies to federal-aid projects in the STIP. The requirement does not apply to projects for which a field review would not be applicable, such as FTA transfers, regional operations projects and planning activities. Failure for an implementing agency to make a good-faith effort in requesting and scheduling a field review from Caltrans Local Assistance within twelve months of programming into the TIP could result in the funding being reprogrammed and restrictions on future programming and obligations. Completed field review forms must be submitted to Caltrans in accordance with Caltrans Local Assistance procedures."	12 months from approval in the TIP ¹ , but no less than 12 months prior to the obligation deadline of construction funds.
2	Sub ENV package	
	Per MTC Resolution 3606-Revised, "Implementing agencies are required to submit a complete environmental package to Caltrans for all projects (except those determined Programmatic Categorical Exclusion as determined by Caltrans at the field review), twelve months prior to the obligation deadline for right of way or construction funds. This policy creates a more realistic time frame for projects to progress from the field review through the environmental and design process, to the right of way and construction phase. If the environmental process, as determined at the field review, will take longer than 12 months before obligation, the implementing agency is responsible for delivering the complete environmental submittal in a timely manner. Failure to comply with this provision could result in the funding being reprogrammed. The requirement does not apply to FTA transfers, regional operations projects or planning activities."	12 months prior to the obligation deadline for RW or Con funds. (No change)
3	Approved DBE Prog	
	Per MTC Resolution 3606-Revised, "Obligation of federal funds may not occur for contracted activities (any combination of environmental/ design/ construction/ procurement activities performed outside the agency) until and unless an agency has an approved DBE program and methodology for the current federal fiscal year. Therefore, agencies with federal funds programmed in the TIP must have a current approved DBE Program and annual methodology (if applicable) in place prior to the fiscal year the federal funds are programmed in the TIP. STP/CMAQ funding for agencies without approved DBE methodology for the current year are subject to redirection to other projects after March 1. Agencies should begin the DBE process no later than January 1 to meet the March 1 deadline. Projects advanced under the Expedited Project Selection Process (EPSP) must have an approved DBE program and annual methodology for the current year (if applicable) prior to the advancement of funds."	Approved program and methodology in place prior to the FFY the funds are programmed in the TIP.
4	Sub Req for Auth	
	Per MTC Resolution 3606-Revised, "In order to ensure funds are obligated or transferred to FTA in a timely manner, the implementing agency is required to deliver a complete funding obligation / FTA Transfer request package to Caltrans Local Assistance by February 1 of the year the funds are listed in the TIP. Projects with complete packages delivered by February 1 of the programmed year will have priority for available OA, after ACA conversions that are included in the Obligation Plan. If the project is delivered after February 1 of the programmed year, the funds will not be the highest priority for obligation in the event of OA limitations, and will compete for limited OA with projects advanced from future years. Funding for which an obligation/ FTA transfer request is submitted after the February 1 deadline will lose its priority for OA, and be viewed as subject to reprogramming."	February 1 of FY in which funds are programmed in the TIP.

Federal Timely Use of Funds Report

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Federally-Funded Locally-Sponsored Alameda County Projects

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

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

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

Status Date: February 29, 2012

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

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.



Memorandum

DATE: January 30, 2012

TO: Alameda County Technical Advisory Committee

FROM: Matt Todd, Manager of Programming

SUBJECT: Review CMA Exchange Program Preliminary Quarterly Status Monitoring Report

Recommendations

This item is for information only.

Summary

ACTAC is requested to review and comment on the project specific information included in the attached Preliminary Quarterly Status Report for CMA Exchange Projects, dated February 29, 2012. Project sponsors are requested to email documentation related to the status of the projects in the report to Jacki Taylor, JTaylor@alamedactc.org, by Friday, February 17th.

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 revenue has been received since the December 2011 status report.

ACTAC is requested to review and confirm the project specific information included in the report and project sponsors are requested to email documentation related to the status of the projects to Jacki Taylor, JTaylor@alamedactc.org, by Friday, February 17th. This information will be the basis of the CMA Exchange Projects Quarterly Status Report brought to the Commission in March 2012.

Attachments

Attachment A – CMA Exchange Projects Preliminary Quarterly Status Report

CMA Exchange Projects - Preliminary Quarterly Status Report
 Status Date: February 29, 2012

Index	CMA Exchange Project Number	Sponsor	Project	Exchange Fund Source	Exchange Amount	Amount Rec'd (as of 9/20/2011)	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	\$ 6,378,000	\$ -	Done	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	6/30/12	D	
7	Ex 16	ACTIA	I-580 Castro Valley I/C Imps	STP	\$ 1,000,000	\$ 1,000,000	\$ -	Done	E	
8	Ex 17	ACTIA	I-580 Castro Valley I/C Imps	STIP-RIP	\$ 1,300,000	\$ 1,147,545	\$ 152,455	12/31/12	E	
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	12/31/12	E	
				Totals:	\$ 78,632,180	\$ 61,944,028	\$ 16,688,152			

Notes:

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



Memorandum

DATE: January 30, 2012

TO: Alameda County Technical Advisory Committee

FROM: Jacki Taylor, Program Analyst

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

Recommendations

This item is for information only.

Summary

ACTAC is requested to review and comment on the project specific information included in the attached TFCA Timely Use of Funds Report, dated February 29, 2012. 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. Project sponsors are requested to email documentation for the required activities included in the report to Jacki Taylor, jtaylor@alamedactc.org, by Friday, February 17th. The TFCA At Risk Report will be brought to the Commission in March 2012.

Information

The report includes the currently active and recently completed projects programmed with Alameda County TFCA Program Manager funds. The report segregates a total of 35 projects into Red, Yellow, and Green zones based on upcoming project delivery milestones. The twelve "Red Zone" projects have required activities due within the next four months. 23 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. Four projects are listed in the completed section of the report and will be removed from the next Timely Use of Funds report.

The TFCA expenditure deadline for the FY 11/12 projects is November 13, 2014. The FY 11/12 funding agreements were provided to sponsors in October and a few agreements remain to be executed. Project sponsors are requested to email documentation for the required activities shown in the report to Jacki Taylor, jtaylor@alamedactc.org, by Friday, February 17th. The information received will be the basis for the TFCA At Risk Report brought to the Commission in March 2012.

Attachments

Attachment A – TFCA Timely Use of Funds Report

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TFCA County Program Manager Fund

Timely Use of Funds Report

Report Date: February 29, 2012

<u>Project No.</u>	<u>Sponsor</u>	<u>Project Title</u>	<u>Balances</u>	<u>Required Activity</u>	<u>Date Due</u>	<u>Activity Completed (Date or Y/N)</u>	<u>Notes</u>
RED ZONE (Milestone deadline within 4 months)							
07ALA06	BART	Multi-Jurisdiction Bike Locker Project	TFCA Award	Agreement Executed	1/1/08	3/8/08	Expenditure deadline Dec '11 Expenditures not complete 2nd Extension approved 10/28/10 FMR Due Mar '12
			\$ 275,405	Project Start	2/1/08	Feb-08	
			TFCA Expended	Final Reimbursement	12/31/12		
			\$ 6,403	FMR	Mar-12		
			Expend Deadline Met?	12/22/11			
08ALA02	BART	Castro Valley BART Station Bicycle Lockers	TFCA Award	Agreement Executed	1/31/09	2/12/09	Expenditure deadline Dec '11 1st Extension approved 10/28/10 Expenditures not complete FMR Due Mar '12
			\$ 66,500	Project Start	Jan-09	Jan-09	
			TFCA Expended	Final Reimbursement	12/31/12		
			\$ -	FMR	Mar-12		
			Expend Deadline Met?	12/22/11			
08ALA03	Berkeley	9th Street Bicycle Boulevard	TFCA Award	Agreement Executed	1/8/09	1/14/09	Expenditure deadline Dec '11 Expenditures not complete FMR Due Mar '12
			\$ 247,316	Project Start	Jan-09	Jan-09	
			TFCA Expended	Final Reimbursement	12/31/12		
			\$ 245,272	FMR	Mar-12		
			Expend Deadline Met?	12/22/11			
09ALA04	Berkeley	Citywide Bicycle Parking Program	TFCA Award	Agreement Executed	1/7/10	1/5/10	Expenditure deadline Jan '12 Expenditures not complete FMR Due Mar '12
			\$ 46,887	Project Start	Mar-10	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	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	Expenditure deadline Jan '12 Expenditures not complete FMR Due Mar '12
			\$ 280,000	Project Start	Nov-09	Nov-09	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 188,807	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	Expenditure deadline Jan '12 Expenditures not complete FMR Due Mar '12
			\$ 96,000	Project Start	Mar-10	Mar-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Mar-12		
			Expend Deadline Met?	01/13/12			
11ALA01	Alameda	Park Street Corridor Operations Improvement	TFCA Award	Agreement Executed	1/5/12		Agreement to be executed Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 230,900	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
			Expend Deadline Met?	11/14/13			
11ALA03	Albany	Buchanan Bike Path	TFCA Award	Agreement Executed	1/5/12		Agreement to be executed Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 100,000	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
			Expend Deadline Met?	11/14/13			
11ALA07	Hayward	Post-project Monitoring/Retiming activities for Arterial Mgmt project 10ALA04	TFCA Award	Agreement Executed	1/5/12		Agreement to be executed Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 50,300.00	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
			Expend Deadline Met?	11/14/13			
11ALA08	Hayward	Clawiter Road Arterial Management	TFCA Award	Agreement Executed	1/5/12		Agreement to be executed Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 190,000.00	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
			Expend Deadline Met?	11/14/13			

