ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE (ACTAC)
MEETING NOTICE

SPECIAL MEETING: TDA ARTICLE 3

****

TDA ARTICLE 3 Committee Meeting
Tuesday, March 6, 2012, 1:00 p.m.
Alameda CTC Committee Meeting Room, Suite 300

FY 2012/13 Article 3 Program — **Discussion/Action**
The TDA Article 3 Committee is requested to review and approve the FY 2012/13 TDA Article 3 programming schedule and fund estimate. The materials will be available at the meeting.

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Tuesday, March 6, 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 February 7, 2012 – **Page 1**	**A**
3B	Review CTC Meeting Summary *	**I**
3C	Review Federal Highway Administration's (FHWA) Updated Guidance for the Functional Classification of Highways – **Page 7**	**I**
3D	Review Funding Opportunity *No Items to report this month*	**I**

4	**ACTION ITEMS**		
	4A	Approval of State Transportation Improvement (STIP) Expenditure Deadline Extension for Alameda CTC's I-680 Southbound Express Lane Project*	**A**
	4B	Approval of Transportation for Clean Air (TFCA) FY 2012/13 Expenditure Plan Application– **Page 17**	**A**
	4C	Approval of Transportation for Clean Air (TFCA) County Program Manager Fund Guidelines – **Page 23**	**A**
	4D	Approval of State Transportation Improvement (STIP) Program At Risk Report – **Page 33**	**A**
	4E	Approval of Federal Surface Transportation/Congestion Mitigation and Air Quality (STP/CMAQ) Program At Risk Report– **Page 39**	**A**
	4F	Approval of CMA Exchange Program Quarterly Status Monitoring Report – **Page 51**	**A**
	4G	Approval of Transportation for Clean Air (TFCA) Program At Risk Report — **Page 53**	**A**
	4H	Approval of the Proposition 1B Transit Projects for the Cycle 3 Lifeline Transportation Program — **Page 59**	**A**
5	**NON ACTION ITEMS**		
	5A	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 69**	**D/I**
6	**LEGISLATIVE PROGRAM UPDATE**		
	6A	Review Legislative Program Update – **Page 81**	**I**
7	**STAFF AND COMMITTEE MEMBER REPORTS**		
	7A	Review of Local Streets and Roads Working Group (LSRWG) Update – **Page 95**	**I**
	7B	Review 2013 TIP Update Process*	**I**
8	**ADJOURNMENT AND NEXT MEETING: April 3, 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 INDIVIDULAS WITH ENVIRONMENTAL SENSITIVITIES MAY ATTEND

Alameda County Transportation Commission
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ALAMEDA
County Transportation Commission

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

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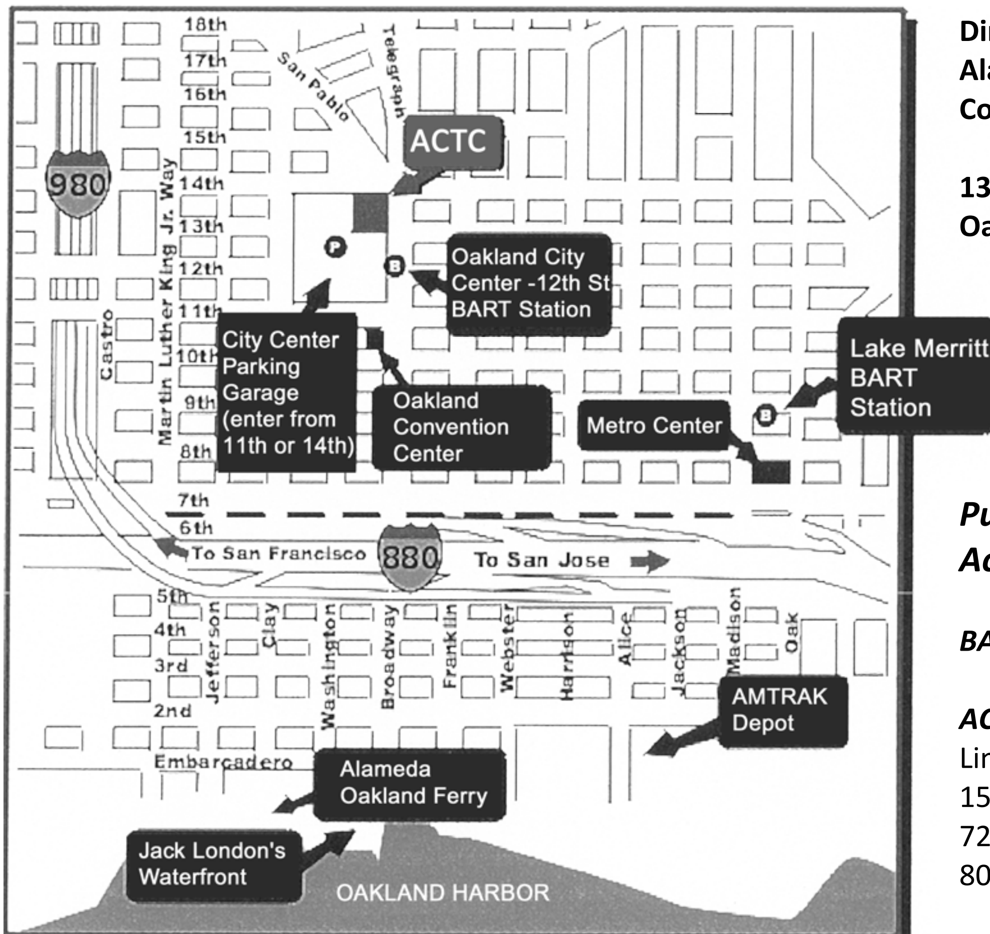
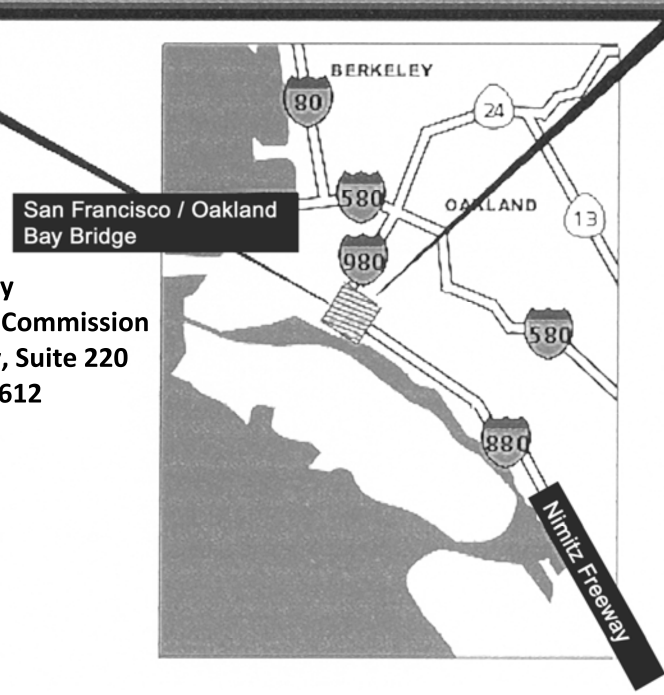
Directions to the Offices of the Alameda County Transportation Commission:

1333 Broadway, Suite 220
Oakland, CA 94612





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)

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ALAMEDA County Transportation Commission

ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE
MINUTES OF FEBRUARY 7, 2012

1 INTRODUCTIONS

2 PUBLIC COMMENT

3 CONSENT CALENDAR

3A Minutes of January 3, 2012

3B Review CTC Meeting Summary

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

3D Review Federal Fiscal Year 2011-12 Surface Transportation/Congestion Mitigation and Air Quality (STP/CMAQ) Program Delivery Update

3E Review Funding Opportunity – Job Access and Reverse Commute (JARC) funded Mobility Management Program Call for Projects

3F Review Funding Opportunity – Priority Development Area (PDA) Planning Program Cycle Five Call for Projects

3G Review Funding Opportunity – Transportation Investment Generating Economic Recovery (TIGER) 2012 Discretionary Grant

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 2012 State Transportation Improvement (STIP) Exchange Proposal

Todd requested ACTAC to recommend the Commission approve the 2012 State Transportation Improvement Program exchange proposal. ACTAC requested that an additional table detailing projects receiving Measure B funds as a part of this exchange should be included.. A motion was made by Odumade (Fremont) to make the recommendation; Keener (Alameda County) made a second. The motion passed unanimously.

4B Approval of STIP Expenditure Deadline Extension for Alameda CTC's I-880 Southbound HOV Lane Landscape Enhancements Project

Taylor requested ACTAC to recommend the Commission approve the request for a 20-month time extension from June 30, 2012 to February 28, 2014 to the STIP expenditure deadline for the I-880 Southbound HOV Land Landscape Enhancements project. A motion was made by Cooke (San Leandro) to make the recommendation; Khan (Alameda) made a second. The motion passed unanimously.

4C Approval of Safe Route to School (SR2S) Federal Fund Exchange

Todd requested ACTAC to recommend the Commission approve the exchanging of Safe Route to School (SR2S) for Local Funds and also to recommend staff continue to search for other fund exchange opportunities for other block grant projects for the 11/12 fiscal year. ACTAC requested that that the PPC staff report for this item be e-mailed to this committee. A motion was made by Tassano (Pleasanton) to make the recommendation; Odumade (Fremont) made a second. One opposition was made by Keener (Alameda County), Two abstentions we made by Frascinella (Hayward) and Landou (AC Transit). The motion passed.

5 NON ACTIONS ITEMS

5A Review and Comment on MTC's Second Draft of the One Bay Area Grant Program

Walukas reviewed MTC's Second Draft of the One Bay Area Grant Program. Walukas requested feedback from ACTAC regarding the second draft of the OBAG grant. This item was presented for information only.

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)

Walukas 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 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

Lindy Lowe of the Bay Area Conservation and Development Commission (BCDC) gave a presentation on the Bay plan Amendment and the Adapting to Rise Tides Project in Alameda County. This item was presented for information only.

5D Review State Transportation Improvement (STIP) Program Timely Use of Funds Monitoring Report

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

5E Review Federal Surface Transportation/Congestion Mitigation and Air Quality (STP/CMAQ) Program Timely Use of Funds Monitoring Report

James O'Brien of Advanced Project Delivery requested ACTAC to review on the project specific information included in the Federal STP/CMAQ Program Timely Use of Funds. This item was presented for information only.

5F Review CMA Exchange Program Preliminary Quarterly Status Monitoring Report
James O'Brien of Advanced Project Delivery requested ACTAC to review on the project specific information in the Preliminary Quarterly Status Report for CMA Exchange Projects. This item was presented for information only.

5G Review Transportation for Clean Air (TFCA) Program Timely Use of Funds Monitoring Report
Taylor requested ACTAC to review the project specific information in the TFCA Timely Use of Funds Report. This item was presented for information only.

5H Review Transportation for Clean Air (TFCA) Fund Estimate and Schedule for FY 12/13 Call for Projects
Taylor requested ACTAC to review the draft Fund Estimate (FE) and schedule for the fiscal year 2012/13 TFCA program. This item was presented for information only.

5I Review 2013 TIP Update Process
Taylor requested ACTAC to review the information regarding actions needed in February 2012 to help MTC prepare for the general 2013 TIP update period scheduled to start April 2012. Sponsors with projects that were in Attachment A in the handout provided at the meeting were requested to revise any TIP funding that is coded as RTP-LRP or Other Local as instructed by Friday, February 17, 2012. This item was presented for information only.

5J Review Federal Inactive Projects List: December 2011 Quarterly Review
Bhat requested ACTAC to review the December 2011 Quarterly Federal Inactive obligation list of projects. Participants are asked to submit a valid FMIS transaction by February 24, 2012. This item was presented for information only

6 LEGISLATIVE PROGRAM UPDATE

6A Review Legislative Program Update
No information was provided.

7 STAFF AND COMMITTEE MEMBER REPORTS

7A Review of Local Streets and Roads Working Group (LSRWG) Update
This item was presented for information only.

8 ADJOURNMENT AND NEXT MEETING: FEBRUARY 7, 2012

NEXT MEETING: March 6, 2012.
Location: Alameda CTC Offices, 1333 Broadway, Suite 300, Oakland, CA 94612.

Attest by:

Claudia D. Leyva

Claudia D. Leyva, Secretary

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ALAMEDA County Transportation Commission
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www.AlamedaCTC.org

ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE
February 7, 2012
ROSTER OF MEETING ATTENDANCE
ACTC OFFICE, 3rd FLOOR, OAKLAND, CALIFORNIA

	NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1.	Claudia Leyva	ACTC	(510) 208-7408	cleyva@alamedactc.org
2.	Bob Vinn	Livermore	925 960 4516	bgvinn@ci.livermore.ca.us
3.	Debbie Bell	Livermore	925.960.4541	dlbell@ci.livermore.ca.us
4.	Donna Lee	BART	(510) 464-6282	dlee@bart.gov
5.	Paul J. Keener	Alameda Co. Public Works Agency	(510) 670-6452	paulk@acpwa.org
6.	Amber Evans	Emeryville	510.596.4382	aevans@emeryville.org
7.	Nathan Landau	AC Transit	510-891-4792	nlandau@actransit.org
8.	Kunle Odumade	Fremont	510.494.4746	kodumade@fremont.gov
9.	Bob Rosevear	Caltrans	510.286.5544	Robert_Rosevear@dot.ca.gov
10.	Keith R. Cooke	San Leandro	510-577-3439	kcooke@sanleandro.org
11.	Soren Fajeau	Newark	510-578-4286	soren.fajeau@newark.org
12.	Tom Ruark	Union City	510-675-5301	thomasr@unioncity.org

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15. OBAID KHAN Alameda 510 747 7938 OKHAN@CI.Alameda.CA.US

16. Aleida Andrino-Chavez 510.528-5759- achavez@albanyca.org

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19. VIVEK BHAT ALA CTC 510-208-7430 vbhat@alamedactc.org

20. JACKI TAYLOR. ALAMEDA CTC 510 208 7413 JTAYLOR@ALAMEDACTC.ORG

21. Laurel Poeton Alameda CTC 510-208-7415 lpoeton@alamedactc.org

22. Saravana Suthanthira " " 7426 ssuthanthira@alamedactc.org

23. Jim Ogren Jacobs 510-457-0053 james.ogren@jacobs.com

24. James O'Brien Ala CTC Project Monitoring (510) 208-7464 jobrien@alamedactc.org

25. Mary Klingensmith K.E.I 408-761-4231 mary.klingensmith@kei-mo.com

26. Diane Stark Alameda CTC 510 208 7410 dstark@alamedactc.org

27. Lindy Lowe BCDC 415 352 3642 lindyl@bcdc.ca.gov

28. Rochelle Wheeler Consultant to Alameda CTC 510-208-7471 rwheeler@alamedaCTC.org

29. Beth Walukas ACTC 510/208-7405 bwalukas@alamedactc.org

30.

U. S. Department of Transportation
Federal Highway Administration

Memorandum

Subject: INFORMATION: Updated Guidance for the Functional Classification of Highways
(Original signed by Mary B. Phillips)

Date: October 14, 2008

From: Mary B. Phillips
Associate Administrator for Policy and Governmental Affairs (HPL)

Reply to Attn of: HPPI-20

To: Division Administrators
Resource Center Directors

Introduction

The Highway Performance Monitoring System (HPMS) Reassessment 2010+ resulted in recommendations for the revision of highway functional classifications. Some of the recommended revisions will require additional study in order to provide fully validated, revised functional classification guidance.

The purpose of this memorandum and attachment is to provide interim guidance which may be used in association with Highway Functional Classification: Concepts, Criteria and Procedures, available online at: http://www.fhwa.dot.gov/planning/fctoc.htm. Highway Functional Classification may be considered reference material, to be superseded by this memorandum and attachment where applicable. Following completion of additional studies, a complete revision of Highway Functional Classification will be prepared and released.

The conversion of functional classification from the existing schema to the new schema described in Section 2 of the guidance and the coding changes for ramps described in Section 5 are both due in the reporting of 2009 data submitted to Federal Highway Administration (FHWA) in 2010. The adjustment of functional classifications and urban/urbanized boundaries following the 2010 Census should be included in the reporting of 2012 HPMS data reported in 2013. Any functional classification changes resulting from the revision/rewrite of the functional classification guidance would be included in data reported in 2013 and optional for any earlier HPMS submittals.

We recognized that in many States or Metropolitan Planning Offices (MPOs), the process of updating highway functional classification is an ongoing process, with some States just now completing the updates to urban boundaries and functional classification triggered by the 2000 Census. The hope is that by 2012 the 2010 Decennial Census data will be available, and States will use this updated information as they undertake a thorough update of their highway functional classification.

The intended users of this guidance are the State Department of Transportation coordinators, planners and technicians in the areas of functional classification and HPMS, as well as appropriate FHWA staff.

Background

The functional classification of the nation's highways, roads and streets provides important inputs into the HPMS program and into the apportionment of federal funds, such as for the National Highway System (NHS) and Surface Transportation Program (STP). However, functional classification is also used for many other transportation planning and public policy purposes within the States, MPOs, and local communities.

