



ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE (ACTAC) MEETING NOTICE

SPECIAL MEETING: TDA ARTICLE 3

TDA ARTICLE 3 Committee Meeting

Tuesday, April 3, 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 final FY 2012/13 TDA Article 3 program. The materials will be available at the meeting.

Tuesday, April 3, 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 March 6, 2012 – Page 1 | A |
| 3B | Review CTC Meeting Summary – Page 7 | I |
| 3C | Review Funding Opportunity – Caltrans' 2012 Highway Safety Improvement Program (HSIP) and High Risk Rural Road Program (HRRR) Call for Projects – Page 9 | I |

- 3D Review Caltrans Memo Proposing Hazardous Materials Languages Into Caltrans' Relinquishment Agreement Template – **Page 11** **I**

4 ACTION ITEMS

- 4A Approval of Three-Year Project Initiation Document Work Plan for Alameda County – **Page 15** **A**
- 4B Approval of Draft Program for the Cycle 3 Lifeline Transportation Program – **Page 19** **A**
- 4C Approval of 2012 LOS Monitoring: Weekend Peak Period for Freeways and Segmentation and Classification of Congestion Management Program (CMP) Tier2 Roadways – **Page 21** **A**
- 4D Approval of State Transportation Improvement Program (STIP) Award Deadline Extension for Alameda CTC's I-580 San Leandro Landscape Project – **Page 49** **A**
- 4E Approval of State Transportation Improvement Program (STIP) Contract Acceptance Deadline Extension for City of Alameda's Stargell Avenue (formerly Tinker Avenue) Extension Project– **Page 51** **A**

5 NON ACTION ITEMS

- 5A Review of 2013 TIP Development Information and Guidance– **Page 53** **I**
- 5B Review of Preliminary Draft Annual (2011) Performance Report: State of Transportation in Alameda County - **Page 115** **I**
- 5C Review of Draft 2012 Alameda Countywide Transportation Plan – **Page 131** **I**
- 5D Review Transportation Expenditure Plan (TEP) Communication Toolkit * **D/I**
- 5E 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 135** **I**
- 5F Review of Bay Area Signalized Intersection System (BASIS) Development by MTC - Data Collection Assistance from Local Jurisdictions * **D/I**

6 LEGISLATIVE PROGRAM UPDATE

- 6A Review Legislative Program Update – **Page 147** **I**

7 STAFF AND COMMITTEE MEMBER REPORTS

- 7A Review of Local Streets and Roads Working Group (LSRWG) Update **I**
No Meeting held in February

8 ADJOURNMENT AND NEXT MEETING: May 1, 2012

Key: A- Action Item; I – Information Item; *Material will be provided at meeting.

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

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

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

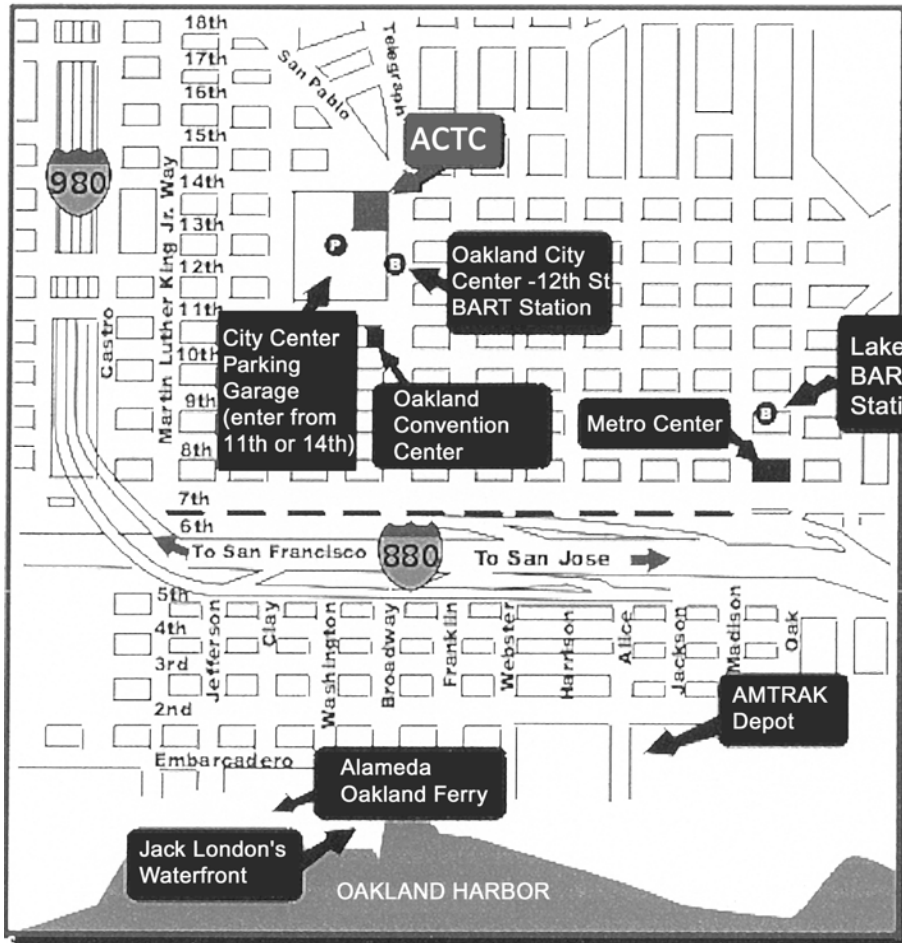


1333 Broadway, Suites 220 & 300

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www.AlamedaCTC.org



Directions to the Offices of the Alameda County Transportation Commission:

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

Public Transportation Access:

BART: City Center / 12th Street Station

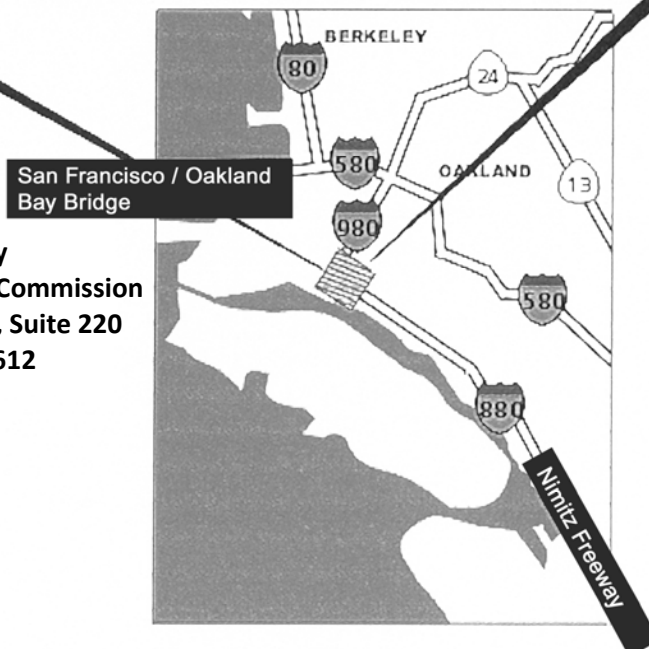
AC Transit:

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

Auto Access:

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

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





ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE
MINUTES OF MARCH 6, 2012

1 INTRODUCTIONS

2 PUBLIC COMMENT

3 CONSENT CALENDAR

3A Minutes of February 7, 2012

3B Review CTC Meeting Summary

3C Review Federal Highway Administration's (FHWA) Updated Guidance for the Functional Classification of Highways

3D Review Funding Opportunity
No Items to report this month

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 State Transportation Improvement (STIP) Expenditure Deadline Extension for Alameda CTC's I-680 Southbound Express Lane Project

O'Brien requested ACTAC to recommend the Commission approve the State Transportation Improvement (STIP) Expenditure Deadline Extension for Alameda CTC's I-680 Southbound Express Lane Project. A motion was made by Khan (Alameda) to make the recommendation; Frascinella (Hayward) made a second. The motion passed unanimously.

4B Approval of Transportation Fund for Clean Air (TFCA) FY 2012/13 Expenditure Plan Application

Taylor requested ACTAC to recommend the Commission approve the Transportation Fund for Clean Air (TFCA) FY 2012/13 Expenditure Plan Application. A motion was made by Odumade (Fremont) to make the recommendation; Ruark (Union City) made a second. The motion passed unanimously.

4C Approval of Transportation Fund for Clean Air (TFCA) County Program Manager Fund Guidelines

Taylor requested ACTAC to recommend the Commission approve the Transportation Fund for Clean Air (TFCA) County Program Manager Fund Guidelines. A motion was made by Odumade (Fremont) to make the recommendation; Frascinella (Hayward) made a second. The motion passed unanimously.

- 4D Approval of State Transportation Improvement (STIP) Program At Risk Report
O'Brien requested ACTAC to recommend the Commission approve the State Transportation Improvement (STIP) Program At Risk Report.
A motion was made by Frascinella (Hayward) to make the recommendation; Vinn (Livermore) made a second. The motion passed unanimously.
- 4E Approval of Federal Surface Transportation/Congestion Mitigation and Air Quality (STP/CMAQ) Program At Risk Report
O'Brien requested ACTAC to recommend the Commission approve the Federal Surface Transportation/Congestion Mitigation and Air Quality (STP/CMAQ) Program At Risk Report.
A motion was made by Khan (Alameda) to make a recommendation; Frascinella (Hayward) made a second. The motion passed unanimously.
- 4F Approval of CMA Exchange Program Quarterly Status Monitoring Report
O'Brien requested ACTAC to recommend the Commission approve the CMA Exchange Program Quarterly Status Monitoring Report.
A motion was made by Odumade (Fremont) to make a recommendation; Lee (BART) made a second. The motion passed unanimously.
- 4G Approval of Transportation Fund for Clean Air (TFCA) Program At Risk Report
Taylor requested ACTAC to recommend the Commission approve the Transportation Fund for Clean Air (TFCA) Program At Risk Report. A motion was made by Frascinella (Hayward) to make a recommendation; Nichols (Berkeley) made a second. The motion passed unanimously.
- 4H Approval of the Proposition 1B Transit Projects for the Cycle 3 Lifeline Transportation Program
Taylor requested ACTAC to recommend the Commission approve the Proposition 1B Transit Projects for the Cycle 3 Lifeline Transportation Program. A motion was made by Lee (BART) to make a recommendation; Landou (AC Transit) made a second. The motion passed unanimously.

Staff recommended moving to **Agenda Item 7**. The Committee agreed.

7 STAFF AND COMMITTEE MEMBER REPORTS

- 7A Review of Local Streets and Roads Working Group (LSRWG) Update
Khan (Alameda) gave a brief update on the Local Streets and Roads Working Group meetings. This item was presented for information only.
- 7B Review 2013 TIP Update Process
Taylor provided handouts and gave a brief update on the 2013 TIP process. This item was presented for information only.

5 NON ACTIONS 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)
- Lengyel provided a brief update to ACTAC on the unanimous support that we have been receiving on the TEP. Suthanthira provided a brief update on the development of the Sustainable Communities Strategy and the Regional Transportation Plan. This item was presented for information only.

6 LEGISLATIVE PROGRAM UPDATE

- 6A Review Legislative Program Update
- Lengyel provided ACTAC with a brief update regarding Legislative items. This item was presented for information only.

7 ADJOURNMENT AND NEXT MEETING:

NEXT MEETING: April 3, 2012.
Location: Alameda CTC Offices, 1333 Broadway, Suite 300,
Oakland, CA 94612.

Attest by:


Claudia D. Leyva, Secretary



1333 Broadway, Suites 220 & 300

Oakland, CA 94612

PH: (510) 208-7400

www.AlamedaCTC.org

ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE

MARCH 6, 2012

ROSTER OF MEETING ATTENDANCE

ALAMEDA CTC COMMITTEE ROOM, OAKLAND, CALIFORNIA

| | NAME | JURISDICTION/ ORGANIZATION | PHONE # | E-MAIL |
|-----|----------------------|---------------------------------|----------------|--------------------------------|
| 1. | Claudia Leyva | ACTC | (510) 208-7408 | Cleyva@alamedactc.org |
| 2. | Daniel Khan | Alameda | 510-747-7938 | DKHAN@CI.Alameda.CA.US |
| 3. | Nathan Landau | ACTransit | (510) 891-4792 | nlandau@actransit.org |
| 4. | Donna Lee | BART | (510) 464-6282 | dlee@bart.gov |
| 5. | Bob Vinn | Livermore | 925-960-4516 | bvinn@ci.livermore.ca.us |
| 6. | Debbie Bell | Livermore | 925-960-4541 | dbell@ci.livermore.ca.us |
| 7. | Kunle Odumade | Fremont | 510-494-4746 | Kodumade@fremont.gov |
| 8. | Bob ROSEVEAR | CALTRANS | 510 286-5344 | ROBERT-ROSEVEAR@DOT.CA.GOV |
| 9. | Paul Keener | Alameda Co. Public Works Agency | (510) 670-6452 | paulk@acpwa.org |
| 10. | Andrea Aguielles | Piedmont | (510) 420-3094 | aaguielles@ci.piedmont.ca.us |
| 11. | Soren Fajen | Newark | (510) 576-4286 | Soren.Fajen@newark.org |
| 12. | Keith R. Cooke | San Leandro | 510-577-3435 | KCooke@SanLeandro.org |
| 13. | Tom Ruark | Union City | 510-675-5301 | thomasr@unioncity.org |
| 14. | Joe Whitaker | LAVTA | 925-455-7561 | Jwhitaker@LAVTA.org |
| 15. | Don Frascinella | Hayward | 510-583-4781 | don.frascinella@hayward-ca.gov |
| 16. | Bruce Williams | Oakland | 510-238-7279 | bwilliams@oaklandu.com |
| 17. | Matt Nichol | Berkeley | 510-981-7068 | mnichol@cityofberkeley.info |
| 18. | Jaimie Bourgeois | Dublin | 925-833-6634 | jaimie.bourgeois@dublin.ca.gov |
| 19. | Mike Tassano | Pleasanton | 925 931-5670 | mtassano@ci.pleasanton.ca.us |
| 20. | Saravana Luthamthira | Alameda CTC Staff | | |



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22. Diane Stark " 510/208-7410 dstart@alamedactc.org
23. Laurel Poetn Alameda CTC (510) 208-7415 lpoetn@alamedactc.org
24. VIVEK BHAT Alameda CTC 510 208 7430 vbhat@alamedactc.org
25. Teri Kungel Ala. CTC 510-208-7428 tkungel@alamedactc.org
26. Matt Todd " 510-208-7420 mtodd@ " ds
27. Anton Dan " 510 208 7402 adan@alamedactc.org
28. ALEIDA ANDRINO ALBANY 510 528 5709 aandrino@albanyca.org
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Metropolitan Transportation Commission Programming and Allocations Committee

March 7, 2012

Item Number 5

California Transportation Commission Update

Subject: Update on the February 2012 California Transportation Commission Meeting

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

February CTC Meeting (February 22-23, Burbank, California)

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

Overview of 2012 State Highway Operations & Protection Program (SHOPP)

Caltrans gave a presentation about the 2012 SHOPP, which maintains the State Highway System. Unfortunately, the state highway needs far outpace the amount of revenue anticipated. Annually, there is only about \$2 billion in revenue, with over \$7 billion in need. The Commission committed to work with the Legislature to address this funding gap.

Proposition 1B Corridor Mobility Improvement Account (CMIA) Update

The CTC received an update of all unallocated Proposition 1B CMIA projects, including those in the Bay Area. The region has a total of 19 projects that have not received allocation of funds. One project, the Solano I-80/680/12 Interchange, is expected to be de-programmed from the CMIA program, and CTC staff is preparing an alternate funding plan. The project sponsors expect the remaining projects to be allocated in the next three months, with the majority of allocations slated for the March and April CTC meetings. The CTC will consider programming additional CMIA funds from cost savings in the March and April timeframe. MTC staff is in regular contact with CTC staff about the status of the region's projects as well as projects that could use additional CMIA savings.

Presidio Parkway (Doyle Drive Replacement) Update

Caltrans and the San Francisco County Transportation Authority gave an update on the Presidio Parkway project. The partners discussed the shortfall of funds on the project due to certain revenues not materializing. See item 4a on this agenda for a proposed funding strategy to close the gap.

Other Actions

The CTC approved allocating \$600,000 in Transportation Enhancement funds to Rohnert Park's Copeland Creek Path, and \$6.2 million in supplemental State Transportation Improvement Program (STIP) funds from Santa Clara's county share to the SR-87 HOV Lane project. The CTC also de-allocated \$19.1 million of CMIA funds from the SR-12 Jameson Canyon Widening project in Napa and Solano Counties due to cost savings at award.

Issues: None

Recommendation: Information. No action required.

Attachments: None

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It's time to start planning for the 2012 HSIP and HRRR Call-for-Projects!

ACTAC Meeting 04/03/12

Agenda Item 3C



WHO should apply?

- A city, county or federally recognized tribal government who can assume responsibility and accountability for federal-aid highway funds.

WHAT funding is available?

- This will be Caltrans' largest local safety call-for-projects ever!
- The total available federal funding is expected to be between \$100 - \$150 million.
- Caltrans will be looking to fund multiple applications from each local agency.
- Highway Safety Improvement Program (HSIP) and High Risk Rural Road Program (HRRR) Federal funds will be combined into one Call-for-Projects.
- The maximum funding an agency can receive from this Call is expected to be the greater of the following two limits:
 - between \$1.5-\$2 million in federal funding, OR
 - 1.5 to 2 times the ratio of (agency's population) / (State's population) times the total funding for the Call.
- The minimum federal funds for each application is expected to be \$100,000.

WHEN is the Call going to happen?

- The Call is planned to begin in April 2012
- The applications are expected to be due in July 2012.

WHERE can I find more information?

- Caltrans has posted "lessons learned" from the last call-for-projects on its website at: <http://www.dot.ca.gov/hq/LocalPrograms/summary-of-results.htm>
- A new Local Roadway Safety Manual for California Local Road Owners will be posted on the HSIP website by the beginning of the Call-for-Projects. This manual is intended to support the upcoming call-for-projects.
- ❖ ***Caltrans is currently finalizing the Guidelines, Application Form, Application Instructions, HSIP & HRRR websites, and the SafeTREC TIMS-Benefit/Cost Calculator for this Call. These documents will be posted on the websites by the time the Call is announced (before the end of April 2012).***

WHY should my agency start preparing now?

- All applications will compete based on their Benefit to Cost ratio (B/C Ratio). Locations/corridors with the highest B/C ratios will likely yield safety projects with the best chances for funding. Local agency safety practitioners need to start analyzing their roadway networks now to identify their high crash locations/corridors.
 - Applications will not be 'accepted' for projects with a B/C ratio less than one.
 - The minimum B/C 'to receive funding' will be determined after the applications are evaluated on statewide and District basis.
- Agencies that don't have access to crash data or need a way to assess their high crash concentrations, should consider using the UC Berkeley, SafeTREC-TIMS website. <http://tims.berkeley.edu/>
- Agencies that have a Safety Program Delivery Flag when the applications are due will not be allowed to submit applications for new funding. The latest status reports are available at: http://www.dot.ca.gov/hq/LocalPrograms/HSIP/delivery_status.htm
 - ***Assessing your existing projects and meeting the safety program deliverables now will ensure that you are eligible to apply for HSIP/HRRR funding in July.***

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DEPARTMENT OF TRANSPORTATION

DIVISION OF DESIGN

OFFICE OF COOPERATIVE AGREEMENTS

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ACTAC Meeting 04/03/12**Agenda Item 3D***Flex your power!
Be energy efficient!*

March 16, 2012

Mr. Keith N. Dunn
Executive Director
Self- Help Counties Coalition
1029 K Street, Suite 26
Sacramento, CA 95814

Dear Mr. Dunn:

Caltrans is proposing a new article for inclusion with all future relinquishment cooperative agreements between the Department of Transportation (Caltrans) and the Self Help Counties Coalition (SHCC) members. Below you will find the proposed article along with a statement of background, issue, proposal and intent that explains the reason why Caltrans believes that this proposed article warrants consideration.

Please distribute the three (3) proposed hazardous materials (HM) articles added into a Relinquishment Agreement Template (RAT) among the SHCC members for their review, consideration and comment. We kindly ask that comments be returned to our office within sixty days of the date of this request.

BACKGROUND

Caltrans endeavors to treat partners fairly, consistently, and ethically. In keeping with this goal, it is Caltrans policy to evaluate property for HM prior to transfer and to disclose available information to the partner receiving the property, whether it is an individual parcel or a route. The three (3) HM articles considered for addition into RAT are needed to document that this process is being followed and to ensure that Caltrans and the partner accepting the route have the same understanding of the condition of the property regarding HM and RAT being made.

ISSUE

Currently, the RAT is in absence of these HM articles that may cause the following:

- Either partner is making inaccurate assumptions regarding the condition of the route being transferred and responsibilities regarding HM;
- To cause situations that Caltrans is required to clean up HM that will be present after relinquishment;

- Partners are unaware that roadways may be impacted by HM from adjacent property owners who do have legal responsibility for the releases they have caused.

PROPOSAL

The three (3) HM articles will be added in RAT as follows:

- 1) “To accept relinquishment facilities in their current environmental condition and setting, including, but not limited to, the presence of hazardous materials as described in the Initial Site Assessment (ISA) or other document(s). Local agency has received and reviewed a copy or copies of the above-referenced ISA or other document(s). Upon recordation of the California Transportation Commission’s Resolution of Relinquishment in the County Recorder’s Office, Caltrans will not be responsible for any present or future remediation of said hazardous materials.”
- 2) “Local agency shall fully defend, indemnify and save harmless Caltrans and all its officers and employees from all claims, suits or actions related to environmental theories or assertions of liability, including, but not limited to, claims or lawsuits related to the presence of hazardous materials as described in the ISA or other document(s), provided that the actions, events, injuries, damages, or losses giving rise to any claims, suits or actions occurred on or arise after the date of the recordation of the California Transportation Commission’s Resolution of Relinquishment.”
- 3) “Caltrans shall fully defend, indemnify and save harmless local agency and all its officers and employees from all claims, suits or actions related to environmental theories or assertions of liability, including, but not limited to, claims or lawsuits related to the presence of hazardous materials as described in the ISA or other document(s), provided that the actions, events, injuries, damages, or losses giving rise to any claims, suits or actions occurred or arose before the date of recordation of the CTC’s Resolution of Relinquishment.”

INTENT

The intent of these HM articles that are being added to RAT is:

- To document that Caltrans has responsibly disclosed to the receiving partner what is known about hazardous materials on and around the route to be transferred;
- To document that the receiving partner has the information and accepts the route with knowledge of the information provided;

- To document that Caltrans retains responsibility for claims and actions related to HM that arose before the route transfer;
- To document that the receiving partner will take responsibility for claims and actions related to HM that occur after the route transfer;
- To reduce the likelihood of legal action and/or financial demands that could result if the receiving partner is not fully informed of the condition and setting of the route they are receiving.

Should any SHCC member desire to comment, they are encouraged to respond to Chuong Truong via email at Chuong.T.Truong@dot.ca.gov, or by mail to the attention of Mr. Truong at the address posted in the letter head.

I am hopeful that the mutual interests of Caltrans and the SHCC can be served through strong partnering and open channels of communication.

Sincerely,

GARY GUTIERREZ
California Department of Transportation
Division of Design
Chief, Office of Cooperative Agreements

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Memorandum

DATE: March 26, 2012

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Vivek Bhat, Senior Transportation Engineer

RE: **Approval of Three-Year Project Initiation Document Work Plan for Alameda County**

Recommendation:

It is recommended the Commission approve the Three-Year Project Initiation Document (PID) Work Plan for Alameda County (FY 2012/13, 2013/14 and 2014/15).

Summary:

The Department of Transportation (Caltrans) is in the process of developing its three-year Project Initiation Document (PID) workload that will be used to validate PID resource needs for Fiscal Year (FY) 2012-13, and identify PID resource needs for FY 2013-14. Caltrans has requested the Alameda CTC to provide updates to the Three-Year Project Initiation Document Work Plan for Alameda County (FY 2012/12, 2013/14 and 2014/15).

Background:

A Project Study Report / Project Initiation Document (PSR / PID) is a document that details a scope, cost and schedule of a proposed project and is required to be completed prior to receiving programming in the STIP. Caltrans may act as the lead agency or provide quality assurance / oversight services for projects wherein local agencies act as the lead agency.

Caltrans is in the process of developing its three-year Project Initiation Document (PID) workload that will be used to validate PID resource needs for FY 2012/13, and identify PID resource needs for FY 2013/14. Caltrans has requested the Alameda CTC to provide updates to the Three-Year Project Initiation Document Work Plan for Alameda County (FY 2012/13, 2013/14 and 2014/15) (Attachment).

Based on its FY 2012/13 Budget Change Proposal (BCP), Caltrans will fund the development and oversight of PIDs for proposed State Highway System (SHS) projects funded entirely with State transportation funds (e.g. State Transportation Improvement Program (STIP), Interregional Improvement Program (ITIP), State Bond funds, etc.). In order for Caltrans to expend state PID resources on these projects, the improvements will need to be identified in an approved financially-constrained Regional Transportation Plan (RTP). In addition, the proposed project costs and funding (e.g. State fund source(s), STIP cycles, etc.) must be documented in the three-year workload.

The FY 2012/13 BCP also states that Caltrans will require reimbursement for PID development and oversight for SHS projects that are funded entirely with local funds, or a mix of state and local funds. These projects are also required to be included in an approved financially-constrained RTP. All proposed project costs and funding must also be documented in the three-year projection (the result of this effort).

Caltrans' guidance states that if a PID is developed on the assumption of receiving 100% State funding and that eventually turns out not to be the case, the sponsor will be required to reimburse the State on the development or oversight costs.

In addition to the Three-Year PID Work Plan, Caltrans has requested Alameda CTC to provide a list of projects that will be fully funded (all phases) by STIP funds with programming from the next two STIP cycles (STIP 2014 and 2016). Caltrans has recommended using the 2012 STIP funding targets as the funding targets for the 2014 and 2016 STIP cycles. Alameda CTC staff believes that we will not have any projects that would be fully funded by STIP and programmed in these two cycles.

The Three-Year PID Work Plan will be presented to the Programs and Projects Committee (PPC) and Commission for approval. A final list will be transmitted to Caltrans upon approval of the Commission.

Attachments:

Attachment A: - Three-Year PID Work Plan

DRAFT Alameda County 3-Yr PID Work Plan (FY 2012/13, 13/14, 14/15)

| Reference No. | SHA or R (Reimbursement) | Lead/QA/IQA | Route | Begin Postmile | End Postmile | Purpose & Need | Improvement Description | Location | RTP Project Number | RTP Tier 1 (Y/N) | Original Work Program Status | Estimated PID Completion Date (MM/YYYY) | Capital Cost (\$M) | Support Cost (\$M) | STIP Funding (ITIP/RTIP/Both/None) | Federal Funding (Y/ N) | Local Funding (Measure/Other/Both/None) | Other State Funding (Bond, CMAQ, TCRP, ARRA, Other, None) | Type of PID | Project Partners | Notes / Comments |
|-------------------------------|--------------------------|-------------|-------------------|----------------|--------------|----------------------------|--|---|--------------------|------------------|------------------------------|---|--------------------|--------------------|------------------------------------|------------------------|---|---|------------------|---|------------------|
| PROPOSED FY 2012/13 WORK PLAN | | | | | | | | | | | | | | | | | | | | | |
| 1 | R | QA | 80 | 6.3 | 6.8 | Improve traffic operations | I/C reconfiguration | Gilman St I/C in Berkeley | 21144 | Y | Carryover | 12/2012 | | | STIP | Y | Other | None | PSR-PDS | Caltrans City of Berkeley ACTC | |
| 2 | R | QA | 680 | 0.0 | 11.04 | Improve traffic operations | Construct HOV/HOT lane and auxiliary lanes on northbound I-680 | In Fremont, betweenSr-237 and SR-84 | 230682 | Y | Carryover | 12/2012 | | | STIP | N | Other | None | PSR-PDS | Caltrans ACTC | |
| 3 | R | QA | 880 | 22.5 | 23.30 | Improve traffic operations | I/C reconfiguration | Marina Blvd in San Leandro | 230066 | Y | Carryover | 12/2012 | | | None | Y | Other | None | PSR-PDS | City of San Leanro ACTC | |
| PROPOSED FY 2013/14 WORK PLAN | | | | | | | | | | | | | | | | | | | | | |
| 4 | R | QA | 580 | 34.8 | 35.3 | Improve traffic operations | Operational Improvements at EB I-580 106th Ave Off-ramp | I-580 @106th Ave Off-ramp | | | Proposed | 12/2013 | | | STIP | N | Other | None | PSR-PDS | Caltrans ACTC Oakland | |
| 5 | R | QA | 680 | 11.04 | var | Improve traffic operations | Widening for auxiliary lanes, HOV/HOT lane. | Widen SR-84 from Pigeon Pass to I-680 | 230244 | | Proposed | 12/2013 | | | None | N | Other | None | PSR-PDS | Caltrans ACTC | |
| 6 | R | QA | 262 | 0.0 | 1.1 | Improve traffic operations | I-680 I/C improvement, Rt 262 roadway improvement, and Rt 262/Warm Springs Blvd Intersection improvement | Rte 262 (Mission Blvd) between I-680 and I-880 in Fremont | 230110 | N | Proposed | 12/2013 | | | None | N | Other | None | PSR-PDS | City of Fremont ACTC Caltrans | |
| 7 | R | QA | 185 | 0.0 | 2.9 | Streetscape | Streetscape improvement (Phase II) | East 14th St from 162nd Ave to SR-238 O/C | | | Proposed | 12/2013 | | | None | N | Other | None | PSR-PDS | Ala County redevelopment Agency Caltrans | |
| 8 | R | QA | 580 | Var | Var | Improve traffic operations | Castro Valley Local Area Traffic Circulation Imps | Strobridge/Castro Valley | | | Proposed | 12/2013 | | | None | N | Other | None | PEER/ PSR-PDS | Alameda County Public Works Agency | |
| 9 | R | QA | 238 580 880 | Var | Var | Improve traffic operations | Integrated Corridor Mobility (ICM) Program and adaptive ramp metering | Various | | | Proposed | 12/2013 | | | STIP | N | Other | None | PSR-PDS | Caltrans/ ACTC | |
| 10 | R | QA | 185 | 3.6 | 3.9 | Improve traffic operations | Intersection Improvements: Adding lane, signal modification | E.14th St/Hesperian Blvd, and E.14th St/150th Ave | | | Proposed | 12/2013 | | | None | N | Other | None | PSR-PDS | City of San Leandro ACTC Caltrans | |
| 11 | R | QA | 92 | R4.9 | R5.3 | Improve traffic operations | Industrial Blvd I/C reconstruction | Hayward | | | Proposed | 12/2013 | | | None | N | Other | None | PSR-PDS | Hayward | |
| 12 | R | QA | 92 | R4.1 | R4.9 | Improve traffic operations | Clawiter I/C modification | Hayward | 21093 | Y | Proposed | 12/2013 | | | STIP | N | Other | None | PSR-PDS | Hayward Caltrans | |
| 13 | R | QA | 880 | 14.1 | 14.8 | Improve traffic operations | Industrial Parkway West I/C | Hayward | 230053 | N | Proposed | 12/2013 | | | None | N | Other | None | PSR-PDS | ACTC Caltrans | |
| 14 | R | QA | 580 | 30.9 | 36.34 | Noise Mitigation | Construct Noise Barrier along I-580 between 98th Ave. and Foothill Blvd. | Between 98th Ave. and Foothill Blvd. | 230094 | | Proposed | 12/2013 | | | None | N | Other | None | NBSSR | Oakland Caltrans | |
| 15 | R | QA | 580 | 39.8 | 40.1 | Noise Mitigation | Construct Noise Barrier along I-580 between MacArthur Blvd. and Kingsland Place in Oakland | Between MacArthur Blvd. and Kingsland Place | 230094 | | Proposed | 12/2013 | | | None | N | Other | None | NBSSR | Oakland Caltrans | |
| 16 | R | QA | 80 | 3.5 | 4.0 | Improve traffic operations | Widen I-80 Eastbound Powell Street Off-ramp | Emeryville | 230108 | Y | Proposed | 12/2013 | | | STIP | N | Other | None | PEER/ PSR-PDS | Emeryville | |

DRAFT Alameda County 3-Yr PID Work Plan (FY 2012/13, 13/14, 14/15)

| Reference No. | SHA or R (Reimbursement) | Lead/QA/IQA | Route | Begin Postmile | End Postmile | Purpose & Need | Improvement Description | Location | RTP Project Number | RTP Tier 1 (Y/N) | Original Work Program Status | Estimated PID Completion Date (MM/YYYY) | Capital Cost (\$M) | Support Cost (\$M) | STIP Funding (ITIP/RTIP/Both/None) | Federal Funding (Y/ N) | Local Funding (Measure/Other/Both/None) | Other State Funding (Bond, CMAQ, TCRP, ARRA, Other, None) | Type of PID | Project Partners | Notes / Comments |
|---------------------------------------|--------------------------|-------------|---------------|----------------|--------------|----------------------------|--|---|--------------------|------------------|------------------------------|---|--------------------|--------------------|------------------------------------|------------------------|---|---|-------------|------------------------------------|------------------|
| PROPOSED FY 2013/14 WORK PLAN CONTD.. | | | | | | | | | | | | | | | | | | | | | |
| 17 | R | QA | 185 | 1.2 | 3.7 | Streetscape | Streetscape improvement (Phase III) | Mission Blvd SR-238 O/C to Hayward City Limits | | | Proposed | 12/2013 | | | None | N | Other | None | PSR-PDS | Alameda County Public Works Agency | |
| 18 | R | QA | 880 238 84 92 | Var | Var | Improve traffic operations | Improve mobility | Provide integrated corridor management (ICM) and traffic operations systems (TOS) elements to the South County area, primarily on I-880 south of SR-92. | | | Proposed | 12/2013 | | | None | N | Other | None | PSR-PDS | Caltrans/ ACTC | |
| 19 | R | QA | 238 | 10.5 | 11.1 | Improve traffic operations | Operational Improvements & Safety | SR-238(Mission Blvd Improvements in the vicinity of the EWC Project) | | | Proposed | 12/2013 | | | None | N | Other | None | PSR-PDS | Caltrans/ ACTC | |
| 20 | R | QA | 880 | 17.6 | 18.3 | Improve traffic operations | Add I-880 NB & SB auxiliary lanes Paseo Grande St. I/C to Winton I/C | From West A St. I/C to Winton I/C in Hayward | 230052 | Y | Proposed | 12/2013 | | | STIP | N | Other | None | PSR-PDS | Caltrans/ ACTC | |
| 21 | R | QA | 880 | 13.7 | 14.5 | Improve traffic operations | Add I-880 NB & SB auxiliary lanes Whipple Road to Industrial Pkwy West | From Whipple Road to Industrial Pkwy West, Hayward | 230054 | Y | Proposed | 12/2013 | | | STIP | N | Other | None | PSR-PDS | Caltrans/ ACTC | |
| PROPOSED FY 2014/15 WORK PLAN | | | | | | | | | | | | | | | | | | | | | |
| 22 | R | QA | 84 | 17.3 | 17.3 | Improve traffic operations | New roundabout | Intersection Niles-Cayon Rd/Paloma Way and Pleasanton-Sunol Rd | | | Proposed | 12/2014 | | | None | N | Other | None | PSR-PDS | Alameda County Public Works Agency | Caltrans Project |
| 23 | R | QA | 580 | 9.7 | 9.7 | Improve traffic operations | I/C modification | Vasco Rd I/C in Livermore | 21100 | Y | Proposed | 12/2014 | | | STIP | N | Other | None | PSR-PDS | City of Livermore | |
| 24 | R | QA | 880 | 16.7 | 18.2 | Improve traffic operations | Winton I/C reconstruction | Winton Ave. Hayward | | | Proposed | 12/2014 | | | None | N | Other | None | PSR-PDS | Hayward | |
| 25 | R | QA | 880 | 13.0 | 14.2 | Improve traffic operations | I-880 / Whipple Road Interchange | Union City | | | Proposed | 12/2014 | | | None | N | Other | None | PSR-PDS | Union City | |
| 26 | R | QA | 880 | R32.0 | 25.5 | Improve traffic operations | Extend NB HOV lanes | From Hacienda to north of Washington and north of Washington to Hegenberger in San Leandro & Ala County | 230088 | Y | Proposed | 12/2014 | | | None | N | Other | None | PSR-PDS | Caltrans/ ACTC | |
| 27 | R | QA | 238 | 16.3 | 16.7 | Improve traffic operations | Widen connector to NB 880 | San Leandro | | | Proposed | 12/2014 | | | None | N | Other | None | PSR-PDS | Caltrans/ ACTC | |
| 28 | R | QA | 880 | 20.2 | 20.8 | Improve traffic operations | Washington to Lewelling I/C reconstruction | San Leandro | | | Proposed | 12/2014 | | | None | N | Other | None | PSR-PDS | Caltrans/ ACTC | |
| 29 | R | QA | 880 | 18.0 | 18.6 | Improve traffic operations | West A St. I/C reconstruction | West A Street, Hayward | 230047 | Y | Proposed | 12/2014 | | | None | N | Other | None | PSR-PDS | Caltrans/ ACTC | |
| 30 | R | QA | 680 | R11.0 | R21.8 | Improve traffic operations | NB and SB HOV/HOT lane from Alcosta Blvd. to SR-84 | I-680 between SR-84 Contra Costa County Line | 230683 | | Proposed | 12/2014 | | | None | N | Other | None | PSR-PDS | ACTC | |
| 31 | R | QA | 880 | 10.4 | 13.0 | Improve traffic operations | I-880 auxiliary lanes, Dixon Landing to Alvarado-Niles | Fremont, Newark, Union City | | | Proposed | 12/2014 | | | None | N | Other | None | PSR-PDS | Caltrans | |
| 32 | R | QA | 580 | R29.4 | R31.4 | Improve traffic operations | Ramp modifications Strobbridge/Castro Valley I/C | Strobbridge/Castro Valley | | | Proposed | 12/2014 | | | None | N | Other | None | PSR-PDS | Alameda County Public Works Agency | |
| 33 | R | QA | 580 | | | Improve traffic operations | BART to Livermore | Livermore | | | Proposed | 12/2014 | | | None | N | Other | None | PSR-PDS | BART | |



Memorandum

DATE: March 26, 2012
TO: Alameda County Technical Advisory Committee (ACTAC)
FROM: Jacki Taylor, Program Analyst
RE: **Approval of Draft Program for the Cycle 3 Lifeline Transportation Program**

Recommendation:

It is recommended the Commission approve the Draft Program for the Cycle 3 Lifeline Program. A Draft Program will be distributed at the meeting.