TFCA County Program Manager Fund

Timely Use of Funds Report

Report Date: February 29, 2012

<u>Project No.</u>	<u>Sponsor</u>	<u>Project Title</u>	<u>Balances</u>	<u>Required Activity</u>	<u>Date Due</u>	<u>Activity Completed (Date or Y/N)</u>	<u>Notes</u>
RED ZONE (Milestone deadline within 4 months), continued							
11ALA09	Oakland	Traffic Signal Synchronization along Martin Luther King Jr. Way	TFCA Award	Agreement Executed	1/5/12		Agreement to be executed Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 125,000	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA10	Oakland	Broadway Shuttle - 2012 Daytime Operations	TFCA Award	Agreement Executed	1/5/12		Agreement to be executed Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 52,154	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
GREEN ZONE (Milestone deadline beyond 7 months)							
08ALA01	ACCOMA	Webster Street Corridor Enhancements Project	TFCA Award	Agreement Executed	1/8/09	12/16/08	Expenditure deadline Dec '12 1st Extension approved 10/28/10 2nd extension approved 10/27/11 Expenditures not complete FMR Due Mar '13
			\$ 420,000	Project Start	Jan-09	Jun-09	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 231,161	FMR	Mar-13		
				Expend Deadline Met?	12/22/12		
08ALA05	ACCOMA	Oakland San Pablo Avenue TSP/Transit Improvement Project	TFCA Award	Agreement Executed	NA	8/22/08	Expenditure deadline Dec '10 Expenditures complete Final Invoice received Jan'11 FMR Due Feb '13 (Required 2-year post-project reporting due Feb 2013)
			\$ 174,493	Project Start	Apr-09	Jul-09	
			TFCA Expended	Final Reimbursement	12/31/11	07/29/11	
			\$ 174,493	FMR	Feb-13		
				Expend Deadline Met?	12/22/10	Yes	
09ALA01	ACCOMA	Webster St SMART Corridors	TFCA Award	Agreement Executed	1/7/10	7/7/09	Expenditure deadline Dec '12 Expenditures not complete FMR Due Mar '13 1st extension approved 10/27/11
			\$ 400,000	Project Start	Oct-09	Jul-09	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 241,071	FMR	Mar-13		
				Expend Deadline Met?	12/22/12		
09ALA07	AC Transit	Easy Pass Transit Incentive Program	TFCA Award	Agreement Executed	1/7/10	12/03/09	Expenditure deadline Jan '13 Expenditures not complete FMR Due Mar '13 1st extension approved 10/27/11
			\$ 350,000	Project Start	Sep-09	Nov-09	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Mar-13		
				Expend Deadline Met?	01/13/13		
10ALA01	Alameda County	Fairmont Campus to BART Shuttle (FY 10/11)	TFCA Award	Agreement Executed	2/17/11	02/08/11	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 110,000	Project Start	Mar-11	Jan-11	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 46,041	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA02	Alameda CTC	I-80 Corridor Arterial Management	TFCA Award	Agreement Executed	2/17/11	07/09/10	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 100,000	Project Start	Mar-11	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	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	02/24/11	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 210,000	Project Start	Mar-11	Jul-11	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA04	Hayward	Traffic Signal Controller Upgrade and Synchronization	TFCA Award	Agreement Executed	2/17/11	01/26/11	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 614,000	Project Start	Mar-11	Dec-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 90,202	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		

TFCA County Program Manager Fund

Timely Use of Funds Report

Report Date: February 29, 2012

<u>Project No.</u>	<u>Sponsor</u>	<u>Project Title</u>	<u>Balances</u>	<u>Required Activity</u>	<u>Date Due</u>	<u>Activity Completed (Date or Y/N)</u>	<u>Notes</u>
GREEN ZONE (Milestone deadline beyond 7 months), continued							
10ALA05	Oakland	Broadway Shuttle - Extended Service	TFCA Award	Agreement Executed	2/17/11	01/21/11	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 166,880	Project Start	Mar-11	Feb-11	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA06	Oakland	Webster/Franklin Bikeway Project	TFCA Award	Agreement Executed	2/17/11	01/20/11	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 90,000	Project Start	Mar-11	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	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	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 52,000	Project Start	Mar-11	Aug-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	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	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 165,000	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 2,583	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	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 70,677	Project Start	Mar-11	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 36,994	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	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 72,299	Project Start	Mar-11	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 39,204	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
11ALA02	Alameda County	Mattox Road Bike Lanes	TFCA Award	Agreement Executed	1/5/12	01/24/12	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 40,000	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA04	Cal State - East Bay	CSUEB - 2nd Campus to BART Shuttle (FYs 11/12 & 12/13)	TFCA Award	Agreement Executed	1/5/12	11/08/11	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 194,000	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA05	Cal State - East Bay	Transportation Demand Management Pilot Program (FY 11/12)	TFCA Award	Agreement Executed	1/5/12	11/08/11	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 52,000	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA06	Fremont	North Fremont Arterial Management	TFCA Award	Agreement Executed	1/5/12	01/04/12	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 256,000	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		

TFCA County Program Manager Fund

Timely Use of Funds Report

Report Date: February 29, 2012

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							
11ALA11	Pleasanton	Pleasanton Trip Reduction Program (FY 11/12)	TFCA Award	Agreement Executed	1/5/12	10/24/11	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 52,816	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
			Expend Deadline Met?	11/14/13			
11ALA12	San Leandro	San Leandro LINKS Shuttle (FYs 11/12 & 12/13)	TFCA Award	Agreement Executed	1/5/12	11/08/11	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 59,500	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
			Expend Deadline Met?	11/14/13			
11ALA13	Alameda CTC	Alameda County Guaranteed Ride Home (GRH) Program (FYs 11/12 & 12/13)	TFCA Award	Agreement Executed	1/5/12	07/05/11	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 245,000	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
			Expend Deadline Met?	11/14/13			
11ALA14	LAVTA	Route 9 Shuttle BART/Hacienda Business Park (FY 11/12)	TFCA Award	Agreement Executed	1/5/12	10/24/11	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 42,947	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
			Expend Deadline Met?	11/14/13			
11ALA15	LAVTA	Route 10 - Dublin/Pleasanton BART to Livermore ACE Station (FY 11/12)	TFCA Award	Agreement Executed	1/5/12	10/24/11	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 141,542	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
			Expend Deadline Met?	11/14/13			
Completed Projects (will be removed from the next monitoring report)							
09ALA02	Alameda County	Fairmont Campus to BART Shuttle (FY 09/10)	TFCA Award	Agreement Executed	1/7/10	1/5/10	Expenditure deadline Jan '12 Expenditures complete Final invoice received FMR received Oct '11
			\$ 170,000	Project Start	Mar-10	Apr-10	
			TFCA Expended	Final Reimbursement	12/31/13	07/29/11	
			\$ 170,000	FMR	Oct-11	Oct-11	
			Expend Deadline Met?	01/13/12	Yes		
10ALA09	LAVTA	BART to Downtown Pleasanton - Route 8 (FY 10/11)	TFCA Award	Agreement Executed	2/17/11	12/15/10	Expenditure deadline Oct '12 Expenditures complete Final invoice received FMR received Sept '11
			\$ 96,860	Project Start	Mar-11	Nov-10	
			TFCA Expended	Final Reimbursement	12/31/13	Jan-12	
			\$ 96,860	FMR	Jan-13	Sep-11	
			Expend Deadline Met?	10/28/12	Yes		
10ALA10	LAVTA	BART/Hacienda Business Park Shuttle - Route 9 (FY 10/11)	TFCA Award	Agreement Executed	2/17/11	12/15/10	Expenditure deadline Oct '12 Expenditures complete Final invoice received FMR received Sept '11
			\$ 60,380	Project Start	Mar-11	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13	Jan-12	
			\$ 60,380	FMR	Jan-13	Sep-11	
			Expend Deadline Met?	10/28/12	Yes		
10ALA13	San Leandro	San Leandro Links (FY 10/11)	TFCA Award	Agreement Executed	2/17/11	01/05/11	Expenditure deadline Oct '12 Expenditures complete Final invoice received FMR received Oct '11
			\$ 66,605	Project Start	Mar-11	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13	Jan-12	
			\$ 66,605	FMR	Jan-13	Oct-11	
			Expend Deadline Met?	10/28/12	Yes		

Report Milestone Notes

Agmt Executed = Date TFCA Agreement executed

Project Start = Date of project initiation.

FMR = Date Final Monitoring Report (Final Project Report) received by Alameda CTC

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



Memorandum

DATE: January 31, 2012

TO: Alameda County Technical Advisory Committee

FROM: Jacki Taylor, Program Analyst

SUBJECT: Review Transportation for Clean Air (TFCA) Fund Estimate and Schedule for FY 2012/13 Call for Projects

Recommendation:

ACTAC is requested to review the attached draft Fund Estimate (FE) and schedule for the fiscal year (FY) 2012/13 TFCA Program. These items have been updated to reflect recent Board actions. The FY 2012/13 call for projects is scheduled to be released during February 2012 and a final draft FE will be released at that time.