The focus of this interim guidance is on functional classification as it is related to HPMS data reporting requirements and the apportionment process. Other aspects of functional classification will be considered in any future update of Highway Functional Classification. States are expected to report functional classification data consistent with HPMS data requirements. As always, States and local communities may continue to use functional classification as needed according to their specific requirements provided they do not conflict with the HPMS requirements.

HPMS Reassessment Project: Results for Highway Functional Classification

The following subjects are considered in the attachment.

1. Routes Crossing Between Rural and Urban Areas
2. Consolidation of Rural and Urban Designations in Functional Classifications
3. Extent Analysis (mileage and vehicle-miles traveled (VMT) percentage ranges)
4. Clarification: "Future Year" and "Future Route"
5. Ramps and Other Non-mainline Roadways

If you have any comments or need additional information, please contact Paul Svercl at 202-366-5036.

Attachment

INTERIM GUIDANCE
Highway Functional Classification: Concepts, Criteria and Procedures
Revisions as a Result of the 2010 HPMS Reassessment Project

The following subjects are considered in turn.

1. Routes Crossing Between Rural and Urban Areas
2. Consolidation of Rural and Urban Designations in Functional Classifications
3. Extent Analysis (mileage and vehicle-miles traveled (VMT) percentage ranges)
4. Clarification: "Future Year" and "Future Route"
5. Ramps and Other Non-mainline Roadways

The conversion of functional classification from the existing schema to the new schema described in Section 2 and the coding changes for ramps described in Section 5 are both due in the reporting of 2009 data submitted to FHWA in 2010. The adjustment of functional classifications and urban/urbanized boundaries following the 2010 Census should be included in the reporting of 2012 HPMS data reported in 2013. Any functional classification changes resulting from the revision/rewrite of the functional classification guidance would be included in data reported in 2013 and optional for any earlier HPMS submittals.

1. Routes crossing between Rural and Urban Areas

Functional classification should not automatically change at the rural/urban boundary. In consolidating the rural and urban designations within functional classification, the urban boundary itself will remain. 23 USC 101(a)(36)-(37) provides for urban boundaries "to be fixed by responsible State and local officials in cooperation with each other." However, one of the goals of this interim guidance is to de-emphasize the urban boundary as being determinative of functional classification. That is, functional classifications should be assigned based on actual functional criteria, rather than the location of an urban/rural boundary.

States should follow the guidance provided in the 1991 Addendum of Highway Functional Classification wherever possible, which states:

> The Highway Functional Classification provides for rural routes (other than Principal Arterials) to be upgraded to a higher classification level when they cross an urban boundary. Although the principle is sound, rigid application has presented difficulties for some States. Accordingly, this addendum [1991] to the guidelines is intended to provide greater flexibility for deciding on an appropriate place for changing the functional classification when rural routes cross an urban boundary, taking into account changes in traffic conditions, the degree of urban development and other factors. Instead of automatically upgrading the functional classification of a rural route that crosses an urban boundary, the rural classification may be continued inside the urban boundary until there is a more logical and acceptable place for a change.

As of this interim guidance, the practice of automatically upgrading the functional classification of a rural route that crosses an urban boundary should be phased out and eliminated. Upgrading due to actual change in function should be the operative criteria.

Census and Adjusted Urbanized/Small Urban Boundary

Once routes have been assigned the appropriate "rural/urban neutral" functional classification, urbanized and small urban boundaries may be determined in a separate process. States have the option of using Census-defined boundaries only, or they may *adjust* the Census-defined boundaries to be more consistent with transportation planning requirements. The adjusted urbanized/small urban boundaries should be "smoothed" to include areas which are urban in nature but lacking in population density (such as airports, industrial parks, regional shopping centers and other urban attractions).

2. Consolidation of Rural and Urban Designations in Functional Classifications

Existing guidance in <u>Highway Functional Classification</u> makes distinctions in all respects – concepts, criteria, and procedures – between rural and urban classifications. As of this interim guidance, the continuity and connectivity of the basic functional systems is retained and emphasized. However, through HPMS reassessment, there is a reduced emphasis on the rural/urban distinction as exemplified in the functional classification name changes (e.g., Interstate, in place of rural Interstate and urban Interstate). The review and update of urban boundaries will continue to take place, but as a separate, Census-based process (see Section 1).

The differences in the nature and intensity of development between rural and urban areas will cause roads with the same classification to have characteristics that are somewhat different, depending on whether they are in rural, small urban or urbanized areas. Thus, the qualitative narrative in <u>Highway Functional Classification</u> is useful and valid.

The consolidation of rural and urban designations means that some functional classifications that previously existed in only one area-type will now be recognized as valid in all area-types.

a. Other Freeways and Expressways were previously identified in small urban or urbanized areas only. As of this interim guidance, this classification can be extended into rural areas, where facilities of these functional and design characteristics exist. Beginning in 2010, all existing Other Freeways and Expressways (Principal Arterials) as of December 31, 2009, should be identified and reported by the States. Additional study is needed to determine if the States are consistent in their identification of Other Freeways and Expressways and whether and how greater consistency could be achieved.

b. Major and Minor Collectors were previously identified in rural areas only, while in small urban and urbanized areas, the corresponding classification was simply, Collectors (urban Collectors). As of this interim guidance, States may continue to classify Major and Minor Collectors in rural areas in the same manner as they have in the past. Beginning in 2010, all existing urban Collectors as of December 31, 2009 are to be reported in HPMS as Major Collectors. At their option, States may identify Minor Collectors within small urban or urbanized areas from this "pool" of existing Major Collectors*. Additional study is needed to determine what qualitative similarities and differences exist between Minor Collectors in rural areas and those in small urban or urbanized areas.

c. Information [23 CFR 1.5 and 1.7] about whether the route is in a rural or small urban or urbanized area shall be reported separately in HPMS with a rural-urban designation as well as geo-spatially.

Based on these changes to functional classification, the following revised functional classification codes should be used beginning with the 2009 data, reported in 2010.

Revised HPMS Functional Classification Codes:

1 = Interstate
2 = Other Freeways and Expressways
3 = Other Principal Arterial
4 = Minor Arterial
5 = Major Collector
6 = Minor Collector
7 = Local

* The, definition of Federal-Aid Highways in 23 USC 101(a)(5) is unchanged by this revision to functional classification labels. Rural Minor Collectors (or Minor Collectors located in rural areas) will remain excluded by the definition of Federal-Aid Highways (unless on the National Highway System (NHS)), while urban Minor Collectors (or Minor Collectors located in small urban or urbanized areas) will be included in the definition of Federal-Aid Highways. See Section 1 for information as to how rural and urban data will continue to be maintained.

3. Extent analysis (mileage and VMT percentage ranges)

The consolidation of rural and urban designations in functional classifications impacts the validity of the information provided in Highway Functional Classification about the extent of functional systems, both in terms of mileage and VMT. While these percentages were guidelines, additional study is needed to determine how valid the existing extent guidance may be, how it may be adapted to the rural/urban neutral "world," and what, if any, different extent guidance should be provided in the future. Until additional study is completed, States should adhere to the simplified extent guidance, below, that affects the lane mileage and VMT apportionment factors:

Related to the apportionments on the Surface Transportation Program (STP) and Highway Safety Improvement Programs (HSIP):

All Arterials and Collectors combined – maximum of 35 percent of statewide route mileage. (Rural Minor Collector mileage and VMT does not contribute, but it is included here as “Collectors” because the existing extent guidance does not break out any separate guidance for them.)

All Arterials and Collectors combined – between 70 percent and80 percent of statewide VMT.

Related to NHS apportionment:

Rural Principal Arterials – maximum of 4 percent of statewide route mileage and between 30 percent and 55 percent of statewide VMT.

Urban Principal Arterials – maximum of 10 percent of statewide route mileage and between 40 percent and 65 percent of statewide VMT.

Although rural and urban Principal Arterials will be consolidated into Principal Arterials, rural and urban data will continue to be created in the HPMS database by combining functional class and rural/urban designation codes.

Note that the extent guidance in Highway Functional Classification is intended to be applied on a **statewide** basis, rather than by county, or by individual urbanized or small urban area. Any future extent guidance resulting from additional study will also be provided on the premise that it is for statewide application.

4. Clarification: “Future Year” and “Future Route”

Future Year

The existing guidance, Highway Functional Classification, contains over 30 references to the phrase, “future year.” In none of these instances does the guidance provide a range of years out to which States may project “future year” classifications, except to say that, “The base for a “future year” population should be the most recent Decennial Census” (page III-2) (or special Census). In practice, most States have used the current year for designating functional classifications. Other States have projected “future year” classifications three to five years out; some have projected out considerably longer.

A wide variability in the use of the “future year” concept has implications for HPMS data consistency across the nation, as well as for federal funding opportunities (mileage eligible for federal assistance and included in the apportionment formulas). In order to improve consistency in this area, it is recommended that States assign functional classification according to the current year.

Future Route

One of the references to a “future year” functional classification plan in Highway Functional Classification includes the following: “it will include, in addition to existing facilities, such projected totally new facilities as will be needed to serve “future year” land use and travel. Some of this new mileage will consist of new streets in expanding urban areas." (Page III-1) This is a reference to "future routes." The "future route" is an individual, unbuilt facility, planned to function at a specific level once built. The 1991 Addendum to Highway Functional Classification recognized that additional guidance was needed for "future routes," as distinct from "future year" functional classifications. As stated in the 1991 Addendum to Highway Functional Classification:

> The manual discusses procedures for conducting a functional classification based on projected facilities and usage for some "future year"; however, the manual does not provide criteria for including future or proposed routes into a functional classification of existing facilities. Because the functional classification will support the designation of the NHS which is expected to include some future routes, this addendum establishes criteria for determining which future routes should be included in the functional classification of existing routes. Future routes should be functionally classified with the existing system if they are included in an approved short range improvement program and there is a good probability that the route will be under construction in the reasonably near future (up to 6 years). Where applicable, the same classification should be given to the future route and to the existing route that it will replace until the future route is constructed.

The "up to 6 years" timeframe given in the preceding paragraph mentions "an approved short range improvement program" but does not specify the Statewide Transportation Improvement Program (STIP). As of this interim guidance, the timeframe in which the "future route" is expected to be under construction should generally be consistent with the STIP timeframe of 4 years or less.

Note that the mileage of a "future route" should not be included in public road mileage or lane-miles or vehicle-miles traveled for apportionment purposes until it is built and open to traffic. In addition, for HPMS reporting purposes, only data about a "future route" which is to become part of the NHS should be reported. At their option, States may propose other "future routes" to be part of their functional classification system, i.e., routes which will be eligible for STP rather than NHS. If using this option, States would be in compliance with the above guidance.

5. Ramps and Other Non-mainline Roadways

Beginning with the reporting of 2009 HPMS data in 2010, data for ramps and other non-mainline roadways **should be reported** for those meeting the ramp criteria described below. As noted, data for these roadways should include functional classification. Additional data requirements for ramps will be specified in the final HPMS Reassessment Report and revised *HPMS Field Manual*.

Ramps

- Associated with grade-separated interchanges
- Turning movement facility that moves traffic between two or more (functionally classified) facilities; may include collector-distributor (CD) roads

- Assigned same functional classification as the highest facility served within the interchange

Note that at this time, there is no change to the status of ramps with respect to public road mileage or lane mileage or vehicle-miles traveled for apportionment purposes; they are not considered mainline and are not included in those public road mileage inventories.

Other Non-mainline Roadways

At their option, States may collect data and assign functional classifications to other kinds of non-mainline roadways. These may include other collector-distributor roads, other turning movement facilities not associated with a grade-separated interchange, and other auxiliary roadways. In general, such roadways within the interchanges should be assigned the same functional classification as the highest facility served. However, since many configurations exist, States may assign the functional classification as they deem appropriate. While data for other non-mainline roadways is not required for HPMS, States have the option of reporting it beginning with the 2009 HPMS data reported in 2010.

Functional Classification Conversion Table		
Old FC Code		**New FC Code**
1, 11	**Interstate**	**1**
12	**Other Freeways or Expressways**	**2**
2, 14	**Other Principal Arterial**	**3**
6,16	**Minor Arterial**	**4**
7, 17	**Major Collector**	**5**
8	**Minor Collector**	**6**
9, 19	**Local**	**7**

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ALAMEDA
County Transportation Commission

Memorandum

DATE: February 27, 2012

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Jacki Taylor, Program Analyst

RE: **Approval of Transportation for Clean Air (TFCA) FY 2012/13 Expenditure Plan Application**

Recommendation:
It is recommended the Commission approve Resolution 12-006, regarding the submittal of the FY 2012/13 TFCA County Program Manager Fund Expenditure Plan Application to the Bay Area Air Quality Management District (Air District).

Summary:
Alameda CTC Resolution 12-006 and the FY 2012/13 TFCA County Program Manager Fund Expenditure Plan Application (both attached) are due to the Air District by April 1, 2012. The Expenditure Plan Application includes $364,982 of funding available for programming to projects.

Background:
Starting with the 2009/10 program, the administration procedures of the TFCA program have been revised so the Air District approves an annual expenditure plan that includes the total amount of TFCA funds to be programmed, in lieu of approving the individual projects. Following the approval and execution of the FY 2012/13 Expenditure Plan, the Alameda CTC will have six months to provide a final program of eligible projects to the Air District.

The revenue in the FY 2012/13 Expenditure Plan Application is composed of the following:

- New projected revenue for FY 2012/13: $1,847,855
- Earned interest for 2011: $17,868
- Relinquished revenue from FY 2011/12: $21,653

The total new TFCA funding available for FY 2012/13 is $1,847,855. After five percent of the new revenue is set aside for the Alameda CTC's administration of the TFCA program, the earned interest and relinquished funds are added, resulting in a balance of $1,794,982 available to program. At its January 26, 2012 meeting, the Commission approved the programming of $1.43 million of FY 12/13 TFCA funding to the Air District's Goods Movement Emission Reduction Program (Port Truck

Replacement Program). This action leaves a remainder for FY 12/13 of $364,982 to program to projects.

The attached Expenditure Plan Application is due to the Air District by April 1, 2012, prior to the submittal of a detailed program of projects. Applications for the FY 2012/13 program will be due to the Alameda CTC in late March and a draft FY 2011/12 TFCA program of projects is scheduled to be considered by the Commission in May.

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

Attachments:
Attachment A – Resolution 12-006 for the FY 2012/13 TFCA Expenditure Plan Application

Attachment B – FY 2012/13 TFCA Expenditure Plan Application

ALAMEDA COUNTY TRANSPORTATION COMMISSION
RESOLUTION 12-006

WHEREAS, as of July 2010, the Alameda County Transportation Commission ("Alameda CTC") was designated as the overall Program Manager for the Transportation Fund for Clean Air ("TFCA") County Program Manager Fund for Alameda County;

WHEREAS, the Alameda CTC, on January 26, 2012, approved the programming of $1.43 million of FY 12/13 TFCA funding to the Goods Movement Emission Reduction Program (Engine MY 2004 Port Truck Replacement Program) of the Bay Area Air Quality Management District ("BAAQMD"), leaving $364,982 to program to other projects;

WHEREAS, the TFCA Program requires that the Program Manager submit an Expenditure Plan Application to the BAAQMD by April 1, 2012;

WHEREAS, prior to July 2010, the Alameda County Congestion Management Agency ("ACCMA") was the Alameda County TFCA Program Manager; and

WHEREAS, effective as of the close of business on February 29, ACCMA was terminated and all of ACCMA's assets, functions and liabilities, including but not limited to rights and obligations under ACCMA's then-existing contracts and agreements related to its prior role as Program Manager, were automatically assigned to, and assumed by, Alameda CTC.

NOW, THEREFORE BE IT RESOLVED, that the Alameda CTC Commission approves the programming of $1,794,982.36 to projects, consistent with the attached FY 2012/13 TFCA County Program Manager Fund Expenditure Plan Application; and

BE IT FURTHER RESOLVED, that the Alameda CTC Commission authorizes the Executive Director to execute any necessary fund transfer agreements related to this programming with the BAAQMD and project sponsors.