Summary:

A call for projects for the discretionary portion of the Cycle 3 Lifeline Transportation Program was released on February 6th and applications for were due March 7th. Eleven applications were received and are shown in Attachment A. The Lifeline application review panel is scheduled to meet on March 28th to discuss the applications and a draft program will be presented at the April 3rd meeting. A final program is scheduled for consideration in May 2012.

Attachments

Attachment A: Summary of applications received for the Cycle 3 Lifeline Program

Third Cycle Lifeline Transportation Program - Summary of Applications and Funding Requests

| Agency Name | Agency's Total Projects | Proj. ID | Full Project/Program Name | Lifeline Funding Request | Agency Total Lifeline Funding Request | Total Cost |
|--|-------------------------|----------|---|--------------------------|---------------------------------------|----------------------|
| AC Transit | 2 | 1 | East Bay Bus Rapid Transit Terminus/SL BART Improvements | \$ 1,546,513 | \$ 7,046,513 | \$ 4,250,000 |
| AC Transit | | 2 | Preservation of Existing Services in Communities of Concern in Alameda County | \$ 5,500,000 | | \$ 45,780,128 |
| City of Alameda | 1 | 3 | Estuary Crossing Shuttle Service Extension | \$ 503,432 | \$ 503,432 | \$ 629,290 |
| Alameda County | 1 | 4 | Hathaway Avenue Transit Access Improvements | \$ 430,000 | \$ 430,000 | \$ 575,000 |
| BART | 1 | 5 | BART Transbay Owl Express Bus Service | \$ 297,800 | \$ 297,800 | \$ 800,000 |
| Cycles of Change | 1 | 6 | Bike-go-Round commuter bicycle education/distribution program, Neighborhood Bicycle Centers | \$360,000 | \$360,000 | \$840,000 |
| LAVTA | 1 | 7 | WHEELS Route 14 Service Provision | \$ 550,000 | \$ 550,000 | \$ 1,110,000 |
| City of Oakland | 1 | 8 | City of Oakland Broadway Shuttle | \$ 1,063,380 | \$ 1,063,380 | \$ 2,587,014 |
| Oakland Public Library, City of Oakland | 1 | 9 | A Quicker, Safer Trip to the Library to Promote Literacy | \$ 185,000 | \$ 185,000 | \$ 272,000 |
| San Leandro Transportation Mgmt Organization (TMO) | 1 | 10 | San Leandro LINKS Shuttle | \$ 505,000 | \$ 505,000 | \$ 943,000 |
| Union City Transit, City of Union City | 1 | 11 | Operation Support for Route 2 | \$ 347,000 | \$ 347,000 | \$ 434,000 |
| Total Applications | 11 | | | \$ 11,288,125 | \$ 11,288,125 | \$ 58,220,432 |



Memorandum

DATE: March 25, 2012

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Saravana Suthanthira, Senior Transportation Planner

SUBJECT: **Approval of 2012 Level of Service (LOS) Monitoring –Weekend Peak Period for Freeways and Segmentation and Classification of Congestion Management Program (CMP) Tier 2 Roadways**

Recommendations

It is recommended that the Commission approve the proposed recommendation for the weekend peak period for freeways and segmentation and classification of CMP Tier 2 roadways for the purposes of travel time data collection for the Level of Service (LOS) Monitoring surveys.

Summary

Alameda CTC, in its role as the Congestion Management Agency for Alameda County, is conducting the biennially required LOS Monitoring Study this year. Travel time data collection on the CMP roadways began on February 28, 2012 and is scheduled to be completed by June 14, 2012.

As recommended by the Commission with the adoption of the 2011 Congestion Management Program at its December 2011 meeting, travel time data will be collected on freeways for the weekend peak period and on the Tier 2 roadways for the morning and afternoon peak periods beginning with the 2012 LOS monitoring cycle. To determine the weekend peak period on freeways, Vehicle Miles Traveled (VMT) data from Freeway Performance Measurement System PeMS database of Caltrans was used. Based on the VMT data collected for three weekends in March 2011, as shown in Attachment 1a and 1b, the time period of 1:00 p.m. to 3:00 p.m. is recommended as the weekend peak period for travel time data collection on Alameda County freeways. For the newly added Tier 2 network, the roadways need to be divided into measurable segments with uniform characteristics to report travel time consistent with the Tier 1 network. Staff has developed the segmentation shown in Attachment 2 by applying the methodology adopted in the CMP. In addition to segmentation, assigning arterial classification based on the Highway Capacity Manual (HCM) for the Tier 2 roadways is also required. However, because the existing CMP standard for classification is currently based on the 1985 HCM, which requires a Free Flow Speed study to determine the classification and because it is anticipated that as part of the 2013 CMP Update a transition will be made to using the 2010 HCM, one of two options is proposed for ACTAC's consideration: (1) defer any work related to Tier 2 classification until the 2014 monitoring cycle when the transition will be made to the 2010 HCM and for the 2012 LOS Monitoring cycle report average segment speed based on the travel time data collected for the Tier 2 segments (this would mean no letter of service will be assigned to the Tier 2 segments until 2014 and the Free Flow Speed study will be conducted during the 2014 data collection period), or (2) conduct a Free Flow Speed study in summer or fall 2012

when funding is available and delay reporting the Tier 2 service level results until fall 2012. ACTAC is requested to provide input on these recommendations, particularly on the segmentation, by April 13th, 2012

Discussion

Weekend Peak Period for the Freeways for Travel Time Data Collection

Based on the recommendation of the Commission, weekend traffic congestion along major corridors (all of the freeways) in the County are being monitored beginning with the 2012 LOS Monitoring cycle. In order to conduct weekend travel time runs, the time of the weekend peak period needs to be determined. Staff found that there is no already identified weekend peak period for freeway corridors available either from Caltrans or MTC. Therefore, PeMS database of Caltrans was used to determine the weekend peak period for Alameda County freeways. PeMS obtains loop detector data from all of the freeways and computes several roadway performance measures including Vehicle-Miles Traveled (VMT). PeMS provides VMT data for corridors for a maximum continuous time period of three weeks. To determine the peak period for typical weekend traffic in Spring, the holiday free month of March was chosen for year 2011. Based on the VMT data for three weekends in March 2011 for Alameda County freeways, peak periods were identified for four, three and two-hours time periods as shown in Attachment 1a. The supporting datasheets are shown in Attachment 1b. Based on the three peak time periods identified for all of the freeway corridors, the two-hour peak period of 1 – 3 p.m. is recommended for freeway peak period data collection. This period will be within the four-hour peak period of all Alameda County freeways with the exception of westbound SR 24 (four-hour peak period - 10 a.m. to 2 p.m.) and westbound SR 84 (four-hour peak period – 2 to 6 p.m.), which will still have one hour of the 1 to 3 p.m. peak period within the four-hour peak period for these two corridors.

Tier 2 CMP Roadways Segmentation and Classification

As part of the 2011 Congestion Management Program update, 92.4 miles of roadways (arterials and major collectors) across the county were added to the CMP network based on a set of criteria adopted by the Commission. These Tier 2 roadways are being monitored beginning with the 2012 LOS Monitoring cycle. The travel time data collected on the Tier 2 network will be used only for informational purposes.

For the purposes of travel time analysis, measurable roadway segments with uniform characteristics need to be developed on these Tier 2 roadways using the following guidelines documented in the CMP:

1. Segments should be at least one mile and not more than five miles in length; and
2. Logical segment break points include:
 - jurisdictional boundaries
 - points where number of travel lanes change
 - locations where land use changes occur (e.g., commercial area versus residential)
 - points where the posted speed limit changes or where the number of driveways is significantly different

In general guideline-1 applies to freeways and guideline-2 applies to arterials except after 2007 when some freeway segments were broken into less than one mile segments to reflect the land use changes that occurred since 1991. Therefore, for the purposes of developing segments for the Tier 2 roadways, which are Arterials and Major Collectors, guideline-2 above based on a 'logical segment breakpoint'

was applied, which is consistent with the segmentation of the CMP Tier 1 Arterials. Attachment 2-CMP Tier 2 Roadway Segments shows the draft list of segments developed by applying the 'logical segment breakpoint' approach. ACTAC is requested to provide input on the proposed segmentation of these roadways using the field information by April 13, 2012. Based on the input from ACTAC, the roadway segmentation will be revised and presented to the Commission at its April meeting.

Tier 2 Roadway Classification

Since Tier 2 roadways are Arterials and Major Collectors, classification for these roadways need to be developed in order to estimate the service levels for the roadway segments from the travel time data collected. The existing CMP roadway classification uses the methodology based on 1985 Highway Capacity Manual, which requires Free Flow Speed survey data on these roadways. Additionally, it is anticipated that for the 2013 CMP Update a transition from using the 1985 HCM to using the 2010 HCM will be made. The transition to the 2010 HCM will then take effect starting with the 2014 LOS Monitoring cycle. Therefore, one of the following two options is proposed for ACTAC's consideration:

1. defer any work related to Tier 2 classification until the 2014 monitoring cycle when the transition will be made to the 2010 HCM, and for the 2012 LOS Monitoring cycle report average segment speed based on the travel time data collected for the Tier 2 segments (this would mean no letter of service will be assigned to the Tier 2 segments until 2014 and the Free Flow Speed study will be conducted during the 2014 data collection period); or
2. conduct a Free Flow Speed study in summer or fall 2012 when funding is available and delay reporting the Tier 2 service level results until fall 2012, by which time a detailed comparison of the 1985 and 2010 HCMs regarding transitioning from using 1985 HCM to 2010 HCM for CMP purposes is expected to be completed. This will delay reporting service levels for the Tier 2 network, but it would be done as part of the 2012 Monitoring cycle.

Both of these options will not impact the CMP conformity because the travel time data for the Tier 2 roadways is for informational purposes only.

Fiscal Impact

None

Attachments

Attachment 1a – Weekend Peak Periods for Alameda County Freeways

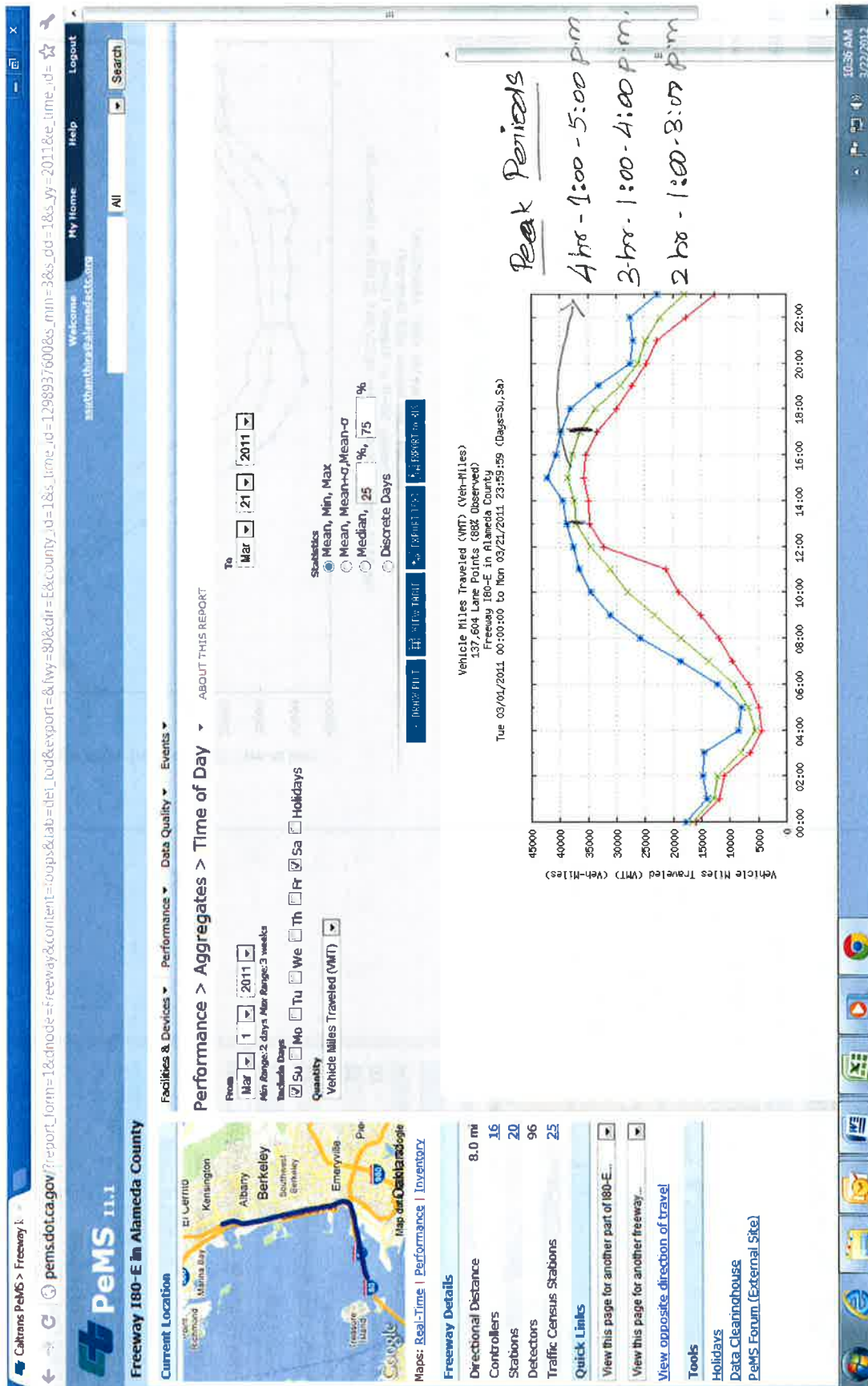
Attachment 1b – Weekend VMT data for Alameda County Freeways

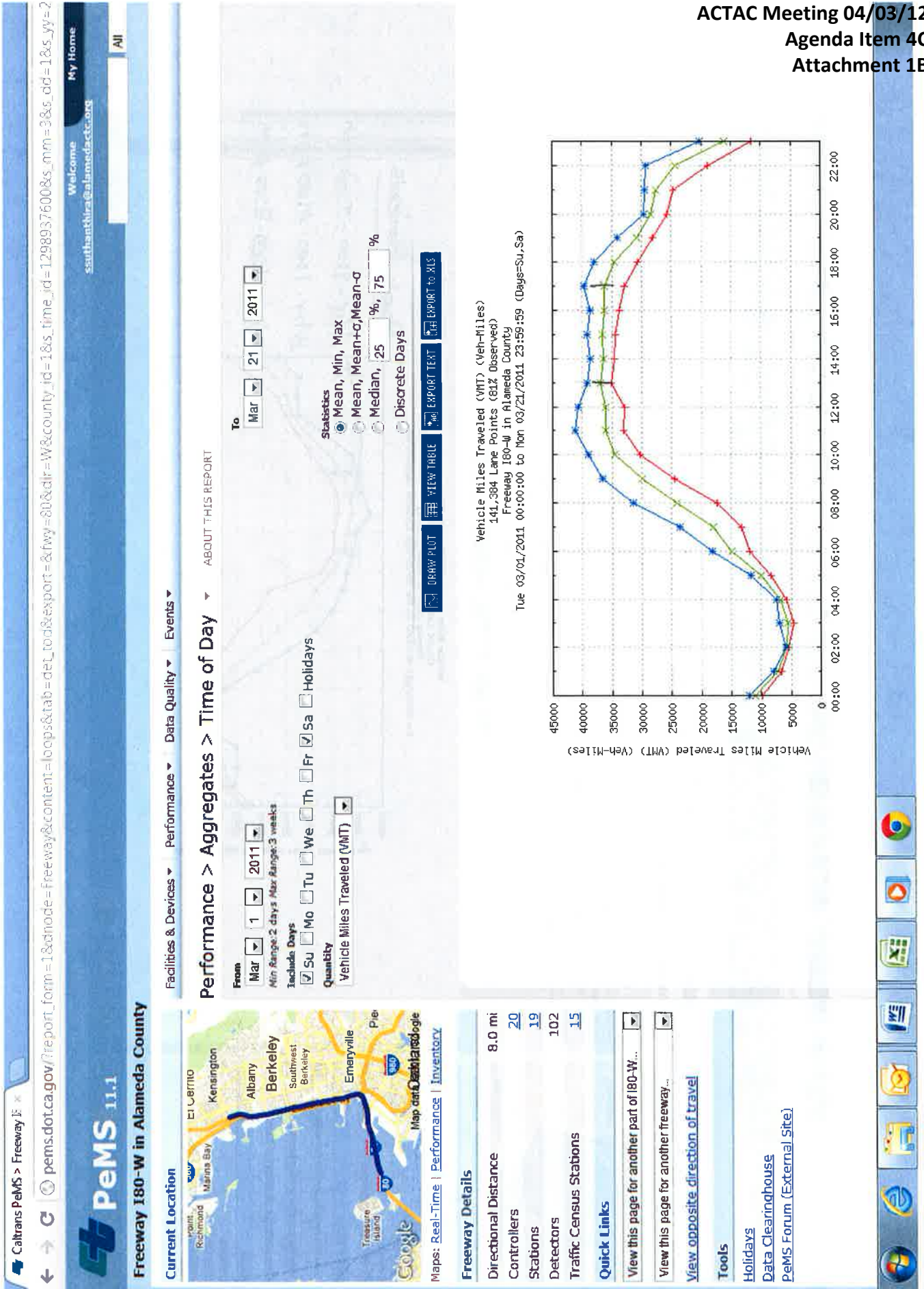
Attachment 2 – Proposed Tier 2 Roadway Segmentation

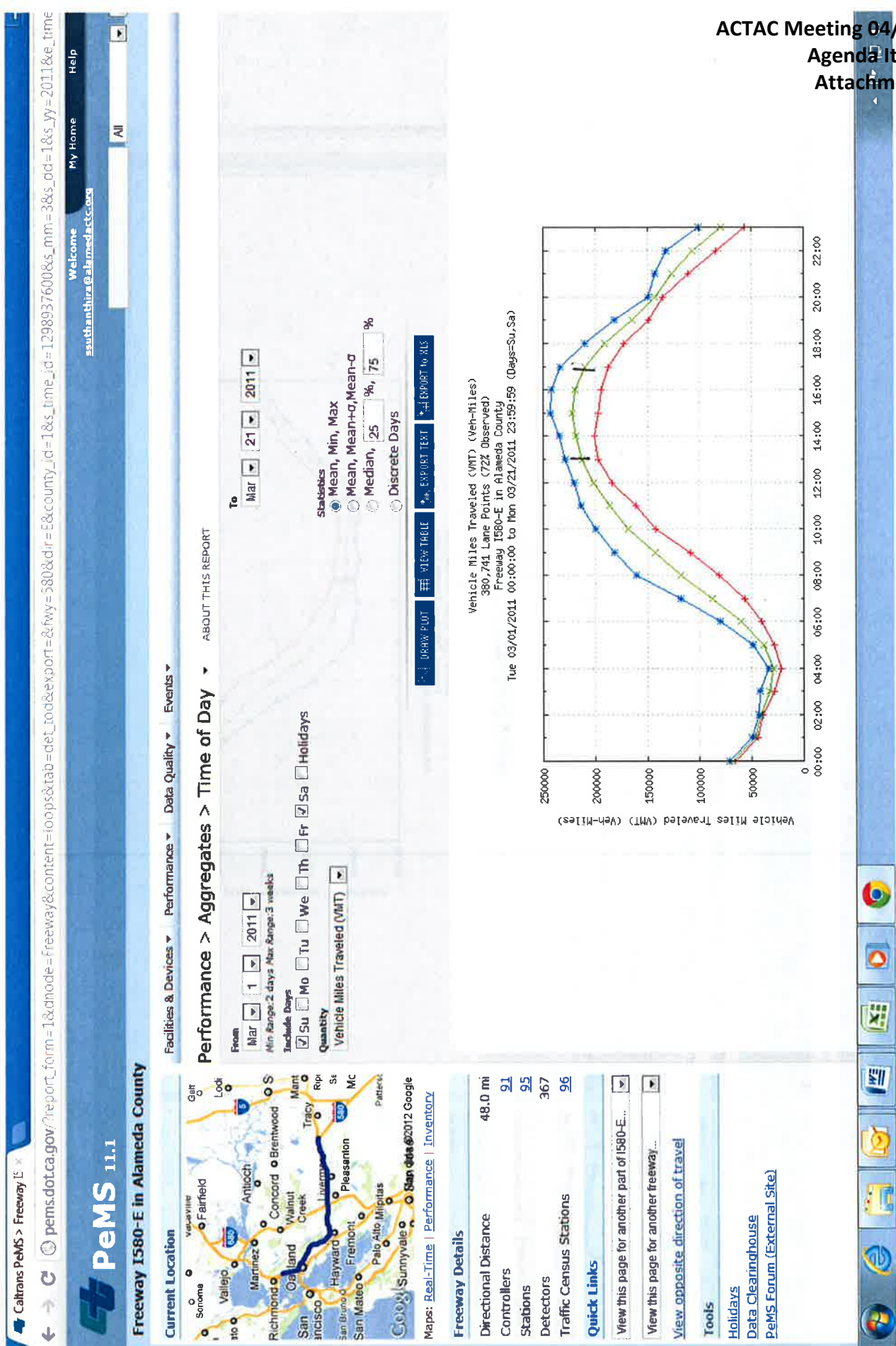
Weekend Peak Periods on Alameda County Freeways

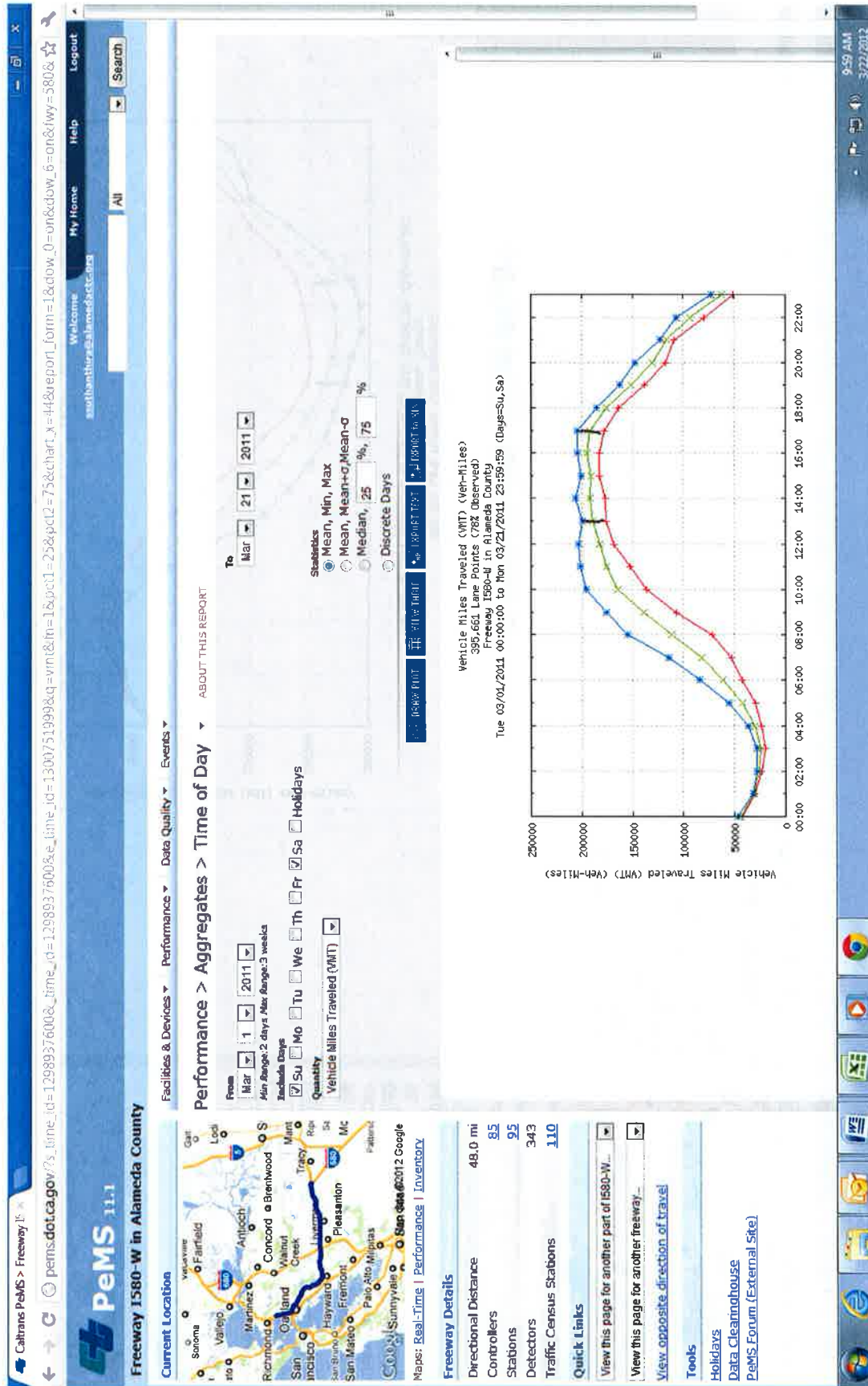
PeMS data from 03/01/11 through 03/21/11

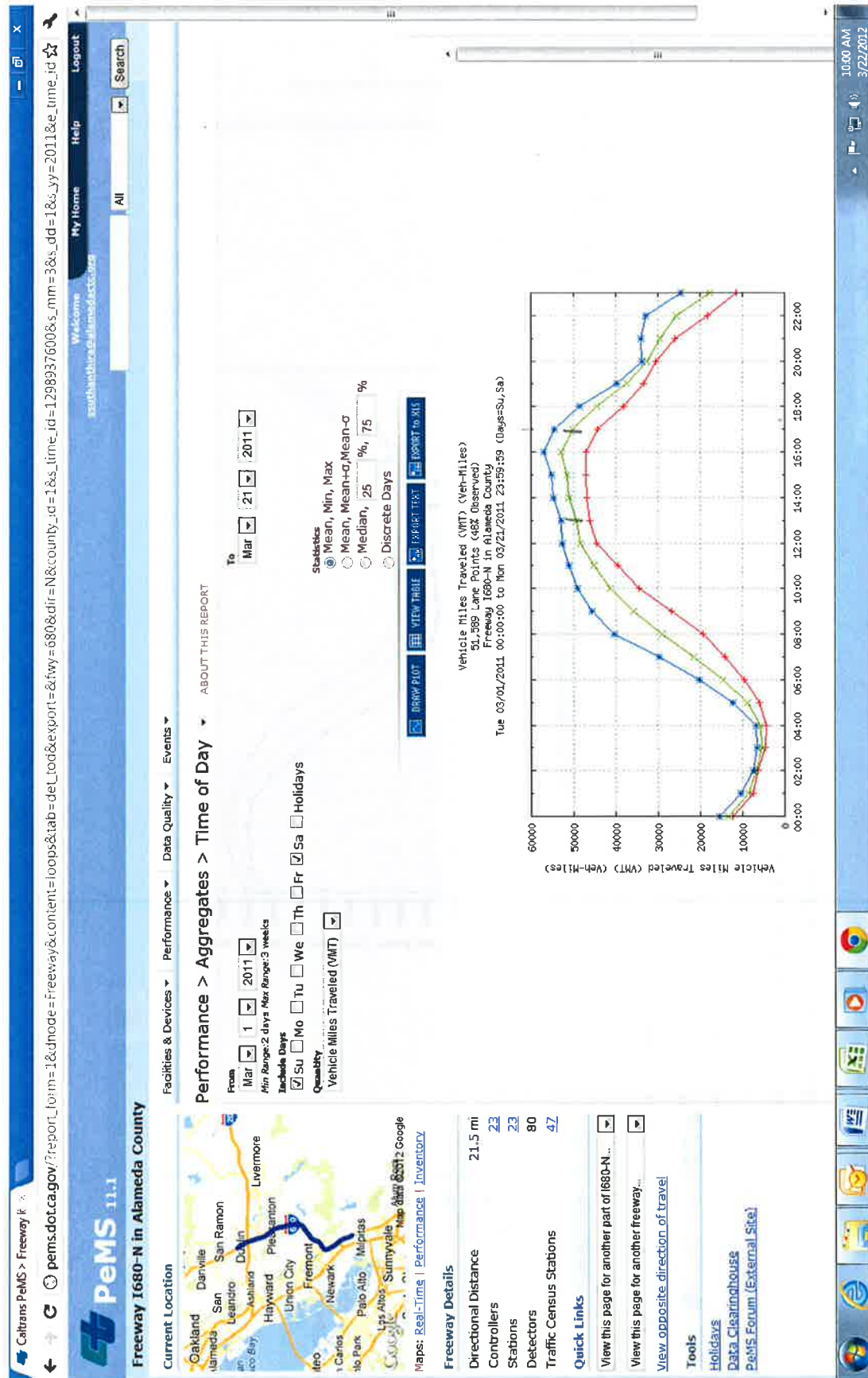
| Roadway | Direction | 4 Hour Peak Period | | 3 Hour Peak Period | | 2 Hour Peak Period | |
|---------|-----------|--------------------|------|--------------------|------|--------------------|-------|
| I-80 | East | 1:00 | 5:00 | 2:00 | 5:00 | 2:00 | 4:00 |
| | West | 1:00 | 5:00 | 1:00 | 4:00 | 1:00 | 3:00 |
| I-580 | East | 1:00 | 5:00 | 1:00 | 4:00 | 2:00 | 4:00 |
| | West | 1:00 | 5:00 | 2:00 | 5:00 | 2:00 | 4:00 |
| I-680 | North | 1:00 | 5:00 | 2:00 | 5:00 | 3:00 | 5:00 |
| | South | 1:00 | 5:00 | 2:00 | 5:00 | 2:00 | 4:00 |
| I-880 | North | 1:00 | 5:00 | 2:00 | 5:00 | 2:00 | 4:00 |
| | South | 1:00 | 5:00 | 1:00 | 4:00 | 1:00 | 3:00 |
| I-980 | East | 12:00 | 4:00 | 1:00 | 4:00 | 1:00 | 3:00 |
| | West | 11:00 | 3:00 | 11:00 | 2:00 | 11:00 | 1:00 |
| SR-24 | East | 1:00 | 5:00 | 2:00 | 5:00 | 2:00 | 4:00 |
| | West | 10:00 | 2:00 | 10:00 | 1:00 | 10:00 | 12:00 |
| SR-92 | East | 12:00 | 4:00 | 1:00 | 4:00 | 2:00 | 4:00 |
| | West | 12:00 | 4:00 | 1:00 | 4:00 | 2:00 | 4:00 |
| I-238 | North | 12:00 | 4:00 | 12:00 | 3:00 | 1:00 | 3:00 |
| | South | 12:00 | 4:00 | 12:00 | 3:00 | 1:00 | 3:00 |
| SR-84 | East | 2:00 | 6:00 | 2:00 | 5:00 | 2:00 | 4:00 |
| | West | 12:00 | 4:00 | 1:00 | 4:00 | 1:00 | 4:00 |

