



ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE  
MINUTES OF APRIL 3, 2012

**1 INTRODUCTIONS**

**2 PUBLIC COMMENT**

**3 CONSENT CALENDAR**

3A Minutes of March 6, 2012

3B Review CTC Meeting Summary

3C Review Funding Opportunity – Caltrans’ 2012 Highway Safety Improvement Program (HSIP) and High Risk Rural Road Program (HRRR) Call for Projects

3D Review Caltrans Memo Proposing Hazardous Materials Languages Into Caltrans’ Relinquishment Agreement Template  
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 Three-Year Project Initiation Document Work Plan for Alameda County  
Bhat requested ACTAC to recommend the Commission approve the Three-Year Project Initiation Document (PID) Work Plan for Alameda County (FY 2012/13, 2013/14 and 2014/15). A motion was made by Rosevear (Caltrans) to approve the Three-Year Project Initiation Document (PID) Work Plan for Alameda; Khan (Alameda) made a second. The motion passed unanimously.

4B Approval of Draft Program for the Cycle 3 Lifeline Transportation Program  
Taylor briefed ACTAC on Cycle 3 Lifeline Transportation Program and informed the Committee that 11 applications were received and that a review panel had met on March 28<sup>th</sup> to discuss the applications. ACTAC was informed that a final program is scheduled for consideration in May 2012. This item was presented for information only.

4C Approval of 2012 LOS Monitoring: Weekend Peak Period for Freeways and Segmentation and Classification of Congestion Management Program (CMP) Tier2 Roadways  
Suthanthira requested ACTAC to recommend the Commission approve the proposed recommendation for the weekend peak period for freeways and segmentation of CMP Tier 2 roadways for the purposes of travel time data collection for the Level of Service (LOS) Monitoring surveys. Regarding CMP Tier 2 Classification, ACTAC was asked to consider two options. A motion was made by Odumade (Fremont) to approve staff recommendation regarding weekend peak period and Tier 2 segmentation. Regarding Tier 2 classification the motion recommended Option 2 if money is found, and if not, Option 1; Tassano (Pleasanton)

made a second. The motion passed unanimously.

- 4D Approval of State Transportation Improvement Program (STIP) Award Deadline Extension for Alameda CTC's I-580 San Leandro Landscape Project  
O'Brien requested ACTAC to recommend the Commission approve the State Transportation Improvement Program (STIP) Award Deadline Extension for Alameda CTC's I-580 San Leandro Landscape Project. A motion was made by Odumade (Fremont) to make the recommendation; Khan (Alameda) made a second. The motion passed unanimously.
- 4E Approval of State Transportation Improvement Program (STIP) Contract Acceptance Deadline Extension for City of Alameda's Stargell Avenue (formerly Tinker Avenue) Extension Project  
O'Brien requested ACTAC to recommend the Commission approve the State Transportation Improvement Program (STIP) Contract Acceptance Deadline Extension for City of Alameda's Stargell Avenue (formerly Tinker Avenue) Extension Project. A motion was made by Cooke (San Leandro) to make a recommendation; Odumade (Fremont) made a second. The motion passed unanimously.

## **5 NON ACTIONS ITEMS**

- 5A Review of 2013 TIP Development Information and Guidance  
Taylor provided ACTAC with information on guidance for the development of the 2013 TIP through MTC's biennial TIP update. Taylor stated that Alameda CTC will provide a master list of TIP projects to assist sponsors in tracking the progress of their TIP update and sponsors will be requested to return the tracking sheets to ACTC upon completion of its TIP update. This item was presented for information only.
- 5B Review of Preliminary Draft Annual (2011) Performance Report: State of Transportation in Alameda County  
Suthanthira requested ACTAC to provide comments on the preliminary draft 2011 Performance Report detailing the performance of the Transportation System in Alameda County. Saravana requested comments by April 18, 2012. This item was presented for information only.
- 5C Review of Draft 2012 Alameda Countywide Transportation Plan  
Walukas provided a brief update on the Draft 2012 Alameda Countywide Transportation Plan. Beth informed ACTAC that the plan will be finalized once MTC and ABAG has adopted the regional Sustainable Communities Strategy and transportation investment strategy currently expected in May 2012. If there are any comments, we are requesting that they be submitted by May 2012. This item was presented for information only.
- 5D Review Transportation Expenditure Plan (TEP) Communication Toolkit  
Lengyel provided ACTAC members with a Transportation Expenditure Plan (TEP) Communication Toolkit. This item was presented for information only.
- 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)  
Walukas gave a brief review of the Countywide Transportation Plan, Transportation Expenditure Plan, and Update on Development of a Sustainable Communities Strategy

/Regional Transportation Plans. This item was presented for information only.