DULY PASSED AND ADOPTED by the Alameda CTC at the regular Commission meeting held on Thursday, March 22, 2012 in Oakland, California, by the following vote:

AYES: **NOES:** **ABSTAIN:** **ABSENT:**

SIGNED: **ATTEST:**

Mark Green, Chairperson

Vanessa Lee, Clerk of the Commission

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SUMMARY INFORMATION

Program Manager Agency Name: Alameda County Transportation Commission

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

PART A: NEW TFCA FUNDS

1. Estimated FYE 2013 DMV revenues (based on projected CY2011 revenues):	Line 1:	$1,816,090.00
2. Difference between prior-year estimate and actual revenue:	Line 2:	$31,764.61
a. Actual FYE 2011 DMV revenues (based on CY2010): $1,830,060.61		
b. Estimated FYE 2011 DMV revenues (based on CY2010): $1,798,296.00		
('a' minus 'b' equals Line 2.)		
3. Estimated New Allocation *(Sum of Lines 1 and 2)*:	Line 3:	$1,847,854.61
4. Interest income. List interest earned on TFCA funds in calendar year 2011.	Line 4:	$17,867.75
5. Estimated TFCA funds budgeted for administration:[1] Line 5: $92,392.73 *(Note: This amount may not exceed 5% of Line 3.)*		
6. Total new TFCA funds available in FYE 2013 for projects and administration *(Add Lines 3 and 4. These funds are subject to the six-month allocation deadline.)*	**Line 6:**	$1,865,722.36

PART B: TFCA FUNDS AVAILABLE FOR REPROGRAMMING

7. **Total amount from previously funded projects available for reprogramming to other projects.** (*Enter zero (0) if none.)* *(Note: Reprogrammed funds originating from pre-2006 projects are not subject to the six-month allocation deadline.)*	**Line 7:**	$21,652.73

PART C: TOTAL AVAILABLE TFCA FUNDS

8. Total Available TFCA Funds *(Sum of Lines 6 and 7)*	**Line 8:**	$1,887,375.09
9. Estimated Total TFCA funds available for projects *(Line 8 minus Line 5)*	Line 9:	$1,794,982.36
10. Less TFCA funds programmed to BAAQMD for Regional TFCA Project	Line 10:	-$1,430,000.00
11. Estimated Adjusted TFCA funds available for projects *(Line 9 minus Line 10)*	Line 11:	$364,982.36

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

Executive Director Signature: ______________________________ Date: ________________

[1] The "Estimated TFCA funds budgeted for administration" amount is listed for informational purposes only. Per California Health and Safety Code Section 44233, Program Managers must limit their administrative costs to no more than 5% of the actual total revenue received from the Air District.

ACTAC Meeting - 03/06/12
Agenda Item 4B
Attachment B

SUMMARY INFORMATION - ADDENDUM

Complete if there are TFCA Funds available for reprogramming.

Project #	Project Sponsor	Project Name	$ TFCA Funds Allocated	$ TFCA Funds Expended	$ TFCA Funds Available	Code*
09ALA06	Fremont	South Fremont Arterial Mgmt	$232,000	$232,804.27	$8,195.73	UB
10ALA00	Alameda CTC	FY 10/11 Administration	$86,648	$85,191	$1,457	UB
11ALA15	San Leandro	FY 11/12 LINKS Shuttle Operations	$59,000	$47,000	$12,000	Note 1

TOTAL TFCA FUNDS AVAILABLE FOR REPROGRAMMING **$21,652.73**
(Enter this amount in Part B, Line 7 of Summary Information form)

** Enter UB (for projects that were completed under budget) and CP (for cancelled project).*

Notes:

1) $47,000 is the revised total allowable TFCA for project 11ALA15 based upon a revised cost-effectiveness evaluation after the Alameda CTC's approval of the final FY11/12 program. $47,000 is anticipated to be expended in FY 11/12.

ALAMEDA
County Transportation
Commission

Memorandum

DATE: February 27, 2012

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Jacki Taylor, Program Analyst

SUBJECT: **Approval of Transportation for Clean Air (TFCA) County Program Manager Fund Guidelines**

Recommendation:
It is recommended the Commission approve the Alameda CTC Transportation Fund for Clean Air (TFCA) Program Guidelines for FY 2012/13.

Summary:
It is recommended the Commission approve the Alameda CTC TFCA Program Guidelines (TFCA Guidelines) for FY 2012/13. TFCA Program Managers are required to review the TFCA Guidelines on an annual basis. Revisions to the TFCA Guidelines were last approved by the Alameda CTC in March 2011.

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

Staff is proposing the attached revisions to the TFCA Guidelines based on the Bay Area Air Quality Management District (Air District)'s final FY 2012/13 TFCA Policies, adopted by the Air District Board on November 2, 2011, and the Air District Expenditure Plan Guidance released December 22, 2011. No substantive changes have been proposed to the TFCA Guidelines. Additionally, clarifications have been made to the TFCA Guidelines based on staff's experience with administering the TFCA program.

Edits and clarifications of note to the Alameda CTC TFCA Program Guidelines for FY 2012/13:

- Clarification has been added that projects must achieve surplus emission reductions beyond what is currently required through regulation, ordinances, contracts, or other legally binding obligations at the time of the execution of a funding agreement between the Alameda CTC and the project sponsor. This is not a new requirement, but a clarification to help facilitate program compliance.
- Clarification has been added that Project Sponsors must maintain general liability insurance, workers compensation insurance and additional insurance as appropriate for specific projects, throughout the life of the project. This reflects a clarification included in the Air District Policies for FY 12/13.
- Clarification has been added that project budgets should identify administrative project costs, if these costs are proposed to be reimbursed by TFCA and examples of administrative costs have been added. This clarification has been added to help facilitate program compliance.

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

Attachments:
Attachment A – Draft March 2012 Alameda CTC TFCA Program Guidelines

Attachment A

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

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I. BACKGROUND

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

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

II. ELIGIBLE PROJECTS

Only projects that result in the reduction of motor vehicle emissions are eligible for TFCA funding. Projects must achieve surplus emission reductions, beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations at the time of the execution of a funding agreement between the Program Manager and the project sponsor. Projects/Programs eligible for funding from revenues generated by this fee are:

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

physical improvements shall be identified in an approved area-specific plan, redevelopment plan, general plan, or other similar plan.

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

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

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

III. COST EFFECTIVENESS

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

IV. GENERAL PROGRAM STRUCTURE

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

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

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

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

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

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

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

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

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

V. PROGRAM SCHEDULE

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

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

VI. APPLICATION PROCESS

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

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

VII. MONITORING REQUIREMENTS

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

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

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

VIII. INSURANCE REQUIREMENTS

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

This section provides guidance on the insurance coverage and documentation typically required for TFCA Program Manager Fund projects. Note that the Air District reserves the right to specify different types or levels of insurance in the funding agreement. The typical funding agreement requires that each project sponsor provide documentation showing that the project sponsor meets the following requirements for each of its projects.

1. **Liability Insurance** with a limit of not less than $1,000,000 per occurrence, of the type usual and customary to the business of the Project Sponsor, and to the operation of the vehicles, vessels, engines or equipment operated by the Project Sponsor.

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2. **Property Insurance** in an amount of not less than the insurable value of Project Sponsor's vehicles, vessels, engines or equipment funded under the Agreement, and covering all risks of loss, damage or destruction of such vehicles, vessels, engines or equipment.

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

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

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

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Insurance Table, continued:

County Program Manager Fund Contract Activity	Insurance Required
Constructing a bike/pedestrian overpass	Commercial General Liability, Automobile Liability and Worker's Compensation
Signal Timing	Commercial General Liability

IX. FUNDING AGREEMENT, REPORTS AND AUDIT REQUIREMENTS

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

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

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

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

X. TIMELY IMPLEMENTATION OF PROJECTS AND USE OF FUNDS

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

1. Within two months of receipt of funds from the Air District, the Alameda CTC will send out fund transfer agreements to each project sponsor
2. Project sponsors must execute a fund transfer agreement with the Alameda CTC within three months of receipt of an agreement from the Alameda CTC to ensure that the agreement is executed within six months from the execution of the funding agreement between the Air

District and the Alameda CTC. The executed fund transfer agreement must contain an expenditure plan for implementation of the project. After the deadline has passed, any funding associated with an unexecuted funding agreement may be considered unallocated and may be reprogrammed by the Air District.

3. Project sponsors must initiate implementation of a project within three months of the date of receipt of the executed fund transfer agreement from the Alameda CTC, unless an extended schedule has been approved in advance by the Alameda CTC.
4. Funds must be expended within two years from the date of the first receipt of funds by the Alameda CTC from the Air District. The Alameda CTC Board may, if it finds that significant progress has been made on a project, approve no more than two one-year schedule extensions for a project. Additional schedule extension requests can only be granted with approval from the Air District).
5. Sponsors must submit requests for reimbursement at least once per fiscal year. Requests must be submitted within six (6) months after the end of the fiscal year, defined as the period from July 1 to June 30. All final requests for reimbursement must be submitted no later than the date the Final Project Report is submitted.
6. Sponsors must submit semi-annual progress reports within the period established by the Air District.
7. Sponsors must submit required Final Project Reports (project monitoring reports) within three months of project completion or ~~post-project monitoring reports~~ within three months after the post-project evaluation period as established in the funding agreement.
8. An at risk report will be presented to Alameda CTC Committees throughout the year to advise sponsors of upcoming critical dates and deadlines.

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

XI. REIMBURSEMENT OF FUNDS

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

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

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

2. **Labor Charges:** Payroll records indicating pay rate, time sheets indicating time worked on project. Hourly labor charges are the sum of the salary paid to an employee plus the cost of fringe benefits provided, expressed on the basis of hours worked.

3. **Indirect Costs:** Indirect costs may be considered eligible for reimbursement with TFCA funds provided the project sponsor requests and justifies the reimbursement in the approved grant application. Sponsor will be required to have an Indirect Cost Rate proposal approved in advance by the Air District. The Air District relies on OMB Circular A-87, Cost Principles for State, Local and Indian Tribal Governments for determining appropriate Indirect Costs for TFCA projects. Sponsor may choose not to charge any indirect costs to a TFCA project. Indirect costs are the reasonable overhead costs incurred in providing a physical place of work and in performing general support services and oversight. Examples include rent, utilities, office supplies, computer, payroll, reproduction, mailroom support staff, and management oversight.

4. **Administrative Costs:** Administrative costs that are reimbursable to a project sponsor are limited to a maximum of 5% of the total TFCA funds received~~combined shall not exceed 5% of the project cost~~. Administrative project costs include cost associated with entering into a TFCA funding agreement and fulfilling monitoring, reporting and record-keeping requirements, including accounting, annual reporting, invoices and final reports. Administrative costs proposed for reimbursement by TFCA are to be identified in the approved grant application. Sponsor may choose not to charge any administrative costs to a TFCA project.

ALAMEDA
County Transportation Commission

Memorandum

DATE: February 27, 2012

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Matt Todd, Manager of Programming

SUBJECT: Approval of State Transportation Improvement Program (STIP) At Risk Report

Recommendations:
It is recommended the Commission approve the attached STIP At Risk Report, dated February 29, 2012.

Summary:
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.

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

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

Attachments:
Attachment A - STIP At Risk Report

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STIP At Risk Report — Status Date: February 29, 2012

2010 STIP Locally-Sponsored Alameda County Projects

Red 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
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	**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
6	**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
7	**2014U**	**GGBHTD**	**SF Golden Gate Bridge Barrier**						
	RIP	$12,000	Con	11/12	Allocate Funds	6/30/12	R		G
8	**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	
9	**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
10	**2103A**	**Oakland**	**Oakland Coliseum TOD**						
	RIP-TE	$885	Con	10/11	Award Contract	Note 1	R	$885 Allocated 6/23/11	R
11	**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. appv'd 1/25/12	R

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
12	**2009P**	**BART**	**Alameda County BART Station Renovation**						
	RIP	$3,000	Con	07/08	Accept Contract	10/30/12	Y	$3M Allocated 12/11/08 4-Mo Ext App'd June 09	G
	RIP	$248	PSE	07/08				$248 Allocated 9/5/07 Expend. Complete	
13	**2100E**	**Oakland**	**7th St. / West Oakland TOD**						
	ARRA-TE	$1,300	Con	09/10	Accept Contract	9/30/12	Y	$1,300 Obligated 8/5/09 Contract Awd 2009	G
14	**1014**	**BART**	**BART Transbay Tube Seismic Retrofit**						
	RIP	$38,000	Con	07/08	Complete Expend	12/31/12	Y	$38M Allocated 9/5/07 18-Month Ext 6/23/11	G

STIP At Risk Report — Status Date: February 29, 2012

2010 STIP Locally-Sponsored Alameda County Projects

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
15	**2009B**	**AC Transit**	**SATCOM Expansion**						
	RIP	$1,000	Con	06/07	Accept Contract	Note 3	G	$1,000K Allocated 9/7/06	G
16	**2009C**	**AC Transit**	**Berkeley/Oakland/San Leandro Corridor MIS**						
	RIP	$2,700	Env	06/07	Final Invoice/Report	Note 3	NA	$2,700K Allocated 4/26/07	G
17	**2009D**	**AC Transit**	**Bus Component Rehabilitation**						
	RIP	$4,500	Con	06/07	Accept Contract	Note 3	G	$4.5M Allocated 7/20/06	G
18	**2009Q**	**AC Transit**	**Bus Purchase**						
	RIP	$14,000	Con	06/07	Accept Contract	Note 3	G	$14M Allocated 10/12/06	G
19	**0044C**	**ACCMA**	**I-880 Reconstruction, 29th to 23rd**						
	RIP	$2,000	PSE	10/11	Complete Expend	6/30/13	G		G
20	**0062E**	**ACCMA**	**I-80 Integrated Corridor Mobility**						
	RIP	$954	Env	07/08	Final Invoice/Report		NA	$954 Allocated 9/5/07 Contra Costa RIP Expenditures Comp	G
21	**2179**	**ACCMA**	**Planning, Programming and Monitoring** [2]						
	RIP	$1,993	Con	12/13	Allocate Funds	6/30/13	G		
	RIP	$1,948	Con	10/11	Complete Expend	6/30/13	G	$1,948 Allocated 7/1/10	
	RIP	$1,947	Con	11/12	Complete Expend	6/30/14	G	$1,947 Allocated 8/11/11	
22	**0081D**	**ACTA**	**Rte 84 Expressway - Fremont and Union City**						
	RIP	$9,300	Con	14/15	Allocate Funds	6/30/15	G		G
23	**0016U**	**ACTIA**	**I-580 Castro Valley I/C Improvements**						
	RIP	$7,315	Con	07/08	Final Invoice/Report		NA	Contract Accepted July 2011	G
24	**2009N**	**Alameda**	**Tinker Avenue Extension**						
	RIP	$4,000	Con	07/08	Final Invoice/Report		NA	$4M Allocated 9/25/08 Contract Awd 3/17/09 City desires to use balance on follow on contract	G
25	**2009L**	**Alameda Co.**	**Vasco Road Safety Improvements**						
	RIP	$4,600	Con	07/08	Final Invoice/Report		NA	$4.6M Allocated 2/14/08 Contract Awd 7/29/08 Final Billing sub'd 2/14/12	R
26	**2100F**	**Alameda Co.**	**Cherryland/Ashland/Castro Valley Sidewalk Imps.**						
	RIP-TE	$1,150	Con	10/11	Accept Contract	11/1/14	G	$1,150 Allocated 5/12/11 Awarded Nov 2011	R
27	**2008B**	**BART**	**MacArthur BART renovate & enhance entry plaza**						
	RIP-TE	$954	Con	10/11				$954 Allocated 6/23/11 Transferred to FTA Grant	G

STIP At Risk Report — Status Date: February 29, 2012

2010 STIP Locally-Sponsored Alameda County Projects

Green Zone Projects (cont.)

Index	PP No. / Source	Sponsor / Prog'd Amount ($x 1,000)	Project Title / Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
28	**2009Y**	**BART**	**Ashby BART Station Concourse/Elevator Imps**						
	RIP-TE	$1,200	Con	07/08	Final Invoice/Report		NA	$1,200 Allocated 6/26/08	G
29	**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
30	**2009W**	**Berkeley**	**Ashby BART Station Intermodal Imps**						
	RIP	$4,614	Con	07/08	Final Invoice/Report		NA	$4,614 Allocated 6/26/08	R
	RIP	$1,500	Con	09/10	Final Invoice/Report		NA	AB 3090 App'd 8/28/08 $1.5M Allocated 9/10/09	
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 Monitoring [2]**						
	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 At Risk 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: February 27, 2012

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Matt Todd, Manager of Programming

SUBJECT: Approval of Federal Surface Transportation/Congestion Mitigation and Air Quality (STP/CMAQ) Program At Risk Report

Recommendations:
It is recommended the Commission approve the attached Federal STP/CMAQ Program At Risk Report, dated February 29, 2012.

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

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

The report is intended to identify activities required to comply with the requirements set forth in MTC's Resolution 3606, the Regional STP/CMAQ Project Delivery Policy–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 segregates projects into Red, Yellow, and Green zones. There are no yellow zone projects this report. The criteria for determining the project zones are listed in Appendix A of the report. The durations included in the criteria are intended to provide adequate time for project sponsors to perform the required activities to meet the deadline(s). A project may have multiple risk factors that indicate multiple zones. The zone associated with each risk factor is indicated in the report tables. Projects with multiple risk factors are listed in the zone of higher risk. Appendix B provides details related to the deadlines associated with each of the Required Activities used to determine the assigned zone of risk. The Resolution 3606 deadline for submitting the environmental package one year in advance of the obligation deadline for right of way or construction capital funding is tracked and reported, but is not affiliated with any zone of risk.