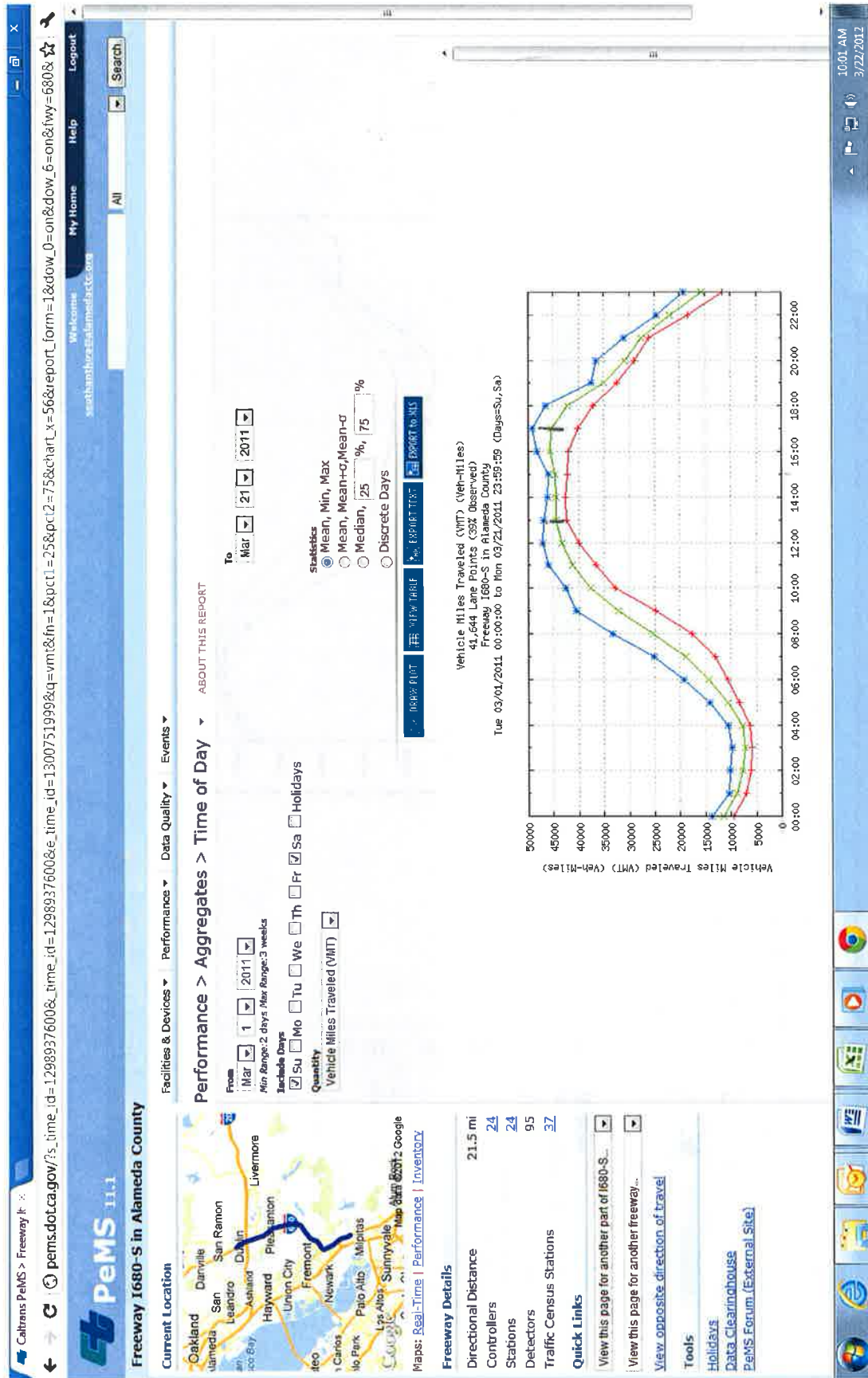


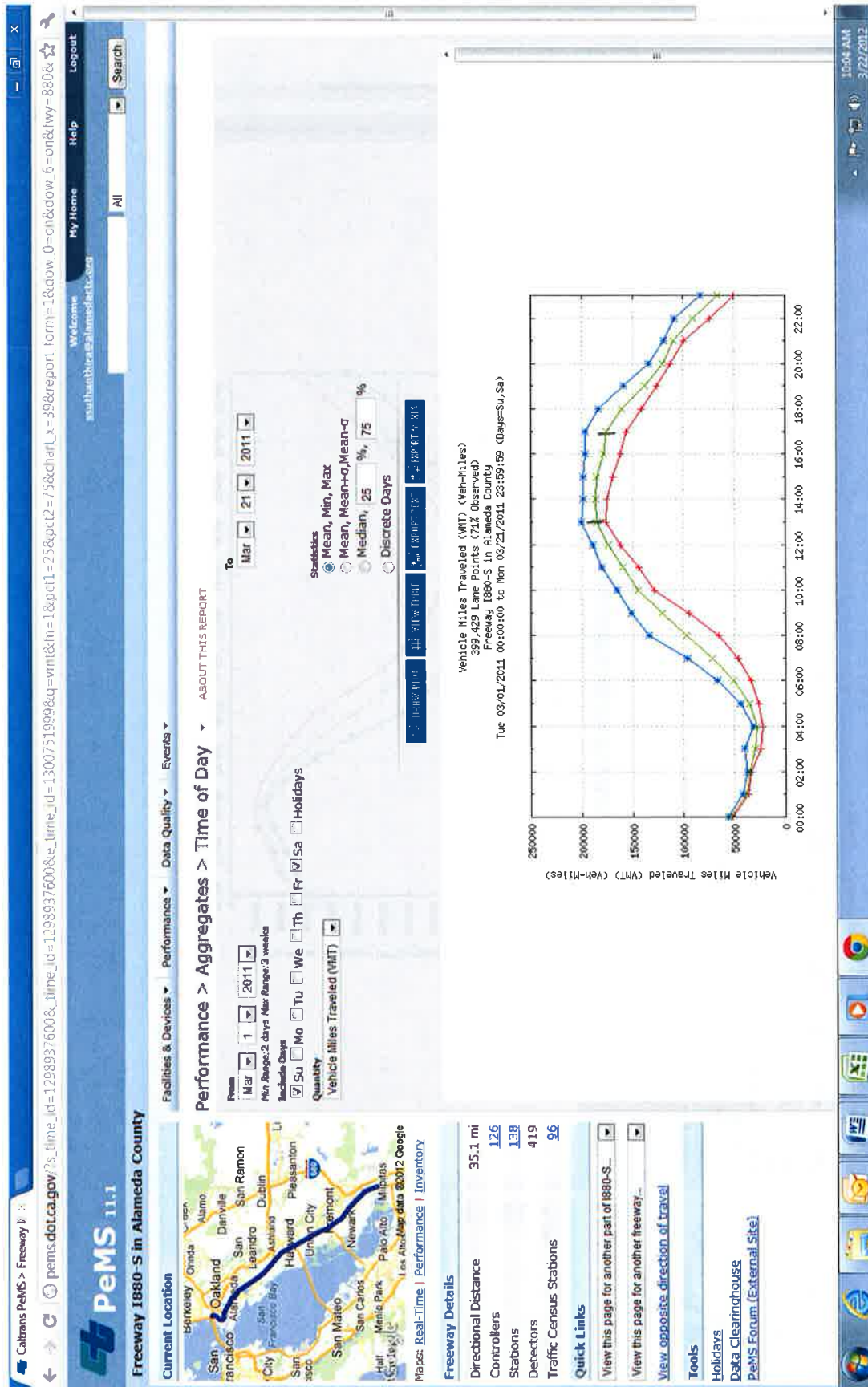


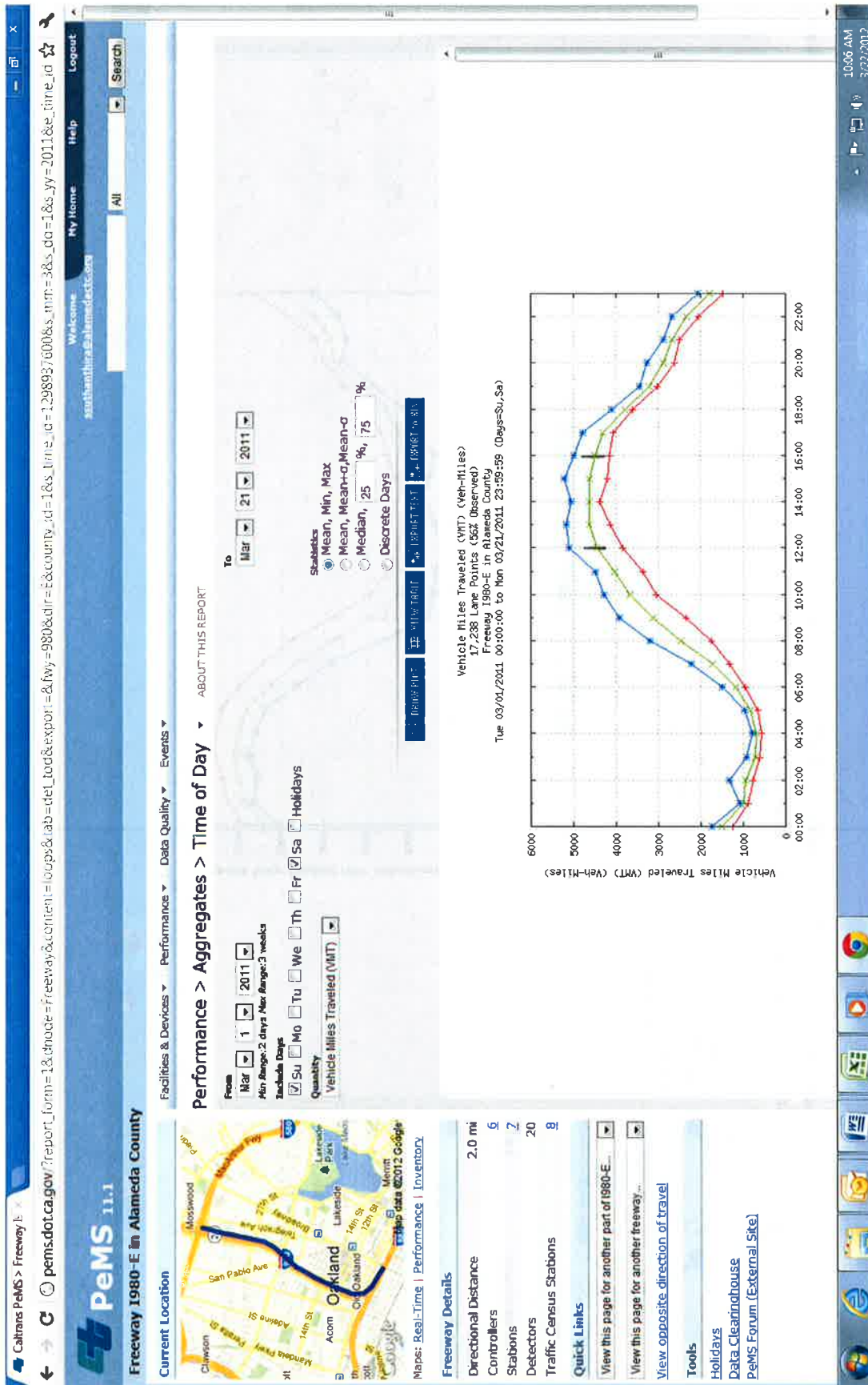


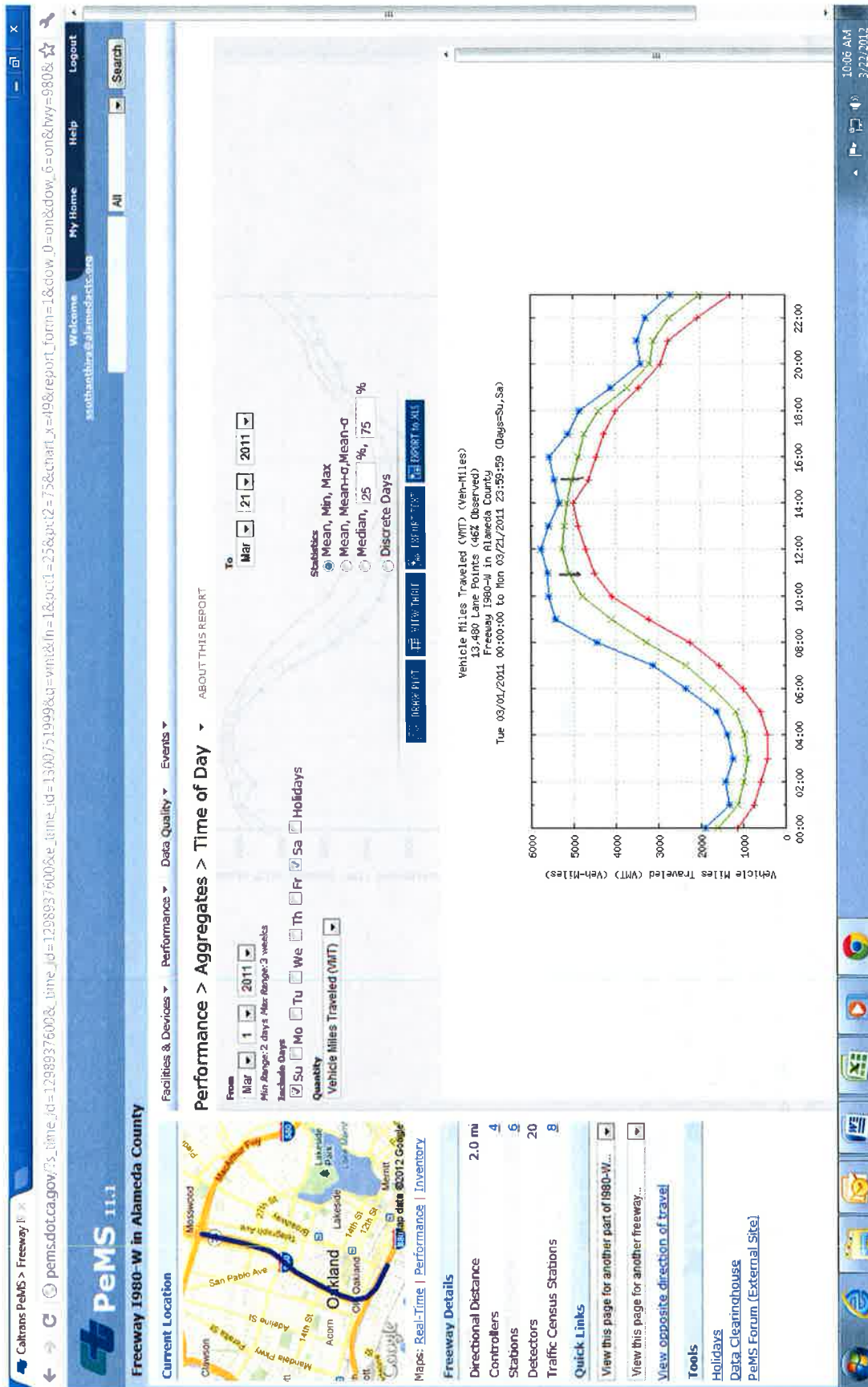


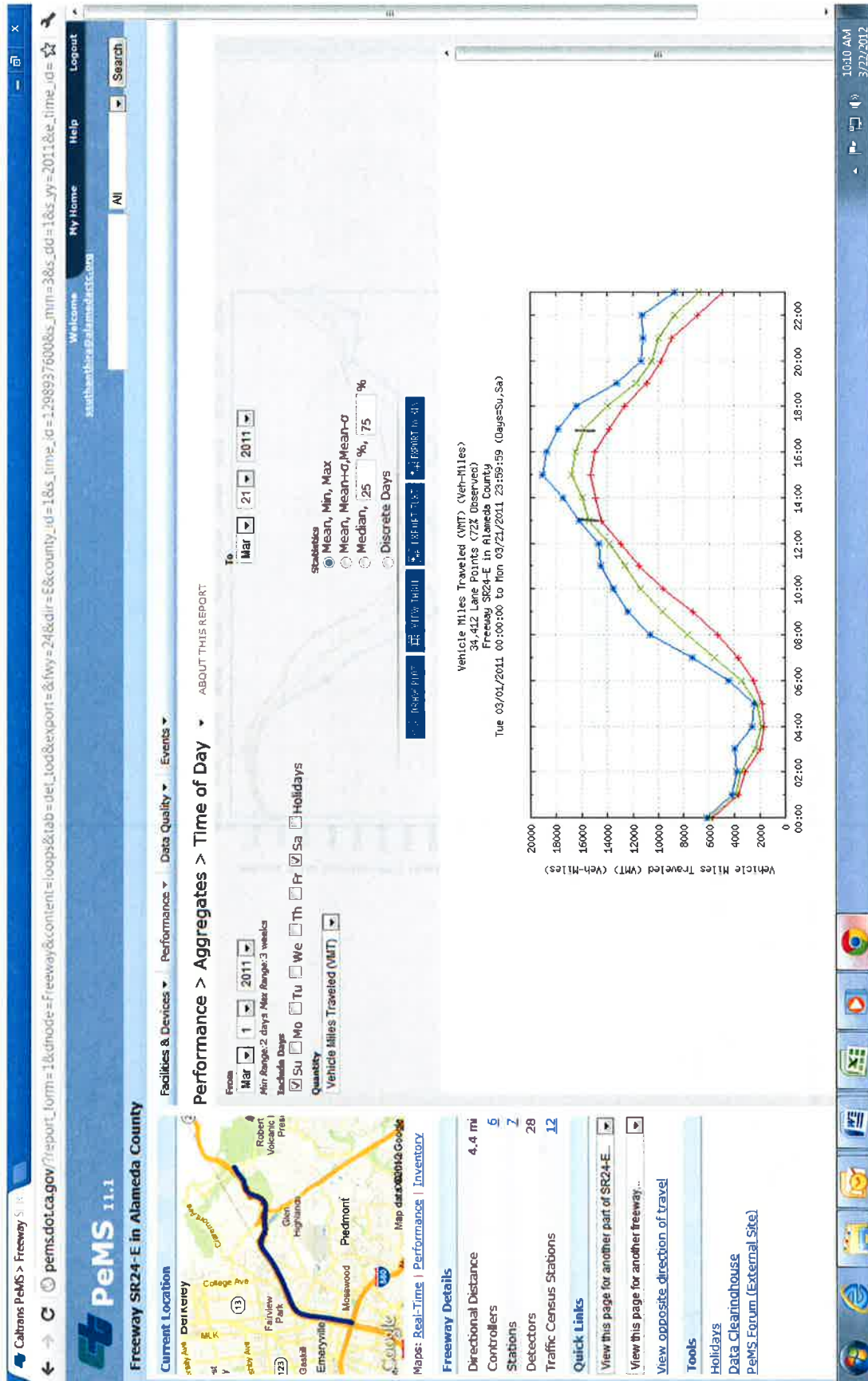


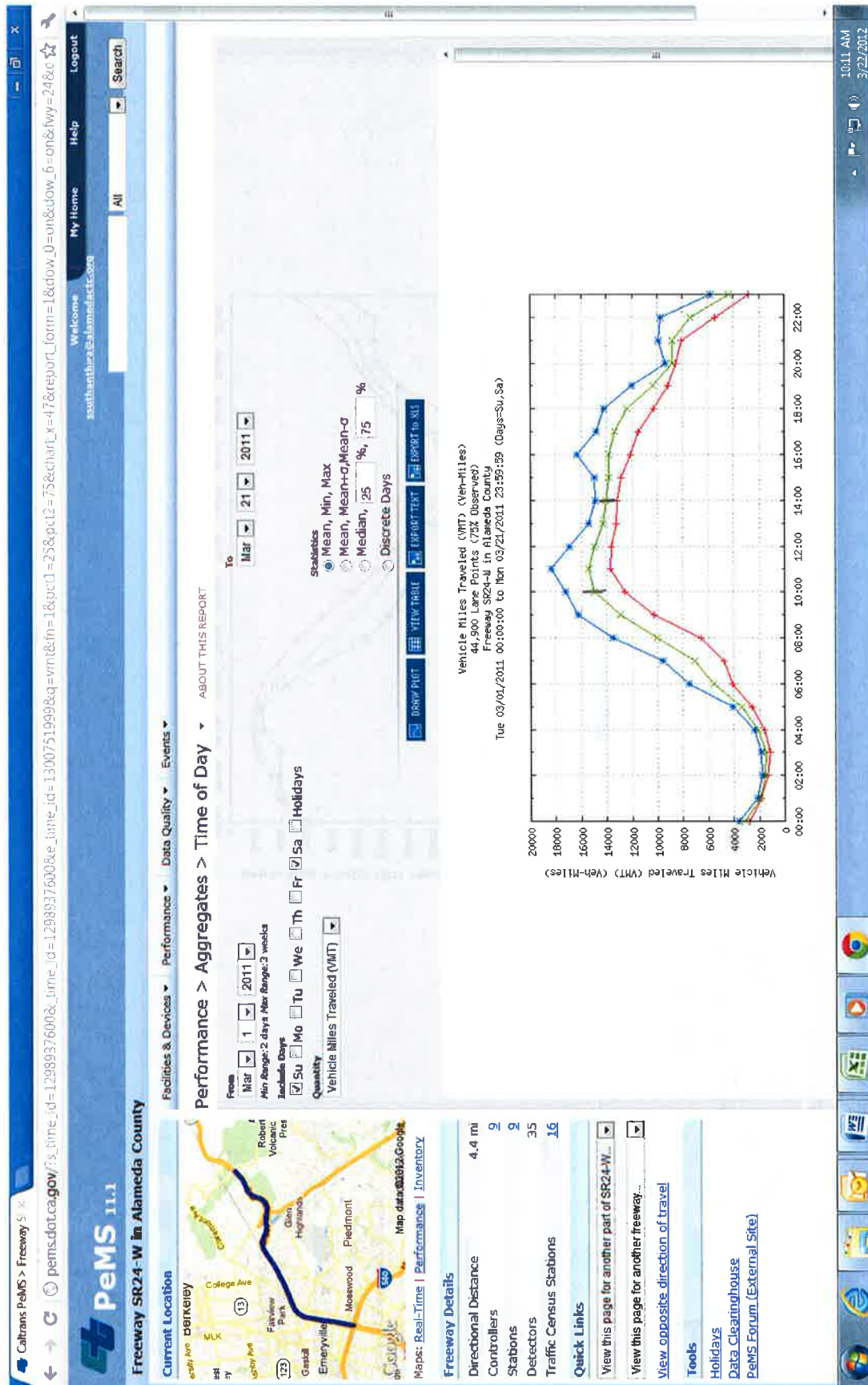


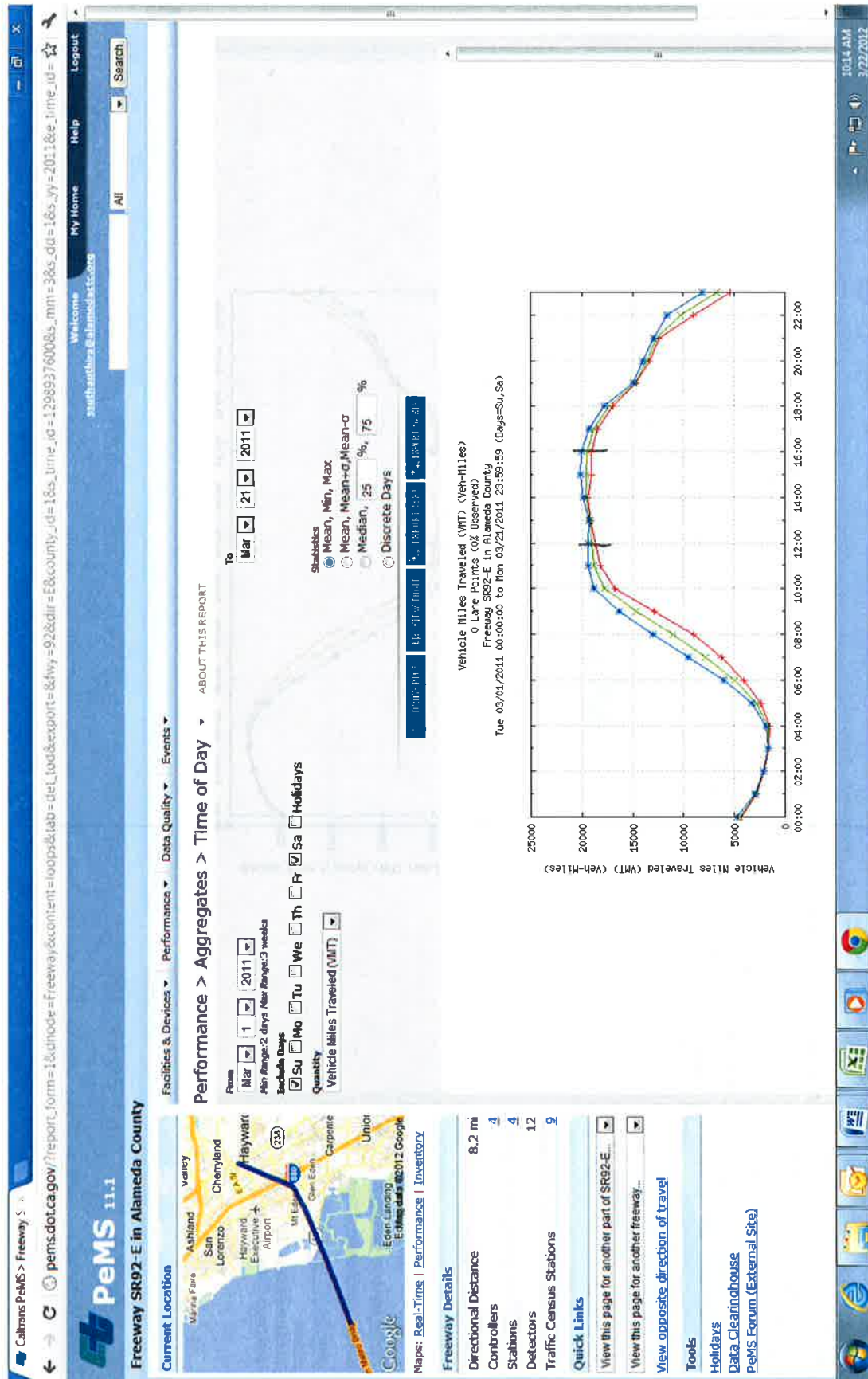


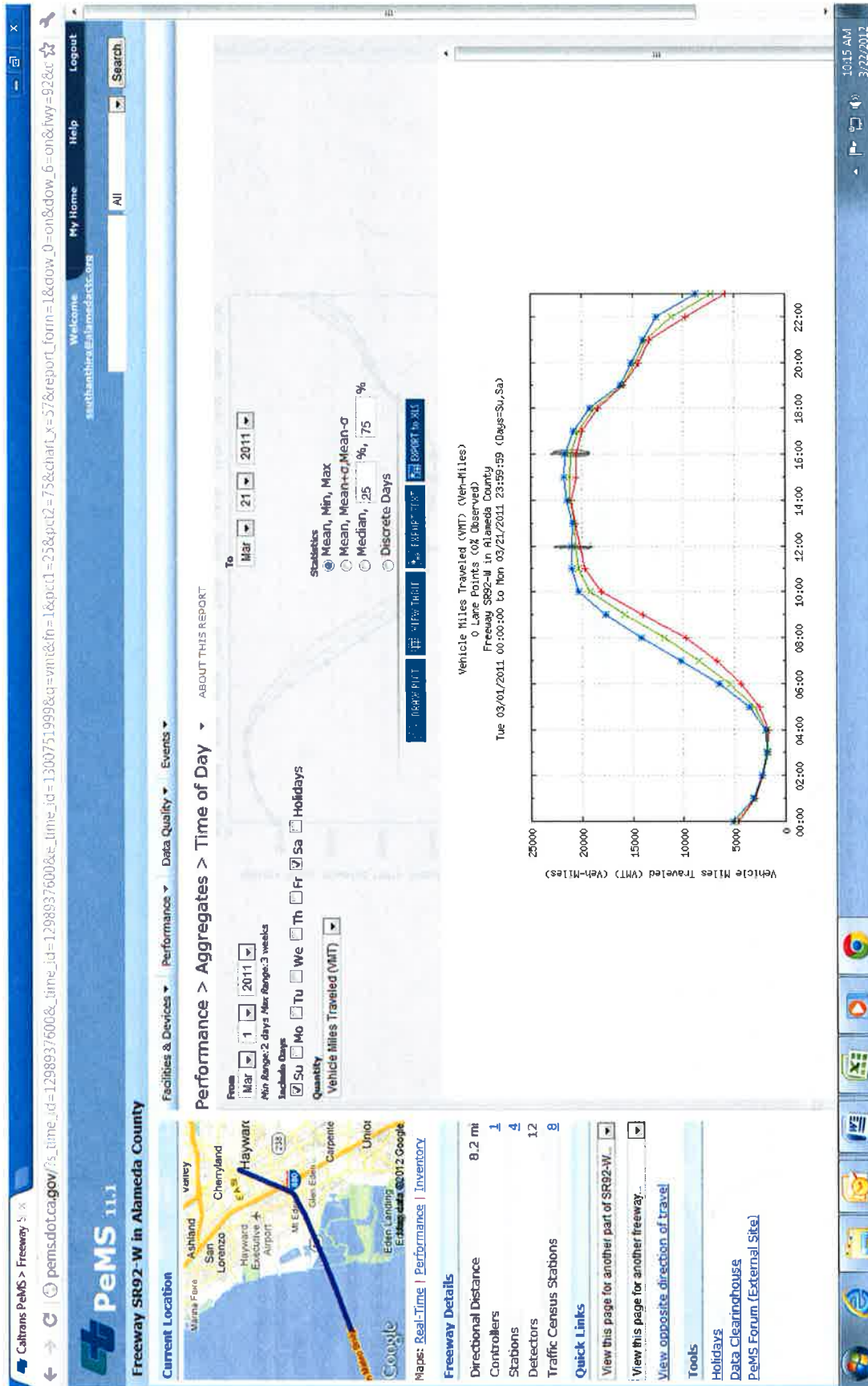


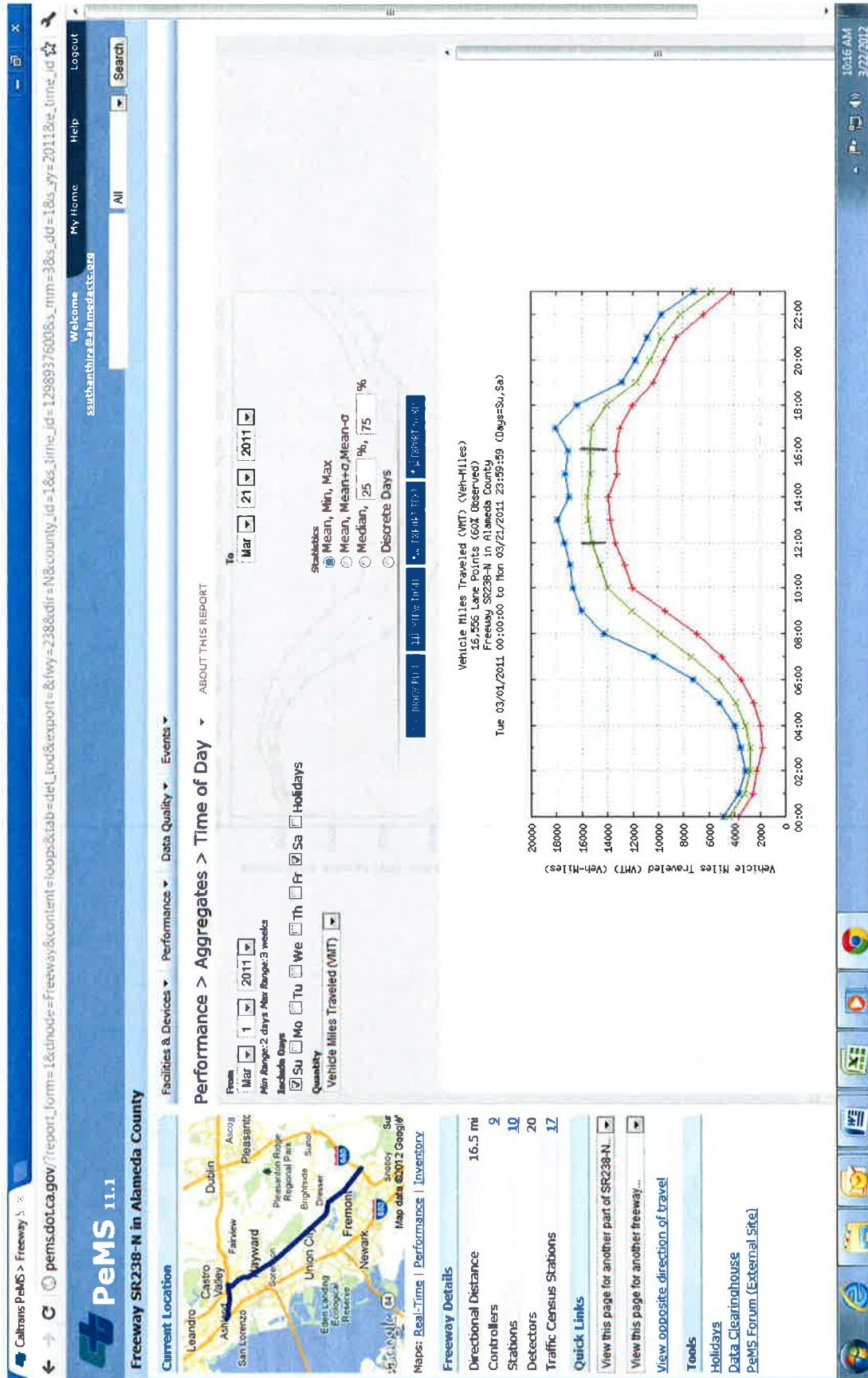


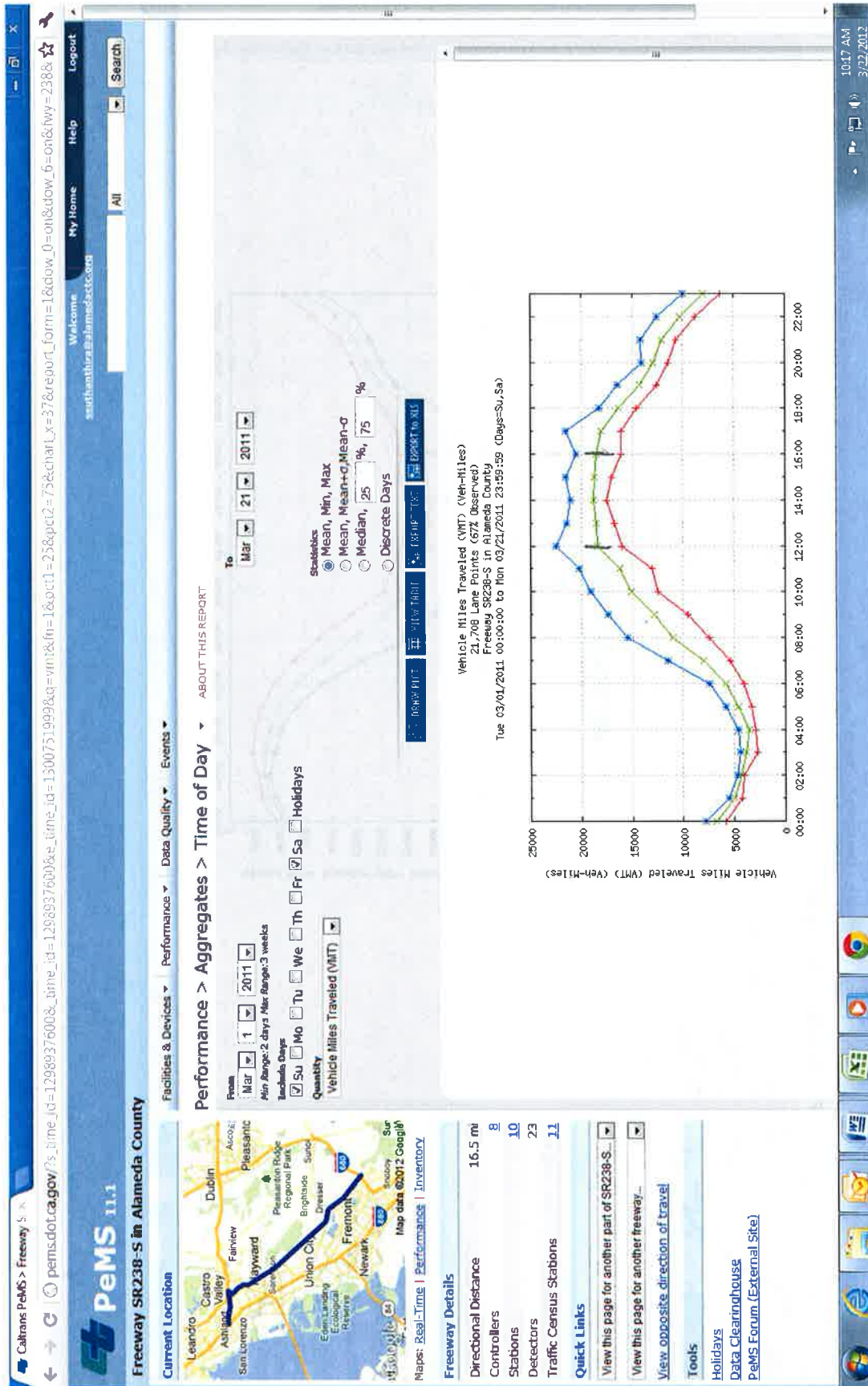


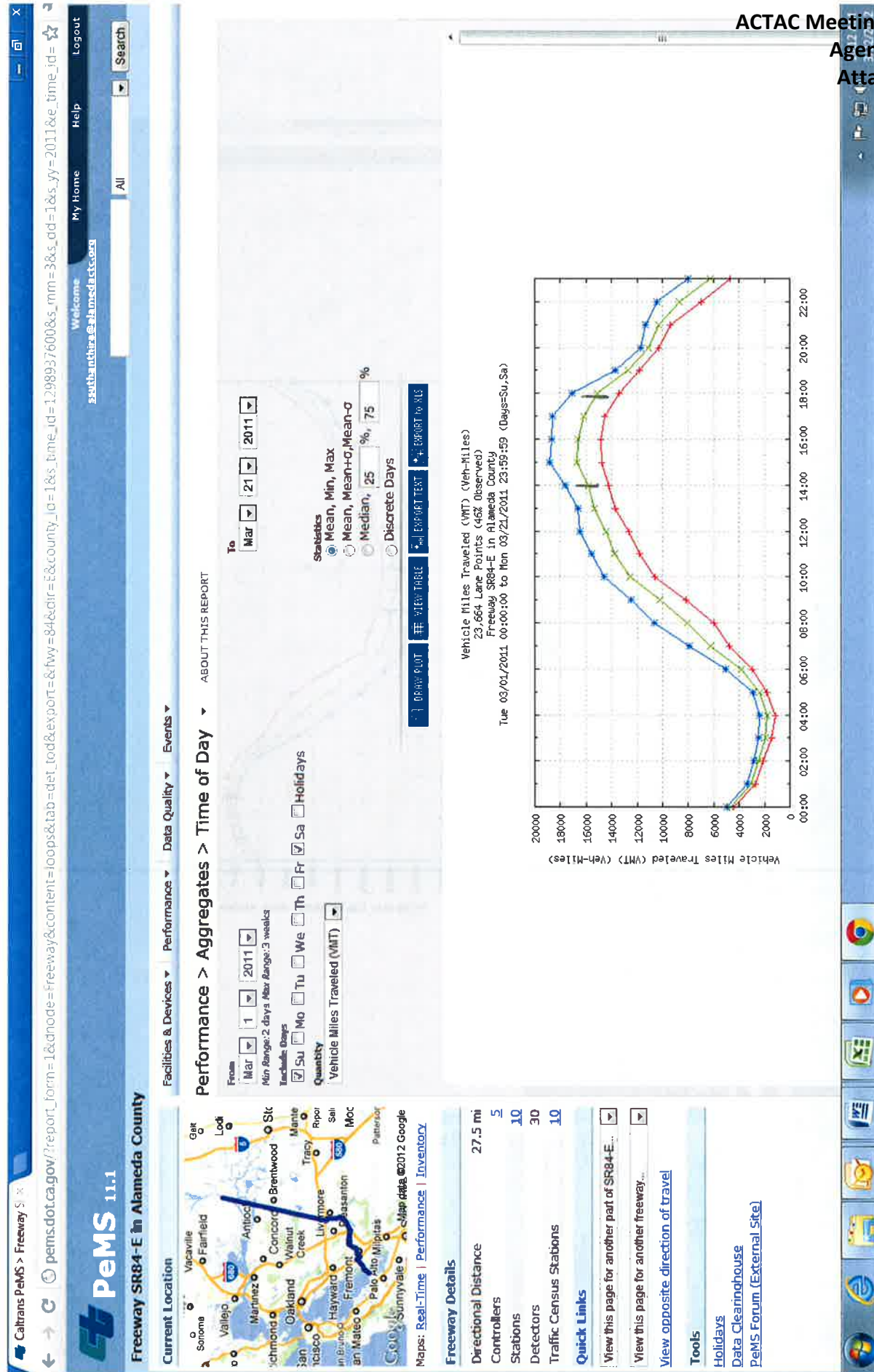


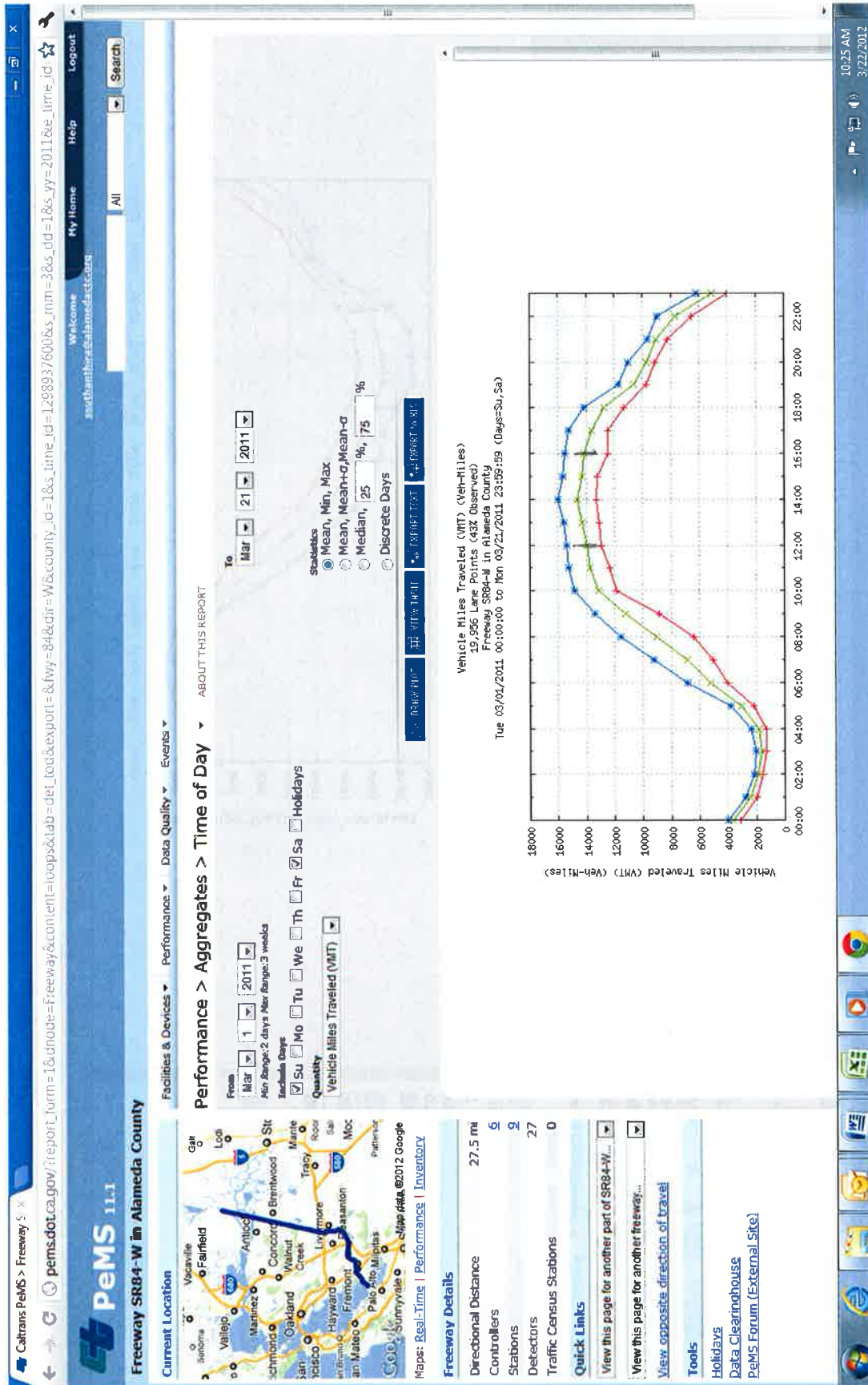












| Proposed Tier 2 Roadway Segmentation | | | | |
|--|--------------------------|------------------------------|--------------------------|------------------|
| Route | From | To | Jurisdiction | Distance (miles) |
| Planning Area 1 | | | | |
| W. Grand Avenue to Grand Avenue | I-80 | I-580 | Oakland | 2.7 |
| | I-80/Maritime St | San Pablo Ave | | |
| | San Pablo Ave | Broadway | | |
| | Broadway | I-580 | | |
| 12th Street - Lakeshore Avenue | I-980 | I-580 | Oakland | 2.5 |
| | I-980 OFF Ramp/Brush St | Webster | | |
| | Webster | Lake Merrit Blvd | | |
| | Lake Merrit Blvd | MacArthur Blvd/I-580 ON Ramp | | |
| Telegraph Avenue* | 51st Street | Bancroft Way | Oakland, Berkeley | 1.9 |
| | 51st Street | Russell St | | |
| | Russell St | Bancroft Way | | |
| Broadway | I-880 | College Avenue | Oakland | 2.9 |
| | I-880 OFF Ramp | 5th St/Broadway | | |
| | 5th St/Broadway | 14th St | | |
| | 14th St | Grand Ave | | |
| | Grand Ave | Broadway/College Ave | | |
| College Avenue | Broadway | Bancroft Way | Oakland, Berkeley | 2.4 |
| | Broadway/College Ave | Miles Ave/SR 24 OFF Ramp | | |
| | Miles Ave/SR 24 OFF Ramp | Ashby Ave | | |
| | Ashby Ave | Bancroft Way/College Ave | | |
| Bancroft | College Ave. | Shattuck | Berkeley | 0.7 |
| 51st Street | Broadway | SR 24 | Oakland | 0.8 |
| EB | I-580 Off Ramp/52nd St | Broadway | | |
| Shattuck Avenue | Adeline Street | 51st Street | Oakland, Berkeley | 2.2 |
| NB | 51st | Alcatraz Ave. | | |
| | Alcatraz Ave. | Adeline St. | | |