Summary:

ACTAC is requested to review the attached draft FE for the FY 2012/13 TFCA Program. The FY 2012/13 call for projects is scheduled to be released during February 2012. A final draft FE will be released at that time. As with the draft FE from prior years, the FY 2012/13 version accounts for the prior year's (FY 2011/12) programming and also includes \$1.8 million of assumed revenue for FY 2012/13. The FE then segregates the city/county share, transit discretionary, earned interest and program administration amounts as outlined in the Alameda CTC TFCA Guidelines. For the FY 2012/13 program, \$1.43 million of revenue is being provided to the Air District to fund its drayage truck replacement assistance program.

Background:

TFCA is generated by a \$4.00 vehicle registration fee and collected by the Bay Area Air Quality Management District (Air District). As the TFCA Program Manager for Alameda County, the Alameda CTC is responsible for programming 40 percent of the four dollar vehicle registration fee that is collected in Alameda County for this program. Five percent of new revenue is set aside for the Alameda CTC's administration of the TFCA Program. Per the Alameda CTC TFCA Guidelines, 70 percent of the available funds are to be allocated to the cities/county based on population, with a minimum of \$10,000 to each jurisdiction. The remaining 30 percent of the funds are to be allocated to transit-related projects on a discretionary basis.

All available TFCA funds are required to be completely programmed annually. A jurisdiction may borrow against its projected future share in order to receive more funds in the current year, which can help facilitate the programming of all available funds in the current year. Projects proposed for TFCA funding are required to meet the eligibility and cost-effectiveness requirements of the TFCA Program.

FY 2012/13 Program Update

As approved by the Commission at its January 26th meeting, \$1.43 million of the estimated \$1.8 million of revenue available for the FY 2012/13 program is being programmed to the Air District to fund its regional drayage truck replacement assistance program. As shown in Attachment A, the draft FY 2012/13 FE has been updated to reflect this action. The estimated \$310,000 remaining to program will be prioritized for ongoing transit and program operations typically funded by TFCA. As detailed in the updated program schedule (Attachment B), a call for projects will be released during February 2012 and applications will be due March 2012.

Attachments:

Attachment A – TFCA Program Revised Draft FY 2012/13 Fund Estimate

Attachment B – Revised FY 2012/13 Programming Schedule

TFCA FY 2012/13 Draft Fund Estimate - February 2012

Agency	Population (Estimate)	% Population	Total % of Funding	TFCA Funds Available This FY	FY 11/12 Rollover Debits/Credits	TFCA Balance & Rollover	Current Program Balance	\$ to Drayage Trucks ¹
Alameda	74,081	4.87%	4.86%	\$ 59,154	\$ (488,271)	\$ (429,117)	\$ -	\$ 69,450
Alameda County	141,898	9.33%	9.30%	\$ 113,306	\$ 18,290	\$ 131,596	\$ 131,596	\$ 133,028
Albany	18,622	1.22%	1.22%	\$ 14,870	\$ (44,755)	\$ (29,885)	\$ -	\$ 17,458
Berkeley	114,046	7.50%	7.48%	\$ 91,066	\$ 129,078	\$ 220,144	\$ 220,144	\$ 106,917
Dublin	46,743	3.07%	3.06%	\$ 37,324	\$ 121,059	\$ 158,383	\$ 158,383	\$ 43,821
Emeryville	10,125	0.67%	0.82%	\$ 10,000	\$ 19,075	\$ 29,075	\$ 29,075	\$ 11,741
Fremont	215,711	14.18%	14.14%	\$ 172,246	\$ 59,960	\$ 232,206	\$ 232,206	\$ 202,226
Hayward	145,839	9.59%	9.56%	\$ 116,453	\$ (646,919)	\$ (530,466)	\$ -	\$ 136,722
Livermore	81,687	5.37%	5.36%	\$ 65,227	\$ 250,397	\$ 315,624	\$ 315,624	\$ 76,581
Newark	42,764	2.81%	2.80%	\$ 34,147	\$ 198,279	\$ 232,426	\$ 232,426	\$ 40,091
Oakland	392,932	25.83%	25.76%	\$ 313,758	\$ 215,238	\$ 528,996	\$ 528,996	\$ 368,369
Piedmont	10,726	0.71%	0.82%	\$ 10,000	\$ 36,409	\$ 46,409	\$ 46,409	\$ 11,741
Pleasanton	70,643	4.64%	4.63%	\$ 56,409	\$ (19,980)	\$ 36,429	\$ 36,429	\$ 66,227
San Leandro	85,490	5.62%	5.60%	\$ 68,264	\$ 36,113	\$ 104,377	\$ 104,377	\$ 80,146
Union City	69,850	4.59%	4.58%	\$ 55,775	\$ 105,414	\$ 161,189	\$ 161,189	\$ 65,484
TOTAL:	1,521,157	100.00%	100.00%	\$ 1,218,000	\$ (10,613)	\$ 1,207,387	\$ 2,196,855	\$ 1,430,000

FY 12/13 TFCA Funds (estimated)	\$ 1,800,000
10/11 Interest Earned	\$ 30,000
Programming Capacity	\$ 1,830,000
Less 5% for Program Administration	\$ 90,000
Total Estimated Programming Capacity	\$ 1,740,000
Amount of City/County Balance to Drayage Trucks	\$ 1,430,000
Remaining Programming Capacity	\$ 310,000

- Notes:**
1. Distributes the \$1.43 million drayage truck request among the Cities and County by the FY 12/13 "Total % of Funding".
 2. Population estimates as of 1/01/11 from Dept. of Finance (www.dof.ca.gov).

Alameda CTC Proposed Schedule for FY 2012/13 TFCA Program

Date	Activity
February 2012	2012/13 draft fund estimate and schedule to Committees and Board
February 2012	Alameda CTC to release 2012/13 Call for Projects
March 2012	Applications due to Alameda CTC
March 2012	2012/13 TFCA Expenditure Plan and Policies to Alameda CTC Committees and Board
April 2012	Application summary to ACTAC
April 2012	2012/13 TFCA Expenditure Plan due to Air District
May 2011	Draft 2012/13 program of projects to Alameda CTC Committees and Board
May 2011	<ul style="list-style-type: none"> • 2012/13 TFCA Expenditure Plan considered for approval by Air District Board of Directors
June 2012	<ul style="list-style-type: none"> • Final 2012/13 program to Alameda CTC Committees and Board
July 2012	Master Agreement with Air District executed
Fall 2012	Funding agreements distributed



Memorandum

DATE: January 18, 2012
TO: Alameda County Technical Advisory Committee (ACTAC)
FROM: Vivek Bhat, Senior Transportation Engineer
RE: Review Federal Inactive Projects List: December 2011 Quarterly Review

Recommendations:

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

Summary:

ACTAC is requested to review the December 2011 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 2011 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 24, 2012**.

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 10/01/2011- 12/31/2011)

Updated on 01/09/20	Project No	LOOK AHEAD	Agency Action Required	Prefix	Agency	Description	Authorization Date	Last Expenditure Date	Total Cost	Federal Funds	Expenditure Amt	Unexpended Bal
Updated on 01/09/20	5012103	6 MONTH	Inactive Projects (Review period: 10/01/2011-12/31/2011) Invoice being processed by Caltrans. Monitor for progress.	BHLO	Oakland	Updated on 01/09/2012 ADELINE STREET BRIDGE OVER UPRR AMTRAK, BRIDGE# 33C0028, SEISMIC RETROFIT	5/4/2011		\$632,000.00	\$559,510.00	\$0.00	\$559,510.00
	5012106	3 MONTH	Submit invoice to District.	CML	Oakland	MACARTHUR BLVD. IMPROVEMENT PROJECT, PED. CROSSWALK, AC OVERLAY	4/27/2011		\$6,043,621.00	\$1,700,000.00	\$0.00	\$1,700,000.00
	5014031	3 MONTH	Invoice being processed by Caltrans. Monitor for progress.	DEMO06L	Alameda	PARK STREET FROM LINCOLN TO WEBB AVE. & CENTRAL AVE. TO SAN JOSE AVE., STREETScape	5/24/2008	2/1/2011	\$1,320,700.00	\$1,137,600.00	\$157,756.31	\$979,843.69
	5041022	INACTIVE	No Federal funds remain. Proceed with project closure or submit justification to request project to remain open to District by 02/24/2012.	HP21L	San Leandro	E. 14TH ST., MEDIAN IMPROVEMENT & LIGHTING	9/12/2002	5/25/2006	\$209,583.32	\$80,000.00	\$80,000.00	\$0.00
	5041037	3 MONTH	Invoice being processed by Caltrans. Monitor for progress.	STPL	San Leandro	BLVD-WASHINGTON AVE ; 2) ALVARADO ST-TEAGARDEN ST, 1) ROAD RECONSTRUCTION; 2) AC MILL/OVERLAY	3/29/2011		\$1,433,026.00	\$807,000.00	\$0.00	\$807,000.00
	5050038	3 MONTH	Submit invoice to District by 02/24/2012.	CML	Hayward	DIXON ST.- TENNYSON TO VALLE VISTA, TENNYSON RD. - FROM DIXON TO BART PLAZA ST. A, STREETScape AND LANDSCAPE IMPROVEMENTS	1/18/2011		\$657,000.00	\$536,000.00	\$0.00	\$536,000.00
	5053009	INACTIVE	Submit invoice or justification to District by 02/24/2012.	RPSTPL	Livermore	ON I-580, 1-MILE EAST OF AIRWAY BLVD. , NEW I/C AND ROAD RE-ALIGNMENT	6/1/1999	10/21/2009	\$13,165,657.00	\$10,914,000.00	\$10,860,061.79	\$53,938.21
	5053023	3 MONTH	Submit invoice to District by 02/24/2012.	STPL	Livermore	RAILROAD AVE, HOLMES ST, VALLECITOS RD, AND PORTOLA AVE, AC OVERLAY	3/21/2011		\$1,482,669.00	\$1,028,000.00	\$0.00	\$1,028,000.00
	5057037	3 MONTH	Submit invoice to District by 02/24/2012.	STPL	Berkeley	SACRAMENTO STREET FROM ASHBY TO DWIGHT WAY, AC OVERLAY	3/18/2011		\$1,515,850.00	\$955,000.00	\$0.00	\$955,000.00
	5101025	6 MONTH	Submit invoice to District.	STPL	Pleasanton	OLD SANTA RITA RD., SANTA RITA RD., W. LAS PITA BLVD., OWEN DR., AND WILLOW RD., PAVEMENT REHAB.	4/14/2011		\$1,564,629.00	\$876,000.00	\$0.00	\$876,000.00
	5354026	6 MONTH	Submit invoice to District.	STPLZ	Union City	WHIPPLE RD OVER BART TRACKS, BRIDGE # 33C0223, SEISMIC RETROFIT	4/13/2011		\$874,371.00	\$772,752.00	\$0.00	\$772,752.00