Attachments:
Attachment A - Federal STP/CMAQ Program At Risk Report

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Federal At Risk Report | Status Date: February 29, 2012

Federally-Funded Locally-Sponsored Alameda County Projects

Red Zone Projects

Index	TIP ID / Source	Sponsor / Prog'd Amount ($x 1,000)	Project Title / Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
1	**ALA110025**	**Alameda**	**Alameda - Otis Drive Rehabilitation**						
	STP	$837	Con	10/11	Award Contract	Note 1	R	$837 Obligated 3/8/11	R
					Submit First Invoice	03/08/12	R		
					Liquidate Funds	03/08/17	G		
2	**ALA090069**	**Ala County**	**Alameda County: Rural Roads Pavement Rehab**						
	STP	$1,815	Con	11/12	Obligate Funds	04/30/12	R	RFA Sub'd 2/2/12	R
	STP	$320	PE	10/11	Liquidate Funds	03/16/17	G	$320 Obligated 3/16/11	
3	**ALA110026**	**Ala County**	**Alameda Co - Central Unincorporated Pavement Rehab**						
	STP	$1,071	Con	11/12	Obligate Funds	04/30/12	R	RFA Sub'd 2/2/12	R
	STP	$50	PE	10/11	Liquidate Funds	03/23/17	G	$50 Obligated 3/23/11	
4	**SRTS1-04-001**	**Ala County**	**Fairview Elementary School Vicinity Improvements**						
	SRTS	$508	Con	10/11	Obligate Funds	03/31/12	R	See Note 2	R
					Complete Closeout	03/31/14	G	See Note 2	
	SRTS	$77	PE	Prior	Liquidate Funds	09/30/13	G	See Note 2	
5	**HSIP2-04-024**	**Ala County**	**Castro Valley Blvd - Wisteria St Intersection and Frontage Improvements**						
	HSIP	$577	Con	11/12	Obligate Funds	03/31/12	R	See Note 2	R
					Complete Closeout	03/31/14	G	See Note 2	
	HSIP	$59	PE	Prior	Liquidate Funds	9/31/13	G	See Note 2	
	HSIP	$63	R/W	Prior	Liquidate Funds	9/31/13	G	See Note 2	
6	**HSIP2-04-027**	**Ala. County**	**Remove Permanent Obstacle along Shoulder (Foothill Road)**						
	HSIP	$427	Con	10/11	Submit Req for Auth	06/30/12	R	See Note 2	R
					Complete Closeout	09/30/14	G	See Note 2	
	HSIP	$59		Prior	Liquidate Funds	03/30/14	G	See Note 2	
7	**ALA110030**	**Albany**	**Albany - Buchanan Bicycle and Pedestrian Path**						
	CMAQ	$1,702	Con	11/12	Submit Req for Auth	Note 1	R		R
					Obligate Funds	04/30/12	R		
8	**ALA110007**	**Berkeley**	**City of Berkeley Transit Action Plan - TDM**						
	CMAQ	$10	Con	11/12	Obligate Funds	04/30/12	R	Working with Caltrans and MTC to add to PE	R
	CMAQ	$1,990	PE	10/11	Liquidate Funds	02/22/17	G	$1,990 Obligated 2/22/11	
9	**ALA110022**	**Berkeley**	**Berkeley - Sacramento St Rehab - Dwight to Ashby**						
	STP	$955	Con	10/11	Submit First Invoice	03/18/12	R	$955 Obligated 3/18/11	G
					Liquidate Funds	03/18/17	G	Contract Awd 7/19/11	
10	**ALA110024**	**Dublin**	**Dublin Citywide Street Resurfacing**						
	STP	$547	Con	11/12	Obligate Funds	04/30/12	R	RFA dated 1/30/12	R

Federal At Risk Report Status Date: February 29, 2012

Federally-Funded Locally-Sponsored Alameda County Projects

Red Zone Projects (cont.)

Index	TIP ID	Source	Sponsor	Prog'd Amount ($x 1,000)	Project Title	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
11	**ALA110034**		**Dublin**		**West Dublin BART Golden Gate Drive Streetscape**							
		CMAQ		$580		Con	11/12	Obligate Funds	04/30/12	R	RFA sub'd 2/1/12	R
		CMAQ		$67		PE	10/11	Liquidate Funds	03/18/17	G	$67 Obligated 3/18/11	
12	**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		
13	**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		
14	**HSIP1-04-005**		**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	
15	**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		
16	**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	
17	**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		
18	**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		
19	**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		
20	**ALA110037**		**Livermore**		**Livermore Village Streetscape Infrastructure**							
		STP		$2,500		Con	11/12	Submit Req for Auth	Note 1	R		R
								Obligate Funds	04/30/12	R		

Federal At Risk Report

Status Date: February 29, 2012

Federally-Funded Locally-Sponsored Alameda County Projects

Red Zone Projects (cont.)

Index	TIP ID / Source	Sponsor / Prog'd Amount ($x 1,000)	Project Title / Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
21	**ALA110016**	**Newark**	**Newark - Cedar Blvd and Jarvis Ave Pavement Rehab**						
	STP	$682	Con	11/12	Obligate Funds	04/30/12	R	RFA dated 2/1/12	R
22	**ALA110006**	**Oakland**	**Various Streets Resurfacing and Bikeway Facilities**						
	STP	$3,492	Con	11/12	Obligate Funds	04/30/12	R	RFA dated 1/30/12	R
	STP	$560	PE	10/11	Liquidate Funds	02/22/17	G	$560 Obligated 2/22/11	
23	**ALA110029**	**Oakland**	**Oakland Foothill Blvd Streetscape**						
	CMAQ	$2,200	Con	11/12	Submit Req for Auth	Note 1	R		R
					Obligate Funds	04/30/12	R		
24	**SRTS2-04-007**	**Oakland**	**Multiple School (5 Schools) Improvements Along Major Routes**						
	SRTS	$802	Con	10/11	Obligate Funds	03/31/12	R	See Note 2	R
					Complete Closeout	03/31/14	G	See Note 2	
	SRTS	$118	PE	Prior	Liquidate Funds	09/30/13	G	See Note 2	
25	**ALA110031**	**Pleasanton**	**Pleasanton - Foothill/I-580/IC Bike/Ped Facilities**						
	CMAQ	$709	Con	11/12	Submit Req for Auth	Note 1	R		R
					Obligate Funds	04/30/12	R		
26	**ALA110021**	**Pleasanton**	**Pleasanton Various Streets Pavement Rehab**						
	STP	$876	Con	10/11	Submit First Invoice	04/14/12	R	$876 Obligated 4/14/11	G
					Liquidate Funds	04/14/17	G	Contract Awd 6/21/11	
27	**ALA110010**	**Port**	**Shore Power Initiative**						
	CMAQ	$3,000	Con	11/12	Submit Req for Auth	Note 1	R		R
					Obligate Funds	04/30/12	R		
28	**ALA110027**	**San Leandro**	**San Leandro Downtown-BART Pedestrian Interface**						
	CMAQ	$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	
29	**ALA110028**	**Union City**	**Union City Blvd Corridor Bicycle Imp. Phase 1**						
	CMAQ	$860	Con	11/12	Obligate Funds	04/30/12	R	RFA dated 1/6/12 Revised 1/26/12	R
30	**ALA110036**	**Union City**	**Union City BART East Plaza Enhancements**						
	CMAQ	$4,450	Con	10/11	Submit First Invoice	Note 1	R	$4,450 Obligated 2/2/11 Contract Awd 6/28/11	Y
					Liquidate Funds	02/02/17	G	Inv sched by end of Feb	

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Federally-Funded Locally-Sponsored Alameda County Projects

Green Zone Projects

Index	TIP ID / Source	Sponsor / Prog'd Amount ($x 1,000)	Project Title / Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
31	**ALA110033**	**ACCMA**	**Alameda County Safe Routes to School**						
	CMAQ	$2,289	Con	10/11	Liquidate Funds	03/29/17	G	$2,689 Obligated 3/29/11	G
	STP	$400	Con	10/11	Liquidate Funds	03/29/17	G	Obligated w/ALA110009	
32	**ALA110009**	**ACCMA**	**Bikemobile - Bike Repair and Encouragement Vehicle**						
	CMAQ	$500	Con	10/11	Liquidate Funds	03/29/17	G	$500 Obligated 3/29/11 Obligated w/ALA110033	G
33	**HSIP4-04-002**	**Alameda**	**Shoreline Dr - Westline Dr - Broadway Improvements**						
	HSIP	$348	Con	11/12	Submit Req for Auth	10/11/13	G	See Note 2	G
					Complete Closeout	01/12/16	G		
	HSIP	$68	PE	11/12	Liquidate Funds	07/12/15	G	$68 Obligated 1/18/12	
34	**HSIP4-04-010**	**Alameda**	**Park Street Operations Improvements**						
	HSIP	$607	Con	11/12	Submit Req for Auth	01/12/14	G	See Note 2	G
					Complete Closeout	04/12/16	G		
	HSIP	$126	PE		Liquidate Funds	10/12/15	G	$126 Obligated 1/18/12	
35	**ALA030002**	**Ala County**	**Vasco Road Safety Improvements Phase 1A**						
	STP	$2,250	Con	07/08	Liquidate Funds	08/31/16	G	Contract awarded 6/7/11 $2,250 Obligated 8/31/10	R
36	**SRTS1-04-002**	**Ala County**	**Marshall Elementary School Vicinity Improvements**						
	SRTS	$450	Con	12/13	Submit Req for Auth	01/01/13	G	See Note 2	G
					Complete Closeout	04/01/15	G	See Note 2	
	SRTS	$50	PE	Prior	Liquidate Funds	10/01/14	G	See Note 2	
37	**H3R1-04-031**	**Ala County**	**Patterson Pass Road - PM6.4 Widen or Improve Shoulder**						
	HBRR	$717	Con	12/13	Submit Req for Auth	09/30/13	G	See Note 2	G
					Complete Closeout	12/31/15	G	See Note 2	
	HBRR	$101	PE	Prior	Liquidate Funds	06/30/15	G	See Note 2	
38	**ALA110039**	**Albany**	**Albany - Pierce Street Pavement Rehabilitation**						
	STP	$117	Con	10/11	Liquidate Funds	05/02/17	G	1st Inv sub'd 2/24/12 Contract Awd 7/12/11 $117 Obligated 5/2/11	Y
39	**ALA090068**	**BART**	**MacArthur BART Plaza Remodel**						
	CMAQ	$626	Con	10/11				$626 Obligated 3/16/11 Transferred to FTA Grant	G

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Federally-Funded Locally-Sponsored Alameda County Projects

Green Zone Projects (cont.)

Index	TIP ID / Source	Sponsor / Prog'd Amount ($x 1,000)	Project Title / Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
40	**ALA110032**	**BART**	**Downtown Berkeley BART Plaza/Transit Area Imps.**						
	CMAQ	$706	PE	10/11				$706 Obligated 3/16/11	G
	CMAQ	$1,099	Con	10/11				$1,099 Obligated 3/16/11	
								Transferred to FTA Grant	
41	**ALA110038**	**BART**	**BART - West Dublin BART Station Ped Access Imps**						
	CMAQ	$21	PE	10/11				$21 Obligated 2/2/11	G
	CMAQ	$839	Con	10/11				$839 Obligated 2/2/11	
								Transferred to FTA Grant	
42	**HSIP2-04-018**	**Fremont**	**Replace Concrete Poles with Aluminum in Median (Paseo Parkway)**						
	HSIP	$299		Prior	Complete Closeout	03/31/14	G	See Note 2	G
					Liquidate Funds	09/30/13	G	See Note 2	
43	**HSIP3-04-005**	**Fremont**	**Paseo Padre Parkway - Walnut to Washington - Replace Poles**						
	HSIP	$120	Con	12/13	Obligate Funds	12/01/12	G	RFA dated 1/11/12	G
					Complete Closeout	12/02/14	G	See Note 2	
	HSIP	$23	PE	Prior	Liquidate Funds	06/02/14	G	See Note 2	
44	**HSIP3-04-006**	**Fremont**	**Paseo Padre Parkway - Walnut Ave and Argonaut Way**						
	HSIP	$458	Con	12/13	Submit Req for Auth	09/01/12	G	See Note 2	G
					Complete Closeout	12/02/14	G	See Note 2	
	HSIP	$59		Prior	Liquidate Funds	06/02/14	G	See Note 2	
45	**HSIP4-04-020**	**Fremont**	**Fremont Blvd / Eggers Dr**						
	HSIP	$275	Con	13/14	Submit Req for Auth	10/11/13	G	See Note 2	G
					Complete Closeout	01/12/16	G	See Note 2	
		$41	PE	Prior	Liquidate Funds	07/12/15	G	See Note 2	
46	**HSIP4-04-022**	**Fremont**	**Fremont Blvd / Alder Ave**						
	HSIP	$348	Con	13/14	Submit Req for Auth	10/11/13	G	See Note 2	G
					Complete Closeout	01/12/16	G	See Note 2	
		$43	PE	Prior	Liquidate Funds	07/12/15	G	See Note 2	
47	**HSIP2-04-009**	**Hayward**	**Carlos Bee Blvd between West Loop Rd and Mission Blvd**						
	HSIP	$725		Prior	Complete Closeout	03/31/14	G	See Note 2	G
					Liquidate Funds	09/30/13	G	See Note 2	
48	**ALA110014**	**Oakland**	**Oakland - MacArthur Blvd Streetscape**						
	CMAQ	$1,700	Con	10/11	Liquidate Funds	04/27/17	G	$1.7M Obligated 4/27/11	G
								Contract Dated 8/19/11	
49	**HSIP2-04-004**	**Oakland**	**West Grand at Market, Macarthur at Fruitvale & Market at 55th Improvements**						
	HSIP	$223	Con	11/12	Complete Closeout	09/30/14	G	See Note 2	G
					Liquidate Funds	03/30/14	G	See Note 2	

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Federally-Funded Locally-Sponsored Alameda County Projects

Green Zone Projects (cont.)

Index	TIP ID / Source	Sponsor / Prog'd Amount ($x 1,000)	Phase	FY	Project Title / Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
50	**HSIP2-04-005**	**Oakland**			**Various Intersections Pedestrian Improvements**				
	HSIP	$81	Con	11/12	Complete Closeout	09/30/14	G	See Note 2	G
					Liquidate Funds	03/30/14	G	See Note 2	
51	**HSIP4-04-005**	**Oakland**			**San Pablo Ave - West St - W. Grand Ave Intersections**				
	HSIP	$416	Con	13/14	Submit Req for Auth	12/13/13	G	Assume no PE Request	G
					Complete Closeout	03/13/16	G	See Note 2	
					Liquidate Funds	09/13/15	G	See Note 2	
52	**HSIP4-04-011**	**Oakland**			**Bancroft Ave - 94th Ave Improvements**				
	HSIP	$485	Con	13/14	Submit Req for Auth	10/11/13	G	Assume no PE Request	G
					Complete Closeout	01/12/16	G	See Note 2	
					Liquidate Funds	07/12/15	G	See Note 2	
53	**HSIP4-04-012**	**Oakland**			**Hegenberger Rd Intersections**				
	HSIP	$900	Con	13/14	Submit Req for Auth	10/11/13	G	Assume no PE Request	G
					Complete Closeout	01/12/16	G	See Note 2	
					Liquidate Funds	07/12/15	G	See Note 2	
54	**SRTS1-04-014**	**Oakland**			**Intersection Improvements at Multiple School (5 Elem. + 1 Middle)**				
	SRTS	$700		Prior	Complete Closeout	03/31/14	G	See Note 2	G
					Liquidate Funds	09/30/13	G	See Note 2	
55	**ALA110020**	**San Leandro**			**San Leandro - Marina Blvd Rehabilitation**				
	STP	$807	Con	10/11	Liquidate Funds	03/29/17	G	$807 Obligated 3/29/11 Contract Awd 5/5/11	G
56	**HSIP4-04-015**	**San Leandro**			**Washington Ave / Monterey Blvd**				
	HSIP	$307	Con	13/14	Submit Req for Auth	01/12/14	G	See Note 2	G
					Complete Closeout	04/12/16	G	See Note 2	
		$66	Project	Prior	Liquidate Funds	10/12/15	G	See Note 2	
57	**HSIP1-04-001**	**San Leandro**			**Washington Ave - Estabrook St Intersection**				
	HSIP	$409		Prior	Liquidate Funds		NA	Revised FROE 10/25/10	Y
58	**ALA110017**	**Union City**			**Union City - Dyer Street Rehabilitation**				
	STP	$861	Con	10/11	Liquidate Funds	04/13/17	G	$861 Obligated 4/13/11 Contract Awd 6/14/11	G

Notes:

1 MTC Reso 3606 deadline is before the status date of this report. Sponsor is working with Caltrans, MTC and Alameda CTC to expedite/complete 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 Progam 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 At Risk 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 Apendix B for more information about the Required Activities and Resolution 3606.

Federal At Risk 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.

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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.

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.	**Est. Completion Date:** For each phase, fully expend federal funds 1 year prior to date provided to Caltrans.
	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."	**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: February 27, 2012

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Matt Todd, Manager of Programming

SUBJECT: **Approval of CMA Exchange Program Quarterly Status Monitoring Report**

Recommendation:
It is recommended Alameda the Commission approve the CMA Exchange Program Quarterly Status Report, dated February 29, 2012.

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 previous status report from October 2011.