| Proposed Tier 2 Roadway Segmentation | | | | |
|--------------------------------------|-------------------------------------|----------------------------------|---------------------------|------------|
| Route | From | To | Jurisdiction | (miles) |
| Powel Street-Stanford Avenue | I-80 | MLK Jr. Way/ Adeline Street | Emeryville, Berkeley | 1.5 |
| | NB I-80 OFF Ramp | San Pablo Ave | | |
| | San Pablo Ave | MLK Jr Way | | |
| 40th Street-Shellmound Avenue | San Pablo Avenue | Powel Street | Emeryville | 1.4 |
| | Shellmound Way (north of Powell St) | 40th St | | |
| | 40th St | San Pablo Ave | | |
| International Boulevard | 1st Avenue | 42nd Avenue | Oakland | 3.0 |
| | 42nd Ave | Fruitvale Ave | | |
| | Fruitvale Ave | 14th Ave | | |
| | 14th Ave | Lake Merrit Blvd | | |
| | 1st Avenue | 73rd Avenue | | |
| Foothill Boulevard | International Blvd/73rd Ave | 73rd Ave/Foothill Blvd | Oakland | 5.3 |
| | 73rd Ave/Foothill Blvd | Seminary Ave | | |
| | Seminary Ave | High Street | | |
| | High Street | Fruitvale Ave | | |
| | Fruitvale Ave | 14th Ave | | |
| | 14th Ave | 1st Ave/Lake Shore Blvd | | |
| | 1st Avenue | 14th Avenue | | |
| E. 15th Street | 1st Avenue | 14th Avenue | Oakland | 0.9 |
| 73rd Avenue | International Boulevard | Foothill Boulevard | Oakland | 1.2 |
| High Street | Otis Drive | I-580 | Alameda, Oakland | 3.4 |
| | Otis Drive | Central Ave | | |
| | Central Ave | Fernside Blvd | | |
| | Fernside Blvd | NB I-880 OFF Ramp | | |
| | NB I-880 OFF Ramp | Foothill Blvd | | |
| | Foothill Blvd | MacArthur Blvd/WB I-580 OFF Ramp | | |
| | I-580 | County Line | | |
| | Hesperian Blvd. | Foothill Boulevard | | |
| | SB I-880 ON Ramp | SB I-880 ON Ramp | | |
| | Santa Clara St | Santa Clara St | | |
| Planning Area 2 Crow Canyon Road | Soto Rd | Soto Rd | Alameda County Hayward | 7.0 2.2 |
| | Winton Avenue - D Street | | | |
| | | | | |

| Proposed Tier 2 Roadway Segmentation | | | | |
|--------------------------------------|---|--|--------------------------------|------------------|
| Route | From | To | Jurisdiction | Distance (miles) |
| A Street | Foothill Boulevard | I-580 | Hayward | 1.3 |
| | Foothill Boulevard/D St | Foothill Boulevard/A St | | |
| | Foothill Boulevard/A St | Redwood Rd/Grove Way | | |
| | Redwood Rd/Grove Way | EB I-580 ON Ramp/Grove Way | | |
| Grove Way | A Street/Redwood Road | I-580 | Hayward, Alameda County | 1.0 |
| | A Street/Redwood Road | EB I-580 ON Ramp/Grove Way | | |
| | EB I-580 ON Ramp/Grove Way | Cull Canyon Rd | | |
| | Cull Canyon Rd | Cold Water Dr | | |
| | Cold Water Dr | Driver to identify check point | | |
| | Driver to identify check point | County Line | | |
| | Tennyson Road | Alverado Blvd. | Hayward, Union City | 2.8 |
| | Union City Blvd. | I-880 | Union City | 3.1 |
| NB | NB I-880 ON Ramp | Deep Creek Rd/SB I-880 OFF Ramp | | |
| | Deep Creek Rd/SB I-880 OFF Ramp | Fair Ranch Rd | | |
| | Fair Ranch Rd | Union City/Alvarado Blvd | | |
| | Union City/Alvarado Blvd | Whipple Rd | | |
| | Whipple Rd | Hesperian/Union City Blvd/overbridge | | |
| | Hesperian/Union City Blvd/overbridge | Industrial Blvd | | |
| | Industrial Blvd | Tennyson/Hesperian | | |
| | I-880 @ Alvarado Blvd/ Fremont Blvd. | I-880 interchange south of Automall Parkway | Fremont | 8.7 |
| NB | NB I-880 OFF Ramp | Automall Parkway | | |
| | Automall Parkway | Blacow Rd | | |
| | Blacow Rd | Adams Ave | | |
| | Adams Ave | Stevenson Rd | | |
| | Stevenson Rd | Mowry Ave | | |
| | Mowry Ave | Peralta Blvd | | |

| Proposed Tier 2 Roadway Segmentation | | | | |
|--|-------------------------------|--|-------------------------------|------------------|
| Route | From | To | Jurisdiction | Distance (miles) |
| | Peralta Blvd | Thornton Ave | | |
| | Thornton Ave | Decoto Rd | | |
| | Decoto Rd | Paseo Padre Pkwy | | |
| | Paseo Padre Pkwy | SB I-880 OFF Ramp | | |
| Automall Parkway | I-880 | I-680 | Fremont | 1.9 |
| | NB I-880 OFF Ramp | Fremont Blvd | | |
| | Fremont Blvd | NB I-880 ON Ramp | | |
| Planning Area 4 | | | | |
| Vasco Road | I-580 | County Line | Livermore | 5.7 |
| NB | WB I-580 OFF Ramp | Scenic Ave | | |
| | Scenic Ave | Dalton Ave/City-County Line | | |
| | Dalton Ave/City-County Line | N. Vasco Rd/Vasco Rd | | |
| | N. Vasco Rd/Vasco Rd | Local Road underpass/County Line | | |
| Dublin Blvd. | San Ramon Road | Tassajara | Dublin | 4.0 |
| | San Ramon Road | I-680 Overpass | | |
| | I-680 Overpass | Dougherty Rd | | |
| | Dougherty Rd | Hacienda Dr | | |
| | Hacienda Dr | Tassajara Dr | | |
| San Ramon Road | I-580 | County Line | Dublin | 2.2 |
| | WB I-580 OFF ramp | Alcosta Blvd/Westside Dr/County Line | | |
| Dougherty Road | I-580 | County Line | Dublin | 1.7 |
| | WB I-580 OFF ramp | Amador Valley Blvd on SB | | |
| | Amador Valley Blvd on SB | Fallcreek Rd on SB/County Line | | |
| Tassajara Road | I-580 | County Line | Dublin, Alameda County | 4.5 |
| NB | WB I-580 OFF ramp | Dublin Blvd | | |
| | Dublin Blvd | Gleeson Dr | | |
| | Gleeson Dr | Somerset Ln/N Dublin Ranch Dr | | |
| | Somerset Ln/N Dublin Ranch Dr | Fallon Rd | | |
| | Fallon Rd | County Line | | |
| E.Stanley Blvd - Railroad Avenue-1st Street | Isabel Ave. | Inman Street (connecting I-580) | Livermore | 4.2 |

| Proposed Tier 2 Roadway Segmentation | | | | |
|---|-----------------------|------------------------|-----------------------------------|------------------|
| Route | From | To | Jurisdiction | Distance (miles) |
| Stoneridge Drive | I-680 | Santa Rita Road | Pleasanton | 2.4 |
| | NB I-680 OFF Ramp | Hopyard Rd | | |
| | Hopyard Rd | Hacienda Dr | | |
| | Hacienda Dr | W. Las Positas Blvd | | |
| | W. Las Positas Blvd | Santa Rita Road | | |
| Santa Rita Road | Stoneridge Dr | I-580 | Pleasanton | 1.2 |
| | Santa Rita Road | W. Los Positas Blvd | | |
| | W. Los Positas Blvd | EB I-580 ON | | |
| Sunol Blvd.- 1st Street- Stanley Blvd.* | I-680 | Isabel Ave. | Pleasanton, Alameda County | 5.7 |
| | NB I-680 OFF | Bernal Ave | | |
| | Bernal Ave | Bernal Ave/Valley Ave | | |
| | Bernal Ave/Valley Ave | SR 84/Isabella Ave | | |
| | SR 84/Isabella Ave | Murrita Blvd | | |
| | Murrita Blvd | S Livermore Ave | | |
| | S Livermore Ave | Inman St | | |
| | | | | 92.4 |
| Note | | | | |
| * denotes that roadway traverses more than one jurisdiction | | | | |
| **Criteria Applied: | | | | |
| 1. Major thoroughfares, not on the existing CMP network, whose primary function is to link districts within an Alameda County jurisdiction and to distribute traffic from and to the freeways | | | | |
| 2. Routes of county-wide significance that are not on the existing CMP network | | | | |
| 3. Streets that experience significant conflicts between auto traffic, transit service and bikes and pedestrian | | | | |

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Memorandum

DATE: March 27, 2012

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Matt Todd, Manager of Programming

SUBJECT: **Approval of State Transportation Improvement Program (STIP) Award Deadline Extension for Alameda CTC's I-580 San Leandro Landscape Project**

Recommendations

It is recommended that the Commission approve the following action related to the I-580 San Leandro Landscaping – Estudillo Ave. to 141st Ave.

- Approve the request for a 3-month time extension to the Contract Award deadline related to \$350,000 of STIP-TE funding allocated for the construction phase of the project.

Summary

The Alameda CTC is the project sponsor and implementing agency for the I-580 San Leandro Landscaping – Estudillo to 141st Project included in the STIP under PPNo. 0139F. The Alameda CTC secured an allocation of \$350,000 of Alameda County RIP-TE funds from the California Transportation Commission (CTC) in October 2011 for the construction phase of the project. The RIP-TE funds allocated by the CTC are subject to the Timely Use of Funds Provisions included in the STIP Guidelines adopted by the CTC, as well as the federal aid requirements included in the Caltrans Local Assistance Procedures Manual (LAPM) since RIP-TE funds are a blend of state and federal funding.

The Alameda CTC is requesting an extension to the Contract Award deadline related to RIP-TE funding allocated for the construction phase. The STIP Guidelines require the award of a contract within 6-months from the date of allocation, and the LAPM requires that a sponsor secure an Authorization to Proceed with Construction (E-76) before the project can be advertised for construction. For federalized STIP funds, Caltrans Local Assistance typically requires the allocation by the CTC prior to approving the E-76 which means the time to review and approve the E-76 must take place during the 6-month period allowed for contract award following the allocation.

The landscaping project was developed in conjunction with a soundwall project along the same segment of I-580 which has been constructed. The Alameda CTC would be ready to advertise, and subsequently award, the contract except for the lack of the E-76 being approved by Caltrans and the FHWA. Since the project is on the State Highway System, a cooperative agreement is

required by Caltrans for the E-76. The cooperative agreement is in place and the E-76 is expected to be approved during April. The current Contract Award deadline, based on the allocation date, is April 27, 2012. Since the Alameda CTC cannot advertise until the E-76 is approved, the contract will not be able to be awarded by the current deadline.

The length of the time extension being requested by the Alameda CTC is the extension necessary to allow for the approval of the E-76 followed by the minimum advertisement period required by the LAPM and subsequent award of the contract. Assuming the E-76 is approved such that the contract can be advertised by the end of April and the bid opening can occur by the end of May, the award of the contract, pending verification of the bid documents, could occur at the July 26, 2012 Board meeting. This would require a 3-month extension of the Contract Award deadline from April 27, 2012 to July 27, 2012.



Memorandum

DATE: March 27, 2012

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Matt Todd, Manager of Programming

SUBJECT: **Approval of State Transportation Improvement Program (STIP) Contract Acceptance Deadline Extension for City of Alameda's Stargell Avenue (formerly Tinker Avenue) Extension Project**

Recommendations

It is recommended that the Commission approve the following action related to the Stargell Avenue Extension Project (PPNo. 2009N):

- Approve the request for a 12-month time extension to the project completion deadline related to \$4 million of STIP funding allocated for the construction phase of the project.

Summary

The City of Alameda is the project sponsor and implementing agency for the Stargell Avenue Extension Project included in the STIP under PPNo 2009N (Stargell Avenue was formerly known as Tinker Avenue). The City secured an allocation of \$4 million of Alameda County RIP funds from the California Transportation Commission (CTC) in September 2008 for the construction phase of the project. The STIP funds allocated by the CTC are subject to the Timely Use of Funds Provisions included in the STIP Guidelines adopted by the CTC.

The City is requesting an extension to the Project Completion deadline related to funding allocated for the construction phase. The STIP Guidelines allow for 36 months after contract award to accept the contract, and 180 days after acceptance to submit the final invoice to Caltrans for reimbursement. The City has awarded, and completed, two contracts for the construction phase to date, and desires to advertise, award and complete a third contract to complete the overall project. The first contract was awarded on March 17, 2009 which set the deadline for contract acceptance as March 17, 2012. The City awarded the second contract on March 2, 2010 which set the deadline for contract acceptance of the second contract as March 2, 2013. The multiple contract approach, i.e. two awarded and completed, and a third desired, complicates interpretation of the STIP Timely Use of Funds provisions which do not address multiple contract scenarios.

The City desires to advertise, award and construct a third contract during 2012 using the remaining funds from the mix of STIP and local funds allocated for the construction phase, and is requesting a time extension to the project completion deadline based on the timeline

established by the first contract award to cover the possibility that the timeline established by the first contract is the timeline monitored by the CTC and other funding agencies. If the accept contract deadline based on the award of the second contract, i.e. March 2, 2013, is the governing timeline, then the City does not need a time extension to complete the third contract.

The length of the time extension being requested by the City is the extension necessary to allow the City to advertise, award and complete the third contract. The City expects that the contract work can be complete by the end of 2012, and that the final invoice to Caltrans for reimbursement can be submitted by March 31, 2013.



Memorandum

DATE: March 26, 2012
TO: Alameda County Technical Advisory Committee (ACTAC)
FROM: Jacki Taylor, Program Analyst
RE: **2013 TIP Development Information and Guidance**

Recommendation:

This is an information item related to the development of the 2013 TIP.

Summary:

The following information provides guidance for the development of the 2013 TIP through MTC's biennial TIP update. Specifically, it provides instruction for how to update current TIP project listings, add new projects and archive completed projects. ACTAC Representatives are requested to coordinate the project review process for the 2013 TIP development for their respective agencies. The update period for all TIP sponsors starts April 13th and will end May 10th (cities and the county will need to complete their updates by May 3rd, while transit operators will have until May 10th).

Information:

The project review and update for the 2013 TIP will be completed by project sponsors through MTC's Fund Management System (FMS). Project Sponsors will be able to access FMS for the 2013 TIP update starting Friday April 13, 2012. FMS will be available through May 10th, but this period includes the time needed for the Alameda CTC to complete its review and submittal of sponsors' edits. In light of this, sponsors are requested to complete their edits and notify the Alameda CTC by the end of the day, Thursday, May 3rd.

The Alameda CTC will provide a master list of TIP projects to assist sponsors in tracking the progress of their TIP update. The project tracking sheet will be distributed following the lock down of the 2011 TIP on April 5th. Sponsors will be requested to return its tracking sheet to the Alameda CTC upon completion of its TIP update.

Steps for the TIP project review

1. Go to FMS: <http://fms.mtc.ca.gov/fms/home>
2. Select the "Universal Application" button, and then sign-in with your account information.

Sponsors are encouraged to set up FMS accounts (or check the status of an existing account) in advance of the start of the TIP update period. If a new account is needed, from the FMS sign-in page, follow the link to create a new account and password. An email confirmation will be sent to

you generally within 24 hours. If you do not receive your account confirmation within 48 hours, please contact Adam Crenshaw, MTC Funding Analyst, at (510) 817-5794.

3. Begin your project review and update for existing 2011 TIP projects:

For existing projects, choose the “Resume In-process Application” button. Then search for projects by TIP ID (for an individual project) or by Sponsor (for multiple project listings). The search results will be displayed as links. Click on the desired project link to enter into a project for review and editing.

The FMS application will show how the project listing currently appears in the TIP, including any pending amendment versions. All fields in the application are editable. Please make revisions only where necessary.

Refer to the attached “Using FMS” PowerPoint prepared by MTC for detailed information on how to complete an FMS application. Each project application has eight or nine pages, or “Steps”. At the bottom of each page is a row of buttons. Use the “next” button to move through the pages, or steps, of a project. Alternatively, the labeled tabs at the top of each page can be used navigate through the application.

4. Key points of your review and update:

- Make sure the TIP project scope is accurate and consistent with the 2035 RTP;
- All project phases should be reflected in the TIP, including locally-funded phases;
- Update project cost and funding as needed. Project costs are to be escalated to year of expenditure but cannot exceed the total in the current RTP (T-2035);
- If using “Other Local” as a funding source, in an amount over \$2 million, sponsors are to provide resolutions of support or Board/Council programming actions that document the local funding is committed to the project. Please upload the documentation for a project’s local funding using the project documents page of FMS;
- Review the programmed year of each fund source for accuracy (in FMS 2012 = FFY 2011/12, 2013 = FFY 2012/13, etc);
- Update project milestones;
- Update project contact(s); and
- Complete the Air Quality tab. See the attached MTC memo requesting completion of the Air Quality page for all projects in the TIP. (*The memo mentions completing the Air Quality info by March 30th, but disregard this as MTC is allowing the Air Quality tab to be completed with the 2013 TIP update*).

Saving edits

Generally, wait to save any edits until the very end of each project review even though there is a save button at the bottom of every page. If you select the save button prior to the completion of your review, you will have to re-enter the FMS application to continue. If you need to exit FMS while the review/editing of a project listing is in-progress, be sure to select the “save” button before moving to another project or out of FMS. If adding a new funding line to a project, you will be prompted to first save the application before continuing. Upon saving a project, note the FMS ID number that can be used to access the project listing again at a later time. Any unsaved edits will be lost upon exiting a project.

4. Final Step - Review edits:

The last page of the FMS application is a summary that shows the original information alongside any edits that have been made. Any changes are highlighted in red font. When the review of all edits has been completed, press the “save” button at the bottom of the page. Upon saving, note the FMS ID number. It will enable you to return to that project for further editing as needed.

Other TIP update actions to consider

Archiving a project from the TIP:

Do any projects need to be archived? Archive projects that are completed, fully obligated (FHWA projects), or in an approved or pending FTA grant, or if there are any duplicate project listings. If all federal or state funding for the project has been awarded, obligated, or the project has been completed, or if all project funding is prior to FY12/13 (FY 11/12 or earlier) and if no further federal action is anticipated for the project, the project can be archived. There is no longer an archive button in the FMS application. Sponsors can request a project be archived by stating “Archive project from the TIP” in the “Reason for amendment” section of the application. Note that once a project is archived, the TIP ID number will be permanently retired. If the project ends up needing to be in the TIP in the future, the project will need to be amended into the TIP as a new project and a new TIP ID will need to be issued.

If the project is not yet completed and all the funding is obligated and listed in prior years, but you would like it to still be included in the 2013 TIP for informational purposes, state this in the “Reason for amendment” section of the application and place a check in the “No, project is not complete” box in Step 2.

To propose new projects for the 2013 TIP:

To propose a new project for inclusion in the 2013 TIP, go to the “Universal Application” tab of FMS and select the “propose a new project” button. New projects proposed at this time for the 2013 are limited to projects that do not trigger an air quality conformity analysis (i.e. qualify for an “exempt” project classification) and are consistent with the current RTP, T-2035. All fields with a red asterisk are required and the application will not be accepted by MTC if any of these fields are left blank. If adding a new funding line to a project, you will be prompted to first save the application before continuing. If you have proposed a new project, save the FMS application and note the FMS ID generated for the project. Remember to add any new TIP projects to the project tracking sheet that is to be returned to the Alameda CTC upon completion of your FMS edits.

When all edits have been completed and saved in FMS

For all cities and agencies that are non-transit operators:

By May 3rd, notify the Alameda CTC that the saved FMS drafts are ready for review. Notify by emailing Jacki Taylor at: jtaylor@alamedactc.org. The Alameda CTC will then review and submit to MTC by May 10th.

Please attach to your notification email, the TIP update tracking list, with the requested information (updated by, date completed, and type of change) filled-in for the projects that are ready for the Alameda CTC’s review.

For transit operators:

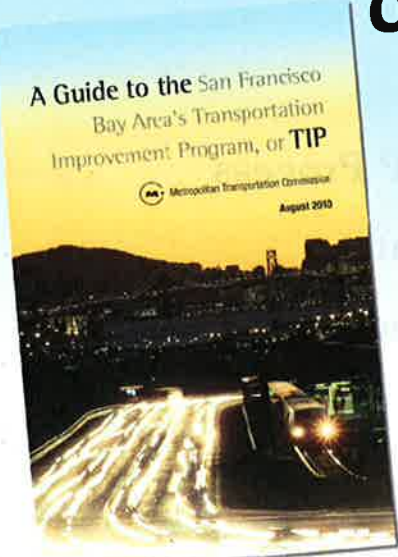
Submit all TIP updates (via FMS) by May 10th. Your updates will go directly to MTC without Alameda CTC Review.

Attachments:

Attachment A: Overview of the TIP PowerPoint

Attachment B: Using FMS – MTC PowerPoint

Attachment C: 2013 TIP Development - Air Quality Process



Overview of the TIP

*2012 Spring User Week,
Technology Transfer*

Srikalyani Srinivasan
ssrinivasan@mtc.ca.gov
510-817-5793

March 26, 2012

METROPOLITAN TRANSPORTATION COMMISSION

Purpose of the Workshop

- Essentially a Q&A session
- Interruptions welcome!!
- Variety of topics but please highlight what is important to you

METROPOLITAN TRANSPORTATION COMMISSION

Presentation Topics

- **Introductions**
- **Overview of the TIP Process**
- **Financial Constraint**
- **2013 TIP Development Schedule**

METROPOLITAN TRANSPORTATION COMMISSION

Introductions

- **Name**
- **Agency**
- **Position**
- **Any specific items that you want addressed /clarified in this workshop**

METROPOLITAN TRANSPORTATION COMMISSION

Overview of the TIP Process

1. What is the TIP? What is the TIP Period? What are regionally significant projects?
2. How is the TIP Developed?
3. Consultation Approach
4. TIP Requirements
5. Types of TIP Revisions and Revision approval process
6. What is a Grouped Listing ? Why can't I see my particular SHOPP project?

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What is the TIP?

Comprehensive list of surface transportation projects that are

- recipients of federal funds; or
- subject to a federally required action; or
- regionally significant

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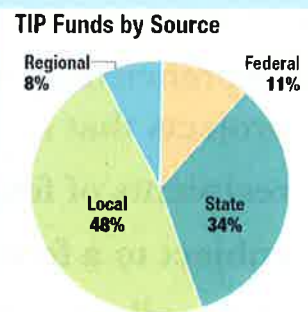
TIP – Regionally Significant

A regionally significant project means a project that is on a facility which serves regional transportation needs and would normally be included in the modeling of the MPO area's transportation network, including as a minimum, all principal arterial highways and those fixed guideway transit facilities that offer a significant alternative to regional highway travel.

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About the 2011 TIP

- Includes nearly 1,000 surface transportation projects
- Total investment level of approximately \$12.8 billion
- Covers four-year period through Fiscal Year 2014
- Local funds are largest share, even though TIP is focused on projects with a federal interest



METROPOLITAN TRANSPORTATION COMMISSION

HOW IS THE TIP DEVELOPED

- Developed in cooperation with the Bay Area Partnership which consists of: Cities, Counties, Transit Operators and other project sponsors
- Federal and State agencies, tribal governments, County congestion management agencies (CMAs) and other regional Agencies
- Commission decision to fund a project/ program is made at the RTP stage.
- Then a project or program may be proposed for funding in the TIP once its schedule and budget are fully developed.

METROPOLITAN TRANSPORTATION COMMISSION

Consultation Approach for the TIP

- Directed by Public Participation Plan
- TIP consultation occurs same time as the development of the long-term RTP, the earliest and key decision point regarding project and programming priorities.
- During TIP development additional opportunities will be provided and additional consultation as requested.

METROPOLITAN TRANSPORTATION COMMISSION

Why does a Project have to be in the TIP?

- **Required to access federal transportation funding and permits**
- **Required for federal approval of transportation projects including NEPA**
- **Required to meet air quality conformity requirements**

METROPOLITAN TRANSPORTATION COMMISSION

TIP Requirements

- **The TIP must be financially constrained**
- **Finding of air quality conformity**
- **Opportunity for public comment and consultation with affected agencies**
- **Consistent with the Regions Long Range Transportation Plan**
 - **In the RTP before it can be added to the TIP**
 - **Costs and Scope within RTP Cost and Scope**
- **The TIP document itself is exempt from both CEQA and NEPA**

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TIP Requirements (contd.)

- Full project funding in the TIP – all the funding for the project should be reflected in the TIP – all historical funds as well as future funds (in the outer years of the TIP). This is the first question, MTC program managers will ask you.
- In non-attainment and maintenance areas, projects included in the first two years of the MPO TIP and statewide TIP shall be limited to those for which funds are available or committed.
- Total funding in the TIP, cannot exceed the project funding identified in the RTP

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TIP Requirements (contd.)

- Funds for a project phase must be listed in the same year, which is the year of allocation/obligation for that phase (e.g. ENV, PS&E, PE, ROW or CON).
- Exceptions are for pre-approved corridor projects (as listed in the RTP), annual ongoing service/operations projects (such as the Freeway Service Patrol), multi-year program of projects (such as various streets and roads rehabilitation, or bus rehabilitation/replacement programs), or projects with multiple segments (in which case the project description must include a statement noting the number of segments such as “segments 1 through 3”).
- STIP projects have to have PS&E and ENV phases; other projects can combine the two into PE phase.
- All the project costs should be in year of expenditure dollars and all the funds for a specific phase have to be in the same year.
- All funds within the TIP have to be committed and fund sources have to be identified
- **Other Local funds can be used only for amounts less than \$2 million**

METROPOLITAN TRANSPORTATION COMMISSION

Revisions

Two Types:

- **Administrative Modification - Small changes to exempt projects.**
 - Fund change less than 40% of total project cost or less than \$10 Million dollars (whichever is smaller)
 - Does not allow for change in Project Scope
 - Does not allow for adding or removing a capital phase
 - Projects can be split or combined as long as there is no change to scope and cost changes meet above requirement
 - Final approval authority is MTC
 - Timeline to get final approval is about four weeks from submittal

METROPOLITAN TRANSPORTATION COMMISSION

Revisions

- **Amendment -**
 - Any change that is not a administrative modification is a formal amendment
 - Final approval authority is FHWA and FTA
 - Longer time frame to receive approval (sixteen weeks)
 - Public Participation and feedback is important
 - Financial Constraint Analysis is required for approval

METROPOLITAN TRANSPORTATION COMMISSION

What is a Grouped Listing ? Why can't I see my particular SHOPP project?

- **Grouped Projects** - Projects proposed for FHWA or FTA funding that are not determined to be regionally significant may be grouped by function, geographic area, and work type in one line item of the metropolitan TIP.

SHOPP projects are programmed as a grouped listing as one FMS project. Hence, you cannot see individual projects in FMS. You can however, access the listing on MTC's funding – TIP page at the following address. The same goes for FTA 5310.

<http://www.mtc.ca.gov/funding/tip/2011/grouped.htm>

METROPOLITAN TRANSPORTATION COMMISSION

2013 TIP Development Schedule

- April 5, 2012: FMS will be locked down
- April 13, 2012: FMS access reinstated
- April 13, 2012: Start of Project Review by all Sponsors and CMAs
- May 10, 2012: Completion of Review by Sponsors and CMAs
- June 22, 2012: Begin of Public Review Period for TIP and Air Quality Conformity Analysis
- July 11, 2012: Public Hearing on Draft TIP and AQ Conformity Analysis
- August 9, 2012: Close of Public Review Period
- September 26, 2012: Final 2013 TIP and Final AQ Conformity analysis approved by Commission
- December 17, 2012: Final 2013 approved by U.S. Dept. of Transportation

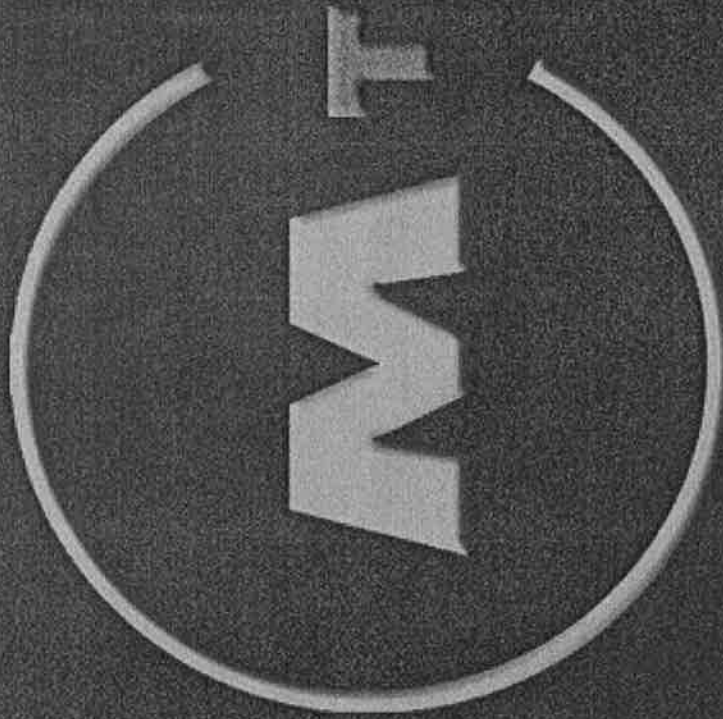
METROPOLITAN TRANSPORTATION COMMISSION

For further information

- MTC TIP page: www.mtc.ca.gov/funding/tip/
- 2011 TIP Revision Schedule:
[http://www.mtc.ca.gov/funding/tip/2011/2011 TIP Revision Schedule.pdf](http://www.mtc.ca.gov/funding/tip/2011/2011_TIP_Revision_Schedule.pdf)
- Status of TIP Revisions:
<http://www.mtc.ca.gov/funding/tip/2011/revisions.htm>
- Grouped Listings:
<http://www.mtc.ca.gov/funding/tip/2011/grouped.htm>
- Fund Management System: the web accessible TIP
fms.mtc.ca.gov/fms/home.ds

METROPOLITAN TRANSPORTATION COMMISSION

Using FMS



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Funding Analyst

Metropolitan Transportation Commission

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March, 2012

ACTAC Meeting 04/03/12

Agenda Item 5A

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION

Using FMS - Overview

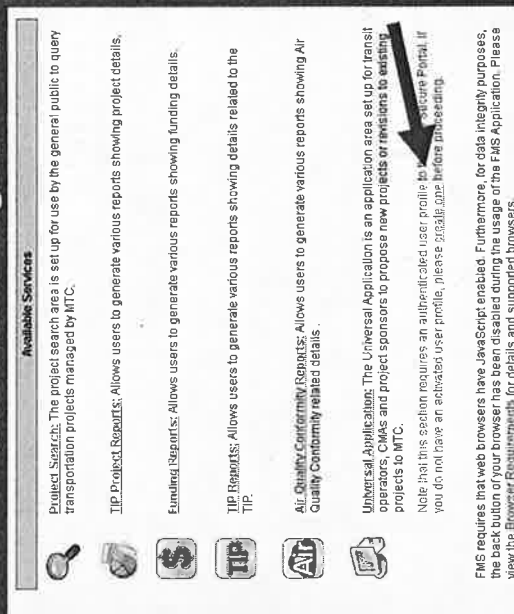
- FMS User Accounts
- TIP Revision Process
- FMS Universal Application (UA)
- Project Searches
- Reports

FMS – User Accounts

■ Creating an Account

Links to Account Creation are on the FMS Home page and the Log In page

FMS Home Page



The screenshot shows the FMS Home Page with a navigation bar at the top containing 'FMS', 'Log In', 'Project Manager', 'Report Manager', and 'Help'. Below the navigation bar, there are several links and icons. A red arrow points to the 'Log In' link. The page content includes a 'Project Search' section, a 'Funding Reports' section, a 'TIP Reports' section, and a 'Universal Application' section. A red arrow points to the 'Universal Application' section.

Available Services

Project Search: The project search area is set up for use by the general public to query transportation projects managed by MTC.