- 5F Review of Bay Area Signalized Intersection System (BASIS) Development by MTC - Data Collection Assistance from Local Jurisdictions  
Danielle Stanislaus of MTC gave a Power Point Presentation reviewing the Bay Area Signalized Intersection System Development by MTC's Data Collection Assistance from Local Jurisdictions. 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 STAFF AND COMMITTEE MEMBER REPORTS**

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

## **8 ADJOURNMENT AND NEXT MEETING: May 1, 2012**

**NEXT MEETING:** May 1, 2012.  
Location: Alameda CTC Offices, 1333 Broadway, Suite 300,  
Oakland, CA 94612.

Attest by:

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Claudia D. Leyva, Secretary



1333 Broadway, Suites 220 & 300

Oakland, CA 94612

PH: (510) 208-7400

www.AlamedaCTC.org

ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE

APRIL 3, 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. Obaid Khan	Alameda	510-747-7938	okhan@cc1.alameda.ca.us
3. Debbie Bell	Livermore	925-960-4541	dbell@ci.livermore.ca.us
4. WLADIMIR WLASSOWSKY	OAKLAND	510-238-6383	wklassowsky@oaklandnet.com
5. Paul J. Keener	Alameda County Public Works Agency	(510) 670-6452	paulk@acpwa.org
6. Donna Lee	BART	510 464-6282	dlee@bart.gov
7. SOREN FATEAU	NEWARK	(510) 578-4286	soren.fateau@newark.org
8. Amber Evans	Emeryville	510-516-4382	ambers@emeryville.org
9. Jaimee Bourgeois	Dublin	925-833-6634	jaimie.bourgeois@dublin.ca.gov
10. BOB ROSEVEAR	CALTRANS	510-286-5544	ROBERT-ROSEVEAR@DOT.CA.GOV
11. Kunle Odumade	Fremont	510-494-4746	kodumade@fremont.gov
12. Tom Ruark	Union City	510-675-5301	thomasr@unioncity.org
13. Danielle Stanislaus	MTC	510-817-5737	dstanislaus@mtc.ca.gov
14. Don Frascinella	Hayward	510-583-4781	don.frascinella@hayward.ca.gov
15. Keith P. Cooke	San Leandro	510-577-3439	KCook@SanLeandro.org
16. KATE MILLER	AC TRANSIT	891-4859	KMILLER@ACTRANSIT.ORG
17. Nathan London	AC Transit	891-4792	n1london@actransit.org
18. Beta Walukas	Alameda CTC	510/208-7405	bwalukas@alamedactc.org
19. ARTHUR L. DAO	Alameda CTC	208-7400	arldao@alamedactc.org
20. Matt Todd	"	"	mtodd@"



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21. Jon Tuzgel Alameda CTC 510/208-7428 jtuzgel@alamedactc.org
22. Diane Stark " 510/208-7410 dstark@alamedactc.org
23. Laurel Pook Alameda CTC 510-208-7415 lpook@alamedactc.org
24. Heather Barber Alameda CTC 510 208-7439 hbarber@alamedactc.org
25. JACKI TAYLOR ALAMEDA CTC (510) 208-7413 JTAYLOR@ALAMEDACTC
26. VIVEK BHAT ALAMEDA CTC 510 208 7430 vbhat@alamedactc.org
27. Linda Adams Alameda CTC 510/208-7418 ladams@alamedactc.org
28. James O'Brien Alameda CTC Project Manager 510/208-7464 jobrien@alamedactc.org
29. Christine Ramos Alameda CTC 408-209-8416 cramos@alamedactc.org
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April 12, 2012

## **NOTICE**

### **CALL FOR PROJECTS:**

#### **2012/2013 TRANSPORTATION FUND FOR CLEAN AIR (TFCA) COUNTY PROGRAM MANAGER FUND**

Dear Project Sponsor:

The Alameda County Transportation Commission (Alameda CTC) is releasing a call for projects for the 2012/2013 TFCA County Program Manager Fund. Application materials are available for download from the Alameda CTC's website at: [http://www.alamedactc.org/app\\_pages/view/7557](http://www.alamedactc.org/app_pages/view/7557). Project applications are due to the Alameda CTC no later than **3:00 p.m. Friday, May 11, 2012**.