Alameda County Quarterly Review of Inactive Obligations

(Review Period 10/01/2011- 12/31/2011)

Updated on 01/09/20	Project No	LOOK-AHEAD	Inactive Projects (Review period: 10/01/2011-12/31/2011)	Prefix	Agency	Description	Authorization Date	Last Expenditure Date	Total Cost	Federal Funds	Expenditure Amt	Unexpended Bal
			Agency Action Required									
	5354029	6 MONTH	Submit invoice to District.	STPL	Union City	DRYER STREET - WHIPPLE TO ALVERADO, REHAB	4/13/2011		\$1,012,537.00	\$861,000.00	\$0.00	\$861,000.00
	5933074	3 MONTH	Submit invoice to District by 02/24/2012.	STPL	Alameda County	VASCO RD BETWEEN LIVERMORE AND CC COUNTY LINE , ROADWAY ALIGNMENT AND ROW	5/12/2005	2/1/2011	\$17,100,000.00	\$11,000,000.00	\$8,062,142.21	\$2,937,857.79
	6000014	INACTIVE	Invoice being processed by Caltrans. Monitor for progress.	RPSTPL	San Francisco Bay Area Rapid Transit District	VARIOUS BART AERIAL STRUCTURES IN OAKLAND , SEISMIC RETROFIT	6/12/2001	12/14/2010	\$27,566,009.00	\$23,301,127.00	\$21,272,404.24	\$2,028,722.76
	6000025	6 MONTH	Submit invoice to District.	STPLZL	San Francisco Bay Area Rapid Transit District	VARIOUS BART AERIAL STRUCTURES IN 4 COUNTIES. , RETROFIT OF BART AERIAL STRUCTURES	8/3/2005	6/2/2011	\$30,242,133.00	\$24,756,014.00	\$15,156,680.20	\$9,599,333.80
	6057011	INACTIVE	No Federal funds remain. Proceed with project closure or submit justification to request project to remain open to District by 02/24/2012.	CML	Port Of Oakland	333 MARITIME ST. PORT OF OAKLAND , PURCHASE LNG EQUIPMENT	6/5/2007	12/4/2008	\$1,530,863.00	\$266,362.95	\$266,362.95	\$0.00
	6273065	3 MONTH	Invoice being processed by Caltrans. Monitor for progress.	STPCML	Alameda County Congestion Management Agency	COUNTY WIDE, IMPLEMENT A COUNTYWIDE SR2S PROGRAM	3/29/2011		\$3,604,000.00	\$3,189,000.00	\$0.00	\$3,189,000.00
	6430001	6 MONTH	Submit invoice to District.	STPL	Alameda County Transportation Improvement Authority	I-580-CASTRO VALLEY INTERCHANGE , RECONFIGURE ON AND OFF RAMPS	4/21/2008	4/5/2011	\$20,866,748.00	\$1,684,093.00	\$1,071,115.80	\$612,977.20
	8801039	3 MONTH	No Federal funds remain. Proceed with project closure or submit justification to request project to remain open.	IM		I-880 IN ALA CO-AT THORNTON AVENUE OC, REPLACEMENT PLANTING	1/1/1998	1/22/2009	\$560,148.00	\$487,770.00	\$487,770.00	\$0.00
	6204057	INACTIVE	No Federal funds remain. Proceed with project closure or submit justification to request project to remain open to District by 02/24/2012.	STPL	Caltrans	I-238 FROM RTE 580 TO 880 WIDENING FROM 4 TO 6 LANES	6/24/2005	11/18/2008	\$86,718,382.00	\$18,070,078.00	\$18,070,078.00	\$0.00
	6204070	3 MONTH	No Federal funds remain. Proceed with project closure or submit justification next quarter to request project to remain open.	HPLUL	Caltrans	I-580-GREENVILLE ROAD TO HECIENDA DRIVE , CONSTRUCT EASTBOUND HOV LANE	4/15/2008	3/17/2009	\$60,012,900.00	\$2,850,000.00	\$2,850,000.00	\$0.00
	6204099	6 MONTH	Submit invoice to District.	HP21L	Caltrans	SR 84 & 580 INTERCHANGE, INTERCHANGE RECONSTRUCTION	5/4/2011		\$28,962,049.00	\$2,333,095.00	\$0.00	\$2,333,095.00



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

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



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



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

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

ANY INCOMPLETE JUSTIFICATION FORM WILL BE SENT BACK TO DLAE



Memorandum

DATE: January 18, 2012

TO: Alameda County Technical Advisory Committee

FROM: Tess Lengyel, Deputy Director Policy, Public Affairs and Legislation

SUBJECT: Review Legislative Program Update

Recommendations:

This is an information update only.

Summary:

The Alameda CTC's Legislative Program was adopted on January 2012 to establish funding, regulatory and administrative principles to guide Alameda CTC's legislative advocacy in the coming year and is included in Attachment A. Some of the highest priorities in 2012 will be to participate in the federal transportation bill reauthorization, address the challenges faced with declining revenues and increasing deterioration of the transportation system, ensure that transportation is not negatively affected by the anticipated state budget deficit in the coming year, implementation of climate change legislative mandates, and to work to educate people about the benefits of Alameda County's Transportation Expenditure Plan in relation to other measures that will be placed on the November ballot.

Background:

The release of the Governor's budget in January is largely supportive and protective of transportation. One of the most significant changes in the proposed budget includes reorganization to reduce the number of agencies from 12 to 10 and for transportation, this means creating the proposed new Transportation Agency with the following departments: Caltrans, Department of Motor Vehicles, High-Speed Rail Authority, CHP, CTC, and the Board of Pilot Commissioners.

The proposed Budget assumes that passage of the Governor's tax initiative would generate \$6.9 billion through 2012-13, providing \$4.4 billion in General Fund relief after the increased Prop 98 guarantee is taken into account. If this fails, additional trigger cuts have been proposed for \$5.4 that would take effect on January 1, 2013, including:

- Schools and Community Colleges: \$4.8 billion – half of the \$4.8 billion is the decrease in the Prop 98 guarantee that would have increased with new revenue and the other half comes from shifting K-14 bond debt service costs into Proposition 98. The loss in funding would be equivalent to about three weeks of school.
- University of California and California State University: \$200 million cut to each entity.

- Courts: \$125 million, equivalent to about 3 days per month.
- The Department of Forestry and Fire Protection would face cuts of about \$15 million. The emergency air response program would be reduced and fire stations would be closed.
- Flood control programs would be cut.
- Funding for Park Rangers and Fish and Game Wardens would be decreased and the State would no longer fund lifeguards at beaches.
- The Department of Justice's law enforcement programs would be reduced.

Another important change in transportation is as noted by our lobbyists, Platinum Advisors, is to eliminate the annual "hold" on highway funds under a late budget. Current law holds gas tax revenues in the Highway Users Tax Account (HUTA) funds when there is a late state budget, often times threatening work stoppage on projects. This proposed modification would allow HUTA funds to continuously be appropriated to maintain contracts and staffing for transportation programs.

At the federal level, significant work is gearing up for the Senate hearings on Senator Boxers proposed MAP-21 surface transportation legislation as well as activities in the House on its proposed surface transportation bill.

Updates on these activities are included in Attachments B and C.