TIP Project Reports: Allows users to generate various reports showing project details.

Funding Reports: Allows users to generate various reports showing funding details.

TIP Reports: Allows users to generate various reports showing details related to the TIP.

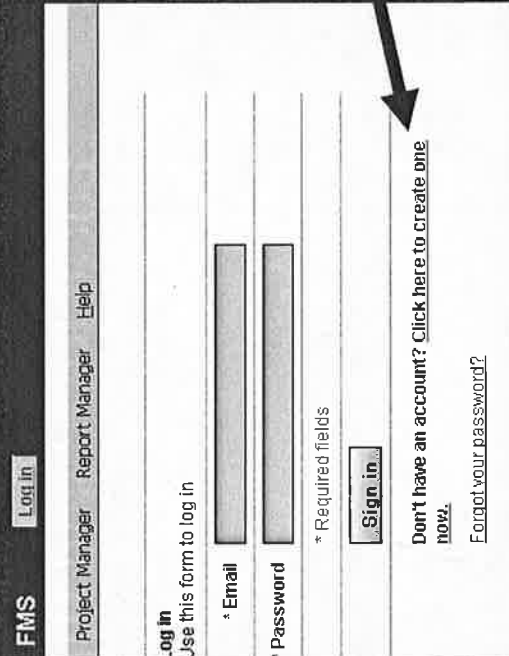
Air Quality Conformity Reports: Allows users to generate various reports showing Air Quality Conformity related details.

Universal Application: The Universal Application is an application area set up for transit operators, CMAs and project sponsors to propose new projects or revisions to existing projects to MTC.

Note that this section requires an authenticated user profile to be created. If you do not have an activated user profile, please [click here](#) before proceeding.

FMS requires that web browsers have JavaScript enabled. Furthermore, for data integrity purposes, the back button of your browser has been disabled during the usage of the FMS Application. Please view the [Browser Requirements](#) for details and supported browsers.

FMS Log In Page



The screenshot shows the FMS Log In Page. It has a navigation bar at the top with 'FMS', 'Log In', 'Project Manager', 'Report Manager', and 'Help'. Below the navigation bar, there is a 'Log In' section with the text 'Use this form to log in'. There are two input fields: '* Email' and '* Password'. Below the password field, it says '* Required fields'. There is a 'Sign in' button. Below the button, there is a link: 'Don't have an account? [Click here to create one now.](#)'. Below that, there is a link: 'Forgot your password?'.

MTC Staff will Review the account, assign the appropriate privileges and restrictions, and activate the account

FMS – User Accounts

■ Privileges and Restrictions

Public Users

- Can search for projects and view project information

Local Road and Highway Sponsors

- Access and edit their own projects through UA

CMAS

- Access and edit projects for their own county through UA and submit revisions

Transit Operators

- Access and edit their own projects through UA and submit revisions

TIP Revision Process – Lifecycle of a Project

- **New Project**
- **Revised Project**
- **Archived or Deleted Project**

TIP Revision Process – Lifecycle of a Project Revision

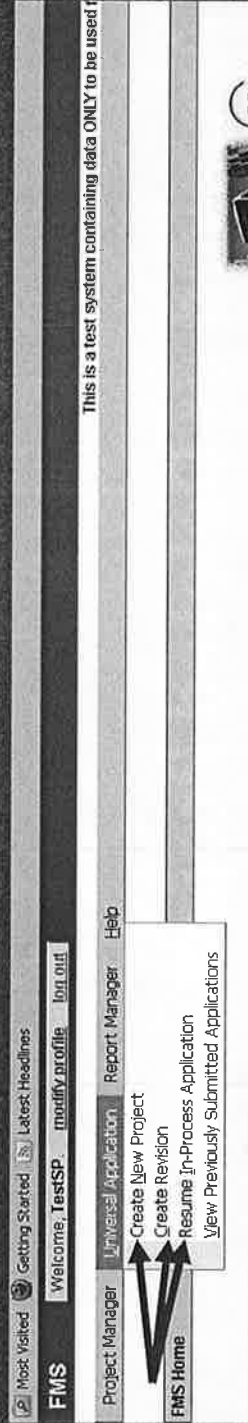
■ New Project Revisions

New Projects

- Universal Application >> Create New Project

Revisions to Existing Projects

- Universal Application >> Create Revision



Revisions begin with an “In Process” status

- They can be accessed through Universal Application >> Resume In Process Application

TIP Revision Process – Lifecycle of a Project Revision

■ Submitting a Revision

Local Road and Highway Sponsors

- Create Revision >> Make Edits >> Save Revision >> Contact the CMA

CMA Users

- For own Projects: Create Revision >> Make Edits >> Submit
- For Local Road and Highway Sponsors Projects: Review Projects >> Make Edits >> Submit

Transit Operators

- Create Revision >> Make Edits >> Submit

TIP Revision Process – Lifecycle of a Project Revision

■ Submitting a Revision

Once submitted Project Revisions will not be accessible to Sponsor or CMA users in FMS

MTC Staff reviews Project Revisions

- Decline – Project Revision is returned to the sponsor for edits
- Accept – Project Revision moves on to the TIP Revision stage

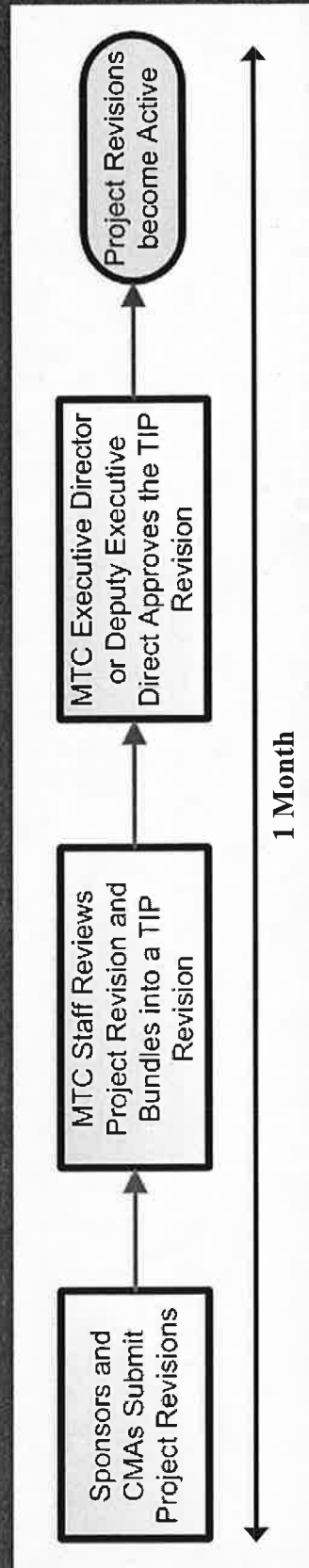
Once accepted Project Revisions are bundled into a TIP Revision

- Given a TIP Revision Number (e.g. 2011-23)
- Reviewed by MTC senior and executive staff

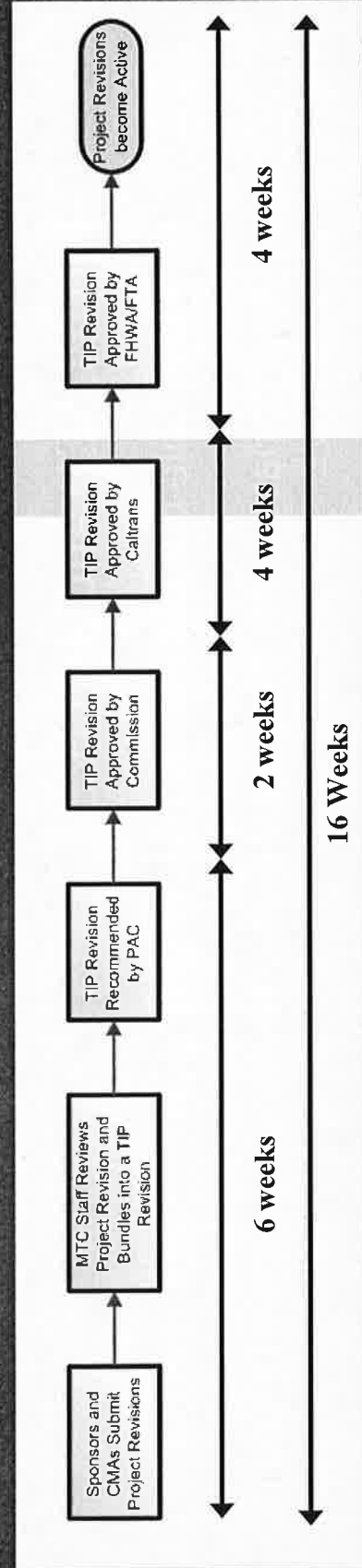
TIP Revision Process – Lifecycle of a Project Revision

■ Approval of TIP Revisions

For Administrative Modifications



For Formal Amendments



TIP Revision Process – Lifecycle of a Project Revision

■ Accessibility of Project Revisions by Status

IN PROCESS

- Not accessible in Project Search
- Accessible and editable in UA for users with the appropriate privileges

SUBMITTED

- Not accessible in Project Search or UA

PROPOSED and ACTIVE

- Accessible but not editable through Project Search and UA
- Appropriate users may create new revisions using PROPOSED or ACTIVE versions as a base

FMS – Universal Application

■ Project Detail Tab

Project Name Sponsor Description of Change
Primary Program Implementing Agency Project Complete Flag
County Reason for Revision RTP ID

General Information - Step 1 of 7

Next Save Cancel

*Project Name (Not to exceed 50 characters)

*Primary Program Being Modified

*County

*Sponsor

*Implementing Agency

*Reason for Revision (Not to exceed 355 characters)

*Description of Change (Not to exceed 2000 characters)

*Is project complete? (Yes/No)

RTP Cycle

*RTP ID

RTP Type

RTP Project Cost \$0

RTP Page Number

*These fields must be updated before the application can be submitted

Next Save Cancel

Example

Project Name: SR 29 Rio Del Mar Intermodal Bypass
Primary Program Being Modified: CHAQ Clear All Program
County: Napa
Sponsor: Amer Canyon
Implementing Agency: Amer Canyon
Reason for Revision: This is a change of cost savings available. Program named since being reduced due to cost savings with the Woodland Hills program in NAPA (1/11).
Description of Change: Reduce CHAQ funds in FY 04 by \$250,000 and transfer the funds to WUP9910371.

FMS – Universal Application

■ Project Description Tab

| | | |
|-----------------------|---------------------|----------------------------------|
| Mode | Project Type | Expanded Description |
| Submode | Purpose | Transportation Problem Addressed |
| Transportation System | Project Description | |

Description - Step 2 of 7

| | |
|---|--|
| Example | |
| Mode: Local Road | |
| SubMode: Pedestrian | |
| Transportation System: Local Streets and Roads | |
| Project Type: Pavement | |
| Purpose: Maintenance/Rehabilitation/Replacement | |
| Project Description: In San Ramon On Bollinger Canyon between Alvarado Blvd and First Street, Rehabilitate roadway including stripping for class 3 bike path and add pedestrian sidewalks. | |
| Expanded Description: In San Ramon, On Bollinger Canyon between Alvarado Blvd and First Street, Rehabilitate roadway including stripping for class 3 bike path and add pedestrian sidewalks, R, ancillary work including pavement grinding, full depth asphalt repairs, adjusting utility frames and grates, and replacing pavement markings and traffic signal detection devices | |
| Transportation Problem to be addressed: Rehabilitation of road will enhance smooth movement of vehicles thereby reducing emissions of air pollution particles. | |

*These fields must be inputted before the application can be submitted.

FMS – Universal Application

■ Project Description Tab – Issues to be aware of

Mode

- Do not use Bridge as a Mode
- Other is an option of last resort

Purpose

- Enhancement – Project upgrades or modifies existing facilities
- Expansion – Project adds capacity to the existing system
- Maintenance, Rehab, Replacement – Project preserves existing facilities
- Operations – Project funds the administration and operations of agencies
- System Management/Travel Demand Management – Project promotes more efficient use of existing facilities
- Other – Option of last resort

FMS – Universal Application

■ Project Description Tab – Issues to be aware of

Project Description

- Include the name of the jurisdiction
- Include the project limits
- Include the description of the work being done

Example – City: Street A from Road 1 to Road 2: Rehabilitate roadway, replace curbs and gutters, and patch sidewalks

FMS – Universal Application

■ Location Tab

Required Fields – State Assembly Districts, State Senate Districts, Congressional Districts

Optional Fields - Location, State Route, Post Miles, TIP Mapper Status Area

Location - Step 3 of 7

Previous Next Save Cancel

Location
State Hwy Route
Post Miles

From (Miles) To (Miles)

TIP Map Status
Area

Select One

Select One

*State Assembly Districts

*State Senate Districts

*Congressional Districts

Example

Location: Oakland
Route 880

* These fields must be selected before the application can be submitted.

Previous Next Save Cancel

FMS – Universal Application

Funding Tab

Add a New Fund Line Remove funds from a project
 Edit an Existing Fund Line

Previous

Next

Add New Fund Line

Save

Cancel

Previous

Next

Add New Fund Line

Save

Cancel

Note: Non-editable fund lines represent data from the active project and are only displayed for informational purposes. Only the editable fund lines will be added to the project revision. To deleted newly added fund lines simply click the link that corresponds to the fund line(s) to be deleted. For historical purposes, users can only update a zero amount to the fund line to indicate that the Fund Source is no longer used.
 Note: At least one funding line should be entered.

| Status | Fund Code | Phase | Appl. Year | Program Year | Change Amount | Fund No. | Det | EA NO | PPNO | CTC Allocation Rate | CTC Allocation Amount | Profile | Fed Proj ID | FWA Obligation Date | FWA Oblig Amount | FTA Grant No. | FTA Grant Date | FTA Grant Amount | | | | | | | | | | | | | |
|-------------------------------|--------------|----------------|-----------------------|--------------|---------------|----------|--------|-------|------|---------------------|-----------------------|---------|-------------|---------------------|------------------|---------------|----------------|------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Active | OTHER LOCAL | ENV | 2010 | 2010 | 1,000,000 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Proposed | OTHER LOCAL | ENV | 2010 | 2010 | 1,000,000 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Active | OTHER LOCAL | ROW | 2011 | 2011 | 900,000 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Proposed | OTHER LOCAL | ROW | 2011 | 2011 | 600,000 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Active | OTHER LOCAL | PSE | 2011 | 2011 | 1,700,000 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Proposed | OTHER LOCAL | PSE | 2011 | 2011 | 1,700,000 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Active | OTHER LOCAL | PSE | 2011 | 2011 | 1,000,000 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Proposed | OTHER LOCAL | PSE | 2011 | 2011 | 1,000,000 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Active | OTHER LOCAL | CON | 2013 | 2013 | 33,700,000 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Proposed | OTHER LOCAL | CON | 2013 | 2013 | 33,700,000 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Active | OTHER LOCAL | CON | 2013 | 2013 | 10,000,000 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Proposed | OTHER LOCAL | CON | 2013 | 2013 | 10,000,000 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total Funding by Jurisdiction | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Status | Federal | State | Local | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Active | | | 48,000,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Proposed | | | 48,000,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total Funding by Phase | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Status | CON | CON/CT | ENV | PE | PSE | ROW | ROW/CT | | | | | | | | | | | | | | | | | | | | | | | | |
| Active | 43,700,000 | | 1,000,000 | | 2,700,000 | 600,000 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Proposed | 43,700,000 | | 1,000,000 | | 2,700,000 | 600,000 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total Funding by Fund Code | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fund Code | Program Year | Program Amount | Program Target Amount | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| OTHER LOCAL | 2010 | 1,000,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| OTHER LOCAL | 2011 | 3,300,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| OTHER LOCAL | 2013 | 43,700,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

FMS – Universal Application

Funding Tab – Add New Fund Line

Fund Programming Information

Fund Code: OTHER LOCAL

Phase: PE

Appn Year: Select One

Prog Year: 2011

Prog Amount: 290454

Approved Funding: Yes

Non TIP: No

Fund Code

Common issues finding fund codes

- Prop 1A and Prop 1B are located under PROPOSITION
- Ferry Boat Discretionary funds are located under 1064
- Other State and Other Federal funds are options of last resort. If they must be used, include the full fund source in Reason for Revision and the Expanded Project Description

FMS Fund Codes - Mozilla Firefox

Find Available Fund codes

Fund Source Code: CMAQ

Authorization: Select One

County (Use with RIP only): Federal T4

Selected One

| Fund Code | Fund Source Code | Authorization | Cycle | Col 1 | Col 2 | Col 3 | Col 4 | Col 5 | Col 6 | Col 7 | Col 8 | Col 9 | Col 10 | Col 11 | Col 12 | Col 13 | Col 14 | Col 15 | Col 16 | Col 17 | Col 18 | Col 19 | Col 20 | Col 21 | Col 22 | Col 23 | Col 24 | Col 25 | Col 26 | Col 27 | Col 28 | Col 29 | Col 30 | Col 31 | Col 32 | Col 33 | Col 34 | Col 35 | Col 36 | Col 37 | Col 38 | Col 39 | Col 40 | Col 41 | Col 42 | Col 43 | Col 44 | Col 45 | Col 46 | Col 47 | Col 48 | Col 49 | Col 50 | Col 51 | Col 52 | Col 53 | Col 54 | Col 55 | Col 56 | Col 57 | Col 58 | Col 59 | Col 60 | Col 61 | Col 62 | Col 63 | Col 64 | Col 65 | Col 66 | Col 67 | Col 68 | Col 69 | Col 70 | Col 71 | Col 72 | Col 73 | Col 74 | Col 75 | Col 76 | Col 77 | Col 78 | Col 79 | Col 80 | Col 81 | Col 82 | Col 83 | Col 84 | Col 85 | Col 86 | Col 87 | Col 88 | Col 89 | Col 90 | Col 91 | Col 92 | Col 93 | Col 94 | Col 95 | Col 96 | Col 97 | Col 98 | Col 99 | Col 100 | Col 101 | Col 102 | Col 103 | Col 104 | Col 105 | Col 106 | Col 107 | Col 108 | Col 109 | Col 110 | Col 111 | Col 112 | Col 113 | Col 114 | Col 115 | Col 116 | Col 117 | Col 118 | Col 119 | Col 120 | Col 121 | Col 122 | Col 123 | Col 124 | Col 125 | Col 126 | Col 127 | Col 128 | Col 129 | Col 130 | Col 131 | Col 132 | Col 133 | Col 134 | Col 135 | Col 136 | Col 137 | Col 138 | Col 139 | Col 140 | Col 141 | Col 142 | Col 143 | Col 144 | Col 145 | Col 146 | Col 147 | Col 148 | Col 149 | Col 150 | Col 151 | Col 152 | Col 153 | Col 154 | Col 155 | Col 156 | Col 157 | Col 158 | Col 159 | Col 160 | Col 161 | Col 162 | Col 163 | Col 164 | Col 165 | Col 166 | Col 167 | Col 168 | Col 169 | Col 170 | Col 171 | Col 172 | Col 173 | Col 174 | Col 175 | Col 176 | Col 177 | Col 178 | Col 179 | Col 180 | Col 181 | Col 182 | Col 183 | Col 184 | Col 185 | Col 186 | Col 187 | Col 188 | Col 189 | Col 190 | Col 191 | Col 192 | Col 193 | Col 194 | Col 195 | Col 196 | Col 197 | Col 198 | Col 199 | Col 200 | Col 201 | Col 202 | Col 203 | Col 204 | Col 205 | Col 206 | Col 207 | Col 208 | Col 209 | Col 210 | Col 211 | Col 212 | Col 213 | Col 214 | Col 215 | Col 216 | Col 217 | Col 218 | Col 219 | Col 220 | Col 221 | Col 222 | Col 223 | Col 224 | Col 225 | Col 226 | Col 227 | Col 228 | Col 229 | Col 230 | Col 231 | Col 232 | Col 233 | Col 234 | Col 235 | Col 236 | Col 237 | Col 238 | Col 239 | Col 240 | Col 241 | Col 242 | Col 243 | Col 244 | Col 245 | Col 246 | Col 247 | Col 248 | Col 249 | Col 250 | Col 251 | Col 252 | Col 253 | Col 254 | Col 255 | Col 256 | Col 257 | Col 258 | Col 259 | Col 260 | Col 261 | Col 262 | Col 263 | Col 264 | Col 265 | Col 266 | Col 267 | Col 268 | Col 269 | Col 270 | Col 271 | Col 272 | Col 273 | Col 274 | Col 275 | Col 276 | Col 277 | Col 278 | Col 279 | Col 280 | Col 281 | Col 282 | Col 283 | Col 284 | Col 285 | Col 286 | Col 287 | Col 288 | Col 289 | Col 290 | Col 291 | Col 292 | Col 293 | Col 294 | Col 295 | Col 296 | Col 297 | Col 298 | Col 299 | Col 300 | Col 301 | Col 302 | Col 303 | Col 304 | Col 305 | Col 306 | Col 307 | Col 308 | Col 309 | Col 310 | Col 311 | Col 312 | Col 313 | Col 314 | Col 315 | Col 316 | Col 317 | Col 318 | Col 319 | Col 320 | Col 321 | Col 322 | Col 323 | Col 324 | Col 325 | Col 326 | Col 327 | Col 328 | Col 329 | Col 330 | Col 331 | Col 332 | Col 333 | Col 334 | Col 335 | Col 336 | Col 337 | Col 338 | Col 339 | Col 340 | Col 341 | Col 342 | Col 343 | Col 344 | Col 345 | Col 346 | Col 347 | Col 348 | Col 349 | Col 350 | Col 351 | Col 352 | Col 353 | Col 354 | Col 355 | Col 356 | Col 357 | Col 358 | Col 359 | Col 360 | Col 361 | Col 362 | Col 363 | Col 364 | Col 365 | Col 366 | Col 367 | Col 368 | Col 369 | Col 370 | Col 371 | Col 372 | Col 373 | Col 374 | Col 375 | Col 376 | Col 377 | Col 378 | Col 379 | Col 380 | Col 381 | Col 382 | Col 383 | Col 384 | Col 385 | Col 386 | Col 387 | Col 388 | Col 389 | Col 390 | Col 391 | Col 392 | Col 393 | Col 394 | Col 395 | Col 396 | Col 397 | Col 398 | Col 399 | Col 400 | Col 401 | Col 402 | Col 403 | Col 404 | Col 405 | Col 406 | Col 407 | Col 408 | Col 409 | Col 410 | Col 411 | Col 412 | Col 413 | Col 414 | Col 415 | Col 416 | Col 417 | Col 418 | Col 419 | Col 420 | Col 421 | Col 422 | Col 423 | Col 424 | Col 425 | Col 426 | Col 427 | Col 428 | Col 429 | Col 430 | Col 431 | Col 432 | Col 433 | Col 434 | Col 435 | Col 436 | Col 437 | Col 438 | Col 439 | Col 440 | Col 441 | Col 442 | Col 443 | Col 444 | Col 445 | Col 446 | Col 447 | Col 448 | Col 449 | Col 450 | Col 451 | Col 452 | Col 453 | Col 454 | Col 455 | Col 456 | Col 457 | Col 458 | Col 459 | Col 460 | Col 461 | Col 462 | Col 463 | Col 464 | Col 465 | Col 466 | Col 467 | Col 468 | Col 469 | Col 470 | Col 471 | Col 472 | Col 473 | Col 474 | Col 475 | Col 476 | Col 477 | Col 478 | Col 479 | Col 480 | Col 481 | Col 482 | Col 483 | Col 484 | Col 485 | Col 486 | Col 487 | Col 488 | Col 489 | Col 490 | Col 491 | Col 492 | Col 493 | Col 494 | Col 495 | Col 496 | Col 497 | Col 498 | Col 499 | Col 500 | Col 501 | Col 502 | Col 503 | Col 504 | Col 505 | Col 506 | Col 507 | Col 508 | Col 509 | Col 510 | Col 511 | Col 512 | Col 513 | Col 514 | Col 515 | Col 516 | Col 517 | Col 518 | Col 519 | Col 520 | Col 521 | Col 522 | Col 523 | Col 524 | Col 525 | Col 526 | Col 527 | Col 528 | Col 529 | Col 530 | Col 531 | Col 532 | Col 533 | Col 534 | Col 535 | Col 536 | Col 537 | Col 538 | Col 539 | Col 540 | Col 541 | Col 542 | Col 543 | Col 544 | Col 545 | Col 546 | Col 547 | Col 548 | Col 549 | Col 550 | Col 551 | Col 552 | Col 553 | Col 554 | Col 555 | Col 556 | Col 557 | Col 558 | Col 559 | Col 560 | Col 561 | Col 562 | Col 563 | Col 564 | Col 565 | Col 566 | Col 567 | Col 568 | Col 569 | Col 570 | Col 571 | Col 572 | Col 573 | Col 574 | Col 575 | Col 576 | Col 577 | Col 578 | Col 579 | Col 580 | Col 581 | Col 582 | Col 583 | Col 584 | Col 585 | Col 586 | Col 587 | Col 588 | Col 589 | Col 590 | Col 591 | Col 592 | Col 593 | Col 594 | Col 595 | Col 596 | Col 597 | Col 598 | Col 599 | Col 600 | Col 601 | Col 602 | Col 603 | Col 604 | Col 605 | Col 606 | Col 607 | Col 608 | Col 609 | Col 610 | Col 611 | Col 612 | Col 613 | Col 614 | Col 615 | Col 616 | Col 617 | Col 618 | Col 619 | Col 620 | Col 621 | Col 622 | Col 623 | Col 624 | Col 625 | Col 626 | Col 627 | Col 628 | Col 629 | Col 630 | Col 631 | Col 632 | Col 633 | Col 634 | Col 635 | Col 636 | Col 637 | Col 638 | Col 639 | Col 640 | Col 641 | Col 642 | Col 643 | Col 644 | Col 645 | Col 646 | Col 647 | Col 648 | Col 649 | Col 650 | Col 651 | Col 652 | Col 653 | Col 654 | Col 655 | Col 656 | Col 657 | Col 658 | Col 659 | Col 660 | Col 661 | Col 662 | Col 663 | Col 664 | Col 665 | Col 666 | Col 667 | Col 668 | Col 669 | Col 670 | Col 671 | Col 672 | Col 673 | Col 674 | Col 675 | Col 676 | Col 677 | Col 678 | Col 679 | Col 680 | Col 681 | Col 682 | Col 683 | Col 684 | Col 685 | Col 686 | Col 687 | Col 688 | Col 689 | Col 690 | Col 691 | Col 692 | Col 693 | Col 694 | Col 695 | Col 696 | Col 697 | Col 698 | Col 699 | Col 700 | Col 701 | Col 702 | Col 703 | Col 704 | Col 705 | Col 706 | Col 707 | Col 708 | Col 709 | Col 710 | Col 711 | Col 712 | Col 713 | Col 714 | Col 715 | Col 716 | Col 717 | Col 718 | Col 719 | Col 720 | Col 721 | Col 722 | Col 723 | Col 724 | Col 725 | Col 726 | Col 727 | Col 728 | Col 729 | Col 730 | Col 731 | Col 732 | Col 733 | Col 734 | Col 735 | Col 736 | Col 737 | Col 738 | Col 739 | Col 740 | Col 741 | Col 742 | Col 743 | Col 744 | Col 745 | Col 746 | Col 747 | Col 748 | Col 749 | Col 750 | Col 751 | Col 752 | Col 753 | Col 754 | Col 755 | Col 756 | Col 757 | Col 758 | Col 759 | Col 760 | Col 761 | Col 762 | Col 763 | Col 764 | Col 765 | Col 766 | Col 767 | Col 768 | Col 769 | Col 770 | Col 771 | Col 772 | Col 773 | Col 774 | Col 775 | Col 776 | Col 777 | Col 778 | Col 779 | Col 780 | Col 781 | Col 782 | Col 783 | Col 784 | Col 785 | Col 786 | Col 787 | Col 788 | Col 789 | Col 790 | Col 791 | Col 792 | Col 793 | Col 794 | Col 795 | Col 796 | Col 797 | Col 798 | Col 799 | Col 800 | Col 801 | Col 802 | Col 803 | Col 804 | Col 805 | Col 806 | Col 807 | Col 808 | Col 809 | Col 810 | Col 811 | Col 812 | Col 813 | Col 814 | Col 815 | Col 816 | Col 817 | Col 818 | Col 819 | Col 820 | Col 821 | Col 822 | Col 823 | Col 824 | Col 825 | Col 826 | Col 827 | Col 828 | Col 829 | Col 830 | Col 831 | Col 832 | Col 833 | Col 834 | Col 835 | Col 836 | Col 837 | Col 838 | Col 839 | Col 840 | Col 841 | Col 842 | Col 843 | Col 844 | Col 845 | Col 846 | Col 847 | Col 848 | Col 849 | Col 850 | Col 851 | Col 852 | Col 853 | Col 854 | Col 855 | Col 856 | Col 857 | Col 858 | Col 859 | Col 860 | Col 861 | Col 862 | Col 863 | Col 864 | Col 865 | Col 866 | Col 867 | Col 868 | Col 869 | Col 870 | Col 871 | Col 872 | Col 873 | Col 874 | Col 875 | Col 876 | Col 877 | Col 878 | Col 879 | Col 880 | Col 881 | Col 882 | Col 883 | Col 884 | Col 885 | Col 886 | Col 887 | Col 888 | Col 889 | Col 890 | Col 891 | Col 892 | Col 893 | Col 894 | Col 895 | Col 896 | Col 897 | Col 898 | Col 899 | Col 900 | Col 901 | Col 902 | Col 903 | Col 904 | Col 905 | Col 906 | Col 907 | Col 908 | Col 909 | Col 910 | Col 911 | Col 912 | Col 913 | Col 914 | Col 915 | Col 916 | Col 917 | Col 918 | Col 919 | Col 920 | Col 921 | Col 922 | Col 923 | Col 924 | Col 925 | Col 926 | Col 927 | Col 928 | Col 929 | Col 930 | Col 931 | Col 932 | Col 933 | Col 934 | Col 935 | Col 936 | Col 937 | Col 938 | Col 939 | Col 940 | Col 941 | Col 942 | Col 943 | Col 944 | Col 945 | Col 946 | Col 947 | Col 948 | Col 949 | Col 950 | Col 951 | Col 952 | Col 953 | Col 954 | Col 955 | Col 956 | Col 957 | Col 958 | Col 959 | Col 960 | Col 961 | Col 962 | Col 963 | Col 964 | Col 965 | Col 966 | Col 967 | Col 968 | Col 969 | Col 970 | Col 971 | Col 972 | Col 973 | Col 974 | Col 975 | Col 976 | Col 977 | Col 978 | Col 979 | Col 980 | Col 981 | Col 982 | Col 983 | Col 984 | Col 985 | Col 986 | Col 987 | Col 988 | Col 989 | Col 990 | Col 991 | Col 992 | Col 993 | Col 994 | Col 995 | Col 996 | Col 997 | Col 998 | Col 999 | Col 1000 |
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■ Funding Tab – Add New Fund Line

Fund Programming Information

| | | | | | | |
|--------------------------|-------------|-------------------------|-------------------|-----------------------|-------------------------|---------------|
| Fund Code OTHER LOCAL | Phase PE | Appm Year Select One | Prog Year 2011 | Prog Amount 290454 | Approved Funding Yes | Non TIP No |
|--------------------------|-------------|-------------------------|-------------------|-----------------------|-------------------------|---------------|

Phase

- Most Common – PE, ROW, CON
- Other Phases
 - PSE and ENV for STIP funded project only
 - ROW-CT and CON-CT are Caltrans support for Right-of-Way and Construction phases

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■ Funding Tab – Add New Fund Line

| Fund Programming Information | | | | | |
|------------------------------|-------|------------|-----------|-------------|---------|
| Fund Code | Phase | Appn Year | Prog Year | Prog Amount | Non TIP |
| OTHER LOCAL | PE | Select One | 2011 | 230454 | Yes |

Apportionment Year

Program Year

- Local match funds must be programmed in the same year and phase as the federal funds they are matching

Program Amount

- Use whole dollar amounts
- Do not round to thousands or millions of dollars

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■ Funding Tab – Editing Existing Fund Lines

Same functionality as adding new fund lines

■ Funding Tab – Removing funding from a project

The “Delete” link will only be displayed next to fund lines that you are allowed to delete

Once fund lines have been included in an approved revision you must zero out the fund line to remove the funds

- Do not delete monitoring information when zeroing out fund lines.
MTC staff will make the necessary adjustments

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■ Delivery Milestones Tab

Delivery Milestones - Step 5 of 7

GlossaryApplication AssistantContact Us

PreviousNextSaveCancel

Document Type

Select One

Select a date
Clear the date

Date

Select a date
Clear the date

Project Study Report (PSR) Complete:

Select One

Select a date
Clear the date

Scheduled Circulation of Draft Environmental Document:

| | Month | Year |
|---|-------|------|
| Begin Environmental Studies: | 01 | 2010 |
| End Environmental Studies: | 12 | 2011 |
| Begin Design Engineering: | 12 | 2011 |
| End Plans, Specs, and Estimates: | 12 | 2011 |
| Begin ROW Certification: | 12 | 2011 |
| Advertise Construction (Ready to list): | 12 | 2013 |
| Begin Construction (Award): | 04 | 2014 |
| Project Completion: | 12 | 2015 |

PreviousNextSaveCancel

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■ Screening Criteria Tab

Screening Criteria - Step 6 of 7

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Is your project an Intelligent Transportation System (ITS) project or does it include ITS components? If you answer Yes, you must also answer all ITS related questions below. [More Info](#)

Yes

Is your ITS project classified as 'low risk' or 'high risk' under FHWA/Caltrans ITS guidance? Please answer even if your project is FTA funded. [More Info](#)

Select One

Is your project included in the Bay Area Regional ITS Architecture? [More Info](#)

Select One

Does your ITS Project include a construction phase that is more than 10% of the cost of the project? [More Info](#)

Select One

Have the needs of non-motorized travelers been considered in the design of the project and is the project consistent with Caltrans Deputy Directive 64? [More Info](#)

Yes

Is non-motorized travel impeded by this project?

No

If yes, has a cross-facility, non-motorized access been included in the project?

Select One

Has a parallel non-motorized facility been designed to accommodate non-motorized travelers?

Yes

Have you reviewed local county, and regional bike plans for roadway design consistency?

Yes

Is project consistent with MTC's RTP, other regional, local plans and programs (e.g. most recently adopted Short Range Transit Plan)?

Yes

SRTP Reference:

FY Adopted:

SRTP Page:

List other applicable plans:

Is project supported by an adequate financial plan with all sources of funding identified and has a logical cash flow?

No

Is project well defined and well justified. It has clear project limits, intended for scope of work, and project concept?

Yes

Does project meet or support the requirements of the American with Disabilities Act (ADA)?

Yes

PreviousNextSaveCancel

* These fields must be inputted before the application can be submitted.

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ACTAC Meeting 04/03/12
Agenda Item 5A
Attachment B

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METROPOLITAN TRANSPORTATION COMMISSION

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Contact Information Tab

Contacts - Step 7 of 7

Glossary Application Assistant Contact Us

Set Selected as contact for:

Previous Next Save Cancel

| Sponsoring agency | First Name | Last Name | Email | Agency | Title | Phone |
|---------------------------------------|------------|-----------|-------------------------|------------------------------------|----------------------|------------|
| <input type="button" value="Remove"/> | TestSP | Crenshaw | testcrenshawsp@test.com | San Francisco Dept of Public Works | Test Sponsor Account | 5108173794 |

Please select contact for implementing from below contacts *

Please select contact for MTC from below contacts.

Use filter below to narrow your contact search:

First name

Email

Last name

Agency

| | First Name | Last Name | Email | Agency |
|-------------------------------------|------------------|-----------|----------------------------|--|
| <input type="checkbox"/> | testAemilMarcele | Aranda | testaemil.aranda@gmail.com | Test Agency |
| <input type="checkbox"/> | Test | Crenshaw | testcrenshaw@gmail.com | Metropolitan Transportation Commission |
| <input type="checkbox"/> | TestSP | Crenshaw | testcrenshawsp@test.com | San Francisco Dept of Public Works |
| <input type="checkbox"/> | TestPM | Crenshaw | testcrenshawpm@test.com | Metropolitan Transportation Commission |
| <input checked="" type="checkbox"/> | TestCHA | Crenshaw | testcrenshawcha@test.com | San Francisco County Transportation Authority |
| <input type="checkbox"/> | Test12 | Mac test | test12@mtc.gov | Alameda Contra Costa Transit District (AC Transit) |

- Click the radio button next to the appropriate contact
- Then click the Sponsor Agency, Implementing Agency, or MTC Contact button to assign the contact

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■ Project Documents Tab

[Project Documents - Upload Project Documents](#) [Glossary](#) [Application Assistant](#) [Contact Us](#)

[Previous](#) [Next](#) [Save](#) [Cancel](#)

Note that newly uploaded files will not be available for viewing or download until after you have saved the application.

Grouped Listings

If applicable, please upload grouped listings below.

[Browse...](#) [Upload](#)

Nothing found to display.

Resolution of Local Support for STP/CMAQ Funds

If applicable, please upload resolution of local support for STP/CMAQ funds below.