Attachments:
Attachment A – CMA Exchange Projects Quarterly Status Report

CMA Exchange Program - Status Report

February 29, 2012

Index	CMA Exchange Project Number	Sponsor	Project	Exchange Fund Source	Exchange Amount	Amount Rec'd (as of 6/30/2011)	FY 11/12 Amount to be received	FY 12/13 and Beyond	Estimated Payback Date (full amount)	Agreement Status [1]
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 21	Fremont	Federal Block Grant LSR Project	STP	$ 207,900	$ -	$ 207,900	$ -	12/31/12	N
17	Ex 9	Livermore	Isabel Interchange	STIP-RIP	$ 3,600,000	$ 3,600,000	$ -	$ -	Done	E
18	Ex 10	MTC	East Dublin County BART	STP	$ 750,000	$ 750,000	$ -	$ -	Done	E
19	Ex 11	Union City	UC Intermodal Station	STIP-RIP	$ 9,314,000	$ 1,813,153	$ 7,500,847	$ -	12/31/12	E
				Totals:	**$ 78,840,080**	**$ 61,944,028**	**$ 9,365,052**			

Notes:

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

Memorandum

DATE: February 27, 2011

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Jacki Taylor, Program Analyst

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

Recommendation:
It is recommended the Commission approve the TFCA At Risk Report, dated February 29, 2011.

Summary:
The report includes currently active and recently completed projects programmed with Alameda County TFCA Program Manager funds. The report segregates the active projects into "Red", "Yellow", and "Green" zones based on upcoming project delivery milestones. Due to the timing of the At Risk Report several projects are in the red zone for final reports and invoices with a March 2012 deadline. The remaining projects in the Red Zone require execution of the funding agreement.

Information:
The report includes currently active and recently completed projects programmed with Alameda County TFCA Program Manager funds. The report segregates the active projects into "Red", "Yellow", and "Green" zones based on upcoming project delivery milestones. For this reporting cycle, there are a total of 35 active projects, 23 of which are listed under the report's "Green Zone" and do not have required activities due for eight months or more. Of the twelve projects in the "Red Zone", six have FY 11/12 funding agreements that remain to be executed and six have final project reports and final invoices due in March 2012. As noted at the end of the report, four projets have been completed and will be removed from the next report.

Note that an estimated project start date is included under the "Date Due" column of the report, but it is not a true deadline, and as such does not have a zone of risk associated with it. Actual start dates are added to the report as they are provided by the project sponsor.

Attachments:
Attachment A – TFCA Program Manager Fund At Risk Report

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TFCA County Program Manager Fund

At Risk Report

Report Date: February 29, 2012

Project No.	Sponsor	Project Title	Balances	Required Activity	Date Due	Activity Completed (Date or Y/N)	Notes
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
			$ 275,405	Project Start	2/1/08	Feb-08	Expenditures not complete
			TFCA Expended	Final Reimbursement	12/31/12		2nd Extension approved 10/28/10
			$ 6,403	FMR	Mar-12		FMR Due 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
			$ 66,500	Project Start	Jan-09	Jan-09	1st Extension approved 10/28/10
			TFCA Expended	Final Reimbursement	12/31/12		Expenditures not complete
			$ -	FMR	Mar-12		FMR Due 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
			$ 247,316	Project Start	Jan-09	Jan-09	Expenditures not complete
			TFCA Expended	Final Reimbursement	12/31/12		FMR Due Mar '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
			$ 46,887	Project Start	Mar-10	Jul-10	Expenditures not complete
			TFCA Expended	Final Reimbursement	12/31/13		FMR Due Mar '12
			$ -	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
			$ 280,000	Project Start	Nov-09	Nov-09	Expenditures not complete
			TFCA Expended	Final Reimbursement	12/31/13		FMR Due Mar '12
			$ 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
			$ 96,000	Project Start	Mar-10	Mar-10	Expenditures not complete
			TFCA Expended	Final Reimbursement	12/31/13		FMR Due Mar '12
			$ -	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
			$ 230,900	Project Start	Dec-12		Project to start by Dec '12
			TFCA Expended	Final Reimbursement	12/31/14		Expenditure deadline Nov '13
			$ -	FMR	Feb-14		FMR due date Feb '14
				Expend Deadline Met?	11/14/13		
11ALA03	Albany	Buchanan Bike Path	TFCA Award	Agreement Executed	1/5/12		Agreement to be executed
			$ 100,000	Project Start	Dec-12		Project to start by Dec '12
			TFCA Expended	Final Reimbursement	12/31/14		Expenditure deadline Nov '13
			$ -	FMR	Feb-14		FMR due date 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
			$ 50,300.00	Project Start	Dec-12		Project to start by Dec '12
			TFCA Expended	Final Reimbursement	12/31/14		Expenditure deadline Nov '13
			$ -	FMR	Feb-14		FMR due date 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
			$ 52,154	Project Start	Dec-12		Project to start by Dec '12
			TFCA Expended	Final Reimbursement	12/31/14		Expenditure deadline Nov '13
			$ -	FMR	Feb-14		FMR due date Feb '14
				Expend Deadline Met?	11/14/13		

TFCA County Program Manager Fund

At Risk Report

Report Date: February 29, 2012

Project No.	Sponsor	Project Title	Balances	Required Activity	Date Due	Activity Completed (Date or Y/N)	Notes
RED ZONE (Milestone deadline within 4 months), continued							
11ALA08	Hayward	Clawiter Road Arterial Management	TFCA Award	Agreement Executed	1/5/12		Agreement to be executed
			$ 190,000.00	Project Start	Dec-12		Project to start by Dec '12
			TFCA Expended	Final Reimbursement	12/31/14		Expenditure deadline Nov '13
			$ -	FMR	Feb-14		FMR due date Feb '14
				Expend Deadline Met?	11/14/13		
11ALA09	Oakland	Traffic Signal Synchronization along Martin Luther King Jr. Way	TFCA Award	Agreement Executed	1/5/12		Agreement to be executed
			$ 125,000	Project Start	Dec-12		Project to start by Dec '12
			TFCA Expended	Final Reimbursement	12/31/14		Expenditure deadline Nov '13
			$ -	FMR	Feb-14		FMR due date Feb '14
				Expend Deadline Met?	11/14/13		
GREEN ZONE (Milestone deadline beyond 7 months)							
08ALA01	ACCMA	Webster Street Corridor Enhancements Project	TFCA Award	Agreement Executed	1/8/09	12/16/08	Expenditure deadline Dec '12
			$ 420,000	Project Start	Jan-09	Jun-09	1st Extension approved 10/28/10
			TFCA Expended	Final Reimbursement	12/31/13		2nd extension approved
			$ 231,161	FMR	Mar-13		10/27/11
				Expend Deadline Met?	12/22/12		Expenditures not complete FMR Due Mar '13
08ALA05	ACCMA	Oakland San Pablo Avenue TSP/Transit Improvement Project	TFCA Award	Agreement Executed	NA	8/22/08	Expenditure deadline Dec '10
			$ 174,493	Project Start	Apr-09	Jul-09	Expenditures complete
			TFCA Expended	Final Reimbursement	12/31/11	07/29/11	Final Invoice received Jan'11 FMR Due Feb '13
			$ 174,493	FMR	Feb-13		(Required 2-year post-project
				Expend Deadline Met?	12/22/10	Yes	reporting due Feb 2013)
09ALA01	ACCMA	Webster St SMART Corridors	TFCA Award	Agreement Executed	1/7/10	7/7/09	Expenditure deadline Dec '12
			$ 400,000	Project Start	Oct-09	Jul-09	Expenditures not complete FMR Due Mar '13
			TFCA Expended	Final Reimbursement	12/31/13		1st extension approved
			$ 241,071	FMR	Mar-13		10/27/11
				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
			$ 350,000	Project Start	Sep-09	Nov-09	Expenditures not complete FMR Due Mar '13
			TFCA Expended	Final Reimbursement	12/31/13		1st extension approved
			$ -	FMR	Mar-13		10/27/11
				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
			$ 110,000	Project Start	Mar-11	Jan-11	Expenditures not complete FMR Due Jan '13
			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
			$ 100,000	Project Start	Mar-11	Jul-10	Expenditures not complete FMR Due Jan '13
			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
			$ 210,000	Project Start	Mar-11	Jul-11	Expenditures not complete FMR Due Jan '13
			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
			$ 614,000	Project Start	Mar-11	Dec-10	Expenditures not complete FMR Due Jan '13
			TFCA Expended	Final Reimbursement	12/31/13		
			$ 90,202	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		

TFCA County Program Manager Fund

At Risk 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							
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

At Risk 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	Final invoice received FMR received
			$ 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	Final invoice received FMR received
			$ 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	Final invoice received FMR received
			$ 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	Final invoice received FMR received
			$ 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)

ALAMEDA County Transportation Commission

Memorandum

DATE: February 27, 2011

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Jacki Taylor, Program Analyst

SUBJECT: **Approval of the Proposition 1B Transit Projects for the Cycle 3 Lifeline Transportation Program**

Recommendation
It is recommended the Commission approve the projects proposed for Proposition 1B Transit funding through the Cycle 3 Lifeline Transportation Program.

Summary
Through the Cycle 3 Lifeline Transportation Program, MTC is distributing Public Transportation Modernization, Improvement, and Service Enhancement Account Program (PTMISEA), or Proposition 1B Transit funds, approximately $46 million region wide, directly to transit operators. This revised process for Cycle 3 streamlines program administration by recognizing Proposition 1B funding eligibility limitations. Prior to submitting a complete Proposition 1B allocation request to MTC by April 11, 2012, transit operators are required to obtain concurrence from the county's Lifeline Program Administrator (the Alameda CTC), for the proposed projects. The proposed projects from AC Transit, BART, and LAVTA are summarized in Attachment A and include the amount requested and an explanation of how the project is consistent with the Lifeline Program.

Information
MTC's Cycle 3 Lifeline Transportation Program distributes Proposition 1B Transit funding based on a formula with half of the funds according to the transit operators' share of the regional low-income ridership and half of the funds according to the transit operators' share of the regional low-income population. The formula distribution is shown in Table C of the MTC Lifeline Transportation Program Guidelines (Attachment B). Transit operators may program funds to capital projects that are consistent with the Lifeline Program and goals, and are eligible for and meet the requirements of the Proposition 1B Transit funding (including a 20% local match requirement). Caltrans requires that Proposition 1B Transit projects either be consistent with the project sponsor's most recent short-range transit plan (SRTP), or be accompanied by a certified Board Resolution from the project sponsor's governing board. Transit operators are encouraged to consider needs throughout their service area. Projects must be identified as Lifeline projects before transit operators can claim funds and may be

subject to reporting requirements established in the adoption of the overall Alameda County Lifeline Program in May 2012.

Project sponsors proposing projects for Proposition 1B funds are requested to submit an allocation request to MTC by March 31, 2012 and no later than April 11, 2012. The state will distribute Proposition 1B Transit funds directly to the project sponsor. Although the Proposition 1B Transit Program is intended to provide the funds in advance of project delivery, actual disbursement of funds is dependent on the State budget and State bond sales.

Union City Transit is technically also an eligible recipient of Proposition 1B funding, though due to the small amount of the resultant funding, it was not allocated funding through the MTC formula for the program. Staff understands that Union City Transit will be submitting an application for the discretionary portion of the Cycle 3 Lifeline Program (Approximately $9.5 million is available for Alameda County), which will provide flexibility to request funding from additional fund sources with a broader range of project eligibility.

Equity

Each multi-county sponsor provided the percent of its total service area located in Alameda County along with the total % of its Lifeline Proposition 1B Transit funding allocation for Alameda County projects. For BART, Alameda County has 44% of its total service area and about 45% of its Lifeline Proposition 1B Transit allocation. For AC Transit, Alameda County has 88% of its total service area and about 90% of its Lifeline Proposition 1B Transit allocation.

Attachments

Attachment A: Projects proposed for Lifeline Proposition 1B Transit Funding

Attachment B: Cover letters from Proposition 1B Transit Applicants

Attachment C: Table C from MTC's Third Cycle Lifeline Transportation Program Guidelines

Cycle 3 Lifeline Transportation Program - Proposition 1B Transit Funding Requests for Alameda County

PROJECT INFO

Index	Project Sponsor	Project Title	Project Description	Prop. 1B eligible plan:	Total Project Cost	Lifeline Prop 1B Request	Local Match	Local Match %
1	**LAVTA**	**Bus Stop Repair and Upgrade**	Repair and upgrade of existing bus stops, including shelters, seating, lighting, curb and sidewalk, etc.	LAVTA SRTP	$ 301,137	**$ 240,910**	$ 60,227	20%
		How Project is consistent with the goals of the Lifeline Program: According to a 2007 ridership study 41% of riders report a household income below $15,000. For riders that depend on transit as a sole mode of transportation, this rises to 58%. The Bus Stop Repair and Upgrade project improves existing bus stop facilities throughout the service area. LAVTA's justification is derived from demographic data rather than geographic. Although only a small portion of the total service area qualifies as low-income, multiple ridership surveys have confirmed that LAVTA ridership is predominately low-income. The project is consistent with the LAVTA Bus Stop and Shelter Program, included in the LAVTA SRTP.						
				LAVTA Total:	**$ 301,137**	**$ 240,910**	**$ 60,227**	
2	**BART**	**Electronic Bike Lockers**	Furnish five (5) metal perforated electronic bike pods (total 20 bike locker spaces) at Lake Merritt Station.	BART Board adopted 2008 Capital Improvement Program (CIP).	$ 65,000	**$ 52,000**	$ 13,000	20%
		How Project is consistent with the goals of the Lifeline Program: In 2004, BART conducted an Environmental Justice Access to BART study and outreach sessions to assess potential BART ridership and to identify key barriers that limit BART use by Oakland Chinatown residents, employees, merchants, and visitors. The Study revealed that distance to the Lake Merritt BART station is a barrier to using BART for some residents. Most residents walk rather than drive. Bike facililities could encourage more transit useage and secure bike facilities are important issues for bike riders. Secure bike lockers were mentioned in CBTPs for Central Alameda County, West Oakland, South and West Berkeley, Pittsburg-Bay Point, and the Environmental Justice Access to BART Study. In a 2011 survey conducted as part of the update of BART's Bicycle Access and Bicycle Parking plan, bike lockers were identified as the second most preferred type of bike parking, after bike stations. In that same survey, the lack of secure, covered bike parking was identified as the top variable that BART controls, as opposed to variables like living too far from the station, that would encourage more cycling to BART stations.						
3	**BART**	**Wayfinding/Real-Time Arrival**	Provide wayfinding and signage from concourse to platform with backlit signs for improved visibility and patron safety; real-time train arrival; wayfinding and signage at street level with secondary language; AC Transit service and destination maps; exit directories identifying local landmarks, cultural and civic facilities. Projects at Lake Merritt, Hayward, DT Berkeley, South Hayward, Coliseum, West Oakland, San Leandro, and Bay Fair stations.	BART Board adopted 2008 Capital Improvement Program (CIP).	$ 4,444,700	**$ 3,545,360**	$ 899,340	20%
		How Project is consistent with the goals of the Lifeline Program: Community-Based Transportation Plans (CBTP) for Central and East Oakland, South and West Berkeley, Hayward, Pittsburg-Bay Point, Mission-Geneva, and Tenderloin/Little Saigon identified multilingual transit information and real-time arrival information at stations as important amenities. The Environmental Justice Access to BART study and outreach sessions conducted in 2004 for Lake Merritt and other areas, revealed that the distance to the BART station is a barrier to using BART for some residents. A need was identified for bilingual wayfinding, directional, and information signs. All stations are within a half-mile radius of "Community of Concern".						
4	**BART**	**Districtwide Bus Shelters - Five BART stations**	Bus shelters at BART stations for ADA patrons. Five Locations to be determined. May include locations outside Alameda County.	BART Board adopted 2008 Capital Improvement Program (CIP).	$ 125,000	**$ 100,000**	$ 25,000	20%
		How Project is consistent with the goals of the Lifeline Program: Several CBTPs identified bus shelters as a key amenity at BART stations. These shelters will be located at specific BART stations (all within Communities of Concern) that have shelters for regular bus patrons, but not for those transferring between ADA systems.						
				BART Total:	**$ 4,634,700**	**$ 3,697,360**	**$ 937,340**	
5	**AC Transit**	**San Leandro BART Station Terminus**	This project would make street and BART station geometric improvements, add bus staging, and real time signage at the San Leandro BART Station.	AC Transit's 2010 Short Range Transit Plan; and MTC's Regional Transportation Plan 'Transportation 2035 Plan'	$ 4,250,000	**$ 2,703,487**	$ 1,546,513	36%

Cycle 3 Lifeline Transportation Program - Proposition 1B Transit Funding Requests for Alameda County

PROJECT INFO								
Index	**Project Sponsor**	**Project Title**	**Project Description**	**Prop. 1B eligible plan:**	**Total Project Cost**	**Lifeline Prop 1B Request**	**Local Match**	**Local Match %**
		How Project is consistent with the goals of the Lifeline Program: This project augments the East Bay Bus Rapid Transit project and would improve public transportation in Communities of Concern in Ashland/Cherryland/San Leandro area by improving speeds, improving station access, passenger amenities, and provide real time bus arrival information. The San Leandro Terminus will serve as an intermodal transfer station where BRT buses will operate to provide easy transit access to riders in coordination with the BART system.						
6	**AC Transit**	**Internal Text Messaging Signs**	This project includes purchase and installation of text-based LED signs on the balance of AC Transit's revenue vehicle fleet. The internal text messaging signs provide bus stop and route information to assist hearing impaired riders.	AC Transit's 2010 Short Range Transit Plan; and Community Based Transportation Plans for Alameda, South and West Berkeley; Richmond.	$ 2,100,000	**$ 500,000**	$ 1,600,000	76%
		How Project is consistent with the goals of the Lifeline Program: This project meets the criteria of providing more comprehensive information about AC Transit service on buses as discussed in multiple CBTPs to improve transit information for hearing impaired and elderly riders in accordance with the MTC Coordinated Public Transit Human Services Transportation Plan "Coordinated Plan"/Elderly and Disabled Component, December, 2007.						
7	**AC Transit**	**Contra Costa College Transit Center**	This project includes pavement and shelter improvements at Contra Costa College Transit Center.	AC Transit's 2010 Short Range Transit Plan; and Community Based Transportation Plans for Richmond area.	$ 200,000	**$ 160,000**	$ 40,000	20%
		How Project is consistent with the goals of the Lifeline Program: This project is aligned with the AC Transit Bus Shelter Program strategy in the Richmond Community Based Transportation Plan. The project enhances comfort of transit patrons and convenience of transit use and consequently will encourage more people to use transit.						
8	**AC Transit**	**Diesel-Electric Hybrid Articulated Buses for Rapid Service**	This project entails procurement of (39) 60' diesel-electric hybrid articulated buses for rapid service.	AC Transit's 2010 Short Range Transit Plan; and Community Based Transportation Plans for Alameda, South and West Berkeley; Richmond).	$ 39,000,000	**$ 5,040,000**	$ 33,960,000	87%
		How Project is consistent with the goals of the Lifeline Program: A newer fleet will ensure improved AC Transit Bus Service in Communities of Concern. Also, newer diesel-electric hybrid buses will provide clean air and improved air quality to riders and the communities that AC Transit services.						
				AC Transit Total:	**$ 45,550,000**	**$ 8,403,487**	**$ 37,146,513**	
				Grand Total:	**$ 50,485,837**	**$ 12,341,757**	**$ 38,144,080**	

Wheels

Livermore Amador Valley Transit Authority

February 17, 2012

Matt Todd
Manager of Programming
Alameda County Transportation Commission
1333 Broadway, Suites 220 &300
Oakland, CA 94612

RE: Proposition 1 B Lifeline Project Concurrence

Mr. Todd:

Please find enclosed Livermore Amador Valley Transit Authority's (LAVT A) Request for Proposition 1 B Lifeline funds.