Our state and federal lobbyists will be scheduling meetings in early spring with various Legislators in Sacramento and Washington, D.C. to discuss the Alameda CTC legislative needs in 2012. The Alameda CTC will be going to D.C. during the last week of February for its annual legislative visit.

Attachments

Attachment A: Adopted 2012 Legislative Program

Attachment B: State Update

Attachment C: Federal Update

Attachment A

2012 Alameda CTC Legislative Program

2012 LEGISLATIVE PROGRAM

Introduction

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

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

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

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

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

- The Statewide Transportation Needs Assessment released by the California Transportation Commission shows an estimated statewide funding need over the next 10 years for system preservation, management and expansion as \$538 billion, with the system preservation portion estimated at \$341 billion (for state of good repair). Projections of funding availability over the same 10-year period are \$242 billion from all sources, representing about 45% of the overall estimated needs.
- Continued state and federal budget shortfalls could potentially negatively impact transportation funding for project planning, development and implementation;
- Renewal efforts for the Federal Surface Transportation Bill and the current shortfalls of funding for authorized levels of spending from the Highway Trust Fund;
- Updates to the Alameda County Countywide Transportation Plan, that will flow into the update of the Regional Transportation Plan (RTP), including advocacy policies for Alameda County;
- Reauthorization of Alameda County's half-cent transportation sales tax measure, anticipated

to be placed on the November 2012 ballot;

- Development of many new policies and planning efforts at the Alameda CTC that will focus on Complete Streets, Transit Oriented Development, Youth Transit Pass Program opportunities, Capital Improvement Program and Congestion Management Program policy updates, a Comprehensive Countywide Transit plan that tiers off the regional Transit Sustainability Project, a Comprehensive Transportation Demand Management Plan and a Goods Movement Plan, as well as multi-modal corridor studies, an arterial performance initiative and other studies and plans the support integration and incentives for linking transportation and land use investments.

The 2012 draft Legislative Program is divided into six sections:

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

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

Federal Transportation Bill Reauthorization Legislative Priorities

The Safe Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users, SAFETEA-LU, expired on September 30, 2009 and has been continued at its same funding level through eight separate continuing resolutions, with the next expiration date of March 31, 2012. In November 2011, the Senate Environment and Public Works Committee released a the Highway portion of a proposed two-year surface transportation authorization to replace SAFETEA-LU, entitled, "Moving Ahead for Progress in the 21st Century", or MAP 21. Attachment B provides a summary of MAP-21. The bill proposes funding for \$109 billion, an estimated \$12 billion over the anticipated amounts that will flow into the Highway Trust Fund. Three other Senate Committees are needed to act to address different aspects of a complete bill, including Senate Finance to focus on the tax and revenue portion of the bill (which needs to identify how to cover the \$12 billion gap), Senate Banking, Housing and Urban Affairs for the transit portion of the bill, and Senate Commerce, Science and Transportation for rail and safety issues.

It is recommended that the draft 2012 Alameda CTC Legislative Program continue support of the California Consensus Principles which are intended to provide a uniform statewide position on surface transportation policies to Congress and the President. At the statewide level, these principles may be re-evaluated in 2012, and staff will bring to the Commission any changes to these principles for consideration. The Consensus Principles listed below were developed over the summer of 2008 with a broad array of transportation stakeholders throughout California which included many transportation agencies, Caltrans, the Business Transportation and Housing Agency, and the Governor. It is also recommended that the Commission continue support of Alameda County's "Principles Plus" which support specific areas of importance not fully articulated in the California

Consensus Principles on SAFETEA-LU. The Consensus Principles and Principles Plus are listed below:

California Consensus Principles

1. Ensure the financial integrity of the Highway Trust Fund

The financial integrity of the transportation trust fund is at a crossroads. Current user fees are not keeping pace with needs or even the authorized levels in current law. In the long-term, the per-gallon fees now charged on current fuels will not provide the revenue or stability needed, especially as new fuels enter the marketplace. This authorization will need to stabilize the existing revenue system and prepare the way for the transition to new methods of funding our nation's transportation infrastructure.

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

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

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

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

3. Establish goods movement as a national economic priority.

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

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

with goods movement.

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

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

- Increase funding for enhanced capacity for ALL modes aimed at reducing congestion and promoting mobility in the most congested areas.
- Provide increased state flexibility to implement performance-based infrastructure projects and public-private partnerships, including interstate tolling and innovative finance programs.
- Consolidate federal programs by combining existing programs using needs, performance-based, and air quality criteria.
- Expand project eligibility within programs and increase flexibility among programs.

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

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

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

6. Strengthen comprehensive environmental stewardship.

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

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

7. Streamline Project Delivery

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

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

“Principles Plus”

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

- **Support methods to increase the gas tax and alternative methods of financing.** As the primary source of funding for surface transportation, the gas tax needs to be modified to allow for increases over time. Without the ability to increase the gas tax purchasing power, and in the absence of other funding methods, transportation funding will continue to decline. Alternative methods of financing such as high-occupancy toll lanes, public-private partnerships, and other user-based-type fees are important elements to continue critical investments in our core transportation infrastructure and should be allowed, provided they protect the public investment.
- **Support rewarding states that provide significant funding into the transportation systems.** California is considered a “Self-Help” state, one that raises funds both locally and statewide to fund local, state and federal transportation projects. Over time, federal funds have provided a smaller share of the overall funding need in California. Each year, the Bay Area taxpayers alone provide almost \$1 billion in local funds to support the transportation system, and California as a whole provides billions of dollars into transportation to support one of the top ten highest producing economies in the world. The infusion of \$20 billion for transportation bonds approved by voters in 2006 is on top of this amount, as well as the vehicle registration fees approved in five out of seven Bay Area counties in November 2010. These effort must be acknowledged and rewarded by providing priority funding for California’s projects, bonus federal matching funds or simple increases in overall funding commensurate with the state’s investment. This could include a Federal-State Partnership Program modeled after California’s State and Local Partnership Program (SLPP), whereby counties with voter approved transportation sales tax measures received proportional funding from the SLPP program in the voter approved bonds related to the amount of sales tax generated.
- **Increase funding for and flexibility of transit investments.** This effort directly addresses the need to shift a portion of trips away from auto use to address climate change and to reduce congestion. With legislative mandates to implement a Sustainable Communities

Strategy aimed at integrating land use and transportation decisions to reduce greenhouse gas emissions and meet the State's goals, more emphasis on transit and access to transit will be made to address goal attainment.

- Support funding to assist in completion of Alameda CTC's remaining sales tax funded transit projects.
 - Support increasing, combining and integrating federal funding programs for seniors and disabled, and ensure flexibility of these programs to address the dramatically increasing senior population in Alameda County and the country.
 - Support transit safety and security programs that are not at the expense of existing transit funding, but rather augment transit funding.
 - Increase transit funding and implementation flexibility to allow for transit operators to reduce service cuts, seek more transit operating funds, and allow operators to provide school related services as well as flexible services for senior transport and other needs as deemed necessary through transit planning efforts.
 - Support parity in pre-tax transportation benefits for public transit and vanpooling for those given for parking.
- **Increase funding for non-motorized transportation.** This effort recognizes the opportunity for walking and biking to address GHG reduction goals, particularly for access to transit and with specialized educational programs that support and encourage shifts in mode uses to reduce vehicle miles traveled and emissions.
 - Recognize non-motorized transportation, also known as active transportation, as a viable mode for reducing VMT, increasing transit use, supporting effective climate change, and increasing the health of communities.
 - Support funding for active transportation in the federal bill, and in particular, fund the approved Active Transportation Program – *Active Alameda: Kids, Commuters and Community*.
 - This program is focused on walking and biking access to transit, connecting communities through urban greenways, and inspiring people to walk and bike through programs such as Safe Routes to Schools and Safe Routes for Seniors
 - The program is broadly supported throughout Alameda County as shown by the wide array of support for the program, including the Alameda County Board of Supervisors, the Alameda County Mayor's Conference, and cities throughout the County.
 - Support completion of major trail networks throughout the County, with priority for the East Bay Greenway, Iron Horse Trail and the Bay Trail.

General Legislative Issues

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

Transportation Funding

Over the past several years, additional local sales tax measures have surpassed the 2/3 voter hurdle, voters have supported statewide bond measures to fund transportation infrastructure throughout the state, and in November 2010, five out of seven counties in the Bay Area approved increasing the vehicle registration fees to fund transportation improvements, and voters also supported protecting certain transportation funding even further with passage of Proposition 22. Governor Brown's

signing of AB 105 in early 2011 ratified a gas tax swap made in March 2010, further protecting both transit and other transportation funding. These advances in funding and protections demonstrate the public's will to support essential infrastructure and transportation programs, and underscore the need for improving the quality of our transportation systems. Alameda CTC's recent polls related to the development of a new Transportation Expenditure Plan also showed public support for transportation infrastructure investments with 79% supporting an augmentation and extension of the existing sales tax measure.