[Browse...](#) [Upload](#)

| Filename |
|----------------------------------|
| B000000 TLC Grant Resolution.pdf |

Resolution of Local Support for RTP Funds

If applicable, please upload resolution of local support for RTP funds below.

Do not use this tab for uploading Air Quality Conformity related documents

Do not create a new Revision only to upload a document – Contact MTC if only an upload is needed

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■ Air Quality Tab

Air Quality [Classify](#) [Application Assistant](#) [Contact Us](#)

Regional Conformity

[Edit Regional Conformity](#)

| Air Quality Code | Air Quality Description |
|------------------|---|
| 1.07 | EXEMPT (40 CFR 93.120) - Traffic control devices and operating assistance other than signalization projects |

Air Basin **Air District**

San Francisco Bay Area Bay Area AQMD

| TCM | TCM Number | VOC | NOX | CO | PM10 | PM2.5 | CO2 |
|-----|------------|-----|-----|-----|------|-------|-----|
| | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Project Conformity

Overview: The San Francisco Bay Area has been designated as non-attainment for the 24-hour PM2.5 standard. Beginning December 14, 2010, certain projects are required to complete a PM2.5 hot-spot analysis as part of the project-level conformity determination process. Project sponsors must engage in interagency consultation on the PM2.5 hot-spot analysis through MTC's Air Quality Conformity Task Force. The Conformity Task Force will (1) determine if a project meets the definition of a project of air quality concern and if the project requires undergoing a project-level PM2.5 hot-spot analysis, and (2) review the methods, assumptions and analysis of the PM2.5 hot-spot analysis. The EPA and other FHWA or FTA must concur with the recommendations from the Conformity Task Force. Upon completion of the interagency consultation, project sponsors must seek approval from FHWA or FTA on the PM2.5 hot-spot analysis.

[Edit Project Conformity](#)

Project Conformity Analysis Summary

| Milestone | Status | Details |
|--|--------|--|
| Step 1 - Project Identified Exempt From PM2.5 Project Level Conformity | TSO | |
| Step 2 - Project Requires Interagency Consultation | TSO | |
| Task Force Determination of PM2.5 | TSO | |
| Step 3 - Project Sponsors PM2.5 Hot Spot Analysis Consultation | TSO | Pending sponsor's completion of revisions on Step 1: Project Identification. |

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- Regional Conformity – Only editable by MTC staff
- Project Conformity – Needs to be completed by the Project Sponsor

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■ Air Quality Tab – Edit Project Conformity

| Project Conformity Analysis Summary | | |
|---|--------|--|
| Milestone | Status | Details |
| Step 1 - Project Exempt From PA2.5 Project Level Conformity | TBD | Pending sponsor's completion of questions on Step 1 - Project Identification |
| Step 2 - Project Requires Interagency Consultation | TBD | |
| Task Force Determination of FOAC | TBD | |
| Step 3 - Project Requires PA2.5 Spot Spot Analysis Consultation | TBD | |

| Questions | Answers |
|---|------------|
| Step 1: Project Identification | |
| Note: Only one type of exemption can be selected for a project. If more than one exemption is selected for questions 3-5, only the latest selection will be consulted. Notes: Projects must be consistent with regional conformity exemption. If there is an inconsistency, please contact MTC immediately. | |
| Note: The answer to either or both of the first two questions is "NO", and may not be subject to conformity. | |
| 1. Does this project have any federal funding? | Select One |
| 2. Does this project for any phases of the project require any federal action such as federal authorization or approval for funding or environmental review after December 14, 2010? | Select One |
| 3. Is the project exempt from both regional and project-level air quality conformity under 40 CFR 93.127? Click here to determine. | |
| Project Type Selected: None selected | |
| 4. Is the project exempt from regional air quality conformity under 40 CFR 93.127? Click here to determine. Note that a project exempt from regional air quality conformity may still be required to undergo a PA2.5 spot analysis and project-level conformity determination. | |
| Project Type Selected: None selected | |
| 5. Is the project exempt from regional air quality conformity under 40 CFR 93.128? Click here to determine. | |
| Project Type Selected: None selected | |
| 6. Does this project meet the definition of a "project of air quality concern" under 40 CFR 93.123(b)(1)? Click here to determine. Note that the interagency consultation via the AQ Quality Conformity Task will be required to make the final determination. | |
| Project Type Selected: None selected | |
| <input type="checkbox"/> I certify that the responses to the questions above are complete and no further changes are required. | |

Answer Questions 1 – 6

Click the checkbox and save the entry

An MTC Air Quality Coordinator will contact the users regarding any further actions that are needed

FMS – Universal Application

Review Tab

| General Information - Step 1: | | Edit General Information | |
|--------------------------------------|--|---|---|
| | | Proposed Version | Active Version |
| TIP ID | SM-110028 | SM-110028 | SM-110028 |
| Version | 0 | 1 | 1 |
| Project Name | East Side Community Transit Connectivity Improvements | East Side Community Transit Connectivity Improvements | East Side Community Transit Connectivity Improvements |
| Primary Program Being Modified | Transportation for Livable Communities (TLC) | Transportation for Livable Communities (TLC) | Transportation for Livable Communities (TLC) |
| County | SM | SM | SM |
| Sponsor | San Carlos | San Carlos | San Carlos |
| Implementing Agency | San Carlos | San Carlos | San Carlos |
| Reason for Revision | This field is displayed in red because what has been entered here is different from what was entered in this field in the prior version. | | |
| Description of Change | This field is displayed in red because what has been entered here is different from what was entered in this field in the prior version. | | |
| Is project complete/open for traffic | No | No | No |

Funding Information - Step 4:

Note: Not all active fund lines represent data from the active project and are only displayed for informational purposes. Only the eligible fund lines will be added to the project revision. To display newly added fund lines, simply click the link that corresponds to the fund line(s) to be added. For historical purposes, existing fund lines cannot be deleted. Users can only update a zero amount to the fund line to indicate that the Fund Source is no longer used.

| Project | Fund Line | Source | Amount | Year | Project | Fund Line | Source | Amount | Year |
|---------|-----------|--------|--------|------|---------|-----------|--------|--------|------|
| Active | 0000 | 0000 | 0000 | 2011 | Active | 0000 | 0000 | 0000 | 2011 |
| Active | 0000 | 0000 | 0000 | 2012 | Active | 0000 | 0000 | 0000 | 2012 |
| Active | 0000 | 0000 | 0000 | 2013 | Active | 0000 | 0000 | 0000 | 2013 |
| Active | 0000 | 0000 | 0000 | 2014 | Active | 0000 | 0000 | 0000 | 2014 |
| Active | 0000 | 0000 | 0000 | 2015 | Active | 0000 | 0000 | 0000 | 2015 |
| Active | 0000 | 0000 | 0000 | 2016 | Active | 0000 | 0000 | 0000 | 2016 |
| Active | 0000 | 0000 | 0000 | 2017 | Active | 0000 | 0000 | 0000 | 2017 |
| Active | 0000 | 0000 | 0000 | 2018 | Active | 0000 | 0000 | 0000 | 2018 |
| Active | 0000 | 0000 | 0000 | 2019 | Active | 0000 | 0000 | 0000 | 2019 |
| Active | 0000 | 0000 | 0000 | 2020 | Active | 0000 | 0000 | 0000 | 2020 |
| Active | 0000 | 0000 | 0000 | 2021 | Active | 0000 | 0000 | 0000 | 2021 |
| Active | 0000 | 0000 | 0000 | 2022 | Active | 0000 | 0000 | 0000 | 2022 |
| Active | 0000 | 0000 | 0000 | 2023 | Active | 0000 | 0000 | 0000 | 2023 |
| Active | 0000 | 0000 | 0000 | 2024 | Active | 0000 | 0000 | 0000 | 2024 |
| Active | 0000 | 0000 | 0000 | 2025 | Active | 0000 | 0000 | 0000 | 2025 |
| Active | 0000 | 0000 | 0000 | 2026 | Active | 0000 | 0000 | 0000 | 2026 |
| Active | 0000 | 0000 | 0000 | 2027 | Active | 0000 | 0000 | 0000 | 2027 |
| Active | 0000 | 0000 | 0000 | 2028 | Active | 0000 | 0000 | 0000 | 2028 |
| Active | 0000 | 0000 | 0000 | 2029 | Active | 0000 | 0000 | 0000 | 2029 |
| Active | 0000 | 0000 | 0000 | 2030 | Active | 0000 | 0000 | 0000 | 2030 |

Side-by-side comparison of the current revision and the previous version
– changes are shown in red

Fund lines from current revision are shown as Proposed and prior versions are shown as Active

Revisions may be saved or submitted based on privileges

FMS – Project Searches

■ Basic Project Search

Project Search Advanced Project Search Map Search

Find projects matching the following parameters

Search Clear

TIP ID ALA010003 ALA010006 ALA010013 ALA010014 ALA010015 ALA010022 ALA010034 ALA010052 ALA010056 ALA030002

Version 1 2 3

FMS ID 5344.00 5343.00 5342.00 5341.00 5340.00 5339.00 5338.00

County Alameda Contra Costa Marin Napa Regional San Francisco San Mateo Santa Clara Solano Sonoma

Sponsor AC's Test Agency AMTRAK Alameda City Alameda Contra Costa Transit District (AC Transit)

Project name Clear

FMS – Project Searches

■ Advanced Project Search

Search criteria on the Project Tab look at Project Level information

Search criteria on the Funding and Monitoring Tabs look at information assigned to a funding line

- County and Urbanized Area search criteria on Funding and Monitoring tabs look at the Fund Code

Advanced Project Search Options

Project | Funding | Monitoring | Documents

Search [Clear]

| | | | | | | |
|--|--|--|---|--|--|--|
| TIP ID Select All AL010001 AL010002 AL010003 AL010004 AL010005 AL010006 AL010007 AL010008 AL010009 AL010010 AL010011 | Status Select All Accepted On Hold Proposed Submitted | Revision No Select All 3011-00 3011-01 3011-02 3011-03 3011-04 3011-05 3011-06 3011-07 3011-08 3011-09 3011-10 | FMS ID Select All 5020.00 5021.00 5022.00 5023.00 5024.00 5025.00 5026.00 5027.00 5028.00 5029.00 5030.00 | Version Select All 1 2 3 4 5 6 7 8 9 10 | CTIPS ID Select All 1000000013 1000000014 1000000015 1000000016 1000000017 1000000018 1000000019 1000000020 1000000021 1000000022 1000000023 | RFP ID Select All 21001 21002 21003 21004 21005 21006 21007 21008 21009 21010 21011 21012 21013 21014 |
|--|--|--|---|--|--|--|

County
Select All
Alameda
Contra Costa
Marin
Napa
Regional
San Francisco
San Mateo
Santa Clara
Solano
Sonoma

Urbanized Area
Select All
Antioch City
Concord
Fairfield
Glory-MH
Livermore
Lodi
Non-Urbanized Area
Petaluma
SF-Oakland
San Jose

Sponsor
Select All
ACT Test Agency
AMTRAK
Alameda City
Alameda County
Alameda County CWA
Alameda County Transportation Authority
Alameda County Transportation Imp. Authority
Alameda County Waste Management Authority
Albany
Albany Commuter Express

Implementing Agency
Select All
ASCO Agency
ACT Test Agency
AMTRAK
Alameda City
Alameda County
Alameda County CWA
Alameda County Transportation Authority
Alameda County Transportation Imp. Authority
Alameda County Waste Management Authority
Albany

Mode
Select All
Bicycle
Bicycle/Pedestrian
Bridge
Bus
Ferry
Local Road
Other
Transit
Pedestrian
Rail

Transportation System
Select All
Local Street and Road
Regional Transportation Network
State Highway System
Toll Facility
Transit

Purpose
Select All
Expansion
Replacement
Maintenance/Replacement
Operations
Other
System/Travel Demand Management

State Hwy Route
Select All
101
109
112
113
114
116
117
121
123

Primary Program Type
Select All
AB 684 Nat Bridge Tolls
Bicycle and Pedestrian Projects
Capital Grants
CWAQ Clean Air Program
Capital Grants for Housing Improvement Program (HIP)
Clean Air Program
PHWA Earmarks
FHWA Earmarks for Transit
FTA Earmarks
Federal Transit Act Section 5310 - Elderly and Disabled

Project Name
Project Description

FMS – Project Searches

■ Uses for Project Searches

View project information

Run Project Manager Reports

- Project Listing Report – project information in the TIP as of the version selected
- Project Authorization Report – more information than the Project Listing Report. This report should be submitted to Caltrans when requesting authorization to begin a phase
- Project Detail Report – greatest amount of detail on a project
- Edit Project Air Quality Conformity information without creating a revision

FMS – Other Reports

Funding Reports

Accessed through the Report Manager Module

Provides detailed programming and obligation information for specific fund sources and toll credits



1 of 7

Metropolitan Transportation Commission Local Highway Bridge Program (HB) Report Fiscal Years : FY 10/11 March 23, 2012

| County | Sponsor | Project Name | TIP ID | Fund Code | Prefix | Federal Proj ID | Fund No. | Bridge No. | Phase | Appt FY | Prog FY | Program Amount | Oblig Date | Oblig Amount | Remaining Balance |
|-----------------------------|-----------|---|-----------|-----------|--------|--------------------|----------|------------|-------|---------|---------|-------------------|------------|--------------|----------------------|
| Contra Costa County | Antioch | Antioch - Wilbur Ave Bridge Widening | CC-050002 | HB-T3-L | B4-L5 | 5028006 | | | FE | | 10/11 | 267,200 | 04/21/2011 | 238,645 | 28,555 |
| Contra Costa | CC County | Belhel Island Rd Bridge Rehab - No. 2800031 | CC-110045 | HB-T3-L | 8RL5 | 5028024 | | | CON | | 10/11 | 1,979,034 | 08/18/2011 | 1,979,034 | 0 |
| Contra Costa | CC County | Belhel Island Rd Bridge Rehab - No. 2800031 | CC-110045 | HB-T3-L | 8RL5 | 5028024 | | | FE | | 10/11 | 73,160 | 08/18/2011 | 73,160 | 0 |
| Contra Costa | CC County | Belhel Island Rd Bridge Rehab - No. 2800031 | CC-110045 | HB-T3-L | 8RL5 | 5028024 | | | ROW | | 10/11 | 2,447,200 | 09/08/2011 | 2,447,200 | 0 |
| Contra Costa County Totals: | | | | | | | | | | | | 4,766,591 | | 4,766,591 | -28,555 |

Projects Listed Under Group Listing VAR991007

| County | Sponsor | Project Name | FMS ID | Fund Code | Prefix | Federal Proj ID | Fund No. | Bridge No. | Phase | Appt FY | Prog FY | Program Amount | Oblig Date | Oblig Amount | Remaining Balance |
|-----------------------------|-----------|--|---------|-----------|--------|--------------------|----------|------------|-------|---------|---------|-------------------|------------|--------------|----------------------|
| Contra Costa | CC County | PA00030, Countywide Bridge Deck | 5206.00 | HB-T3-L | BRMP | 5028101 | 3399 | PA00030 | CON | | 10/11 | 864,626 | 04/27/2011 | 860,512 | 4,114 |
| Contra Costa | CC County | Bridge #280376, Canal Rd over CC Canal | 5257.00 | HB-T4-L | | 5028108 | 629 | 280376 | FE | | 10/11 | 304,000 | | 304,000 | 0 |
| Contra Costa | CC County | BRIDGE 280024, O'wood Road Bridge | 5254.00 | HB-T3-L | | 5028045 | 1175 | 280024 | FE | | 10/11 | 212,000 | | 212,000 | 0 |
| Contra Costa | CC County | March Creek Detention Facility Bridge | 5255.00 | HB-T3-L | | 5028068 | 3168 | 280026 | FE | | 10/11 | 325,790 | | 325,790 | 0 |
| Contra Costa | CC County | March Creek Road Bridge (#2803141) | 5256.00 | HB-T3-L | | 5028107 | 3727 | 2803141 | FE | | 10/11 | 336,082 | | 336,082 | 0 |
| Contra Costa | Concord | PA000023, Citywide Bridge Repair Program | 5205.00 | HB-T3-L | BRMP | 5130039 | 3392 | PA000023 | FE | 07/08 | 10/11 | 434,350 | | 434,350 | 0 |
| Contra Costa | Pittsburg | Santa Rita Rd N parkside Dr over Willow Pass | 5265.00 | HB-T4-L | STPLZ | 5127024 | 2061 | 280165 | FE | 09/10 | 10/11 | 121,729 | 04/21/2011 | 121,729 | 0 |
| Contra Costa County Totals: | | | | | | | | | | | | 2,599,577 | | 2,599,577 | 1,616,336 |

FMS – Other Reports

TIP Reports

Accessed through the Report Manager Module

Provides snapshots of the TIP as of the most recently approved revision



1 of 42

Metropolitan Transportation Commission

TIP Funding Report

Current TIP Funding as of March 23, 2012

(All funding shown in thousands of dollars)

Alameda County

| Co | Sponsor | System | Project Title | Purpose | TIP ID | Programmed Funding by Phase | | | Programmed Funding by Authority | | | | Programmed Funding by Fiscal Year | | | | | Total |
|-----|------------|---------|---|------------|-----------|-----------------------------|--------|-----|---------------------------------|----------|--------|---------|-----------------------------------|---------|---------|---------|---------|-------|
| | | | | | | PE | ROW | CON | Local | Regional | State | Federal | Prior | FY 1011 | FY 1112 | FY 1213 | FY 1314 | |
| ALA | AC Transit | Transit | Enhanced Bus - Telegraph/Infill/East 14th | Expansion | ALA000017 | 16 | 36,783 | 5 | 188,357 | 90,413 | 65,000 | 49,733 | 105,466 | 18,750 | 34,378 | 46,550 | 205,145 | |
| ALA | AC Transit | Transit | EB0 Express Bus Service | Expansion | ALA000011 | 2 | | | 10,400 | 10,400 | | | | | | | 10,400 | |
| ALA | AC Transit | Transit | AC Transit Facilities Upgrade | Main/Rehab | ALA010034 | 15 | | | 31,520 | 11,480 | 999 | 3,705 | 23,789 | | 7,721 | | 31,520 | |
| ALA | AC Transit | Transit | Zero Emission Bus Advanced Demonstration | Main/Rehab | ALA070046 | 10 | 500 | | 61,343 | 33,058 | 7,810 | 20,975 | 32,300 | 8,000 | | | 61,843 | |
| ALA | AC Transit | Transit | AC Transit Over-the-Road Coach Replacements | Main/Rehab | ALA080033 | 3 | | | 9,594 | 1,304 | 8,290 | | 1,304 | 8,790 | | | 9,594 | |
| ALA | AC Transit | Transit | AC Transit NABI Bus Replacement | Main/Rehab | ALA090034 | 3 | | | 26,120 | 4,237 | 21,883 | | 21,775 | 4,345 | | | 26,120 | |
| ALA | AC Transit | Transit | Procure (68) 40' Low Floor Urban Transit Buses | Main/Rehab | ALA090070 | 2 | | | 32,861 | 7,565 | 25,296 | | | | 16,665 | 15,195 | 32,861 | |
| ALA | AC Transit | Transit | AC Transit State of Good Repair Program | Main/Rehab | ALA110008 | 2 | | | 7,403 | 1,481 | | 5,922 | | 7,403 | | | 7,403 | |
| ALA | AC Transit | Transit | AC Transit Procure (23) 60' Articulated Buses | Main/Rehab | ALA110091 | 1 | | | 18,207 | 1,657 | 16,550 | | 18,207 | | | | 18,207 | |
| ALA | AC Transit | Transit | AC Transit Procure (37) 40' Urban Transit Buses | Main/Rehab | ALA110092 | 1 | | | 18,340 | 4,737 | 13,603 | | | | 16,340 | | 18,340 | |
| ALA | AC Transit | Transit | AC Transit Procure (30) 40' Suburban Buses | Main/Rehab | ALA110093 | 1 | | | 15,887 | 4,807 | 11,280 | | | | 15,887 | | 15,887 | |
| ALA | AC Transit | Transit | AC Transit Preventive Maintenance Program | Main/Rehab | ALA091070 | 27 | | | 392,438 | 64,987 | 10,967 | 316,574 | 321,573 | 43,125 | 27,740 | | 392,438 | |
| ALA | AC Transit | Transit | AC Transit Paratransit Van Leasing | Operations | ALA090052 | 15 | | | 13,066 | 2,568 | 495 | 10,235 | 8,778 | 2,133 | 2,175 | | 13,066 | |
| ALA | AC Transit | Transit | AC Transit ADA Paratransit Assistance | Operations | ALA090076 | 23 | | | 92,237 | 18,247 | | 74,500 | 61,405 | 6,890 | 4,941 | | 92,237 | |

FMS – Contact Information

TIP and FMS:

Sri Srinivasan and Adam Crenshaw

(510) 817-5793 , (510) 817-5794

ssrinivasan@mtc.ca.gov or
acrenshaw@mtc.ca.gov

Using FMS – Open Forum

Questions

Comments

Suggestions



METROPOLITAN
TRANSPORTATION
COMMISSION

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Oakland, CA 94607-4700
TEL 510.817.5700
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Memorandum

TO: Partnership Programming and Delivery Working Group
Partnership Local Streets and Roads Working Group

DATE: March 8, 2012

FR: Brenda Dix and Stefanie Hom

W. I.

RE: 2013 TIP Development - Air Quality Conformity Process

With the development of the 2013 Transportation Improvement Program (TIP), MTC is requesting that all project sponsors complete the Air Quality Module in the Fund Management System (FMS) by **March 31, 2012** to ensure that projects clear this process in advance of requiring funding approval from Caltrans. In addition, beginning December 2012, the PM_{2.5} hot spot analysis process will transition from a qualitative analytical method to a quantitative analytical method. At that time project sponsors that are required to complete a PM_{2.5} hot spot analysis will be subject to the new quantitative analysis requirements, which is more rigorous than the current qualitative process. MTC is advising all project sponsors to complete the air quality consultation process before the quantitative requirement goes into effect.

Background

The nine-county San Francisco Bay Area region was designated by the U.S. Environmental Protection Agency (EPA) as a non-attainment area for the national 24-hour fine particulate matter (PM_{2.5}) standards in December 2009. Due to this designation, certain transportation projects that involve significant levels of diesel vehicle traffic are required to undergo a project-level PM_{2.5} conformity determination process.

The air quality consultation process is completed through the Air Quality Module in FMS and through the Air Quality Conformity Task Force (AQCTF) interagency consultation process. MTC schedules AQCTF meetings on the 4th Thursday of every month. The Air Quality Module in FMS is the sponsor's first step towards meeting the air quality conformity requirements.

Step 1: Project Identification

To begin the project level conformity process, the project sponsor must complete a series of six questions in the Air Quality Module of FMS. These questions can be accessed by logging into FMS, going to the Air Quality module for the project in question, and clicking on the button that reads "Edit Project Conformity". The project sponsor must then answer the following six questions:

1. Does this project have any federal funding?
2. Does this project (or any phases of the project) require any federal action (such as federal authorization or approval for funding or environmental review) after December 14, 2010?

3. Is the project exempt from both regional and project-level air quality conformity under 40 CFR 93.126?

A pop-up window containing [Attachment A](#) can be opened for exemption selection.

4. Is the project exempt from regional air quality conformity under 40 CFR 93.127? Note that a project exempt from regional air quality conformity may still be required to undergo a PM_{2.5} hot-spot analysis and project-level conformity determination.

A pop-up window containing [Attachment B](#) can be opened for exemption selection.

5. Is the project exempt from regional air quality conformity under 40 CFR 93.128?

A pop-up window containing [Attachment C](#) can be opened for exemption selection.

6. Does this project meet the definition of a “project of air quality concern” under 40 CFR 93.123(b)(1)? Note that the interagency consultation via the Air Quality Conformity Task will be needed to make the final determination.

A pop-up window containing [Attachment D](#) can be opened for POAQC definition.

Once the sponsor completes these six questions, they must certify that the answers are complete and that no further changes are needed. The Project Conformity Analysis Summary will then be updated and will indicate to the sponsor whether their project is a) not subject to the project level conformity process, b) is exempt and will be sent to the task force for concurrence, or c) the project sponsor must advance to step 2 of the project level conformity process. This information will also be sent in an email to the project sponsor contact listed in FMS.

Step 2: Interagency Consultation

Projects that must undergo interagency consultation include those that use Federal funds, require Federal approval, or are not automatically exempt from PM_{2.5} hot-spot analysis requirements.

Project sponsors are required to download and complete the Project Assessment Form for PM_{2.5} Interagency Consultation in its entirety ([Attachment E](#)). The purpose of this form is for the project sponsor to provide sufficient information to allow the AQCTF to determine if a project is considered a POAQC and if the project requires undergoing a project-level PM_{2.5} hot-spot analysis.

Once the form is completed, the project sponsor must upload it to FMS. This will trigger the project to be agendaized for the next AQCTF meeting. The project sponsor will be asked to present an overview of the project and a summary of the Project Assessment Form at that meeting. The AQCTF, which includes representatives from FHWA, FTA, Caltrans, EPA and MTC, will then determine if a project meets the definition of a project of air quality concern and if the project requires undergoing a project-level PM_{2.5} hot-spot analysis. If so, the sponsor must complete step 3 of the Air Quality Conformity process. If the project is determined not to be a POAQC, then the sponsor has completed the project level air quality process and will receive email documentation from MTC.

Step 3: Review of PM_{2.5} Hot-Spot Analysis

A PM_{2.5} hot-spot analysis estimates likely future localized PM_{2.5} pollutant concentrations and compares those concentrations to the national ambient air quality standards (NAAQS) and/or no-build conditions. Such an analysis is a means of demonstrating that a transportation project meets Clean Air Act conformity requirements to support state and local air quality goals with respect to potential localized air quality impacts.

In December 2010, the EPA released new guidance to be used by state and local agencies to conduct quantitative PM_{2.5} hot-spot analyses in non-attainment areas or maintenance areas for new highway and transit projects that involve significant diesel emissions. This new guidance transitions the PM_{2.5} hot-spot analysis from a qualitative analytical method to a quantitative analytical method. Beginning December 20, 2012, project sponsors will be required to complete a quantitative PM_{2.5} hot-spot analysis which requires extensive data collection and modeling efforts. Until then, PM_{2.5} hot-spot analyses can continue to be done qualitatively; quantitative analyses are optional.

A quantitative analytical method will become necessary due to the complex nature of PM emissions, the statistical form of each NAAQS, and temperature variability over the course of a year. The new quantitative PM hot-spot analyses will need to be based on latest planning assumptions to estimate likely future localized pollutant concentrations in comparison to the relevant PM_{2.5} and PM₁₀ national ambient air quality standards (NAAQS) or no-build conditions. Project emissions, including emissions from vehicles, road dust, and construction, can be calculated using the most recent EMFAC emissions model, and the AERMOD and CAL3QNCR air quality models.

A PM hot-spot analysis compares air quality concentrations with the project (build scenario) to either the NAAQS or to air quality concentrations without the project (no-build scenario). A transportation project will meet conformity requirements if at each appropriate receptor:

- PM concentration of the build scenario is equal to or less than the NAAQS; or
- PM concentration of the build scenario is equal to or less than the PM concentration of the no-build scenario.

When the sponsor completes this analysis they will upload their hot spot analysis to FMS and will be agendaized for the next AQCTF meeting. The AQCTF will review the methods, assumptions, and analysis of the PM_{2.5} hot-spot analysis. The EPA and either FHWA or FTA must concur with the recommendations from the AQCTF. Upon completion of the interagency consultation, project sponsors must seek approval from FHWA or FTA on the PM_{2.5} hot-spot analysis. If it is determined that the project will not lead to future air quality violations, then the project is approved to move forward. If the project will lead to future violations, then mitigation measures must be put in place to minimize impacts.

J:\COMMITTEE\Partnership\Partnership LS&R\2012 LS&R\12 LSRWG Memos\03_Mar 08 12 LSRWG\2013 TIP development memo - Air Quality Process Memo.doc.docx

Attachment A**PROJECTS EXEMPT FROM CONFORMITY DETERMINATION
AS PER 40 CFR 93.126**

Below is a list of projects exempt from conformity determination as per 40 CFR 93.126.

Safety

- ☐ Railroad/highway crossing
- ☐ Hazard elimination program
- ☐ Safer non-federal-aid system roads
- ☐ Shoulder improvements
- ☐ Increasing sight distance
- ☐ Safety improvement program
- ☐ Traffic control devices and operating assistance other than signal projects
- ☐ Railroad/highway crossing warning devices
- ☐ Guardrails, median barriers, crash cushions
- ☐ Pavement resurfacing or rehabilitation
- ☐ Pavement marking demonstration
- ☐ Emergency relief (23 U.S.C. 125)
- ☐ Fencing
- ☐ Skid treatments
- ☐ Safety roadside rest areas
- ☐ Adding medians
- ☐ Truck climbing lanes outside the urbanized area
- ☐ Lighting improvements
- ☐ Widening narrow pavements or reconstructing bridges (no additional travel lanes)
- ☐ Emergency truck pullovers

Mass Transit

- ☐ Operating assistance to transit agencies
- ☐ Purchase of support vehicles
- ☐ Rehabilitation of transit vehicles
- ☐ Purchase of office, shop, and operating equipment for existing facilities
- ☐ Purchase of operating equipment for vehicles (e.g. radios, fareboxes, lifts, etc.)
- ☐ Construction or renovation of power, signal, and communications systems
- ☐ Construction of small passenger shelters and information kiosks
- ☐ Reconstruction or renovation of transit buildings and structures (e.g. rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)
- ☐ Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way
- ☐ Purchase of new busses and rail cars to replace existing vehicles or for minor expansions of the fleet
- ☐ Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR Part 771

Air Quality

- ☐ Continuation of ride-sharing and van-pooling promotion activities at current levels
- ☐ Bicycle and pedestrian facilities

Other

- ☐ Specific activities which do not involve or lead directly to construction, such as:
- ☐ Planning and technical studies, Grants for training and research programs, Planning activities conducted pursuant to Titles 23 and 49 U.S.C. Federal-aid systems revisions
- ☐ Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action
- ☐ Noise attenuation
- ☐ Emergency or hardship advance land acquisitions (23 CFR Part 712.204(d))
- ☐ Acquisition of scenic easements
- ☐ Plantings, landscaping, etc.
- ☐ Sign removal
- ☐ Directional and informational signs
- ☐ Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)
- ☐ Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational, or capacity changes.

Attachment B

PROJECTS EXEMPT FROM REGIONAL EMISSIONS ANALYSES
AS PER 40 CFR 93.127

Below is a list of projects exempt from regional conformity determination as per 40 CFR 93.126.
However, certain projects may still require project-level conformity determination.

- ☐ Intersection channelization projects.
- ☐ Intersection signalization projects at individual intersections.
- ☐ Interchange reconfiguration projects.
- ☐ Changes in vertical and horizontal alignment.
- ☐ Truck size and weight inspection stations.
- ☐ Bus terminals and transfer points.

Attachment C

**PROJECTS EXEMPT FROM REGIONAL EMISSIONS ANALYSES
AS PER 40 CFR 93.128**

Below is a list of projects exempt from regional conformity determination as per 40 CFR 93.128.
However, certain projects may still require project-level conformity determination.

- ☐ Traffic signal synchronization projects.

Attachment D**PROJECTS OF AIR QUALITY CONCERN
AS PER 40 CFR 93.123(B)(1)**

Below is a list of projects that fall under the definition of a “Project of Air Quality Concern” as per 40 CFR 93.123(b)(1).

- ☐ New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;
- ☐ Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;
- ☐ New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;
- ☐ Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and
- ☐ Projects in or affecting locations, areas, or categories of sites which are identified in the PM_{2.5} or PM₁₀ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Attachment E**Project Assessment Form for PM_{2.5} Interagency Consultation**

The San Francisco Bay Area is designated as nonattainment for the 24-hour PM_{2.5} standard. Beginning December 14, 2010, certain projects are required to engage in interagency consultation and complete PM_{2.5} hot-spot analysis as part of the project-level conformity determination process.

The purpose of this form is for the project sponsor to provide sufficient information to allow the Air Quality Conformity Task Force to determine if a project is considered a project of air quality concern and therefore requires a project-level PM_{2.5} hot-spot analysis pursuant to Federal Conformity Regulations.

A project of air quality concern is defined in 40 CRF 93.123(b)(1) as follows:

- (i). New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;
- (ii). Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;
- (iii). New bus and rail terminals and transfer points than have a significant number of diesel vehicles congregating at a single location;
- (iv). Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and
- (v). Projects in or affecting locations, areas, or categories of sites which are identified in the PM10 or PM2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The form is not required under the following circumstances:

The project does not require a project-level PM hot spot analysis since it:

- Is exempt pursuant to 40 CFR 93.126; or
- Is a traffic signal synchronization project under 40 CFR 93.128; or
- Uses no Federal funds AND requires no Federal approval from FHWA or FTA after December 14, 2010.

Instructions

The project sponsor is responsible for taking the following actions:

1. **Fill out this form in its entirety** and ensure that there is a sufficient level of detail about the project for the Air Quality Conformity Task Force to make an informed decision on whether or not a project requires a project-level PM_{2.5} hot-spot analysis. For road projects, make sure to include all of the following pieces of information in the project area: level-of-service, annual average daily truck volume, truck counts, truck percentages. For transit projects, make sure to include all of the following pieces of information: current level of service for the transit routes, proposed changes to level of service for transit routes, number of diesel bus vehicles along the route and congregating, number of overall transit vehicles, ridership.
2. Project sponsors are required to supplement the assessment form with the attachments listed below within the limited qualities listed. Both the Task Force and project sponsors have found that these materials help to better explain the project and its potential impacts.
 - 1-2 maps or graphics which illustrate the project site and the surrounding land uses;
 - 1-2 tables or charts which details information about the ADT and truck volumes
 - Links to the draft environmental document and/or traffic studies
 - A prepared summary of how criteria for a project of air quality concern (defined in 40 CRF 93.123(b)(1)) does or does not apply to the project. See Example 1: Application of Criteria for a Project of Air Quality Concern. This is only intended as a one page summary with emphasis on the third section of the example.

3. Upload and submit this completed form to MTC via FMS so that MTC can schedule this project for interagency consultation by the Air Quality Conformity Task Force. In addition to this form, the project sponsor may upload the PM_{2.5} hot-spot analysis via FMS for review by the Conformity Task Force.
4. Ensure a representative is available to discuss the project at the Air Quality Conformity Task Force meeting if necessary.

Example 1: Application of Criteria for a Project of Air Quality Concern**Project Title: US 101 Interchange Replacement/Improvement****Project Summary for Air Quality Conformity Task Force Meeting: (Insert Date)**

Description

- Project will replace the interchange at US 101 and XYZ street in ABC city.
- No change to US 101 mainline
- Existing unconventional interchange has 19 legs
- Proposed interchange improves connections to/from US 101 and nearby roadways, and between the nearby shopping district west of US 101 and the hotels, restaurants, and other businesses east of US 101
- New southbound ramp configuration will improve weave/merge on southbound US 101
- Standardized interchange configuration will improve traffic flow and vehicle speeds at nearby intersections

Background

- NEPA process for Initial Study/Environmental Assessment (IS/EA) almost complete
- Public review for IS/EA ends (insert date)
- No comments received on air quality thus far
- Seeking air quality conformity determination on or before (Insert Date)
- Schedule based on deadline for STIP funding allocation

Not a Project of Air Quality Concern (40 CFR 93.123(b)(1))*(i) New or expanded highway projects with significant number/increase in diesel vehicles?*

- Not a new or expanded highway project
- Interchange replacement—no additional lanes on US 101
- No change in traffic volume or truck percentages on US 101
-

(ii) Affects intersections at LOS D, E, or F with a significant number of diesel vehicles?

- Diesel vehicles represent 2% of intersection traffic volume
- Intersections at LOS D, E, or F improve, and delays decrease (2035)
- No project changes to land use that would affect diesel traffic percentage
-

*(iii) New bus and rail terminals and transfer points?—Not Applicable**(iv) Expanded bus and rail terminals and transfer points?—Not Applicable**(v) Affects areas identified in PM₁₀ or PM_{2.5} implementation plan as site of violation?*

- No state implementation plan for PM_{2.5} (due by December 2012)
- Therefore, not identified in plan as an area of potential violation
- Nearest PM₁₀ or PM_{2.5} violations in 2007 in Redwood City, 10 miles southeast

| | | | | |
|--|---|---|---------------------------------|--------------|
| RTIP ID# (<i>required</i>) | | | | |
| TIP ID# (<i>required</i>) | | | | |
| Air Quality Conformity Task Force Consideration Date | | | | |
| Project Description (<i>clearly describe project</i>) | | | | |
| Type of Project: | | | | |
| County | <i>Narrative Location/Route & Postmiles</i> Caltrans Projects – EA# | | | |
| Lead Agency: | | | | |
| <i>Contact Person</i> | <i>Phone#</i> | <i>Fax#</i> | <i>Email</i> | |
| Federal Action for which Project-Level PM Conformity is Needed (<i>check appropriate box</i>) | | | | |
| <i>Categorical Exclusion (NEPA)</i> | EA or Draft EIS | FONSI or Final EIS | PS&E or Construction | <i>Other</i> |
| Scheduled Date of Federal Action: | | | | |
| NEPA Delegation – Project Type (<i>check appropriate box</i>) | | | | |
| <i>Exempt</i> | Section 6004 – Categorical Exemption | Section 6005 – Non-Categorical Exemption | | |
| Current Programming Dates (<i>as appropriate</i>) | | | | |
| | PE/Environmental | ENG | ROW | CON |
| <i>Start</i> | | | | |
| <i>End</i> | | | | |

Project Purpose and Need (Summary): *(please be brief)*

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

Brief summary of assumptions and methodology used for conducting analysis

Opening Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

RTP Horizon Year / Design Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Opening Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses

RTP Horizon Year / Design Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses

Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)

Comments/Explanation/Details (please be brief)



Memorandum

DATE: March 26, 2012

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Saravana Suthanthira, Senior Transportation Planner
Laurel Poeton, Assistant Transportation Planner

SUBJECT: Review of Preliminary Draft Annual (2011) Performance Report: State of Transportation in Alameda County

Recommendation

This is an information item. ACTAC is requested to provide comments on the preliminary draft 2011 Performance Report detailing the performance of the Transportation System in Alameda County. The report will be distributed at or before the meeting. Comments are due by April 18. The draft report will be presented to all the committees in May 2012 for approval.