LAVT A is seeking Section 1 B funding to implement bus stop repair, rehabilitation and modernization improvements. These improvements will include shelters, furniture, lighting, and curbs and gutters. LAVTA's ridership is predominately comprised of low and very low income individuals. This holds true across all active routes running throughout the service area. It is therefore necessary to focus on projects that serve low income riders where they travel, as well as where they live.

The total project cost for three years (2011, 2012 and 2013) is $301,137 of which, $240,910 is being requested from 1 B Lifeline funds. LAVT A will use $60,227 from the Local Transportation Funds (TDA 4.0) as its local match. We strongly encourage concurrence and approval of this application to afford LAVTA the opportunity to improve and provide better transportation solutions to meet the mobility needs of low income individuals throughout the Tri-Valley

Please feel free to contact me at 925-455-7561 if you have any questions and/or concerns.

Sincerely,

Joe Whitaker
Grants Analyst

Joe Whitaker

Enclosure: One (1) Proposition 1 B Application Spreadsheet

1362 Rutan Court, Suite 100 • Livermore, CA 94551
(925) 455-7555 • (925) 443-1375 fax
www.wheelsbus.com

BART

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

February 17, 2012

Art Dao, Executive Director
Alameda County Transportation Commission
1333 Broadway Street, Suite 200
Oakland, CA 94612

Re: BART's List of Lifeline Projects in Alameda County

Dear Art:

The Metropolitan Transportation Commission (MTC) recently announced its plan for the allocation of its Third Cycle Lifeline Transportation Program funds. The Lifeline program is intended to fund projects that will result in improved mobility for low-income residents of the San Francisco Bay Area.

For this funding cycle, MTC is instituting a two-pronged approach. First, MTC will assign funds to each county Congestion Management Agency (CMA) based on the county's share of the regional poverty population. Lifeline Program Administrators at each CMA will conduct a competitive process to determine which eligible projects will receive funding.

Second, Proposition 1B funds will be allocated directly to each transit operator based on a formula that distributes half of the funds according to the transit operators' share of the regional low-income ridership and half of the funds according to the transit operators' share of the regional low-income population. Under this formula, BART will receive $8,173,010, covering a three-year cycle (FY 2011-FY 2013). Proposition 1B funds can only be used for capital projects, and MTC has imposed a 20% local match as a program requirement. With this letter, we are requesting your concurrence on our list of projects in Alameda County.

The attached list of projects that BART is proposing for implementation in Alameda County was identified through various environmental justice and community-based planning efforts. The total dollar amount of $3,597,360 (excluding Districtwide projects) in Prop 1B Lifeline funds to be allocated to Alameda County represents 44% of the funds available to BART in the three-county BART district, and including northern San Mateo County.

BART staff used an extensive internal and external process to develop the attached proposed list of projects including consultation with various BART departments as well as with city partners and other transit operators. BART staff also reviewed past Community-Based Transportation Plans and other environmental justice and Title VI Planning and outreach efforts. Projects that were not identified through a CBPT or other outreach process, or were at stations that are not within a half-mile radius of a "Community of Concern" were not considered for funding through this program.

We are very excited to have this opportunity to make improvements at these BART stations that will benefit low income residents of Alameda County, and hope ACTC will concur with our request for these funds. Please feel free to contact me, or Donna Lee at (510) 464-6282, if you have any questions or concerns.

Sincerely,

Carter Mau

Carter Mau, Executive Manager
Office of Planning and Budget

Attachment

Alameda-Contra Costa Transit District

February 15, 2011

Matt Todd,
Program Manager
Alameda County Transportation Commission
1333 Broadway, Suite 220
Oakland, CA 94612

RE: Request for Lifeline Cycle III Proposition 1B Funds

Dear Matt,

This is to request concurrence from Alameda County Transportation Commission for AC Transit capital projects identified for Lifeline Cycle III Proposition 1B funds – 1) Contra Costa Transit Center Improvements; 2) Internal Text Messaging Signs; 3) Diesel-Electric Hybrid Articulated buses for rapid service; and 4) San Leandro BART Station Terminus. Details on each project are provided in the attached spreadsheet. These projects are consistent with the goals of the Lifeline Transportation Program (LTP) to address the mobility needs of low-income residents of the Bay Area.

All proposed projects are eligible for Proposition 1B funds and build a nexus with the solutions and strategies outlined in the Community Based Transportation Plans in AC Transit service area, and or other eligible plans mentioned in the program guidelines. Additionally, all proposed projects are consistent with AC Transit's 2010 Short Range Transit Plan.

We thank you for your concurrence for AC Transit's request for Lifeline Cycle III Proposition 1B funds. Please do not hesitate to contact me should any additional information be required.

Sincerely,

Kate Miller
Manager,
Capital Development, Legislation & Grants

Enclosures

Table B – Estimated Funding Target by Fund Source per County

County & Share of Regional Low Income Population		FY2011 STA[1]	FY2011 JARC[2]	FY2012 STA	FY2012 JARC[2]	FY2013 STA	FY2013 JARC[2]	FY2013 STP[3]	Total
Alameda	23.7%		685,806	2,653,456	685,806	2,708,899	685,806	2,130,539	9,550,312
Contra Costa	13.4%		387,331	1,498,625	387,331	1,529,939	387,331	1,203,291	5,393,849
Marin	2.6%		75,235	291,094	75,235	297,176	75,235	233,728	1,047,704
Napa	2.2%		-	245,095	-	250,216	-	196,794	692,105
San Francisco	13.1%		378,258	1,463,520	378,258	1,494,100	378,258	1,175,104	5,267,499
San Mateo	7.6%		218,838	846,709	218,838	864,401	218,838	679,848	3,047,472
Santa Clara	23.7%		561,175	2,650,265	561,175	2,705,643	561,175	2,127,977	9,167,409
Solano	5.8%		-	649,332	-	662,900	-	521,368	1,833,601
Sonoma	7.8%		127,873	875,465	127,873	893,757	127,873	702,937	2,855,777
MTC - Means-Based Discount Project			-	500,000	-	500,000	-	-	1,000,000
MTC - Admin, Planning, Technical Assistance[2]			128,132	-	128,132	-	128,132	-	384,397
Total	**100.0%**		**2,562,648**	**11,673,561**	**2,562,648**	**11,907,032**	**2,562,648**	**8,971,587**	**40,240,123**

(1) FY2011 STA Funds were programmed in Cycle 2

(2) Consistent with federal JARC guidance, MTC will set aside five percent of the region's FY11, FY12 and FY13 apportionment to fund administration, planning and technical assistance

(3) STP funds are available to the Lifeline Program starting in FY13, as part of MTC's "Resolution 3814 payback" being implemented in the 2nd cycle STP/CMAQ program (proposed One Bay Area Grants). Note that MTC may apply Congestion Mitigation and Air Quality Improvement (CMAQ) funds instead of STP to CMAQ-eligible projects, and references to "STP" should be considered as "STP or CMAQ."

Table C – Estimated Funding Target for Proposition 1B Transit Funds per Transit Operator and County

Transit Operator & Hybrid Formula (Share of Regional Low Income Ridership & Share of Regional Low Income Population)[2]		Prop 1B[1] FY2011	Prop 1B[1] FY2012	Prop 1B[1] FY2013	Total
AC Transit	18.1%	8,403,487	-	-	8,403,487
BART	17.6%	8,173,010	-	-	8,173,010
County Connection (CCCTA)	1.0%	484,534	-	-	484,534
Golden Gate Transit/Marin Transit	3.2%	1,477,729	-	-	1,477,729
Wheels (LAVTA)	0.5%	240,910	-	-	240,910
Muni (SFMTA)	25.2%	11,723,430	-	-	11,723,430
SamTrans	4.9%	2,272,697	-	-	2,272,697
Tri Delta Transit (ECCTA)	0.7%	327,019	-	-	327,019
VINE (NCTPA)	1.3%	597,647	-	-	597,647
VTA	19.7%	9,186,049	-	-	9,186,049
WestCat (WCCTA)	0.3%	147,335	-	-	147,335
Solano County Operators	3.3%	1,547,328	-	-	1,547,328
Sonoma County Operators	4.2%	1,938,791	-	-	1,938,791
Total	**100.0%**	**46,519,967**	**-**	**-**	**46,519,967**

(1) FY2011 Prop 1B appropriations represent three years of funding.

(2) Only transit operators who have previously received Proposition 1B Lifeline funds are included in the formula distribution

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Memorandum

DATE: February 27, 2012

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Beth Walukas 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 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.

<u>March 2012 Update:</u>
This report focuses on the month of March 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, development of compelling cases for low performing projects and release of the draft Preferred SCS. At the county level, highlights include the release of the Draft Final CWTP, an update on the Transportation Expenditure Plan Council approvals, and release of polling questions.

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 15, 2012. Staff is working with projects sponsors to submit compelling case letters as appropriate. Regarding the SCS, the draft preferred land use scenario is scheduled to be released on March 9, 2012 at the Joint MTC Planning and ABAG Administrative Committee followed by MTC releasing the draft transportation investment strategy at it April 13 Joint Committee meeting. The final preferred scenario is scheduled to be adopted in May 2012. Staff will provide additional information on the development of the compelling cases and the draft land use scenario at the meeting.

2) CWTP-TEP

On January 26, 2012, the Alameda CTC, based on the CWTP-TEP Steering Committee recommendation, adopted the final Transportation Expenditure Plan. The Transportation Expenditure Plan will be taken to each city council and the Board of Supervisors for approval by May 2012. As of the writing of this staff report, five City Councils have approved the TEP: Fremont, Livermore, Union City, Emeryville and Hayward. The Draft Final CWTP will be brought to the CAWG, TAWG and Steering Committee in March. It is being aligned with the adopted TEP and costs are being escalated to be consistent with the RTP. Both the final Transportation Expenditure Plan and the final 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 November 6, 2012 ballot.

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

Committee	Regular Meeting Date and Time	Next Meeting
CWTP-TEP Steering Committee	Typically the 4th Thursday of the month, noon Location: Alameda CTC offices	March 22, 2012 May 24, 2012
CWTP-TEP Technical Advisory Working Group	2nd 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 1st 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.
SCS/RTP Regional Advisory Working Group	1st Tuesday of the month, 9:30 a.m. Location: MetroCenter,Oakland	March 7, 2012* April 3, 2012 May 1, 2012

Committee	Regular Meeting Date and Time	Next Meeting
		Note: this meeting has been cancelled.
SCS/RTP Equity Working Group	2nd Wednesday of the month, 11:15 a.m. Location: MetroCenter, Oakland	March 7, 2012 April 3, 2012
SCS Housing Methodology Committee	Typically the 4th Thursday of the month, 10 a.m. Location: BCDC, 50 California St., 26th Floor, San Francisco	March 8, 2012
Joint MTC Planning and ABAG Administrative Committee	2nd Friday of the month, 9:30 a.m. Location: MetroCenter, Oakland	March 9, 2012 April 13, 2012 May 11, 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)

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Summary of Next Quarter Countywide and Regional Planning Activities
(March 2012 through May 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 March 2012 through May 2012 time period, the CWTP-TEP Committees will be focusing on:

- Coordinating with ABAG and local jurisdictions to develop the draft preferred Sustainable Communities Strategy (SCS) scenario;
- Coordinating with project sponsors identified as low performing in MTC's Project Performance Assessment to develop compelling cases;
- Coordinating with the local jurisdictions and ABAG to develop a draft Alameda County Draft Land Use Scenario Concept 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:

- Releasing the draft preferred land use scenario (March 9) and the draft transportation investment strategy (April 13) and framing the tradeoff and investment strategy discussion and developing policy initiatives for consideration;
- Refining draft 28-year revenue projections; and
- Releasing 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 Input[1]

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 Land Use Scenario Concept: 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

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

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

Calendar Year 2011

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

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

Calendar Year 2012

	2012						FY2011-2012				
Task	**January**	**February**	**March**	**April**	**May**	**June**	**July**	**August**	**Sept**	**Oct**	**November**
Alameda CTC Committee/Public Process											
Steering Committee	Adopt TEP		Review polling questions, Update on TEP progress through councils, 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 councils, 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 councils, 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						Ongoing Education and Outreach through November 2012 on this process and final plans				
Alameda CTC Technical Work											
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level	Finalize Plans										
Polling					Potential Go/No Go Poll for Expenditure Plan						
Sustainable Communities Strategy/Regional Transportation Plan											
Regional Sustainable Community Strategy Development Process - Final RTP in April 2013	Approval of 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

R:\ALAMEDA CTC Board\2012\02-23-12\Action Items\7C_SCS_RTP_CWTP-TEP\Attachment B_CWTP-TEP-SCS_Development_Impl_Schedule_010412