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

#### **Eligibility**

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

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

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

### Fund Availability and Distribution

The current Fund Estimate for the FY 2012/2013 program includes approximately \$1,775,000 in new programming capacity. This amount includes the five percent of available funding that is reserved for program administration. Of this amount, \$1,430,000 has been previously programmed by the Alameda CTC, which leaves approximately \$365,000 to program to projects this year. All County Program Manager Funds are to be fully-allocated annually. Any unallocated funds may be allocated directly by the Air District. Pursuant to the Alameda CTC's adopted program guidelines, typically the remainder of the funds would be distributed as follows:

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

Due to the limited amount of funds available to program through this call for projects, the Alameda CTC will prioritize funding requests for transit and program operations. Additionally, the amount requested per project cannot exceed \$183,000 (50% of the amount available to program). The suggested minimum funding request is \$50,000 per project. Exceptions to the minimum request may be considered on a case-by-case basis. Sponsors are encouraged to pool their funds or include other supplemental funds in order to implement larger projects.

### Timely Use of Funds

Projects approved for FY 2012/13 TFCA funding will need to start by December 31, 2013. Sponsors are reminded that the TFCA County Program Manager Fund is subject to the adopted timely use of funds policy for this program. Unless an exception is requested in the application and granted by the Alameda CTC, sponsors must:

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

### Additional Requirements

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

Project sponsors are also required to use the BAAQMD's approved logo for TFCA and the Alameda CTC's logo as required in the project funding agreements. Sponsors are to demonstrate at project completion that the logos were used and displayed as required and that the BAAQMD and Alameda CTC have been credited as a funding source as required.

Schedule

April 12, 2012	TFCA Call for Projects released
May 11, 2012	Applications Due to the Alameda CTC (by 3pm)
May 2012 (estimate)	Air District Board approves FY 2012/13 funds
June 2012	Draft Program circulated for comment
July 2012	Alameda CTC to adopt Final FY 2012/13 program
Summer/Fall 2012 (estimate)	Begin expenditures for FY 2012/13 projects

Application Material

Application materials are available for download from the Alameda CTC's website at:  
[http://www.alamedactc.org/app\\_pages/view/7557](http://www.alamedactc.org/app_pages/view/7557), including:

- Alameda CTC TFCA Guidelines
- Attributes of Cost-Effective TFCA Projects
- 2012/2013 Fund Estimate
- 2012/2013 Application (Word file)
- Attachment 2 - Required Project Budget (Excel file)
- Attachment 3G – Required for arterial management projects (Excel file)
- Sample TFCA Final Project Report Forms
- Sample BAAQMD and Alameda CTC funding credit/logo requirements
- Sample TFCA Insurance Guidelines

Application Submittal

Completed applications (application and attachments) are due to the Alameda CTC no later than 3:00 p.m. Friday, May 11, 2012. Both print and electronic versions are required, as follows:

- Submit three (3) double-sided hard copies of the application and attachments.

Mail or deliver hard copies to:

Alameda CTC  
1333 Broadway, Suite 220  
Oakland, CA, 94612

- Submit an electronic copy of the application and attachments either by including a CD with the hard copies or emailing the electronic files to: [jtaylor@alamedactc.org](mailto:jtaylor@alamedactc.org).

If you have any questions please contact Jacki Taylor, via phone: (510) 208-7413, or email: [jtaylor@alamedactc.org](mailto:jtaylor@alamedactc.org).