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

General Transportation Funding Priorities

- Support legislation that increases and/or requires the gas tax to be adjusted regularly to support its "buying power".
- Protect and increase funding for Alameda CTC projects in the State Transportation Improvement Program (STIP), the federal transportation bill and other funding sources.
- Support legislation that protects and provides increased funding for operating, maintaining, rehabilitating, and improving transportation infrastructure, including state highways, public transit and paratransit, local streets and roads, bicycle and pedestrian facilities, seismic safety upgrades, and goods movement, including making the use of these funds more flexible from different fund sources.
- Support efforts that give priority funding to voter approved measures.
- Support efforts to lower the 2/3 voter requirement for voter-approved transportation measures.
- Oppose efforts that negatively affect the ability to implement voter approved measures.
- Support legislation that improves the ability of the Commission and its partners to deliver, enhance or augment Alameda CTC projects and programs.
- Support seeking, acquiring and implementing grants that advance Alameda CTC planning, funding and delivery of projects and programs.
- Support Alameda County as a recipient of funds to implement pilot programs that support innovative project implementation or transportation funding mechanisms.
- Support legislation that encourages regional cooperation and coordination to develop, promote and fund solutions to regional problems.
- Support legislation and policies that promote governmental efficiencies and cost savings.

Major Transportation Funding Priorities related to Alameda CTC Projects and Programs

While transportation funding has many general categories for legislative advocacy as listed above, the following specific project and program related areas for 2012 are:

- **Increase funding and flexibility for transit**
 - Support efforts to increase funding for transit, increase the flexibility of that funding to address climate change, senior population increases, transit security, and transit operations, particularly to reduce service cuts.
 - Protect funding intended for transit. In particular, support efforts that ensure anticipated transit funds are delivered to transit operators.

- **Increase funding and resources for non-motorized transportation**
 - Continue support of the national Active Transportation effort sponsored by Rails to Trails Conservancy to increase non-motorized transportation funding in the upcoming federal transportation bill.
 - Support full implementation of the East Bay Greenway project and all related project development and implementation efforts. Alameda CTC is the project sponsor for this project.

Project Delivery

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

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

Multi-Modal and Transit Oriented Development

Transportation in the Bay Area must serve the multiple needs of its populace. There is not one single transportation type that serves all people, nor delivery of all goods. Support legislation that furthers transportation options and choices in Alameda County.

- Support efforts that encourage, fund and provide incentives and/or reduce barriers for developing around transportation centers and for encouraging the use of transit, walking and biking.
- Support efforts that expedite delivery of transit-oriented development and other efforts that enhance the effectiveness of public transit and non-motorized modes of transportation and that are supported by local communities.
- Support efforts that ensure multi-modal transportation systems that provide multiple choices for transportation consumers.
- Support efforts that increase the amount and flexibility of transportation projects and programs that support senior and disabled mobility and their access to transit.

Transportation and Social Equity

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

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

Climate Change

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

- Support climate change legislation that provides funding for innovative infrastructure (i.e. hydrogen fuel cell vehicles, hydrogen fueling stations, electric charging stations, etc.), operations and programs that relieve congestion, improve air quality, reduce GHG emissions, support economic development, and support the planning and implementation efforts associated with this work.
- Support climate change legislation that expands transit services and supports safe, efficient and clear connections to transit services, including walking and biking infrastructure and programs.
- To achieve necessary increases in public transit ridership to address GHG emissions from the

transportation sources, legislation should support funding that augments transit funding and does not replace it, does not create unfunded mandates, and has well thought out planning and implementation efforts.

- Support legislation and policies that support emerging technologies offering incentives for alternative fuels and fueling technology, as well as research for transportation opportunities to reduce GHG emissions.

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January 30, 2012

TO: Art Dao, Executive Director
Alameda County Transportation Commission

FR: Steve Wallauch
Platinum Advisors

RE: Legislative Update

The Legislature this past month has primarily been focused on meeting the January 31st "House of Origin" deadline, which requires all bills introduced in 2011 to be out of their house of origin. Any bill that fails to meet this deadline is dead. Also this past month the Senate Budget Committee held an overview hearing of the Governor's proposed Budget, and the Assembly Budget Committee will do the same on January 31st. During the Senate hearing, Senator Bill Emmerson (R-Hemet) noted his opposition to the Governor's tax increase proposal and said he believes the State is unable to reduce spending to an appropriate level. Senator Rod Wright (D-Inglewood) also expressed concerns about the proposal, and its effects on the working poor. Senator Leno (D-San Francisco) noted that the longer time-frame this year on the Budget will allow the Legislature greater latitude to examine the proposals with a more critical eye.

Following the Governor's State of the State address, he visited several conservative areas of the State speaking to audiences about business support for his tax initiative. He admitted his plan may not be endorsed by the California Chamber of Commerce due to the belief that higher taxes would burden businesses. His initiative has been cleared for circulation and he has raised \$1.45 million for the cause thus far including a contribution from the Occidental Petroleum Corporation which has donated \$250,000. In addition, the CSAC Executive Committee voted 8-5 to recommend the full CSAC Board of Directors endorse the Governor's measure at their February Board meeting.

Upcoming Deadlines: The last day submit new bill proposals to Legislative Counsel for drafting was January 27th. New bills will start to be introduced gradually over the next few weeks, with the majority of new bills being introduced just before the introduction deadline on February 24th. As for Budget Committee activities there will be scattered informational hearings, but subcommittee action is not expected to beginning in earnest until after Spring Recess, which runs from March 29 to April 9th. However, the Assembly Budget Committee is scheduled to act on a couple bills affecting the 2011-12 budget tomorrow. Policy committee hearings will also start off slow since the first hearing deadline is not until April 27th.

Infill Development: The Governor's Office of Planning & Research recently released for review and comment changes to CEQA guidelines for infill development projects. SB 226, which was signed into law last year, directs OPR to develop standards for the review of infill projects that promote specified environmental, transportation, and land use goals. The draft guidelines are now available for review at http://www.opr.ca.gov/s_sb266.php. OPR has requested comments to be submitted by February 24th.

Cash Flow Management: The Assembly Budget Committee is scheduled to act on SB 95 at a hearing tomorrow, January 31st. While the content of SB 95 is not in print yet, the committee analysis raises some concerns. The bill makes several changes that increase the availability of several transportation funds that the Department of Finance can use for cash flow purposes. While the intent is to avoid impacting the flow of funds to transportation projects, the language is unclear. The language used in the bill does not specify that the funds shall be repaid in the same fiscal year, which could affect the flow of HUTA funds to cities and counties. In addition, it appears that funds can be diverted to address problems other than cash flow. We will continue to monitor this bill closely.

Continued Problems for the Budget: In the past few weeks a federal district court judge in Los Angeles has issued preliminary injunctions against the State in three separate cases involving Medi-Cal cuts in the current year Budget. The cases concern distinct part nursing facility rates, pharmacy rates, and non-emergency transport rates. Last week the Department of Health Care Services filed Notices of Appeal in all three cases. Also last week, the Ninth Circuit Court of Appeals set an expedited briefing schedule for all three cases. Both sides will have to file their arguments the second week in February. Also, the Attorney General's Office filed emergency motions to stay the Court's orders in the first two cases and will also file a motion on the third case (transportation rates) shortly.

Analyst's First Cut at the Budget: Legislative Analyst Mac Taylor released his *Overview of the Governor's 2012-13 Budget* – an annual publication that provides the Legislature a quick assessment of the Budget from a fairly broad perspective. When the actual budget language is available the Office of the Legislative Analyst (LAO) will provide more specific analysis on individual items and comment in detail before the relevant Budget Subcommittees.

The LAO agrees with many of the Governor and Department of Finance's (DOF) proposals and estimates, but finds exception with others. We highlight here the primary issues raised.

- Probably the most notable issue in the *Overview* is the difference in the revenue estimates made by the LAO and the Department of Finance (\$3.9 billion in baseline revenues). The Administration's Personal Income Tax (PIT) forecast is significantly higher (\$3.7 billion), in large part because it believes that capital gains realized by California taxpayers will jump in 2012. Finance based its projections on an assumption

that the current federal tax rates will expire at the end of 2012 and filers will accelerate some of their income into the current tax year. The LAO does not buy into that theory.

- The LAO also disagrees with the Department of Finance's estimates of revenue resulting from the passage of the Governor's tax initiative. While the Governor estimates his sales tax and income tax increase would raise \$5.8 billion in 2012-13, the LAO estimates \$3.6 billion. In 2013-14, 2014-15, and 2015-16 the Governor estimates \$6.9 billion annually, while the LAO estimates \$5.5 billion. The taxes would be in effect for only 6 months in 2016-17 resulting in DOF estimates of \$3.4 billion and analyst estimates of \$3.1 billion in revenue. Although the Administration and Legislative Analyst agree upon the amount of funds to be raised from the sales tax increase, the Analyst believes that revenues from income tax will be more volatile.
- The Analyst also had some comments on the Governor's major health and human services proposals. With regard to the significant reductions in CalWORKs and child care, the LAO notes that it does have budgetary advantages, and focusing the CalWORKs program on the State's ability to meet overall program work participation requirements of the TANF program could help to avoid substantial federal sanctions and financial penalties. Further, the LAO finds merit in trying to consolidate and streamline the current "overly complicated" child care programs. However, the Analyst wonders if the reductions to families most in need of support would be too severe and urges the Legislature to "consider its primary goals for these programs."