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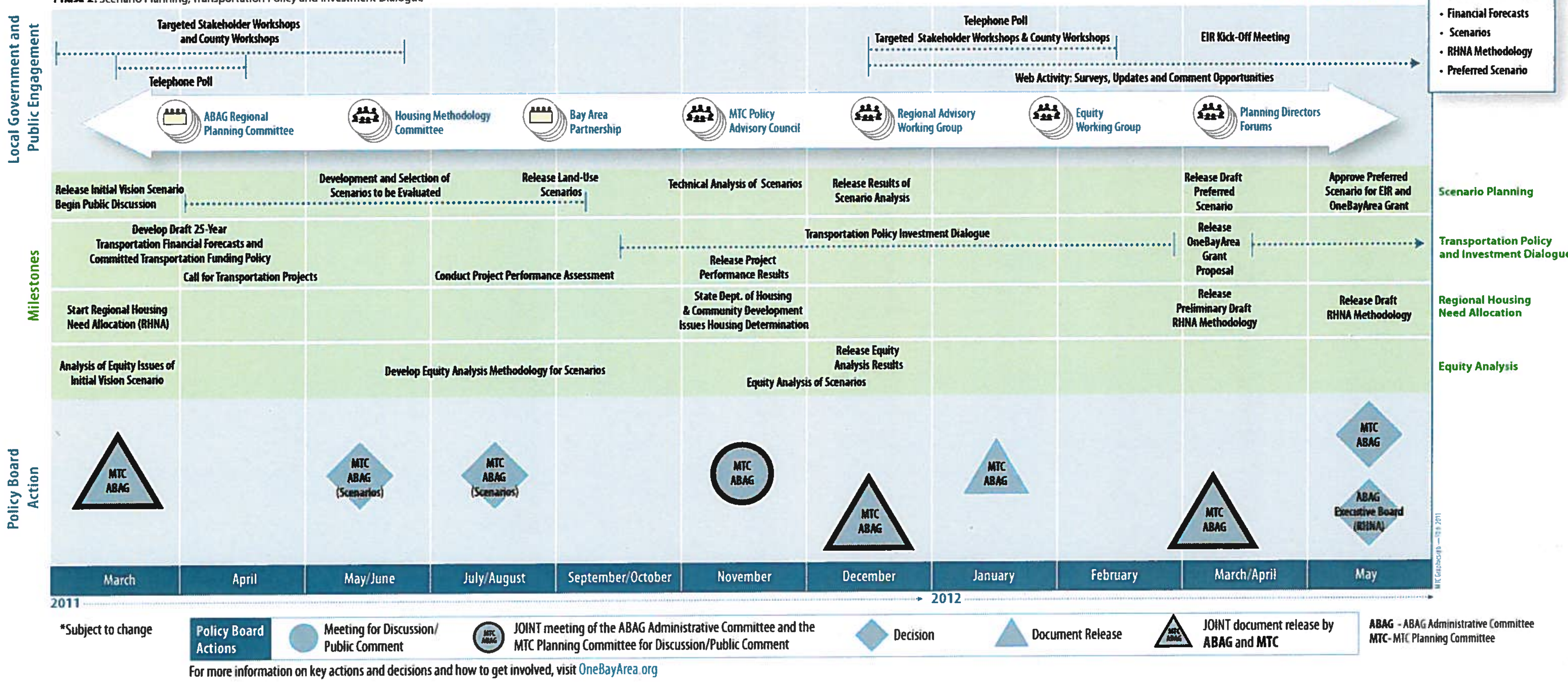
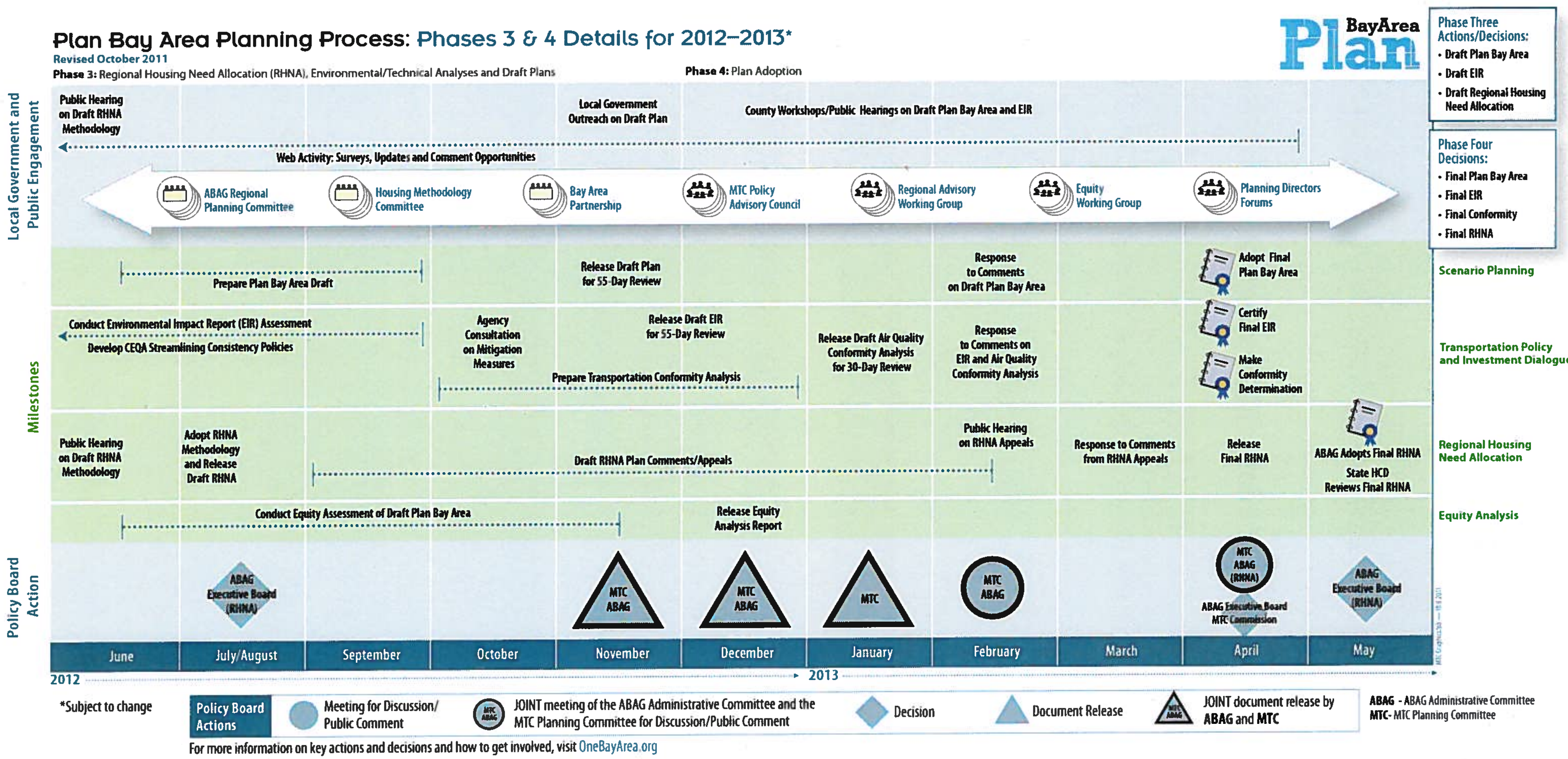
Plan Bay Area Planning Process: Phase 2 Detail*

Revised October 2011

Phase 2: Scenario Planning, Transportation Policy and Investment Dialogue




Plan Bay Area Planning Process: Phases 3 & 4 Details for 2012–2013*
Revised October 2011
Phase 3: Regional Housing Need Allocation (RHNA), Environmental/Technical Analyses and Draft Plans
Phase 4: Plan Adoption
BayArea Plan
Phase Three Actions/Decisions:
• Draft Plan Bay Area
• Draft EIR
• Draft Regional Housing Need Allocation
Phase Four Decisions:
• Final Plan Bay Area
• Final EIR
• Final Conformity
• Final RHNA
Local Government and Public Engagement
Public Hearing on Draft RHNA Methodology
Local Government Outreach on Draft Plan
County Workshops/Public Hearings on Draft Plan Bay Area and EIR
Web Activity: Surveys, Updates and Comment Opportunities
ABAG Regional Planning Committee
Housing Methodology Committee
Bay Area Partnership
MTC Policy Advisory Council
Regional Advisory Working Group
Equity Working Group
Planning Directors Forums
Milestones
Prepare Plan Bay Area Draft
Release Draft Plan for 55-Day Review
Response to Comments on Draft Plan Bay Area
Adopt Final Plan Bay Area
Scenario Planning
Conduct Environmental Impact Report (EIR) Assessment
Develop CEQA Streamlining Consistency Policies
Agency Consultation on Mitigation Measures
Release Draft EIR for 55-Day Review
Prepare Transportation Conformity Analysis
Release Draft Air Quality Conformity Analysis for 30-Day Review
Response to Comments on EIR and Air Quality Conformity Analysis
Certify Final EIR
Make Conformity Determination
Transportation Policy and Investment Dialogue
Public Hearing on Draft RHNA Methodology
Adopt RHNA Methodology and Release Draft RHNA
Draft RHNA Plan Comments/Appeals
Public Hearing on RHNA Appeals
Response to Comments from RHNA Appeals
Release Final RHNA
ABAG Adopts Final RHNA
State HCD Reviews Final RHNA
Regional Housing Need Allocation
Conduct Equity Assessment of Draft Plan Bay Area
Release Equity Analysis Report
Equity Analysis
Policy Board Action
ABAG Executive Board (RHNA)
MTC ABAG
MTC ABAG
MTC
MTC ABAG
MTC ABAG (RHNA)
ABAG Executive Board MTC Commission
ABAG Executive Board (RHNA)
June
July/August
September
October
November
December
January
February
March
April
May
2012
2013
*Subject to change
Policy Board Actions
Meeting for Discussion/Public Comment
JOINT meeting of the ABAG Administrative Committee and the MTC Planning Committee for Discussion/Public Comment
Decision
Document Release
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

ALAMEDA
County Transportation
Commission

Memorandum

DATE: February 24, 2012

TO: Alameda County Transportation Advisory Committee (ACTAC)

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

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. 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 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:

State Update: 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 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. Attachment A includes additional updates to state activities.

Federal Update: At the federal level, significant work is underway in both the House and Senate focused on reauthorization of the federal surface transportation bill. Each body has developed bill language both of which are significantly different.

The Senate bill, *Moving Ahead for Progress in the 21st Century (MAP-21)* (S.1813), is a two-year, $109 billion surface transportation reauthorization bill. All four senate committees have incorporated their markups into the bill. It is expected that hearings will continue into March with the aim of trying to complete conference committees prior to the March 31 deadline of the current bill extension..

The House bill, *American Energy and Infrastructure Jobs Act of 2012* (H.R.7), is a 5-year reauthorization $260 billion bill, which would maintain the same funding level under the current transportation bill, overall resulting in lower funding amounts across the nation. The postponement of Floor consideration of HR 7 comes a day after Leadership announced they would House has split HR 7 into three pieces (T&I section, Natural Resources section and Ways and Means section) with the intention of passing each section on the floor individually and then reassembling them into a larger bill (H.R. 7) that would be sent to the Senate for conference.

On February 16, the House passed the energy portion (HR 3408) of their tri-part transportation reauthorization package (HR7) that would use revenue from future oil and gas production as a partial offset for surface transportation programs. The bill would open up Alaska's Arctic National Wildlife Refuge (ANWR) to drilling and expand lease sales to include areas off the Southern California coast, the eastern Gulf of Mexico and the mid-Atlantic coastline.

On February 13, 2012, the President released his proposed 2013 budget, a $3.8 trillion funding request. The proposed plan aims to reduce the federal deficit by over $4 trillion with cuts in discretionary spending and new revenues.

For transportation, the president is proposing an increase over the 2012 budget to increase it from $71.6 billion to $74 billion. The proposal provides for increases in transit, rail, highways, safety and aviations, and consolidation of the highway program structure from 55 programs into five. The president has also proposed a 6-year surface transportation plan for $475. 9 billion. This is a reduction of about $80 billion over his last year's proposal. The president proposes to pay for this program with current highway trust fund receipts as well as through savings from ending wars in both Iraq and Afghanistan. The Administration has also indicated support for the Senate bill, MAP – 21. Additional detail on the president's budget is included in Attachment B2.

While discussions in both houses are underway to reauthorize a federal surface transportation bill, the Congressional budget office has released a report indicating that the Highway Trust Fund is moving towards insolvency as early as 2014 due to reductions in federal gas tax receipts and the current proposed funding limits.

Our state and federal lobbyists are 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 A1: State Update
Attachment B1: Federal Update
Attachment B2: President Obama's Proposed Fiscal Year 2013 Budget

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February 27, 2012

TO: Art Dao, Executive Director
Alameda County Transportation Commission

FR: Steve Wallauch
Platinum Advisors

RE: Legislative Update

Introduction deadline: Friday, February 24 marked the deadline for legislators to introduce new bills. Unless the bill contains an urgency clause, the new bills cannot be amended or heard by committee for 30 days, which means the policy committee hearings will not kick-off until early April. With over 1,000 bills introduced last Thursday and Friday, it will take a few days to sort through them. While most so far are spot bills or contain only legislative intent language, Assemblywoman Skinner has introduced AB 2173, which makes changes to MTC's existing regional gas tax authority, Assemblywoman Bonilla has introduce AB 1780 regarding project initiation documents, and Senator DeSaulnier has introduced SB 1545, which would prohibit MTC from using bridge toll revenue to improve the site at 390 Main Street until the State Auditor completes its review of the transaction.

Upgraded Outlook: Standard & Poor's has upgraded its outlook on California's ability to repay its debts to "positive" from "stable." This is the second time in a year that S&P has boosted its outlook on California – last time was in July when the outlook was shifted from "negative" to "stable." According to S&P's analysis, the improved outlook was the result of the majority-vote budget requirement, rise in revenue growth, and budget cuts enacted last year.

Mixed Signals: "January revenues were disappointing on almost every front," said State Controller John Chiang. The only bright spot was a $42.8 million bump in sales & use tax revenue, which illustrates improving consumer confidence. In addition, the LAO issued its updated revenue forecast today raising speculations that the Governor's revenue estimates will fall $6.5 billion short over the current and budget years. However, even the LAO points to bright spots with wage and salary employment increasing at a healthy clip and corporate profits and tech companies booming.

While the fiscal forecasters generally agree the outlook is improving, there remain obstacles to a robust recovery. The mixed signals fostered by the LAO, the Controller and Finance primarily hinge on when the capital gains tax revenue will roll in. The LAO points to the continued troubled housing market and the soft personal income tax receipts for December and January, which raises speculation that many chose to wait until 2012 to realize capital gains. There are a number of reasons for this, including taxpayers did not like the looks of the stock market, or preferred to wait and see about potential changes to federal and state tax policies. However, the LAO notes that capital gains is "notoriously difficult to forecast." The only reliable number will come when hard numbers are available with April's personal income tax receipts.

Cash Flow Tools: To avert a cash flow crisis SB 95 was quickly amended, approved, and signed by the Governor to provide the Controller additional internal barrowing tools.

SB 95 expands the availability of various transportation account funds that can be used to meet General Fund cash flow needs. The use of transportation accounts to meet cash flow needs has been used in the past and should not impact the delivery of projects or programs. In addition, the bill creates a new financing program by authorizing the Director of Finance to basically set aside up to 15 percent of the cash balances in the Highway Users Tax Account, Transportation Investment Fund, Motor Vehicle Fuel Account, Transportation Revolving Account and the State Highway Account to be used as temporary loans for highway projects waiting for the sale of transportation bonds. This provision basically tiers off the existing Pooled Money Investment Account program that uses available general fund cash to front cash for bond projects.

SOS Ballot Update: As of this morning there were five initiatives or referenda pending title and summary at the Attorney General's office, eleven have failed to qualify, and sixty-eight have been cleared for signature gathering. The latest measure to qualify for the November, 2012 ballot is the Senate Republican Caucus' referendum to overturn the Citizens Redistricting Commission's maps for the 2012 Senate districts. The other three items that will be on that ballot so far are the water bond, an initiative that would base auto insurance rates on a driver's record, and another initiative that would prohibit payroll deductions or union contributions for political purposes.

Governor's Tax Initiative: Despite pressure from Governor Brown to clear the field, three tax measures are still moving toward the November ballot. As part of their strategy, supporters of the Governor's initiative released their Field Poll results last week showing that if all three measures are on the ballot, all three will fail. Currently "Our Children, Our Future," which is being promoted by Molly Munger, has the lowest numbers at 31% support. The Governor's initiative is polling at 53% support and California Federation of Teachers' "Millionaires' Tax" at 55% support. Both Our Children, Our Future and the Millionaires' Tax will have well-funded business opponents. In response to criticism, Munger donated more money to her initiative fund and the CFT continues to gather signatures.

Two Fewer Pension Reform Measures: California Pension Reform, the sponsor of two of the pension reform measures that had been approved for signature gathering, announced last week that it has suspended its efforts to move either of the initiatives towards the November ballot. Representatives of the group indicated that they were unable to raise the $2 million that would be necessary to gather sufficient signatures. They claim that they were stymied by the wording in the Title and Summary written by the Attorney General's Office. One of their proposed measures would have required future public employees to have defined *contribution* plans, rather than defined *benefit* plans. The other would have created a hybrid pension system for future public employees.

Legislative Analyst's Reports: In the last couple of weeks the Legislative Analyst has released quite an assemblage of analyses in response to the Governor's Budget Proposals and realignment. All the reports can be found at www.lao.ca.gov. However, below are a few examples of some of the reports, which include recommendations about how the Legislature should proceed with the Governor's proposals.

Economic and Revenue Update
http://lao.ca.gov/analysis/2012/update/economic-revenue-update-022712.pdf

The 2011 Realignment of Adult Offenders – an Update
http://lao.ca.gov/analysis/2012/crim_justice/2011-realignment-of-adult-offenders-022212.pdf

The 2012-13 Budget: Completing Juvenile Justice Realignment,
http://www.lao.ca.gov/analysis/2012/crim_justice/juvenile-justice-021512.pdf

Unwinding Redevelopment
http://lao.ca.gov/analysis/2012/general_govt/unwinding-redevelopment-021712.pdf

Evaluating the Policy Trade-Offs in ARB's Cap-and-Trade Program
http://lao.ca.gov/reports/2012/rsrc/cap-and-trade/cap-and-trade-020912.pdf

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SIMON AND COMPANY
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Washington Friday Report

Volume XIV, Issue 8 February 24, 2012

INSIDE THIS WEEK

You wouldn't know it was a "recess" week in Washington for Congress, given all of the developments going on, including a good number behind the scenes. Here's the highlights:

Transportation Reauthorization

It's time for another weekly dose of updates in the world of federal transportation reauthorization! Don't forget, the federal money runs out on **March 31st**, so Congress must either pass a short-term extension by then or pass an overhauled multi-year spending bill. Most of the big news is on the House side, which is still seeing additional changes to both the calendar of forward momentum on the passage of their bill (H.R.7) and major restructuring of the bill itself. The breaking news yesterday was that House leadership has decided to *abandon* their five-year, $260 billion authorization and try instead to pass a shorter bill that drops changes to transit funding that have drawn strong opposition, including from within their own party. How many years of authorization for the House bill? It's unclear, but a senior House GOP aide said, it would still *"provide plenty of time for a new Congress and new president to enact a long-term reauthorization,"* the proverbial kicking of the can down the road. With the House bill's shorter duration, funding may be reduced below current levels, especially in light of the fact that $15.5 billion worth of the bulk of the pension changes they had planned to use to offset the bill's spending are now gone, thanks to the payroll tax cut extension that recently passed.