Summary

Alameda CTC, as the Congestion Management Agency for Alameda County and as required by the Congestion Management legislation under Government Code Section 65088-65089.10, prepares a report on the performance of various modes of transportation infrastructure in Alameda County in terms of adopted performance measures. Existing data are collected from the local jurisdictions, transit operators, MTC and Caltrans along with data collected by Alameda CTC. Based on the 2012 Countywide Transportation Plan (CWTP), new performance measures adopted in the CWTP were incorporated into the Congestion Management Program (CMP), and therefore are incorporated and reported in the 2011 Performance Report.

Discussion

Alameda CTC develops transportation policies, programs and projects for Alameda County through the Countywide Transportation Plan and the Congestion Management Program. The legislatively required CMP includes five elements, and one of them is the Performance Element. In this regard, specifically, the CMP must contain performance measures that evaluate how highways and roads function, as well as the frequency, routing and coordination of transit services. The performance measures should support mobility, air quality, land use and economic objectives and be used in various facets of the CMP.

The Performance Report is used to track trends over time in terms of performance of the county transportation infrastructure and helps to identify transportation improvements that may be considered in developing the Capital Improvement Program for the CMP and in updating the CWTP. Data from the Performance Report is also used for many transportation studies.

The Performance Report reports on the performance of the roadways, transit, bike and pedestrian system in terms of various performance measures adopted in the CMP. Existing data are collected from the local jurisdictions, transit operators, MTC and Caltrans along with Level of Service data collected by Alameda CTC biennially. Based on the 2012 Countywide Transportation Plan (CWTP) efforts that began in 2010, new performance measures adopted for use in this update of the CWTP were incorporated into the 2011 Congestion Management Program (CMP), and therefore reported in the Performance Report beginning with the 2011 report. Data for the new measures are derived from the Countywide Travel Demand Model as there are no existing data sources available for these measures. The table below shows the complete list of performance measures used to report the performance of the transportation system by mode in the 2011 Performance Report and also identifies the newly added measures.

| Type of Infrastructure | Performance Measures |
|-------------------------------|---|
| Roadways | Trips by Alternative Modes* |
| | Average Highway Speeds |
| | Travel Time* |
| | Transit/Highways/HOV Lanes |
| | Duration of Traffic Congestion |
| | Roadway Maintenance |
| | Roadway Collisions* |
| | CO ₂ Emissions* |
| | Fine Particulate Emissions* |
| | Low Income Households near Activity Centers |
| Transit | Transit Routing |
| | Transit Frequency |
| | Coordination of Transit Service |
| | Transit Ridership |
| | Transit Vehicle Maintenance |
| | Transit Availability |
| | Transit Capital Needs and Shortfall |
| | Low Income Households near Transit* |
| Bicycle | Completion of Countywide Bicycle Plan |
| Pedestrian | Completion of Countywide Pedestrian Plan* |

* Denotes new or expanded existing performance measure resulting from integrating the measures from the 2012 CWTP Update process.

Attachment 1 is from the 2011 CMP, and provides a detailed description of each performance measure including a table outlining how the measures are related to the CWTP goals, data needs for each measure as well as any limitations of the data.

The preliminary draft 2011 Performance Report will be distributed to ACTAC at or before the meeting. Comments are due by April 18, 2012. A draft report will be prepared and presented to ACTAC, the Planning, Policy and Legislative Committee and the Commission at their May meetings for approval.

Fiscal Impact

None.

Attachments

Attachment 1 – Performance Measures adopted in the 2011 Congestion Management Program

Performance Measures adopted in the 2011 Congestion Management Program

Description of Performance Measures

Trips by Alternative Modes

Measured in terms of percent of all trips made alternative modes (bicycling, walking, or transit) using the countywide travel demand model.

Low Income Households near Activity Centers

Measured in terms of ratio of share of households by income group within a given travel time to activity centers. It is measured as share of households (by income group) within 30-minute bus/rail transit ride and 20 minute auto ride at least one major employment center, and within walking distance of schools.

Low Income Households near Transit

Measured in terms of ratio of share of households by income group near frequent bus/rail transit service. It is defined as being within one half mile of rail and one quarter mile of bus service operating at LOS B or better during peak hours.

Average Highway Speeds

As currently measured by the Alameda CTC using the countywide travel demand model or floating car data, this is the average travel speed of vehicles over specified segments measured in each lane during peak periods. This measurement is made a sufficient number of times to produce statistically significant results.

Travel Time

Measured in four parts to cover all modes:

- Average per-trip travel time for automobile, truck, and bus/rail transit modes. This measure will also serve as a proxy for economic vitality;
- Ratio of peak to off-peak travel time for automobile, truck and transit modes;
- Average daily travel time for bicycle and pedestrian trips; and
- Average roadway travel time and transit time between these origins and destinations (O-D) pairs for up to 10 pairs using floating car data. These O-D pairs will reflect major corridors in Alameda County.

With the exception of the data for travel time between the O-D pairs all other measures will be estimated using the countywide travel demand model.

Duration of Traffic Congestion

As defined by Caltrans, this is the period of time during either the a.m. or p.m. peak when a segment of roadway is congested (average speed is less than 35 m.p.h. for 15 minutes or more). Data are collected by Caltrans, or most recently by MTC, from floating car runs conducted in April/May and September/October each year and reported annually. The Alameda CTC may be able to collect similar data on the remainder of the CMP-network by conducting floating car runs earlier or later, where necessary, to observe the beginning and ending of the congested period.

Roadway Maintenance

As defined by MTC, this is based on the roadway Pavement Condition Index (PCI) used in MTC's Pavement Management System. The PCI is a measure of surface deterioration on streets and roads.

Roadway Collisions

Measured in two parts to cover auto and bicycle/ pedestrian modes as described below:

- The number of accidents per one million miles of vehicle travel; and
- Total injuries and fatalities from all pedestrian and bicyclists collisions on Alameda County roadways.

Caltrans collects the data as a part of the Statewide Integrated Traffic Record System(SWITRS)/Traffic Accident Surveillance and Analysis System (TASAS).

CO² Emissions

Measured in terms of per-capita CO₂ emissions from cars and light duty trucks

Fine Particulate Emissions

Measured in terms of fine particulate emissions from cars and light duty trucks

Percent of Countywide Bicycle Plan Completed

Measured in terms of the number of miles and the percentage completed of the countywide bicycle plan network. Focus will be on the progress of the priority projects and programs included in the bicycle plan. With the current update of the Countywide Bicycle Plan, additional performance measures are being considered to track progress on implementing the Countywide Bicycle Plan. Any new measures identified will be added when the final Countywide Bicycle Plan is adopted by the Alameda CTC.

Extent of Countywide Pedestrian Plan Completed

Measured in terms of how many local jurisdictions have adopted pedestrian master plans, with a goal of having all 15 jurisdictions have current, adopted pedestrian plans. With the current update of the Countywide Pedestrian Plan, additional performance measures are being considered to track progress on implementing the Countywide Pedestrian Plan. Any new measures identified will be added when the final Countywide Pedestrian Plan is adopted by the Alameda CTC.

Transit Routing

This measure refers to both the pattern of the transit route network (e.g., radial, grid, etc.) and the service area covered (e.g., percent of total population served within one-quarter mile of a station/bus stop or percent of total county served, etc.). Measurement of routing performance may be applied at the corridor or screenline level to give users flexibility in locating service routes.

Frequency of Transit Service

This refers to the headway, or the time between transit vehicle arrivals (e.g., one bus arrival every 15 minutes). Service should be frequent enough to encourage ridership, but must also consider the amount of transit ridership the corridor (or transit line) is likely to generate. It also considers the capacity of the existing transit service in that corridor.

Transit Service Coordination

This measure refers to coordination of transit service provided by different operators (e.g., timed transfers at transit centers, joint fare cards, etc.). Performance should be aimed at minimizing inconvenience to both the infrequent and frequent user. Information provided by transit agencies should address the questions: Is there coordination and how convenient is it?

Transit Ridership

Measured in two parts as follows:

- The average daily number of passengers boarding or de-boarding transit vehicles in Alameda County; and
- Transit ridership per revenue hour of service.

Transit Vehicle Maintenance

Measured in terms of “Miles between Mechanical Road Calls,” and defined as the removal of a bus from revenue service due to mechanical failure and applied to AC Transit, Union City Transit (UC Transit) and the Livermore-Amador Valley Transit Authority (LAVTA). BART and Altamont Commuter Express

(ACE) have a related term known as “Mean Time between Service Delays” where delays can be caused by personnel or by mechanical failures.

Transit Availability

Transit availability is measured by the frequency of transit service during the morning peak period within one-half mile of rail stations or bus and ferry stops and terminals. Population density at the same stations is also measured to track availability of transit to Alameda County residents. The transit frequency portion of this measure is monitored annually based on input from transit operators.

Transit Capital Needs and Shortfall

Transit capital needs and shortfall is measured every four years, coinciding with the update of RTP. This is tracked for High Priority (Score 16) transit projects for Alameda County transit operators.

Community Based Transportation Plans

Projects identified in Community Based Transportation Plans (CBTPs) and funded through the Lifeline Transportation Program are monitored annually. Monitoring shows the status and progress of these projects, which are meeting transportation needs in low income communities as identified in CBTPs. Progress of the implementation of these projects are included as a Performance Measure.

Table 9—Performance Measures (PM)

| PM | RTP Goal | CWTP Goal | Obj. in Statute | Required Data | How Results can be Used | Notes on Data Use |
|--|--|-------------------------------------|-------------------------------|---|--|---|
| Trips by Alternative Modes* | Clean Air; Climate Protection; Equitable Access; Livable Communities | Multi-modal | Mobility Air Quality Land Use | Percent of all trips by alternative modes from countywide travel demand model | Analyzing and comparing alternatives or as an evaluation of the effectiveness of the CWTP. | Not actual data but forecasted data using a countywide model. |
| Low Income Households near Activity Centers* | Reliability; Efficient Freight Travel; Security & Emergency Management | Accessible Affordable and Equitable | Land Use Economic | Share of households by income group within a given travel time (30-min by bus/rail and 20-min by auto) of at least one major employment center and within walking distance of schools | Analyzing and comparing alternatives or as an evaluation of the effectiveness of the CWTP. | Not actual data but forecasted data using a countywide model, which uses land use and socio-economic information from ABAG/MTC. |

| PM | RTP Goal | CWTP Goal | Obj. in Statute | Required Data | How Results can be Used | Notes on Data Use |
|-------------------------------------|--|-------------------------------------|----------------------------|--|--|---|
| Low Income Households near Transit* | Reliability; Efficient Freight Travel; Security & Emergency Management | Accessible Affordable and Equitable | Land Use Economic Mobility | Share of households by income group near frequent bus/rail transit service | Analyzing and comparing alternatives or as an evaluation of the effectiveness of the CWTP. | Not actual data but forecasted data using a countywide model, which uses land use and socio-economic information from ABAG/MTC. |
| Average Highway Speeds | Reliability; Efficient Freight Travel; Security & Emergency Management | Connected Reliable and Efficient | Mobility Air Quality | Current Requirement Average speeds on CMP network | LOS determinations. Trigger Deficiency Plans. Evaluate direct effectiveness of projects in relieving congestion. | Adequate for determining CMP conformance. Caution in use as a measure of mobility. |

| PM | RTP Goal | CWTP Goal | Obj. in Statute | Required Data | How Results can be Used | Notes on Data Use |
|---|---|---|-------------------------------------|---|---|---|
| Travel Time* Transit, Highways, HOV Lanes | Reliability; Efficient Freight Travel; Security & Emergency Management | Multimodal Connected Reliable and Efficient Integrated with land use Clean & Healthy Env't | Mobility Air Quality Land Use | Average per-trip travel time for automobile, truck, and bus/rail transit modes. Ratio of peak to off-peak travel time for automobile, truck and transit modes. Average daily travel time for bicycle and pedestrian trips. Average travel time between selected O-D pairs. Obtain from biennial LOS monitoring data and transit schedules | Useful in analyzing trends for various modes, comparing alternatives or as an evaluation of the effectiveness of the CWTP. Problems can be spotted for targeted investment. Can compare travel times via roadway and transit along major corridors. | All data other than O-D pairs data are not actual data, but from the countywide model. Also, the model is not calibrated for bicycle and pedestrian trips. For O-D data, reliance on data collected on a few days each year which is not always representative of conditions throughout the year. |
| Duration of Traffic Congestion | Reliability; Efficient Freight Travel; Security & Emergency Management | Reliable and Efficient Clean and Healthy Env't | Economic Air Quality | Hours of Congestion at key locations | Could be used as trigger for certain traffic management strategies to contain congestion to normal peak periods to maintain smooth truck travel during mid-day. | Caution against reliance on data collected on a few days each year which is not always representative of conditions throughout the year. |

| PM | RTP Goal | CWTP Goal | Obj. in Statute | Required Data | How Results can be Used | Notes on Data Use |
|----------------------------|---|--|----------------------|---|--|---|
| Roadway Main-tenance | Maintenance & Safety; Efficient Freight Travel; Security & Emergency Management | Well Main-tained Reliable and Efficient Safe | Economic | MTC's Pavement Condition Index | \$ amount of maintenance backlog for MTS roadways. Useful in guiding investment decisions for roadway maintenance needs. | Reliability dependent on subjective assumptions made by local agency staff. Assumptions can change depending on staff person conducting the estimate. |
| Roadway Collisions* | Maintenance & Safety; Efficient Freight Travel; Security & Emergency Management | Safe Clean and Healthy Env't | Mobility Air Quality | Number of accidents/one million miles Total injuries and fatalities from all pedestrian and bicyclists collisions in the County From SWITRS/TASAS | Identify safety issues. Useful in guiding investment decisions. | Data not available for local streets/roads. Accidents may not be caused by physical facilities. |
| CO ₂ Emissions* | Clean Air; Climate Protection; Livable Communities | Clean and Healthy Env't | Air Quality Economic | Per capita CO ₂ emissions from cars and light-duty trucks | Analyzing and comparing alternatives to address Climate Change | VMT data from the countywide model is used to input into an estimator that is based on a tool from California Air Resources Board |

| PM | RTP Goal | CWTP Goal | Obj. in Statute | Required Data | How Results can be Used | Notes on Data Use |
|---|---|---|-------------------------------|---|---|---|
| Fine Particulate Emissions* | Clean Air; Climate Protection; Livable Communities | Clean and Healthy Env't | Air Quality Economic | Per capita fine particulate emissions from cars and light-duty trucks | Analyzing and comparing alternatives to address Air Quality | VMT data from the countywide model is used to input into an estimator that is based on a tool from California Air Resources Board |
| Completion of Countywide eBicycle Plan | Clean Air; Climate Protection; Equitable Access; Livable Communities | Multi-modal Reliable and Efficient, Clean and Healthy Env't | Mobility Air Quality | Miles and Percent Completion of Bicycle Network | Progress toward a connective system of countywide Bicycleways | Does not reflect actual use of bicycle facilities. |
| Completion of Countywide Pedestrian Plan* | Clean Air; Climate Protection; Equitable Access; Livable Communities | Multi-modal Reliable and Efficient, Clean and Healthy Env't | Mobility Air Quality | Number of jurisdictions with adopted Pedestrian Plan | Progress toward a connective system of countywide pedestrian facilities | Does not reflect actual use of pedestrian facilities. |
| Transit Routing | Reliability; Clean Air; Climate Protection; Equitable Access; Livable Communities | Multi-modal Connectivity Cost-Effective Reliable and Efficient Integrated with land use Clean and Healthy Env't | Mobility Air Quality Land Use | Service Area Covered and Pattern of the transit route network | To determine area coverage and proximity of transit service to residential areas and job centers. | Proximity to transit stops or stations is an important indicator of accessibility; however, the data is difficult to collect. |

| PM | RTP Goal | CWTP Goal | Obj. in Statute | Required Data | How Results can be Used | Notes on Data Use |
|---------------------------------|---|--|-------------------------------------|--|---|--|
| Transit Frequency | Reliability; Clean Air; Climate Protection; Equitable Access; Livable Communities | Multi-modal Connectivity Cost-Effective Reliable and Efficient Integrated with land use Clean and Health Env't | Mobility Air Quality Land Use | Number of lines operating at each frequency level | To determine convenience of transit service. | Cannot be used for planning transit trip |
| Coordination of Transit Service | Reliability; Clean Air; Climate Protection; Equitable Access; Livable Communities | Multi-modal Connectivity Cost-Effective Reliable and Efficient Integrated with land use Clean and Health Env't | Mobility Air Quality | Coordination of service provided by different operators (e.g., timed transfers at transit centers, joint fare cards) | To determine reliability and convenience for travelers connecting between services. | Cannot be used for transit trip planning |

| PM | RTP Goal | CWTP Goal | Obj. in Statute | Required Data | How Results can be Used | Notes on Data Use |
|-----------------------------|--|--|-------------------------------|---|--|--|
| Transit Ridership | Clean Air; Climate Protection; Equitable Access; Livable Communities | Multi-modal Connectivity; Cost-Effective; Reliable and Efficient; Integrated with land use; Clean and Health Env't | Economic Air Quality Land Use | Number of patrons | Trend analysis; comparison between operators | Cannot be exclusively used to estimate the need for increase or decrease in transit investment |
| Transit Vehicle Maintenance | Maintenance & Safety; Clean Air; Climate Protection | Cost-Effective; Reliable and Efficient; Connected; Safe; Clean and Health Env't | Air Quality | Mean time between Service Delays (BART) and Miles between Mechanical Road Calls (AC, LAVTA, Union City Transit) | Trend analysis; comparison between operators. Transit agencies have internal standards for comparison and investment allocation decisions. | |

| PM | RTP Goal | CWTP Goal | Obj. in Statute | Required Data | How Results can be Used | Notes on Data Use |
|-------------------------------------|---|--|-------------------------------|--|---|--|
| Transit Avail-ability | Clean Air; Climate Protection; Equitable Access; Livable Communities | Cost-Effective; Reliable and Efficient; Connected Integrated with land use; Clean and Health Env't | Mobility Air Quality Land Use | Transit service frequency during peak periods and population at all transit stations in County | Determine mobility options available to Alameda County residents over time. Track as means of measuring efforts towards meeting climate change legislation. | Even with available transit options, this does not include the percentage of residents and employees that use transit. Population is based on census tract information, which is an approximation, not an exact correlation within one-half mile radius of stations. |
| Transit Capital Needs and Shortfall | Maintenance and Safety; Clean Air; Climate Protection; Equitable Access | Reliable and Efficient; Connected; Clean and Health Env't | Mobility Air Quality | Transit capital needs and Shortfall for high priority (Score 16) projects | Use transit capital needs gap to determine funding needs and investment options. | Measured every four years with the Regional Transportation Plan |

* Denotes new or expanded existing performance measure resulting from integrating the measures from the 2012 CWTP. Extent of data collection for these measures depends on additional funds being available.

DETAILS ON TRANSIT SERVICE PERFORMANCE MEASURES

The following transit service performance measures are derived from the service standards of the transit operators in the county as expressed in their short-range transit plans or other policy documents.

Frequency

Table 10 shows performance measures for bus and rail transit in Alameda County. These measures apply to both existing services and future year (proposed) services.

For ferry services from Alameda and Oakland to San Francisco, the frequency measure is one vessel per hour during the a.m. and p.m. peak periods.

Table 10—Performance Measures for Frequency of Transit Service (Time of Day)

| Service Type | Peak | Midday (minutes between services) | Night | Owl | Sat/Sun/Holiday |
|--------------------------|---------|--------------------------------------|----------------------|-------|-----------------|
| Bus | | | | | |
| Primary Trunk | 15 | 15 | 30 | 60 | 15 |
| Major Corridor | 15 | 30 | 30 | | 30 |
| Local/Crosstown | 30 | 30 | 60 | 30-60 | 60 |
| Suburban Local/Crosstown | 30-45 | 60 | | | |
| Transbay Basic | 15 | 30 | 60 | | 60 |
| Transbay Express | 15-30 | | | | |
| Rail | | | | | |
| BART | 3.75-15 | | up to 20 (off-peak)* | | |
| Ferries | | | | | |
| | 60 | varies | | | varies |

Note: Overlapping bus routes provide more frequent service on some corridors

*Starting September 2009, Saturday daytime service will be five routes with up to 15 minute headways and all other off-peak times (Week Night/Weekend Night/Sunday) will be three routes with 20 minute headways. The off-peak service will include service between San Francisco Airport and Millbrae.

Routing

Performance measures for routing and area coverage vary by transit operator.

AC Transit has guidelines for route spacing. In the densest areas, with population over 20,000 people per square mile, routes should be only ¼ mile apart. In medium density areas with 10,000-20,000 people per square mile, such as many of the grid sections of Oakland and Berkeley. In low density areas with 5,000-10,000 people per square mile, typical of sections in Castro Valley, Hayward, and Fremont—route spacing can be ½-¾ mile. There is no standard for very low density areas with less than 5,000 people per square mile.

In making specific route decisions, AC Transit uses these guidelines, but also bases current and future year bus route spacing (the average distance between bus lines) on residential densities, the location of major activity centers, topography and street patterns. Route spacing in commercial areas is determined by location, level of activity and layout of the development, on a case-by-case basis.

LAVTA proposes the following performance measures for existing and future services:

- Expand routes and services to meet current and future demand for timely and reliable transit service
- Provide service with a time span that is sufficient to effectively serve the primary target markets for each route:
- 4:00 a.m. – 1:00 a.m. /day or 24-hours in backbone corridor(s);

- 5:00 a.m.-12:00 a.m. on primary feeder lines;
- 5:30 a.m.-9:00 a.m. and 3:00 p.m.-7:00 p.m. on secondary feeder lines and regional routes; and
- Bell time for tripper lines.
- Provide trip frequencies that are sufficient to effectively serve the primary target markets for each route.
- 10 to 20 minutes in backbone corridor(s);
- 30 to 45 minutes on primary feeder lines;
- 30 to 60 minutes on secondary feeder lines;
- 60 minutes maximum on regional routes; and
- Two daily trips for tripper lines (peak/base).

Union City Transit proposes the following performance measures for existing and future service,:

- 90 percent of all land with three or more dwelling units per acre within one-quarter-mile of a transit route; and
- 90 percent of major activity centers within one-eighth-mile of a transit route.

For BART, passenger loads are measured at selected “screenlines”- imaginary lines between two stations. Generally, screenlines are chosen at the points where maximum loads in a given direction are sustained for a significant duration – often on the edge of a central business district. Slightly higher loads may be expected for short distances within urban cores, but train sizing and vehicle requirements are not based on those briefly more crowded conditions because lengthening or adding trains to alleviate the conditions would result in the operation of excessive empty car miles.

Based on its experience, BART has established the following average loading goals which it attempts to achieve whenever possible. Identical goals and standards are applied to all lines.

- Peak Hour: 90 passengers per car
- Shoulder Two Hours of Peak Period: 75 passengers per car
- Off-Peak Periods: 67 passengers per car

BART aims for a maximum peak hour average car load of 107 passengers per car at critical screenlines in the system such as through the Transbay Tube (West Oakland/Embarcadero). In future years, headways and train lengths will be adjusted in a manner which strives to equalize passenger loading levels across all of its lines, while staying under the 107 passengers per car standard.

Transit Service Coordination

A number of measures are in place to ensure coordination among transit operators, including SB 602 (Service/Fare Coordination, 1989), SB 1474 (Transit Coordination-1996), SB 916 (RM2, including

Transit Connectivity-2003), MTC Resolution No. 3055 (Inter-operator Transit Coordination Implementation Plan) and others. All transit operators in Alameda County will continue to implement the coordination projects required under these guidelines. Annually, the projects are agreed upon among the operators and MTC. They relate to coordinating the following:

- Fare
- Schedule
- Service
- Public information
- Marketing
- Administration



Memorandum

DATE: March 23, 2012

TO: Alameda County Technical Advisory Committee

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

SUBJECT: Review of Draft 2012 Alameda Countywide Transportation Plan

Recommendations

This is an information item only. No action is requested. The Draft 2012 Countywide Transportation Plan can be found at http://www.alamedactc.org/app_pages/view/3070.

Discussion

Every four years, the Alameda County Transportation Commission (Alameda CTC) updates its Countywide Transportation Plan (CWTP) concurrently with the update of the Regional Transportation Plan. This update of the CWTP is unique from past plan updates in that it has been developed:

- Under the guidance of a Steering Committee, Community Advisory Working Group (CAWG) and Technical Advisory Working Group (TAWG);
- With extensive public input, including outreach through public workshops, polls, online questionnaires and in-person small group dialogues using an outreach toolkit;
- Simultaneously with the development of a new transportation sales tax expenditure plan (TEP), which was adopted by the Alameda CTC on January 26, 2012;
- In a new policy environment, including AB 32 and SB 375 which requires the development of the Sustainable Communities Strategy;
- Using a performance based approach;
- By a new sponsoring agency, Alameda County Transportation Commission.

Background on Development of the 2012 Alameda Countywide Transportation Plan

The Countywide Transportation Plan is the long range policy document that guides transportation investments, programs, policies and advocacy for Alameda County through 2040. It addresses all parts of the transportation system, including capital, operating and maintenance of all modes of travel and addresses transportation programs that serve varying needs throughout the county, such as paratransit, services for seniors and people with disabilities and safe access to schools. The Draft Final CWTP establishes a vision and goals for Alameda County's transportation system that implement the requirements of state legislation and the new emphasis on sustainability at the regional level. Based on the adopted vision and goals, specific performance measures were developed to provide an objective and technical means to measure how well projects and programs performed together. This performance based approach led to a more systematic and analytical

selection process for investment priorities and will allow for ongoing monitoring of the performance of investments to inform future decision making and enable adjustments to be made as necessary as the plan is updated every four years.

Additionally, this update of the CWTP places increased emphasis on the connection between land use planning, transportation improvements and sustainability. The demographic forecasts used in the evaluation process were based on the Alameda County Draft Land Use Scenario Concept developed locally through an extensive 18 month process coordinated by the Alameda CTC and city planning directors. The local land use scenario was developed in coordination with ABAG and MTC's efforts and has helped inform the SCS process. Ultimately the land use scenario used in the final CWTP will be the same as the land use alternative adopted by ABAG and MTC in the Final RTP/SCS, which is scheduled for May 2012.

The Countywide Transportation Plan was developed in conjunction with a new Alameda County Transportation Expenditure Plan, which will provide significant investments in projects and program funding. The ballot measure supported by the TEP will augment and extend the existing half-cent sales tax for transportation in Alameda County, authorizing an additional half-cent sales tax through 2022 and extending the full cent in perpetuity. Recognizing that transportation needs, technology, and circumstances change over time, the expenditure plan covers the period from approval in 2012 and subsequent sales tax collection through June 2042, programming a total of \$7.7 billion in new transportation funding. Voters will have the opportunity to review and approve comprehensive updates to this plan in the future every 20 years thereafter. The passage of the TEP would mean that 77 percent of Alameda County's discretionary budget is self-funded through local sales tax and vehicle registration fee.

The Countywide Transportation Plan was developed with the guidance from a steering committee of elected officials and input from two advisory committees (Community and Technical), and by incorporating key findings from polling and outreach over the past two years. Public engagement and transparency were the foundations of the development of the CWTP and the TEP. A wide variety of stakeholders, including businesses, technical experts, environmental and social justice organizations, seniors and people with disabilities, helped shape the plan to ensure that it serves the county's diverse transportation needs. Thousands of Alameda County residents participated through public workshops and facilitated small group dialogues; a website allowed for online questionnaires, access to all project information, and submittal of comments; and advisory committees that represent diverse constituencies were integrally involved in the plan development process from the beginning.

Key Changes from the September 2011 Administrative Draft CWTP and Summary of Responses to Steering Committee and CAWG/TAWG Comments on the March 1, 2012 and March 14, 2012 Draft Versions

In September 2011, the Administrative Draft Countywide Transportation Plan was released by the CWTP-TEP Steering Committee followed by the performance evaluation of the projects and programs in December 2011. Based on this information, Draft 2012 CWTP was developed and presented to CAWG/TAWG at their joint meeting on March 8, 2011 and the CWTP-TEP Steering Committee at its meeting on March 22, 2012, where the Committee approved releasing the Draft 2012 CWTP for review and comment. Key changes among the drafts are highlighted below:

- Based on the adoption of the TEP by the Alameda CTC on January 26, 2012, the CWTP county discretionary budget for projects and programs increased from approximately \$6.8 billion to \$9.5 billion. The project and programs were made consistent between what is in the adopted TEP and what is included in the CWTP and certain policies were added such as Complete Streets and Access to School Program.

- Two Administrative Draft CWTP Tier 1 projects were moved to the committed list based on information received from MTC: Crow Canyon Safety Improvements (RTP ID 240094) and Route 24/Caldecott Tunnel Enhancements – Settlement Agreement projects (RTP ID 230171).
- Total project costs were escalated to year of expenditure consistent with the Regional Transportation Plan process.
- Funding for programs was increased by \$1.6 billion and projects by \$0.8 billion.
- The number of programs was reduced from 15 to 12 by combining the two transit programs into one and the two local streets and roads programs into one and by eliminating the Community Based Transportation program because the projects identified in this program are duplicated in other programs. This is consistent with the TEP. Additional language was added to Chapter 6 to clarify that while the Community Based Transportation Plan category was eliminated as an independent category, all of the investments identified in those plans remain eligible for funding under other categories. Language was also added to summarize what the investment strategies identified in the community based transportation plans are and to reference the projects contained within these plans in the Draft CWTP appendix.
- The discussion of programmatic categories in Chapter 6 was expanded to clarify that it is not always possible to determine actual “need:” versus total estimated funding requested. For the purposes of this CWTP update “need” was based on the call for projects and programs or other local and regional studies. This estimation of need exceeded funds available but does not represent a comprehensive estimate of need for programmatic categories. Additional studies, included those identified in Chapter 7 will be required to estimate need; however, the plan includes major increases in investment for transit, paratransit, goods movement, land use related projects, and non-motorized transportation.
- The land use assumptions used in the evaluation are consistent with the land use alternatives being evaluated for the development of the SCS by ABAG.
- The demographic estimates were made consistent between Chapters 3 and 4.
- The most up to date Priority Development Area listings and maps were obtained from ABAG and included in Chapter 4.
- Requests by the Steering Committee to provide additional clarification about bicycle and pedestrian demographics in Chapter 3, make title corrections to Figure 3-24 and clarify in the text and on Figure 6-11 that emissions reductions include only those from autos and light duty trucks have not yet been incorporated into the document.

Next Steps

The Countywide Transportation Plan is a living document and is updated every four years. The plan will be finalized once MTC and ABAG have adopted the regional Sustainable Communities Strategy and transportation investment strategy currently expected in May 2012. Comments are due by April 20, 2012.

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Memorandum

DATE: March 23, 2012

TO: Alameda County Transportation Advisory Committee (ACTAC)

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

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.

April 2012 Update:

This report focuses on the month of April 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 the draft Preferred SCS: The Jobs-Housing Connection Scenario by ABAG, the upcoming release of the transportation investment strategy by MTC, and the submittal of compelling case letters to MTC. At the county level, highlights include the release of the Draft

CWTP and an update on the Transportation Expenditure Plan Council approvals. Staff will present an update at the meeting on the status of all items.

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. Projects sponsors submitted compelling case letters for three of the seven Alameda County projects as shown in Attachment D. Regarding the SCS, the draft preferred land use scenario was released on March 9, 2012 to the Joint MTC Planning and ABAG Administrative Committee. Staff made a presentation to the Planning, Policy and Legislation Committee and the Commission and is following up with Alameda County planning directors to review the data and determine what it means for Alameda County. Comments are being developed by Alameda CTC to submit to ABAG by May 1. A letter will be forwarded to ACTAC when it is available. The draft Preferred SCS will be followed by MTC releasing the draft transportation investment strategy at its April 13 Joint Committee meeting. The final preferred scenario is scheduled to be adopted by MTC and ABAG 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 is being taken to each city council and the Board of Supervisors for approval by May 2012 as well as AC Transit and BART. As of the writing of this staff report, eight City Councils have approved the TEP: Fremont, Livermore, Union City, Emeryville, Hayward, San Leandro, Oakland and Piedmont. The TEP is included on all city council agendas through May. The Draft CWTP is being presented to all Alameda CTC Committees in April 2012. Both the Draft CWTP and the final Transportation Expenditure Plan, along with the ordinance which will also be placed on the ballot, will be brought to the Commission in May 2012 for approval so that the Board of Supervisors can be requested at one of their June 2012 meetings to place the Transportation Expenditure Plan on the November 6, 2012 ballot. Staff will provide additional information at the meeting.

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

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

| Committee | Regular Meeting Date and Time | Next Meeting |
|--|--|--------------------------------|
| SCS/RTP Regional Advisory Working Group | 1 st Tuesday of the month, 9:30 a.m. Location: MetroCenter, Oakland | April 3, 2012 May 1, 2012 |
| SCS/RTP Equity Working Group | 2 nd Wednesday of the month, 11:15 a.m. Location: MetroCenter, Oakland | April 11, 2012 May 9, 2012 |
| SCS Housing Methodology Committee | Typically the 4 th Thursday of the month, 10 a.m. Location: BCDC, 50 California St., 26 th Floor, San Francisco | April 26, 2012 |
| Joint MTC Planning and ABAG Administrative Committee | 2 nd Friday of the month, 9:30 a.m. Location: MetroCenter, Oakland | 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)
Attachment D: Status for Development of Compelling Case Letters for the RTP Projects

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

- Coordinating with ABAG and local jurisdictions to comment on the draft preferred Sustainable Communities Strategy (SCS): the Jobs-Housing Connection scenario;
- Coordinating with project sponsors identified as low performing in MTC's Project Performance Assessment to present compelling case arguments at the April 13, 2012 Joint MTC Planning and ABAG Administrative Committee meeting;
- Responding to comments on the Draft CWTP;
- Refining the financially constrained list of projects and programs for the Draft CWTP to align with MTC's RTP;
- Seeking jurisdiction approvals of the Final TEP; and
- Presenting the Draft CWTP and the Final TEP to the Steering Committee for approval; and
- Requesting the Board of Supervisors to place the TEP on the November 6, 2012 ballot.

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:

- Receiving comments on the Draft Preferred SCS: The Jobs-Housing Connection Scenario (by May 1)
- Releasing 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
- Adopting the preferred land use and transportation scenario (May 2012).

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);
- Reviewing local transportation network priorities through the CWTP-TEP process; and
- Commenting on the Draft Preferred SCS: The Jobs-Housing Connection Scenario.