Redevelopment: *"I don't think we can delay this funeral."* This was the Governor's response when asked about the prospects of enacting SB 659 (Padilla), which would extend the commencement of the dissolution date for redevelopment agencies from February 1st to April 15th. Although the Assembly Rules Committee approved adding an urgency clause to SB 659, the bill has not moved following the Governor's pronouncement.

While an extension is dead, the Administration and the Legislative leadership are becoming more open to addressing technical and clarifying changes. SB 654 (Steinberg) is one of the technical fix bills moving. SB 654 ensures that any funds in the Low and Moderate Housing Fund of a dissolved redevelopment agency are transferred to the successor housing agency. This bill was approved by the Senate Appropriations Committee last week, and it is expected that it will be approved by the Senate on January 31st. Additional fixes may be added as this bill moves through the Assembly, such as addressing concerns by the bond rating agencies that the tax increment will continue to flow to existing debt payments. Pro Tem Steinberg is also exploring another measure that would address how the liquidation process works. No language is available, but the concept would allow some flexibility to retain certain assets, as well as use the proceeds to finance economic development projects.

Summary of the Governor's Transportation Related Budget

Zero Based Budgeting: In December the Governor issued an Executive Order directing Finance to modify the budget process by March 2012. Under this program Caltrans, the Department of Consumer Affairs among other departments will be directed to perform a detailed review and analysis of all their programs in order to evaluate whether the functions need to exist and level or resources needed to accomplish them. The Assembly Budget Subcommittee #6 has scheduled an oversight hearing on the progress of the zero based budgeting at Caltrans on February 2.

Mass Transportation Program: In response to the zero-based budgeting effort the budget reduces funding to the Mass Transportation Program by \$3.7 million and 41.7 positions. This reduction is due to the significant reduction in Public Transportation Account funds available for transit capital projects. The budget summary also references a proposal to streamline planning and administrative workload. However, the budget increases PTA payments to Amtrak by \$13.9 million for a total of \$28 million for intercity rail costs.

State Transit Assistance Funding: The Governor's budget estimates STA revenue for 2012-13 will reach \$420 million, which is slightly higher than the \$416 million estimated for the current fiscal year. However, STA revenue for the current fiscal year has been revised to be \$399 million, which includes a lower diesel sales tax estimate of \$376 million and a \$23 million onetime allocation from the Public Transportation Account.

Gas Tax Swap: As part of the Gas Tax Swap the state is required to forecast fuel prices and adjust the excise tax on gasoline and the taxes on diesel fuel to ensure that the Swap remains revenue neutral. For the 2012-13 fiscal year, the Budget estimates that the excise tax on gasoline will be reduced from 35.7 cents per gallon to 35 cents per gallon. As for diesel fuel, the budget estimates for 2012-13 that the excise tax will be set at 10.5 cents and the sales tax surcharge on diesel fuel will be increased to 2.17 percent.

Transportation Funding: With the enactment of the Gas Tax Swap and the annual tax rate adjustments mentioned above, transportation funding is by in large not impacted by the Governor's budget. However, the Governor does proposes to borrow \$349.5 million in truck weight fee revenue. This additional loan is in excess of the weight fees already being diverted for transportation bond debt service. This revenue will be "banked" in the general fund and will be used to reimburse the general fund for future payments on transportation bonds.

High Speed Rail Authority: The budget includes \$15.9 million for staffing and support for High Speed Rail Authority activity. Bond funding for construction of the initial segment is pending review by the Department of Finance and the capital outlay amount will be determined in the next month or so.

Reorganization: As expected the Governor's 2012-13 budget includes plans to reorganize several departments and agencies. While a cost savings was not identified with the changes, the reorganization attempts to group similar activities and policy goals together. The Governor's plan will result in reducing the number of agencies from 12 to 10. The proposal creates the following reorganized agencies:

- *Business and Consumer Services Agency* is created by combining Consumer Affairs, Alcohol and Beverage Control, Housing and Community Development, Fair Employment and Housing, and the newly restructure Department of Business Oversight.
- *Government Operations Agency* will consist of General Services, Human Resources, Technology, Office of Administration Law, State Personnel Board, PERS and STRS, as well as the new Department of Revenue, which is the consolidation of the Franchise Tax Board with the tax collection functions at EDD.
- *Transportation Agency* is what's left after the business and housing functions are moved elsewhere. This new agency will include Caltrans, Department of Motor Vehicles, High Speed Rail Authority, CHP, CTC, and the Board of Pilot Commissioners.

These changes are in addition to the elimination or consolidation of numerous boards, commissions and programs. One example of the many changes proposed in the budget is the Governor's proposal to shift the operations of the Department of Boating & Waterways to the Department of Parks & Recreation and eliminating the California Boating & Waterways Commission. This reorganization and consolidation changes will be carried out through a combination of Little Hoover Commission actions and reorganization legislation.

Cap & Trade: This year marks the beginning of the Air Resources Board's auction of Green House Gas (GHG) emission allowances. The budget summary estimates this program will generate \$1 billion in revenues the first year. However, the actual amount will not be certified until near the end of the fiscal year, so specific expenditures are not included in the budget. The Governor is proposing to invest these funds in an array of programs that further the goals of AB 32. *The budget summary outlined the following programs; however, the Governor mentioned in a radio interview over the weekend that these funds may also be tapped to funding the High Speed Rail project.*

- Clean & Efficient Energy funding for to reduce emissions through energy efficiency and clean and renewable distributed energy generation;
- Low-Carbon Fuels funding to reduce emissions through improving systems to move goods and freight, advanced technology vehicles and infrastructure, and low-carbon and efficient public transportation.
- Natural Resource Protection programs by improving water use and supply, sustainable agriculture, and natural resource conservation.

- Sustainable Infrastructure Development funding for planning and development of major infrastructure, including transportation and housing.

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Washington Friday Report

Volume XIV, Issue 4

January 27, 2012

INSIDE THIS WEEK

- 1 State of the Union, Transportation, Budget Delay
- 2 Eminent Domain, Zients, Keystone, New Starts
- 2 US Conference of Mayors, Obama Jobs Council

Washington's all abuzz trying to interpret the President's State of the Union address from Tuesday night. There's also some movement in the transportation reauthorization arena, and the wheels are starting to turn for the FY2013 budget. Here's to getting something done in 2012!

State of the Union

From time to time, the President gives Congress information of the State of the Union and recommends to their consideration such measures as he judges necessary and expedient. That time came Tuesday night, when **President Obama** gave the third such address of his tenure. The speech, naturally, introduced some policy proposals and covered the full range of national issues, which included: the withdrawal from Iraq, the economy, jobs, health care, touting success of the auto bailouts, tax reform and tax cuts, education, new energy exploration and offshore drilling, renewed commitment to clean energy, a new initiative to let homeowners refinance, cutting unnecessary regulations, strengthening "smart" regulations, the appointment of Richard Cordray, the creation of a Financial Crimes Unit at the Justice Department, extending the payroll tax cut, the national trust deficit in Congress, streamlining Federal bureaucracy, national security and creating a leaner military, supporting veterans, and toning down the political rhetoric in Washington. A few lines that caught our attention in particular related to infrastructure spending: *"Take the money we're no longer spending at war, use half of it to pay down our debt, and use the rest to do some nation-building right here at home."* With the Pentagon expecting to save over \$1 trillion over the next decade from the drawdown from Iraq and Afghanistan, that could amount to about \$50 billion annually in new infrastructure spending, if Congress follows the President's lead. President Obama also talked about a mortgage refinancing plan, saying, *"I'm sending Congress a plan that gives every responsible homeowner the chance to save about \$3,000 a year on their mortgage, by refinancing at historically low rates. No more red tape. No more runaround from the banks."* The year starts with a speech. Now the question is, how much can be implemented? For the text of the speech, click on [SOTU](#).

Transportation Reauthorization Update

On Tuesday, the House passed a short-term extension of federal aviation programs through February 17th. Ostensibly, this is to give them enough time to negotiate remaining issues on a multi-year FAA reauthorization. Meanwhile, on surface transportation, current federal highway funding (PL 112-30) expires on March 31. This is causing House and Senate leaders to increase their rhetoric on passing a multi-year full reauthorization this year. In the Senate, the Finance Committee, chaired by **Max Baucus** (MT), is searching for a way to fill a \$12 billion cost gap in the MAP-21 bill (S.1813) passed by the EPW Committee. If this reauthorization passes, federal highway funding would be secured for two years. On the House side, Congressman **John Mica** (FL) has been advocating for a much longer-term bill than two years. Speaker **John Boehner** (OH) has backed a five-year reauthorization that would be funded in part by royalties on new oil and gas drilling on public lands and in federal waters. However, **Mica** recently said, *"I'm trying to get to six years."* The details of the Mica/GOP bill are expected to be released by February 2nd, with the hope of having the final bill approved by February 17th. Transportation Secretary **Ray LaHood's** outlook was gloomier, however, saying *"I believe we'll probably have to wait until next year to get to a surface transportation bill because of the huge differences."* Click on [House Transportation](#) to look at a summary of the new version of the House Transportation bill – we will forward the official new version of it to you when formally presented by House Transportation leadership.