There is some good news resulting from these recent developments, especially for public transportation. The severing of a nearly 30-year link between federal mass transportation funding and the Highway Trust Fund had become a sticking point in the negotiations, with Democrats and transit friendly Republicans opposing a provision that would have cut off the dedicated revenue stream going towards the transit fund from the federal gas tax. House leaders have said they will now postpone this action.

On Tuesday, before the major changes were released on the House side yesterday, we participated in a teleconference with the American Public Transportation Association featuring a strong Republican ally in the battle for a real multi-year reauthorization, Congressman **Steve LaTourette** (OH). He thanked Speaker **Boehner** for his continuing efforts to link infrastructure spending to energy production, with the caveat that he thought the bill in its current form would be dead-on-arrival with most Democrats. Even within the GOP, he called the "Whip Count," or the behind-closed-doors support within the party, the *"worst whip count this Congress"* he has seen, showing great intraparty disagreement, especially related to the delinking of mass transit from the gas tax. He suggested that the House leadership should restore the mass transit linkage and, since yesterday's announcement, it appears that his suggestions have not fallen on deaf ears.

Additionally, if the number of years in the House bill is closer to the Senate's proposed two-year reauthorization bill (S.1813), there may yet be hope for reconciliation between two bills that are at least similar in the amount of money being spent and duration in years. Major sticking points will remain though, especially over the how the bill is financed, with the Senate largely maintaining the status quo by relying on the gas tax and savings from reductions in Afghanistan and Iraq war spending, while the House has tied their spending to new oil and natural gas exploration.

If, at the end of the day, a two or three year bill does manage to get out of Congress this year, Senate leaders, such as EPW Committee Chair **Barbara Boxer**, have expressed hope that this will give Congress breathing room to work on a true long-term reauthorization bill the next time they have to deal with this issue, perhaps for six years or more. For a White House analysis of the bills, including why the administration disapproved of the pre-Thursday version of the House bill, click on Senate Bill Analysis or House Bill Analysis.

D Block Retained for Public Safety

As part of the Payroll Tax Cut Extension bill signed in to law on Wednesday (H.R.3630), the auction planned to sell off sections of the electromagnetic wireless spectrum, to data-hungry wireless carriers like Verizon and AT&T, is set to raise revenues of at least $15.2 billion for the federal government. The big news for local government and public safety advocates is that the 700 Megahertz D Block of the spectrum, used by first responders for wireless communication, will not be auctioned off to big wireless carriers. Its value would have been $2.75 billion at the planned FCC-regulated auction.

In addition, the 700 MHz narrowband spectrum has been retained for public safety, the nationwide public safety broadband network will be developed and allow states to opt-

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out, and $135 million will be allocated for state and local planning grants and $7 billion allocated for network development. The U.S. Conference of Mayors praised the retention of the D Block, noting that *"This is a huge victory for public safety and for local and state government… As a result of this team effort, Congress is poised to enact legislation that will help our cities to improve first responder communications and response capabilities."*

Vice President **Joe Biden** also commented on the D block agreement, *"First responders put their lives on the line to protect us every day, and the least we can do is ensure that they have the dedicated bandwidth they need to communicate with each other. It's going to save lives and help keep our neighborhoods safe."* For more from Vice President Biden, click on Press Release or Report on the Economic Value of Increasing Spectrum. For more from the Senate Commerce Committee on the agreement, click on Spectrum Fact Sheet.

EDA Assistant Secretary John R. Fernandez Resigns

Throughout the past two-and-a-half-years, amidst economic turbulence and hardship, the Department of Commerce (DOC) undoubtedly benefitted from the guidance of Assistant Secretary **John R. Fernandez** whose leadership at the Economic Development Administration (EDA) helped stabilize the U.S. economy by encouraging job creation, innovation, and regional collaboration. U.S. Commerce Secretary **John Bryson** praised Assistant Secretary Fernandez noting that, *"John will be missed, but he has positioned EDA to continue to leverage private-public investments, support bottom-up strategies, and build 21st century infrastructure. We wish him success in his new role."* Assistant Secretary Fernandez will return to the private sector where he will continue advocating the same causes that were a major part of his economic platform at the EDA, while Deputy Assistant Secretary **Matthew Erskine** takes the reigns as Acting Assistant Secretary for Economic Development on March 2. For more, click on Fernandez Resigns.

FY12 Homeland Security Preparedness Grants

On Tuesday, we participated in a teleconference with officials from the Department of Homeland Security (DHS) on guidance for this year's round of preparedness grants. The seven grant programs total over $1.3 billion to assist states, urban areas, tribal and territorial governments, non-profit agencies, and the private sector in strengthening our ability to prevent, protect, respond to, and recover from terrorist attacks, major disasters, and other emergencies in support of the National Preparedness Goal. Due to department-wide budget cuts since the passage of the appropriations "megabus" late last year, the FY12 grants were reduced by nearly $1 billion from FY11. There has been a reduction of $1.8 billion to cities and localities over the last two years. The DHS officials stressed that FY12 is a "transition year" to FY13, and that we can expect this funding level to be the new normal in years to come. One major change from last year is that the "period of performance" has been reduced to just 24 months, in order to encourage local entities to spend their allocated rewards more expediently. All preparedness grant applications are due to FEMA no later than **May 4** via the web. For more from FEMA, click on Preparedness Grants.

Shaun Donovan on the Rise

HUD Secretary **Shaun Donovan** is the new Obama Administration point man for the economic recovery, a role that has emerged as the Administration's focus has turned to stemming the tide of home foreclosures. Much of this is due to his deft drafting of a landmark $25 to $35 billion mortgage fraud settlement announced earlier this month – and the election-year reality that President Obama needs to show progress on the housing crisis, and fast. New York Attorney General **Eric Schneiderman**, a key negotiator of the mortgage fraud settlement, said that *"Something really changed [in the White House] after 'Occupy.'… Shaun was a lot more empowered to make a deal"* and he noticed Donovan gaining *"more leverage"* last fall. While the settlement is a drop in bucket compared to the massive negative impact of the housing crisis to the economy, to the tune of trillions of dollars, banks for the first time set aside their vehement opposition to writing down the principal of loans, which could be very important if it becomes a precedent in future cases. Said one former Obama administration official, *"To the extent that Obama wants to talk about housing, Shaun's the guy he wants as his messenger."* For more from Politico, click on Shaun Donovan.

Obama Energy Plan

Yesterday, the President flew down to Miami to speak with students at the University of Miami on the Administration's energy plan which he outlined in his State of the Union address. Early in his speech, the President made several jabs at Republicans saying, *"You can bet that since it's an election year, they're already dusting off their 3-point plan for $2 gas. And I'll save you the suspense. Step one is to drill and step two is to drill. And then step three is to keep drilling."* The Administration is pushing a mixed strategy that incorporates oil and natural gas development along with an increased commitment to clean energy. The centerpiece of the plan to develop more clean energy is to establish a *"clean energy standard,"* requiring utility companies to have clean energy sources account for 80 percent of our electricity by 2035. This would also create a larger domestic market for developing new, innovative energy technologies and spur job creation. Other elements of the plan include: targeted tax incentives such as the Production Tax Credit, opening public lands for clean power, powering the U.S. military with renewables, and opening up more land for offshore oil and gas exploration. For more, click on President's Miami Speech or Obama's Blueprint for American-Made Energy.

Business Tax Reform

The Treasury Department released the President's framework for reforming the U.S. business tax system, which would enhance American competitiveness by simplifying the tax code and eliminating dozens of tax loopholes and subsidies, incentivizing job creation and investment in the U.S. and lowering the business rate while broadening the tax base. For more from Treasury, click on Obama Business Tax Reform.

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

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MEMORANDUM

TO: **Art Dao**
Alameda County Transportation Commission

FROM: **CJ Lake**

RE: **President Obama's Fiscal Year 2013 Budget Overview**

DATE: **February 13, 2012**

President Obama's Fiscal Year 2013 Budget Overview

President Obama sent his proposed FY13 budget to Congress on February 13, 2012. The budget request totals $3.8 trillion. As he did in his FY12 budget request, President Obama is proposing a mix of revenue increases and spending cuts to reduce the Nation's record deficits. Increases in funding are focused on education, innovation and manufacturing, clean energy, and infrastructure. Some spending increases will look familiar as they were included in the American Jobs Act, which President Obama sent to Congress in the fall; while proposed cuts will also look familiar as the Administration originally sent those to the Select Joint Committee on Deficit Reduction.

The budget request reflects the compromise contained in the Budget Control Act enacted last August in a deal to raise the debt ceiling. This compromise set spending caps that would reduce discretionary spending over the next ten years by $1 trillion. These caps on discretionary spending are equivalent to a freeze in FY13 at the FY11 levels (which were a 3.8 percent cut from the FY10 levels). The agreement set a discretionary spending cap of $1.047 trillion for FY13. President Obama's FY13 request conforms to these caps put in place by the Budget Control Act.

Additionally, because the Select Joint Committee on Deficit Reduction failed to reach agreement on how to reduce the deficit by an additional $1.8 trillion by 2021, automatic spending cuts known as "sequester" are set to take effect on January 1, 2013. This sequester will amount to $109 billion in cuts per year split between defense and non-defense programs. The President's Budget request proposes a replacement to those triggered cuts with the mix of tax increases and other savings he proposed to Congress last September.

The President's plan would reduce the deficit by more than $4 trillion over a decade through cuts in discretionary spending programs and by including $1.5 trillion in new revenue. The same spending cuts proposed in September include $360 billion in cuts to

Medicare, Medicaid and other federal health care spending and $278 billion in cuts to non-health mandatory spending, including agricultural subsidies and federal civilian retirement. As in the past, President Obama will urge Congress to allow the 2001 and 2003 tax cuts for families that earn more than $250,000 annually to expire on schedule at the end of this year, which the Administration said would generate almost $1 trillion in revenue over 10 years.

Speaker Boehner's office has already announced this proposed budget is "unworkable". Consequently, the President's budget must be viewed as a political document rather than a blueprint likely to be enacted.

Department of Housing and Urban Development

Provides $100 million for the Sustainable Communities Initiative to create incentives for more communities to develop comprehensive housing and transportation plans that result in sustainable development, increase transit-accessible housing. Funding for the program was eliminated in the FY12 THUD appropriations bill.

Department of Transportation

FY12 Enacted Level: $71.6 billion
FY13 Request: $74 billion

The Obama Administration's FY 13 Budget represents a scaled back approach from last year's ambitious Transportation Reauthorization $555.9 billion proposal. In FY13, the Administration is once again proposing a six-year surface transportation plan but proposes a funding level of $475.9 billion.

Last year's budget also proposed significant structural changes and consolidation to USDOT programs as well as increased funding levels, without identifying a "pay for." This year's proposal would be paid for through current user-financed mechanisms, $261 billion in Highway Trust Fund receipts, and through savings from ending the war in Iraq and winding down operations in Afghanistan. Of the President's $476 billion proposal, $305 billion would fund road and bridge improvements – a 34 percent increase over the previous authorization. It also proposes to simplify the highway program structure by consolidating more than 55 programs into five programs.

Both the House and Senate are considering multiyear transportation reauthorization bills in their respective chambers this week; with newly proposed funding offsets. The Administration has already indicated support for the Senate bill, MAP-21.

New Budget/Policy Proposals:

- Move the Research and Innovative Technology Administration and the Bureau of Transportation Statistics into the Office of the Secretary to be headed by a new Assistant Secretary for Research and Technology.
- $50 billion in transportation stimulus as part of the budget, but it is not part of the reauthorization bill
- Increase TIFIA funding from $122 million per year to $500 million per year. *Both the House and Senate Reauthorization bills have proposed funding TIFIA at $1 billion a year.*

Office of the Secretary:

- $500 million for TIGER-type discretionary surface transportation grants, the same as proposed in FY 2012.
- Proposed Assistant Secretary for Research and Technology's budget, the proposed general fund appropriation (tracking the current RITA budget) would shrink from $16 million to $14 million, but the BTS set-aside from the larger highway budget would increase from $27 million to $38 million.

Highways:

- Proposes a highway obligation limitation of $41.830 billion an increase of $2.7 billion over FY 2012

Transit:

- FTA is funded at $10.836 billion, an increase of $233 million over FY 2012.
- New Starts and Small Starts in the 2013 budget are funded at $2.235 billion, an increase from $1.955 billion in FY 2012. The amount that would go towards existing and pending full funding grant agreements in 2013 would be $1.862 billion.

Rail:

- Proposes $2.698 billion for the Federal Railroad Administration in 2013.
- Merges both Amtrak subsidy accounts with the High Speed and Intercity Passenger Rail accounts and then divides that sum into two accounts:
    - Network Development and
    - System Preservation and Renewal,
- Proposes $2.546 billion for the combined Amtrak and HSIPR accounts in 2013, up over a billion dollars from the $1.418 billion in FY 2012. This funding would be mandatory contract authority from the Transportation Trust Fund, not general fund appropriations as under current law.
- Proposes $80 million in rail safety user fees to partially offset FRA expenses,

Safety:

- Proposes $580 million for the Federal Motor Carrier Safety Administration increase from $555 million in FY 2012.
- $330 million is provided for the Department of Transportation's ongoing campaign against America's distracted driving epidemic.
- $981 million is provided for the National Highway Traffic Safety Administration an increase from the $800 million enacted in FY 2012.
- The budget proposes centralizing several existing NHTSA grant programs into the Section 402 state grants and requests a new $50 million per year incentive grant program to combat distracted driving.
- Provides $276 million for the Pipeline and Hazardous Materials Safety Administration, an increase from $201 million in FY 2012.

Maritime:

- Provides $344 million for the Maritime Administration in FY 2013, a decrease of $5 million from 2012.

Aviation:

- Provides $16.098 billion overall for the Federal Aviation Administration in FY 2013, a $196 million increase over the FY 2012 level and $326 million more than the amount authorized in the legislation the President will sign into law this week or next.
- Includes $9.718 billion for FAA Operations
- Provides $2.850 billion for Facilities and Equipment
- Provides $180 million for Research, Engineering and Development
- Provides $3.350 billion for Airport Improvement Program (AIP)
- Provides $214 million for the Essential Air Service subsidy program within the Office of the Secretary

METROPOLITAN
TRANSPORTATION
COMMISSION

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

AGENDA

Topic	Estimated Time
1. Introductions *(Rick Marshall, Chair)*	5 min
2. Review of Working Group Minutes*	5 min
A. Local Streets and Roads Working Group – January 12, 2012 *(Rick Marshall, Chair)*	
3. Programming Updates:	
A. Report of Federal Inactive Obligations* *(Marcella Aranda)*	5 min
B. Federal Programs Delivery Update (STP/CMAQ, RIP-TE, HBP, Local Safety)* *(Marcella Aranda)*	10 min
i. Federal Earmarks Status Update*	
4. Caltrans/FHWA/CalRTPA Update:	
A. Caltrans Division of Local Assistance Web Update Announcements (DLAWUA)* (*Memo Only*) *(Caltrans Division of Local Assistance has posted program updates/announcements to their website. Jurisdictions are encouraged to review the bulletins for program changes.)*	
i. COIN #12-01 - Poster Requirements on Federally-Funded Construction Projects* *(A Caltrans Oversight Information Notice (COIN) entitled "Poster Requirements on Federally Funded Construction Projects" has been posted to the Local Assistance website at: http://www.dot.ca.gov/hq/LocalPrograms/COIN/index.htm.)*	
ii. [CalRTPA] DBE Participation Solicitation*	
iii. CTAP/LTAP Needs Assessment Survey*	
5. Discussion Items:	
A. TIP Update* *(Sri Srinivasan/Adam Crenshaw)*	10 min
i. 2013 TIP Update	
ii. 2011 TIP Update *(The current TIP and subsequent TIP Revisions are available online at: http://www.mtc.ca.gov/funding/tip/2011/revisions.htm)*	
B. FY 2011-12 STP-CMAQ Program Delivery Update* *(Ross McKeown)*	20 min
C. Complete Streets Policy Update* *(Sean Co)*	20 min
D. Statewide Needs Assessment Local Contributions* *(Theresa Romell)*	10 min
E. Local Streets and Roads Revenue/Needs Assessment Update** *(Theresa Romell/ Sri Srinivasan)*	10 min
F. One Bay Area Grant-Revised Update* *(Craig Goldblatt)* *(Staff will summarize comments received from the various advisory committees on the January 2012 proposal.)*	30 min
6. Informational Items: *("Memo Only" unless otherwise noted)*	
A. Caltrans Planning Grants FY2012-13 Guidance* *(Dave Vautin)*	5 min
B. INVITATION: 2/16/12 Every Day Counts Exchange Event*	
C. PMP Certification Status* *(Current PMP Certification status is available online at: http://www.mtcpms.org/ptap/cert.html)*	
7. Recommended Agenda Items for Next Meeting: ***(All)***	5 min

Chair: Rick Marshall, County of Napa
Vice-Chair: Ben Tripousis, City of San Jose
MTC Staff Liaison: Theresa Romell

<u>The next LSRWG meeting:</u>
Thursday, March 8, 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.