Key Dates and Opportunities for Input¹

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

Sustainable Communities Strategy:

Presentation of SCS information to local jurisdictions: Completed

Initial Vision Scenario Released: March 11, 2011: Completed

Draft Alternative Land Use Scenarios Released: Completed

Draft Preferred SCS Released: Completed

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

Release Transportation Investment Strategy: November 2011 – May 2012

Prepare SCS/RTP EIR: May 2012 – October 2012

Release Draft RTP/SCS EIR: November 2012

Adopt SCS/RTP: April 2013

CWTP-TEP

Develop Alameda County Land Use Scenario Concept: May 2011 – May 2012

Administer Call for Projects: Completed

Release Administrative Draft CWTP: Completed

Release Preliminary TEP Program and Project list: Completed

Adopt Final TEP: Completed

Obtain TEP approvals from jurisdictions: February – May 2012

Release Draft CWTP: Completed

Conduct TEP Outreach: January 2011 – June 2012

Adopt Final Draft CWTP and Final TEP: May 2012

Submit TEP Submitted for Ballot: July 2012

Calendar Year 2010

| Task | Meeting | | | | | | | | | | | |
|--|---------|----------|--|--|----------------------------------|---|---|--------------------|--|--|---|---|
| | January | February | March | April | May | June | July | August | Sept | Oct | Nov | Dec |
| Alameda CTC Committee/Public Process | | | | | | | | | | | | |
| Steering Committee | | | Establish Steering Committee | Working meeting to establish roles/responsibilities, community working group | RFP feedback, tech working group | Update on Transportation/Finance issues | Approval of Community working group and steering committee next steps | No Meetings | | Feedback from Tech, comm, working groups | No Meetings | Expand vision and goals for County ? |
| Technical Advisory Working Group | | | | | | | | No Meetings | | Roles, resp, schedule, vision discussion/ feedback | No Meetings | Education: Trans statistics, issues, financials overview |
| Community Advisory Working Group | | | | | | | | No Meetings | | Roles, resp, schedule, vision discussion/ feedback | No Meetings | Education: Transportation statistics, issues, financials overview |
| Public Participation | | | | | | | | No Meetings | | | Stakeholder outreach | |
| Agency Public Education and Outreach | | | | | | | | | | | | |
| Alameda CTC Technical Work | | | | | | | | | | | | |
| Information about upcoming CWTP Update and reauthorization | | | | | | | | | | | | |
| Technical Studies/RFP/Work 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 preliminary for Joint Housing Forecast (Statutory Target) | Projections 2011 Base Case |
| | | | | | | | | | | | | Adopt Voluntary Performance Targets |

| Task | 2011 | | | | | June | FY2011-2012 | | | | | 2011 | | | |
|--|--|---|---|--|---|--|--|--|---|---|--|--|--|--------------------------------|--|
| | January | February | March | April | May | | 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, cost guidelines, call for projects and prioritization 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 update, project and program packaging, county 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 outreach and polling discussion | Meeting moved to December due to holiday conflict | Review 2nd draft CWTP, 1st draft TEP | | | | |
| | 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 outreach and polling discussion | Review 2nd draft CWTP, 1st draft TEP, poll results update | No Meetings | | | | |
| Technical Advisory Working Group | Comment on vision and goals; begin discussion on performance measures; key needs | Continue discussion on performance measures, costs, guidelines, call for projects, 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 outreach and polling discussion | Review 2nd draft CWTP, 1st draft TEP, poll results update | No Meetings | | | | |
| | Public Workshops in two areas of County: vision and needs, Central County Transportation Forum | Public Workshops in all areas of County: vision and needs | Public 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 | | | | | | | | | | | | | | | |
| 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 | | | | | | | | | |
| | 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 Methodology | | | | | | | | |
| | Develop Draft 25-year Transportation Financial Forecasts and Committed Transportation Funding Policy | | | | | | | | | | | | | | |

Calendar Year 2012

| Task | | 2012 | | | | | | | | | | | | | |
|--|--|--|--|--|-------|--|---|--|--------|------|-----|----------|------------------------|----------------------------------|--|
| | | January | February | March | April | May | June | July | August | Sept | Oct | November | | | |
| Alameda CTC Committee/Public Process | | | | | | | | | | | | | | | |
| Steering Committee | | Adopt TEP | | Review polling questions, Update on TEP progress through 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 | | |
| | | 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 | | |
| | | 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 | | | | | | | | | | | | | |
| | | | | | | Potential Go/No Go Poll for Expenditure Plan | | | | | | | | | |
| Polling | | | | | | | | | | | | | | | |
| 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 | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |

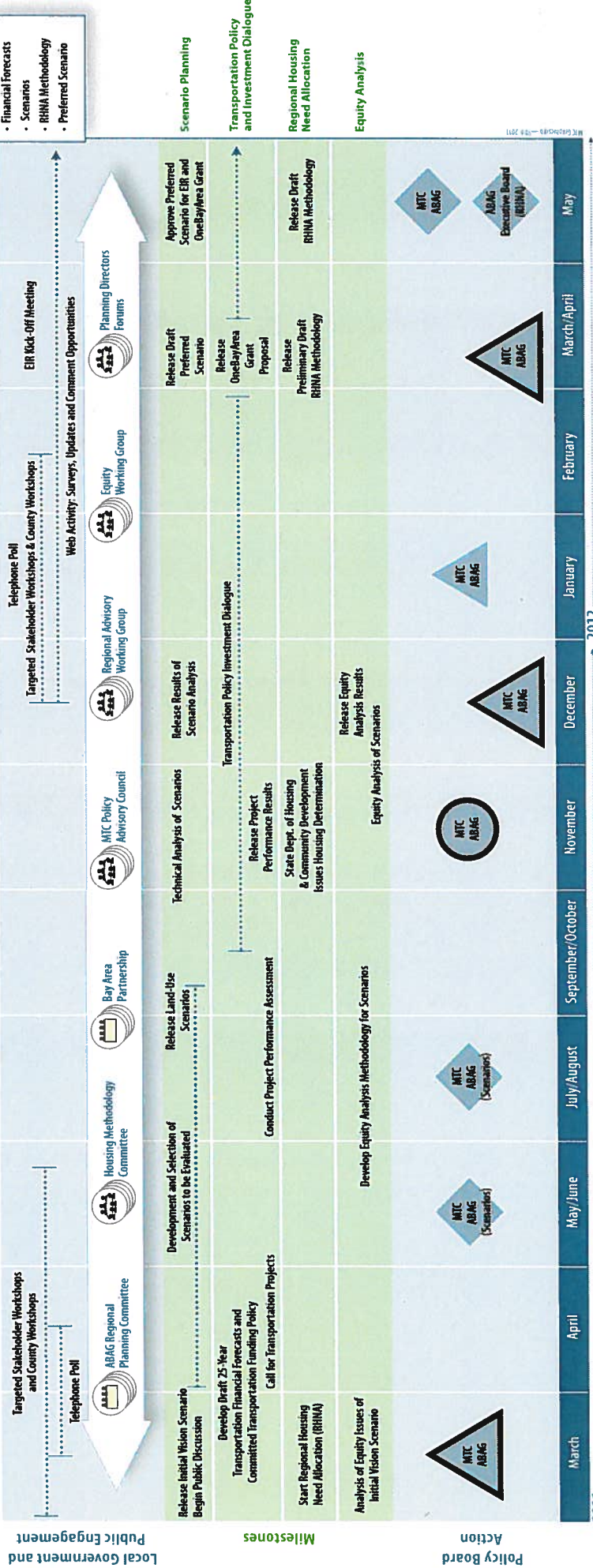
BayArea Plan

Plan Bay Area Planning Process: Phase 2 Detail*

Revised October 2011

Phase 2: Scenario Planning, Transportation Policy and Investment Dialogue

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



*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

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

Attachment D Status for Development of Alameda County Compelling Case Letters for the RTP
Projects

| RTP ID# | Project Title | Lead/Sponsor | Compelling case submitted? | Status |
|-----------------|--|------------------------|----------------------------|--|
| 240216 | Dumbarton Rail – Phase 2 | Multi County/ SamTrans | Y | |
| 22667 | BART to Livermore: Full Extension | NA | N | Full extension is in CWTP Vision. Phase 1 is in Final Draft CWTP and submitted as RTP priority. |
| TBD (not 98139) | ACE Service Expansion | ACE | N | This was not a project submitted by ACE or Alameda CTC and it is not in the Draft CWTP. No compelling case needed for Countywide ROW Acquisition Program RTP ID # 98139. |
| 22009 | Capitol Corridor Service Frequency Improvements (Oakland to San Jose) | Capitol Corridor | N | Not fully funded in RTP at this time. Included in RTP and CWTP for project development only. |
| 230101 | Union City Commuter Rail Station + Dumbarton Rail Segment G Improvements | City of Union City | Y | |
| 240062, 22776 | SR 84/I-680 Interchange Improvements + SR 84 Widening (Jack London to I-680) | City of Pleasanton | Y | |
| 240053 | Whipple Road widening (Mission Boulevard to I-880) | City of Union City | N | Project will not go to construction in this cycle, in CWTP/RTP for project development only. |

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Memorandum

DATE: March 23, 2012

TO: Alameda County Technical Advisory Committee (ACTAC)

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

SUBJECT: Review Legislative Program Update

Recommendations

Staff will recommend approval of positions on bills as noted below to the Alameda County Transportation Commission.

Summary

State Update

Budget: To cover the projected \$9.2 billion deficit identified in the Governor's January budget for both the current (\$4.1 billion) and next fiscal year (\$5.1 billion), the Governor continues to move forward with collecting signatures on his ballot measure to temporarily increase the state's sales tax by ½ cent for four years and institute a tiered increase in income taxes based upon income levels.

In addition, he is also moving forward with a joint proposal created through the merger of the Governor's proposed measure and the "Millionaires Tax" proposal supported by the California Federation of Teachers, the California Nurses Association, and the Courage Campaign. The combined proposal would increase the sales tax by ¼ cent for a four year period and institute a tiered income tax increase (1% additional for taxable incomes over \$250,000 or \$500,000 joint; 2% additional for taxable incomes over \$300,000 or \$600,000 joint; 3% additional for taxable incomes over \$500,000 or \$1 million joint) for a seven year period. Each of these efforts is independently pursuing signatures to allow placement on the ballot in case the joint effort is not able to gather enough valid signatures by early May, which is when signatures would need to be turned in to allow enough time to validate them.

Committees in both Chambers are working budget hearings for all portions of the Governor's proposed budget.

State Bills:

Over 1,000 bills were introduced by late February and staff is evaluating bills and recommends the noted positions on the following state bills below:

AB 1780 (Bonilla). Department of Transportation. Project Study Reports (PSR). This bill is a spot bill that essentially takes up the same issue included in AB 1134 (Bonilla) that the Commission took a support position on last year and the Governor vetoed. The bill addresses the preparation of project study reports (also known as Project Initiation Documents) for any projects on the state highway systems. The Self-Help Counties Coalition is the bill's sponsor and aims to streamline and create uniform statewide standards for the development, review, approvals and payment of PSRs. The adopted Alameda CTC legislative program states, "support legislation that improves the ability to deliver Alameda CTC projects and programs in a timely and cost-effective manner" Therefore, staff recommends a **SUPPORT** position on this bill.

ACA 23 (Perea). Local government transportation projects.: special taxes: voter approval

This bill would allow the approval of 55% of voters to impose, increase, or extend a special tax placed on the ballot by local governments to provide transportation funding. The bill would require 2/3 passage in the state legislature to place it on the ballot. The Alameda CTC 2012 legislative program states, "supports efforts to lower the 2/3 voter requirement for voter-approved transportation measures." In this case, because this bill could potentially be placed on the November 2012 ballot, staff recommends a **Support and Seek Amendments** position on the bill. The amendment requested includes that if this measure and other transportation sales tax measures are on the same ballot, passage of the ACA 23 voter threshold would apply to the other ballot measures for transportation.

Federal Update

FY2013 Budget: In February 2012, President Obama 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 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, 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.

In late March the House Majority released its proposed budget, which provides for \$1.028 trillion in discretionary spending, and proposes to reduce the deficit by \$3 trillion more than the President's plan. Appropriations committees in both chambers continue to address the FY 2013 budget.

Surface Transportation: The current extension of the surface transportation bill runs through March 31, 2012.

On March 14, the Senate passed MAP-21 (S. 1813) , a two-year, \$109 billion surface transportation bill by a bipartisan vote of 74-22.

Key provisions of the Senate MAP 21 bill would:

- Create performance measures for safety, road conditions, and overall system performance and require that states make progress towards improvements or risk losing some of their funding;
- Require states and MPOs to set targets based on federal performance metrics for fund allocations;
- Secure transit funding and created a new dedicated funding for freight transportation;
- Expand Transportation Infrastructure Finance and Innovation Act (TIFIA) funding from \$122 million to \$1 billion per year;
- Expand the use of alternative financing mechanisms and private-sector investment to supplement traditional highway funding;
- Secure transportation enhancement funding and expanded eligible activities
- Create a new threshold for formation of metropolitan planning organizations from a tiered approach to areas with over 200,000 population.
- Expedite project delivery by streamlining NEPA review; and

With the passage of MAP-21 by the Senate, the House will need to determine its course of action on a surface transportation bill. Each Chamber must address the March 31st to ensure that surface transportation funding continues to flow into the nation. It is anticipated that the House will address a short-term 90-day extension during the week of March 26th, and thereafter determine whether it will take up the Senate bill or move forward with its own version. It is possible the House will include provisions of revenue generation sources based upon some of the energy provisions approved in February when they were addressing a long-term bill at that time.

Conditions and Performance of the Nation's Surface Transportation

In March the Department of Transportation released its biennial report, *2010 Status of the Nation's Highways, Bridges and Transit: Conditions and Performance*, highlighting the gap between current spending amounts and those needed to maintain the current transportation system and accommodate projected transit ridership growth. The report projects annual spending needs over the next 20 years for highways and transit as follows:

- \$101 billion (adjusted for inflation) would be needed annually over the next 20 years from all levels of government to keep the highway system in its current state;
- Between \$20.8 billion and \$24.5 billion would be needed annually over the next 20 years to attain a state of good repair for the nation's transit systems and to accommodate expected transit ridership growth.

Similarly, in January 2012, the California Transportation Commission released its *2011 Statewide Transportation Needs Assessment* showing an estimated statewide funding need over the next 10 years for system preservation, rehabilitation and expansion as \$538 billion, with the system preservation portion estimated at \$341 billion (for state of good repair). Projections of funding availability over the same 10-year period are \$242 billion from all sources, representing about 45% of the overall estimated needs.

These two reports further underscore the Commission's rationale for development of the 2012 Transportation Expenditure Plan for placement on the 2012 ballot to bring transportation funding into Alameda County.

Additional information on recent federal activities can be found in Attachments B1 and B2.

Fiscal Impact

No direct fiscal impact.

Attachments

Attachment A: State Update

Attachments B1 and B2: Federal Updates



March 20, 2012

CAPITOL UPDATE

Governor's Initiative: Last Tuesday evening, the Governor and the California Federation of Teachers reached agreement on a compromise ballot initiative, reducing the number of likely tax initiatives on the November ballot from 3 to 2. Molly Munger, proponent of "Our Children, Our Future," has stated her intention to continue her campaign despite low polling numbers. After the Governor and CFT announced their coalition, Munger donated another \$1.5 million to her campaign chest, to bring its total to about \$3.4 million.

The compromise initiative includes constitutional realignment protections for counties, a ¼ cent sales tax increase, and increases in personal income taxes for high wage earners. The table below, created by CSAC, shows a comparison of the original CFT measure, the Governor's measure, and the compromise initiative.

| | CFT Measure | Governor's Measure | New Measure |
|-----------------------|---|--|--|
| Sales Tax Provisions | None | ½-cent increase for four years (1/1/13 – 1/1/17). | ¼-cent increase for four years (1/1/13 – 1/1/17). |
| Income Tax Provisions | <ul style="list-style-type: none"> • Three percent additional on taxable incomes of \$1 million or more. • Five percent additional on taxable incomes of \$2 million or more. • Taxes are permanent. | <ul style="list-style-type: none"> • One percent additional for taxable incomes over \$250,000 (\$500,000 joint) • 1.5 percent additional for taxable incomes over \$300,000 (\$600,000 joint) • Two percent additional for taxable incomes over \$500,000 (\$1 | <ul style="list-style-type: none"> • One percent additional for taxable incomes over \$250,000 (\$500,000 joint) • Two percent additional for taxable incomes over \$300,000 (\$600,000 joint) • Three percent additional for taxable incomes over \$500,000 (\$1 million joint) • Taxes in effect for |

| | | | |
|--|--|---|--------------------------------|
| | | million joint) • Taxes in effect for five years (1/1/12 – 1/1/17). | seven years (1/1/12 – 1/1/19). |
|--|--|---|--------------------------------|

The incremental revenue increase resulting for the higher tax rates would be deposited into the newly created Education Protection Account. These funds are continuously appropriated with 11% of the funds being allocated to Community Colleges, and 89% to K-12 schools, including charter schools.

The Legislative Analyst believes the revised initiative will bring in \$6.8 billion in its first year, \$2 billion less than the Department of Finance's estimates. That discrepancy continues through the following five fiscal years of estimates and is the result of the Department of Finance anticipating higher revenue from capital gains. That discrepancy will need to be addressed through the budget process, as if the Legislature assumes the higher number and is wrong further cuts will need to be made later.

Both Brown and CFT will continue to gather signatures for their original measures in the case that the compromise doesn't successfully make it to the ballot. To qualify, approximately 1 million signatures should be collected to ensure 807,615 of those signatures are valid. To be placed on the November ballot, an initiative must qualify by June 28th. Because each Registrar of Voters must complete a raw count for which they have 8 days, and then (assuming enough signatures) conduct a random sample to verify the signatures for which they have 30 days, signature collection should be completed and signatures should be submitted to counties by Monday May 7th. Cost estimates to obtain that many signatures in a short time-span are coming in at around \$7 million which will be paid by CFT, the Courage Campaign, and fundraising from legislative leadership. It's unclear at this point how the business community and other entities which previously took no position on the Governor's initiative yet opposed CFT's will react to the new measure.

Ballot Measure Update: With all the excitement on the initiative front, it must be time for a recap. As of this afternoon there are four measures still pending at the Attorney General's office. Last Wednesday there were six in this category but two, the Governor and CFT's compromise measure submitted last week, along with another spending cap measure submitted on the same day, were given title and summary today and approved for signature gathering. That brings the number of measures in that category to sixty-nine. Given the lateness of these last submittals and the shortness of the time available for gathering signatures, getting any of these to the November ballot with the use of paid signature gatherers could be very pricey.

Also among the most recent measures to qualify for circulation of petitions are a measure sponsored by Senator Doug LaMalfa to prevent the issuance and sale of the remaining high-

speed rail bonds that have already been approved by the voters, and another measure that would deny constitutional protection to corporations by stating that “Corporations are not people.”

Eleven measures have been taken off the table as they have failed to qualify. One proposed initiative, which would repeal the death penalty and replace it with life in prison without the possibility of parole is pending signature verification. It would apply retroactively to those serving time on death row now.

Latest LAO Report: The Office of the Legislative Analyst (LAO) has released a new report on the Governor’s proposals to transition the In-Home Supportive Services (IHSS) Program from fee-for-service to a managed care benefit and to eliminate domestic and related care services for most IHSS recipients who live with another person. The LAO’s informative review on the subject updates the reader on the status of the recent cuts to the IHSS program and using that as a jumping-off point, gives the Legislature some words of advice.

One of the reasons that the Budget is in a deficit situation is that some of the reductions that have been adopted to the IHSS program in the past either have not yet been approved by the federal government or have been enjoined by the courts. The Analyst advises against putting the State in this situation again. For example, the LAO believes there are some serious legal risks with adopting the Governor’s proposal to eliminate domestic and related care services for most recipients in shared living arrangements. A similar proposal in Washington State was recently found to violate Medicaid access to care requirements. Depriving IHSS recipients of these services could also result in placing them at risk of institutionalization – a potential violation of the ADA. And the list goes on.

The Analyst instead recommends that Legislators consider a one-year extension of the 3.6 percent across-the-board reduction in hours that is set to expire this July. Further, the Legislature could look at a provider wage reduction again, assuming it adopt safeguards to avoid associated legal action. The report is available at www.lao.ca.gov.

Calendar

03/20/2012 ASSEMBLY BUDGET SUBCOMMITTEE NO. 4 ON STATE ADMINISTRATION

1:30 p.m., Room 447

0840 State Controller

0860 State Board of Equalization

0950 State Treasurer

1730 Franchise Tax Board

2150 Department of Financial Institutions

2180 Department of Corporations

9210 Local Government Financing

03/20/2012 Assembly Environmental Safety & Toxic Materials

1:30 pm, Room 444

SUBJECT: Local Agency Environmental Protection Program Status: Certified Unified Program Agencies.

03/20/2012 SENATE JOINT HEARING SENATE ELECTIONS AND CONSTITUTIONAL AMENDMENTS COMMITTEE AND ASSEMBLY ELECTIONS AND REDISTRICTING COMMITTEE

1:30 p.m., Room 3191

INFORMATIONAL HEARING

SUBJECT: Proposition 28: Limits on Legislators Terms in Office

03/21/2012 ASSEMBLY BUDGET SUBCOMMITTEE NO. 3 ON RESOURCES AND TRANSPORTATION

9 a.m., Room 447

Item No. Description

2600 California Transportation Commission

2660 Department of Transportation CalTrans

2670 Board of Pilot Commissioners for the Bay

2700 Office of Traffic Safety

2740 Department of Motor Vehicles

03/21/2012 SENATE JOINT HEARING HEALTH AND BUSINESS, PROFESSIONS AND ECONOMIC DEVELOPMENT

1 p.m., Room 112

SUBJECT: Increasing Access to Care Under the Affordable Care Act: Utilizing the Health Care Continuum to Increase Patient Access

03/21/2012 ASSEMBLY BUDGET SUBCOMMITTEE NO. 1 ON HEALTH AND HUMAN SERVICES

1:30 p.m., Room 444

SUBJECT: Health and Human Services Agency Issues, Automation Projects, CalFresh, Department of Social Services BCPs

Item No. Description

0530 Secretary for California Health and Human Services Agency Office of Systems Integration

5180 Department of Social Services

03/21/2012 ASSEMBLY LOCAL GOVERNMENT

1:30 p.m., Room 447

SUBJECT: The Use of Joint Powers Agreements and Joint Powers Authorities.

03/21/2012 SENATE BUDGET AND FISCAL REVIEW SUBCOMMITTEE NO. 2 ON RESOURCES, ENVIRONMENTAL PROTECTION, ENERGY AND TRANSPORTATION

2:30 p.m., Room 2040

Item Description

3480 Department of Conservation

3460 Colorado River Board of California
3680 Department of Boating and Waterways
3820 San Francisco Bay Conservation and Development
3840 Delta Protection Commission
3860 Department of Water Resources
3875 Sacramento-San Joaquin Delta Conservancy
3885 Delta Stewardship Council
8570 Department of Food and Agriculture

03/22/2012 SENATE BUDGET AND FISCAL REVIEW SUBCOMMITTEE NO. 1 ON EDUCATION
9:30 a.m., Room 3191

SUBJECT: Governor's 2012-13 K-12 Budget Proposals:

Item Description

6110 Department of Education

- Charter Schools

- Special Education - Mental Health Related Services - State Special Schools

6350 School Facilities Aid Program

6360 Commission on Teacher Credentialing

03/22/2012 SENATE BUDGET AND FISCAL REVIEW SUBCOMMITTEE NO. 3 ON HEALTH AND HUMAN SERVICES

9:30 a.m., Room 4203

Item Description

4280 Managed Risk Medical Insurance Board

- Healthy Families Program

4260 Department of Health Care Services

- FQHC Payment Reform

- Annual Enrollment

- AB 1629

- Value Based Purchasing

- Gross Premium Tax Extension

- Other issues

03/22/2012 SENATE BUDGET AND FISCAL REVIEW SUBCOMMITTEE NO. 4 ON STATE ADMINISTRATION AND GENERAL GOVERNMENT

9:30 a.m., Room 112

Item Description

2150 Department of Financial Institutions

2180 Department of Corporations

1760 Department of General Services

5175 Department of Child Support Services

**03/22/2012 SENATE BUDGET AND FISCAL REVIEW SUBCOMMITTEE NO. 5 ON CORRECTIONS,
PUBLIC SAFETY, AND THE JUDICIARY**

9:30 a.m., Room 113

Item Description

5225 Department of Corrections and Rehabilitation - Division of Juvenile Justice

5227 Board of State and Community Corrections

**03/26/2012 SENATE BUDGET AND FISCAL REVIEW SUBCOMMITTEE NO. 3 ON HEALTH AND
HUMAN SERVICES**

10 a.m., Room 4203

Item Description

4300 Department of Developmental Services

5170 State Independent Living Council

03/26/2012 ASSEMBLY BUDGET SUBCOMMITTEE NO. 1 ON HEALTH AND HUMAN SERVICES

4 p.m., Room 127

Item No. Description

4265 Department of Public Health

03/27/2012 ASSEMBLY BUDGET SUBCOMMITTEE NO. 2 ON EDUCATION FINANCE

9 a.m., Room 444

Item No. Description

6110 Department of Education

Student Mental Health Update

Governor's 2012-13 Budget Proposals: School Facilities

Charter Schools

6360 Commission on Teacher Credentialing

03/27/2012 ASSEMBLY BUDGET SUBCOMMITTEE NO. 4 ON STATE ADMINISTRATION

1:30 p.m., Room 447

Item No. Description

0502 California Technology Agency

1760 Department of General Services

8880 Financial Information System for California

03/27/2012 SENATE HUMAN SERVICES

1:30 p.m., Room 3191

SUBJECT: In Home Supportive Services (IHSS) Integration into Medi-Cal managed Care: Policy Considerations

**03/28/2012 ASSEMBLY BUDGET SUBCOMMITTEE NO. 3 ON RESOURCES AND
TRANSPORTATION**

9 a.m., Room 447

Item No. Description

3460 Colorado River Board of California
3480 Department of Conservation
3680 Department of Boating and Waterways
3820 San Francisco Bay Conservation and Development
3840 Delta Protection Commission
3860 Department of Water Resources
3875 Sacramento-San Joaquin Delta Conservancy
3885 Delta Stewardship Council
8570 Department of Food and Agriculture

**03/28/2012 SENATE JOINT HEARING SENATE LABOR AND INDUSTRIAL RELATIONS AND
ASSEMBLY LABOR AND EMPLOYMENT COMMITTEE**

9:30 a.m., Room 2040

INFORMATIONAL HEARING

SUBJECT: Injured Workers Since S.B. 899 (Statutes 2004): A Discussion on the Impacts of S.B. 899
on
Permanent Disability Benefits.

03/28/2012 ASSEMBLY BUDGET SUBCOMMITTEE NO. 1 ON HEALTH AND HUMAN SERVICES

1:30 p.m., Room 444

SUBJECT: Developmental Services

Item No. Description

4300 Department of Developmental Services

03/28/2012 ASSEMBLY BUDGET SUBCOMMITTEE NO. 5 ON PUBLIC SAFETY

1:30 p.m., Room 437

Item No. Description

0690 California Emergency Management Agency
5225 Department of Corrections and Rehabilitation
Division of Juvenile Justice
5227 Board of State and Community Corrections

**03/28/2012 SENATE BUDGET AND FISCAL REVIEW SUBCOMMITTEE NO. 2 ON RESOURCES,
ENVIRONMENTAL PROTECTION, ENERGY AND TRANSPORTATION**

2:30 p.m., Room 2040

Item Description

2670 Board of Pilot Commissioners
2700 Office of Traffic Safety
2740 Department of Motor Vehicles
2720 Department of the California Highway Patrol

03/29/2012 SENATE BUDGET AND FISCAL REVIEW SUBCOMMITTEE NO. 1 ON EDUCATION

9:30 a.m., Room 3191

SUBJECT: Governor's 2011-12 and 2012-13 Higher Education Budget Proposals:

Item Description

6870 California Community Colleges

**03/29/2012 SENATE BUDGET AND FISCAL REVIEW SUBCOMMITTEE NO. 4 ON STATE
ADMINISTRATION AND GENERAL GOVERNMENT**

9:30 a.m., Room 112

Item Description

0860 State Board of Equalization

1730 Franchise Tax Board

REVENUES

**03/29/2012 ASSEMBLY SELECT COMMITTEE ON HIGH QUALITY EARLY CHILDHOOD
EDUCATION**

3:30 p.m., Woodside Elementary, 761 San Simeon Drive, Concord

SUBJECT: Governor's Budget Proposal on Transitional Kindergarten



TO: Art Dao
Alameda County Transportation Commission

FROM: CJ Lake

DATE: March 16, 2012

RE: Legislative Update

On March 14, the Senate passed MAP-21 (S. 1813) the two year \$109 billion surface transportation bill by a bipartisan vote of 74-22.

The Senate leadership reached an agreement on March 7 to limit the amendments that could be offered to the bill. With Chair Boxer and Ranking Member Inhofe working together to either accept or reject germane amendments, most of the vote outcomes were easily predictable. Two Republican amendments to turn back or devolve the federal highway program to states were easily defeated, as were amendments constraining funding levels or altering funding formulas.

One amendment that was adopted would reduce highway funding for states that privatize some of their major highways. This amendment was offered by Senator Jeff Bingaman (D-NM) and was adopted by a vote of 50-47. Both Senators Feinstein and Boxer opposed this amendment.

With the passage of MAP-21 by the Senate, attention returns to the House to act. Speaker Boehner has been trying to line up the votes to pass a transportation bill for the past month. We expect the House to determine its next move on the bill when it returns from a week long recess next week. Both the House and Senate must address the March 31st deadline of the most recent extension in the event a final bill cannot be negotiated before then. We are hearing the House will likely take up a clean short-term extension the week of March 26th, but the duration of any short-term extension still remains unclear.

At this point it is still unclear if the House Leadership will again try to pass a longer term, five year, bill or will move towards a two year bill similar to MAP-21. It is likely the House may wait until the week of April 16, to take up its long-term bill.

Regardless, it is unlikely that the House will pass MAP-21 as is, but rather will pass a bill that has the stamp of the House on it that could include the energy revenue titles that passed last month.

SIMON AND COMPANY
INCORPORATED

Washington Friday Report

Volume XIV, Issue 11

March 16, 2012

INSIDE THIS WEEK

- 1 **Transportation, FTA Grant, FY13 Appropriations**
- 2 **FEMA Reforms, FEMA Corps, HUD Mortgage**
- 2 **DOL YouthBuild, LWCF, Obama Jobs & Energy**

Plenty of news out of Washington this week. The Senate passed their transportation bill and FY13 appropriations hearings are ramping up. We'll keep you posted on the latest developments!

Transportation Reauthorization – Senate Passes MAP-21

On Wednesday, the Senate passed a full reauthorization of surface transportation programs, with Majority Leader **Harry Reid** (NV) urging the House to take up the two-year measure. The bill (S.1813) is called *MAP-21*, an acronym meaning *Moving Ahead for Progress in the 21st Century*. It is primarily the product of collaboration between Senators **Barbara Boxer** (CA) and **James Inhofe** (OK), Chairman and Ranking Member, respectively, of the Senate Environment and Public Works Committee and includes a transit title from the Senate Banking, Housing and Urban Affairs Committee. On Tuesday and Wednesday, votes on amendments occurred, culminating in the bill's final passage with a vote of 74 to 22.

House Minority Whip **Steny Hoyer** (MD) noted, "*The Senate bill passed with a strong bipartisan vote of 74-22, and I urge the House Republican leadership to bring it to the Floor so we can act on it without delay.*" Senator **Boxer** said, "*It is a great day when the Senate, in an overwhelmingly bipartisan way, votes to save 1.8 million jobs and create up to 1 million more jobs.*"

The House is in recess this week, which gives the leadership time to consider whether to pass the Senate bill with little modification or to try and forge ahead with their own longer-term bill when they return next week. For more, click on [Boxer Statement](#) or [Senate Transportation Bill Summary](#).

Alternatives Analysis Transit Grants

The Federal Transit Administration has announced the availability of approximately \$25 million through their FY12 Alternatives Analysis grant program, which is the first key step that local decision makers must take as they pursue federal funds for key transit construction projects. Complete proposals must be submitted by **April 19**. For more, click on [Alternatives Analysis](#).

COPS and TIGER Due Next Week!

***TIGER 2012** final applications are due Monday, March 19, by 5:00PM EDT. Only those who have submitted a pre-application may submit a final application.*

***COPS Hiring Grant** applications are due Thursday, March 22, by 7:59 PM EDT. Only law enforcement agencies that applied last year, but were not funded or partially funded, are eligible to apply this year.*

FY13 Appropriations Hearings

It's that time of the year again. No, we're not talking about shamrocks, green beer, or NCAA basketball. Actually, tis the season for a slew of Congressional hearings concerning the federal government's Fiscal Year 2013 appropriations! The Obama administration is now sending its department heads and agency representatives to the Hill to testify in a number of hearings defending the President's proposed FY13 budget in front of lawmakers. More specifically, the House and Senate Appropriations Committees and their corresponding subcommittees are where all the action is taking place on this front.

Here are highlights from some of the Appropriations subcommittee hearings so far, in rough chronological order:

- **Housing and Urban Development**

On March 1, the Senate subcommittee on Transportation, HUD, and Related Agencies, Chaired by **Patty Murray** (WA), held a hearing on the FY13 HUD budget request, with HUD Secretary **Shaun Donovan** as a witness. In her opening statement, Senator **Murray** addressed several topics, including housing market challenges, FHA solvency, and budget proposal concerns. Secretary **Donovan** stated in his written testimony, "*Our Budget provides \$44.8 billion for HUD programs, an increase of \$1.4 billion, or 3.2 percent, above fiscal year 2012.*" A corresponding House subcommittee hearing on HUD is scheduled for March 21. For more from the Senate, click on [HUD Appropriations](#).

- **Homeland Security and FEMA**

On March 7, the House subcommittee on Homeland Security, Chaired by **Robert Aderholt** (AL), held a hearing on the FY13 DHS budget request, focusing on FEMA, with Administrator **Craig Fugate** as a witness. A corresponding Senate subcommittee hearing was held on March 8, and focused on the entire Department of Homeland Security, with Secretary **Janet**

Napolitano as a witness. For more from the House, click on [FEMA Appropriations](#).

- **Justice Department**

On March 8, the Senate subcommittee on Commerce, Justice, Science, and Related Agencies, chaired by **Barbara Mikulski** (MD), held a hearing on the FY13 Justice Department budget request, with Attorney General **Eric Holder** as a witness. A corresponding House subcommittee held a hearing on the Justice Department on February 28. For more from the Senate, click on [Department of Justice Appropriations](#).

- **Department of Transportation**

Yesterday, the Senate subcommittee on Transportation, HUD, and Related Agencies, Chaired by **Patty Murray** (WA) held a hearing on the FY13 Transportation Department budget request. The key witness was DOT Secretary **Ray LaHood**, who defended the President's budget. The President is proposing a surface transportation reauthorization bill that would last six years and cost \$476 billion. With an air of concern, Senator **Murray** said in her opening statement, *"The Appropriations Committee is now working under right caps on discretionary spending set by the Budget Control Act. And unfortunately, the budget request does not offer a realistic picture of how to fund transportation under those caps."* In his written testimony, Secretary **LaHood** said, *"We will pay for the investments proposed... with the savings achieved from ramping down overseas military operations to do some Nation-building right here at home."* A corresponding House subcommittee hearing on transportation is scheduled for March 22. For more, click on [Transportation Appropriations](#).

FEMA Reforms and Streamlining

On March 8, the House Transportation and Infrastructure Committee unanimously approved the *FEMA Reauthorization Act of 2011* (H.R. 2903). It provides a streamlined method for states and local communities to receive needed supplies and equipment that FEMA no longer needs and requires FEMA to review its policies and regulations to cut red tape and speed up the recovery process. For more, click on [FEMA Reforms](#).

Introducing FEMA Corps

FEMA, in collaboration with the Corporation for National and Community Service (CNCS) has announced the creation of FEMA Corps, setting the foundation for a new generation of emergency managers. The full-time residential service program is for individuals ages 18-24, and members will serve a one-year term including a minimum of 1,700 hours, providing support working directly with disaster survivors. The first members will begin serving in this August and the program will reach its full capacity within 18 months. For more, click on [FEMA Corps](#).

HUD Mortgage Settlement and Rental Assistance

Yesterday, we participated in a teleconference with HUD senior officials and other urban stakeholders to discuss recent developments regarding the mortgage servicing settlement. On Monday, documents were released with more specific details of the settlement; the link to them is at the end of this paragraph.

One interesting question was if there were any developments on the possibility of the FHA approving principal reductions for its mortgage holders. The answer from HUD: Nothing new to report. For more, click on [Mortgage Servicing Settlement](#).

Also, HUD is seeking public comment on a new comprehensive tool to preserve public housing and other federally assisted housing, called Rental Assistance Demonstration (RAD). The purpose of RAD is to demonstrate the extent to which the conversion to long-term Section 8 rental assistance helps preserve and improve covered projects, particularly with respect to the ability of public housing agencies and multifamily owners to access private debt and equity to address long-term capital needs. All public comments are due no later than **April 9**. For more, click on [HUD RAD](#).

DOL's YouthBuild Program

DOL recently announced a solicitation of applications for the YouthBuild Program which awards grants to organizations to oversee the provision of education, occupational skills training, and employment services to disadvantaged youth in their communities while performing meaningful work and service to their communities. ETA expects to award approximately \$75 million in grant funds to projects in 75 communities across the country based on FY2012 funding. The award ceiling is \$1,100,000 with a floor of \$700,000. The application deadline is **May 8**. For more, click on [YouthBuild](#) (PDF).

Land and Water Conservation

As part of the 2-year transportation reauthorization (S.1813), the Senate also provided dedicated funding for the Land and Water Conservation Fund (LWCF), to the tune of \$1.4 billion over the next two years. It would also reauthorize the LWCF through 2022. *"This is a huge victory for conservation and for the economic benefits that outdoor recreation brings to communities in all 50 states,"* said **Bill Meadows**, President of the Wilderness Society. The contentious House transportation bill (H.R.7) does not currently include a provision to fund LWCF. For more, click on [Land and Water Conservation](#).

New Job Training Plan

The White House has released details on **President Obama's** plan to provide Americans with job training and employment services. Details include the *Universal Displaced Worker Program* as part of the FY13 budget proposal, \$4,000 training awards for displaced workers, and investing in proven and effective training. For more, click on [Job Training Plan](#).

Obama Administration Energy Progress

The White House has released a One-Year Progress Report, highlighting accomplishments that have been achieved since the President released the *"Blueprint for a Secure Energy Future."* Achievements include increasing American energy independence and setting historic new fuel economy standards. For more, click on [Obama Energy Progress Report](#).

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

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