Budget Delay

The President's Office of Management and Budget (OMB) has announced that it will release the Administration's FY2013 budget request to Congress on **February 13th**, one week past the statutory deadline of the first Monday in February, the 6th. According to the White House, the delay was *"determined based on the need to finalize decisions and technical details of the document."* Sharp responses came from several GOP leaders. House Budget Committee Chairman **Paul Ryan** (WI) said, *"The decision to delay the release of his budget again could not come at a more precarious moment for our fiscal and economic future."* Senator **Rob Portman** (OH) of the Senate Budget Committee, and a former OMB director, said, *"I'm incredibly concerned that, with a record national debt now equal to 100% of our GDP, the President is unable to put forward a plan to address Washington's out of control debt and deficits."* For more, click on [Budget Delay](#).

Washington Friday Report 1

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Eminent Domain Restrictions

The House Judiciary Committee has backed a measure to limit government use of eminent domain authority, reviving the congressional effort to upend a 2005 Supreme Court decision, *Kelo v. City of New London*, that lets states and localities acquire private property for economic development. The bill, HR 1433, would block states and localities that receive federal economic development funds from taking property for private economic development, barring them from receiving this federal assistance for two years following a violation. It passed out of committee by a vote of 23-5. Bill sponsor, Congressman **F. James Sensenbrenner Jr.** (WI), said the two-year ban would serve as “a strong disincentive” for states and localities to overreach with their eminent domain authority. For more from the committee markup, including amendments, click on [Eminent Domain](#).

New Acting OMB Director

The White House has announced that **Jeffrey Zients** (rhymes with pints) will serve as the Acting Director of the Office of Management and Budget, replacing outgoing director **Jack Lew**, who is the new incoming White House Chief of Staff. Zients currently serves as the Deputy Director for Management and Chief Performance Officer within the Administration. His first public appearance in the new role may be providing testimony to Congress on the Administration’s annual budget request, slated for release on February 13th. He previously served as OMB’s Acting Director from July-November 2010. President **Barack Obama** said, “With decades of experience, Jeff has been a tremendous asset to our team and I’m confident in his ability to help us rebuild an economy where hard work and responsibility pay off and the middle class has a chance to get ahead.” For more, click on [Zients](#).

White House: No to Keystone XL Pipeline

In a move that angered many Republicans last Monday, President Obama denied the application for the proposed Keystone XL Pipeline per the recommendation of the State Department. President Obama cited the February 1st deadline posed by Congressional Republicans as the cause for rejection, not the policy itself, as the time limit would not have allowed the government to adequately assess the pipeline’s impacts on the environment or health and safety of the American people. The President expressed his own frustrations, lamenting “I’m disappointed that Republicans in Congress forced this decision, but it does not change my Administration’s commitment to American-made energy that creates jobs and reduces our dependence on oil.” The decision was met with hostile reactions and accusations of hypocrisy from Congressional Republicans who alleged that the nation’s dire economic condition necessitated President Obama putting job creation before any other policy concerns. The Keystone Pipeline would have created an estimated 20,000 jobs. For more from the White House, click on [Keystone XL Pipeline](#).

Streamlining New Starts

Transportation Secretary **Ray LaHood** has proposed a rule that would significantly reduce the amount of time required to move major projects through the Federal Transit Administration’s

(FTA) New Starts pipeline. The proposed changes could potentially shave six months or more off the evaluation process. This new approach may also result in financial savings for the federal government and local taxpayers by allowing approved projects to begin construction sooner, thereby saving on finance charges and other costs. The streamlining proposal would allow the FTA to focus on more local needs. “We’re aiming to make common-sense changes that will make a big difference to communities throughout the United States that need more mobility, and better access to jobs, sooner rather than later,” said FTA Administrator **Peter Rogoff**. New Starts and Small Starts is one of the largest discretionary grant programs in the federal government, slated to provide more than \$2 billion to capital projects in FY2012. A 60-day public comment period on the proposed rule has begun. For more, click on [Streamlining Proposal](#).

Nancy Pelosi and Laurie Robinson Remarks at the US Conference of Mayors

As we mentioned extensively in the previous Friday Report, for most of last week, the U.S. Conference of Mayors held their winter meeting here in DC. Among the many illuminating and informative speakers at the event were House Minority Leader **Nancy Pelosi** and the departing Assistant Attorney General for the DOJ’s Office of Justice Programs, **Laurie Robinson**. “We must rebuild our nation’s thriving middle class. And we can do that by rebuilding America’s infrastructure,” said Leader Pelosi. Ms. Robinson said to the Mayors, “You’ve helped to drive the field toward a more collaborative, more data-driven, evidence-based approach to public safety. I applaud you for your commitment.” For more, click on [Nancy Pelosi](#) or [Laurie Robinson](#).

President’s Job Council

President Obama convened a meeting of the President’s Council on Jobs and Competitiveness at the White House on January 17th. The President discussed the effective approaches to labor and business policy to bolster job creation and spur economic recovery with this non-partisan council of advisors. The Jobs Council is composed of private sector employers and workers who offer diverse perspectives on “how the Federal Government can best foster growth, competitiveness, innovation, and job creation;” they detailed their collective findings in the Jobs Council Report to the President. Among other initiatives, the Jobs Council prescribed the expansion of support for the **SelectUSA** program, which was announced during President Obama’s “**In-sourcing American Jobs**” forum in which they participated. The President offered his appreciation for their assistance as he stated, “The Jobs Council has been critical in finding new ways to encourage the private sector to hire and invest in American competitiveness.



I’m proud that we’ve taken action on a majority of the Council’s recommendations on issues ranging from insourcing to permitting to clean energy.” For more, click on [Jobs Council](#).

Please contact Len Simon, Brandon Key, Jennifer Covino, or Stephanie Carter McIntosh with any questions.



METROPOLITAN
 TRANSPORTATION
 COMMISSION

PARTNERSHIP LOCAL STREETS AND ROADS
 WORKING GROUP
 101 - 8th St., 2nd Floor, Claremont
 Thursday, January 12, 2012
 9:30 a.m. – 11:30 a.m.

AGENDA

Topic	Estimated Time
1. Introductions (<i>Rick Marshall, Chair</i>)	5 min
2. Review of Working Group Minutes*	5 min
A. Joint Local Streets and Roads/Programming and Delivery Working Group – December 5, 2011 (<i>Rick Marshall, Chair</i>)	
3. Programming Updates:	
A. Federal Programs Delivery Update (STP/CMAQ, RIP-TE, HBP, Local Safety)** (<i>Marcella Aranda</i>)	10 min
4. Caltrans/FHWA/CalRTPA Update:	
A. Caltrans Division of Local Assistance Web Update Announcements (DLAWUA)* (<i>Memo Only</i>) (<i>Caltrans Division of Local Assistance has posted program updates/announcements to their website. Jurisdictions are encouraged to review the bulletins for program changes.</i>)	
i. DLA-OB 11-12 Raising the Federal Simplified Acquisition Threshold from \$100,000 to \$150,000* (<i>An Office Bulletin (DLA-OB 11-12 \$150,000 Simplified Acquisition Threshold) has been posted to the Local Assistance website at: http://www.dot.ca.gov/hq/LocalPrograms/DLA_OB/DLA_OB.htm</i>)	
ii. DLA-OB 11-13 Administering Local Federal-Funded Projects on the State Highway System* (<i>DLA Office Bulletin DLA-OB 11-13 regarding the authorization of local federal funds for local agency-administered projects on the State Highway System through a cooperative agreement with Caltrans has been posted to the Local Assistance website at: http://www.dot.ca.gov/hq/LocalPrograms/DLA_OB/DLA_OB.htm</i>)	
iii. FHWA Revised Functional Classification Codes* (<i>FHWA has announced the new functional classification codes, which are independent of urban / rural areas. Additional information can be found online at: http://dot.ca.gov/hq/tsip/hseb/func_clas.html</i>)	
iv. Clarification of FHWA's Oversight Role in Accessibility* (<i>HCR-1, HIF-1- "Clarification of FHWA's Oversight Role in Accessibility" is available online at: http://www.fhwa.dot.gov/civilrights/memos/ada_memo_clarificationa.htm</i>)	
5. Discussion Items:	
A. One Bay Area Grant-Revised Update* (<i>Craig Goldblatt</i>)	60 min
i. One Bay Area Grant Timeline and Revised Draft Discussion* (<i>Craig Tackabery/Rick Marshall</i>)	
B. TIP Update* (<i>Sri Srinivasan/Adam Crenshaw</i>)	10 min
i. 2013 TIP Update – Data Clean-Up	
ii. 2011 TIP Update (<i>The current TIP and subsequent TIP Revisions are available online at: http://www.mtc.ca.gov/funding/tip/2011/revisions.htm</i>)	
6. Informational Items: (<i>"Memo Only" unless otherwise noted</i>)	
A. PMP Certification Status* (<i>Current PMP Certification status is available online at: http://www.mtcpms.org/ptap/cert.html</i>)	
7. Recommended Agenda Items for Next Meeting: (<i>All</i>)	5 min

The next LSRWG meeting:

Thursday, February 9, 2012

9:30 a.m. – 11:30 a.m.

MetroCenter, 2nd Floor, Claremont

101-8th Street, Oakland 94607

* = Attachment in Packet

** = Handouts Available at Meeting

Contact Marcella Aranda at maranda@mtc.ca.gov if you have questions regarding this agenda.