Sincerely,



Matt Todd  
Manager of Programming

Attachments

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**From:** CalRTPA@yahoogroups.com [mailto:CalRTPA@yahoogroups.com] **On Behalf Of** Yin-Ping Li  
**Sent:** Monday, April 23, 2012 3:20 PM  
**To:** CalRTPA@yahoogroups.com  
**Cc:** ted.davini@dot.ca.gov; Richard Ke; Denix D Anbiah; jnu@sandag.org; Ridder@sjcog.org  
**Subject:** [CalRTPA] Caltrans announces a combined Call for Projects: Cycle 5 of HSIP and Cycle 3 of HR3 - applications due Friday, July 20, 2012

On Monday, April 23, 2012, Caltrans Division of Local Assistance announced a combined Call for Projects for the Cycle 5 Highway Safety Improvement Program (HSIP) and Cycle 3 High Risk Rural Road Program (HR3). This Call for Projects is targeted for approximately \$100 million for HSIP and \$15 million for HR3 based on the estimated programming capacity in the upcoming 2013 FSTIP.

Applications are due by Friday, July 20, 2012 and should be submitted to the attention of the District Local Assistance Engineers (DLAEs). Applications received or postmarked later than July 20 will not be accepted. For program guidelines, application form and other useful documents, please go to [http://www.dot.ca.gov/hq/LocalPrograms/HSIP/apply\\_now.htm](http://www.dot.ca.gov/hq/LocalPrograms/HSIP/apply_now.htm)

If an agency has active HSIP or HR3 projects that are flagged for not meeting delivery milestones, Caltrans will not accept HSIP or HR3 applications from the agency unless the flags have been resolved prior to the application due date. For delivery requirements and project delivery status, please go to [http://www.dot.ca.gov/hq/LocalPrograms/HSIP/delivery\\_status.htm](http://www.dot.ca.gov/hq/LocalPrograms/HSIP/delivery_status.htm)

A webinar will be held on Thursday, May 3, 2012, from 1:30 pm PST to 3:30 pm PST, to go over the new HSIP/HR3 application process. Agencies interested in submitting applications are encouraged to register for this free webinar. Registration deadline is noon, Tuesday, May 1, 2012. For more information on this webinar and to register, please go to <http://www.dot.ca.gov/hq/LocalPrograms/HSIP/webinar.html>

In addition, Caltrans has developed a new "Local Roadway Safety Manual for California Local Road Owners" to assist local agencies in preparing a proactive safety analysis of their roadway network and identifying appropriate countermeasures for their high crash concentration locations. Caltrans expects the local agencies that utilize the concepts in this manual as they identify locations, consider countermeasures and submit applications for this Call for Projects will significantly improve their probability of securing federal funding. Manual is available at <http://www.dot.ca.gov/hq/LocalPrograms/HSIP/safetymanual-2012-04-22.pdf>

Please contact your DLAEs if you have any questions regarding this Call for Projects. For DLAE contact information, go to: <http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>

Yin-Ping Li, P.E., Chief  
Office of Bridge and Safety Programs  
Division of Local Assistance  
California Department of Transportation  
916-651-8257 (phone)  
916-654-2409 (fax)  
[yin-ping.li@dot.ca.gov](mailto:yin-ping.li@dot.ca.gov)

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Vivek Bhat

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**From:** CalRTPA@yahoogroups.com on behalf of Denix D Anbiah [Denix\_D\_Anbiah@dot.ca.gov]  
**Sent:** Wednesday, April 18, 2012 9:24 AM  
**To:** CalRTPA@yahoogroups.com; jwhiting@cacities.org; kbuss@counties.org; Lisa Davey  
**Subject:** [CalRTPA] Training opportunities through Caltrans Local Assistance/ CSUS

Hello Transportation Partners,

The Caltrans Division of Local Assistance has partnered with California State University Sacramento's (CSUS) College of Continuing Education to provide trainings and technical assistance as part of the Cooperative Training Assistance Program (CTAP) and Local Technical Assistance Program (LTAP). These programs provide subsidized, practical training for transportation professionals in California's cities, counties, and regional transportation agencies. On April 6th, CSUS launched the Local Assistance Training Website ([www.cce.csus.edu/localassistance](http://www.cce.csus.edu/localassistance)) where you can access information and register for upcoming courses. We are excited to announce 9 offerings of the Federal-Aid Series throughout the State with the first one being held April 30th - May 4th in Marysville. Caltrans will be working closely with CSUS to provide additional trainings such as the RE Academy, Short Courses, and Road Shows in the near future. Please visit the site to register for courses, request information, provide suggestions / feedback, etc.

Thank you.

Denix Anbiah, Chief  
Division of Local Assistance  
Department of Transportation  
916-653-1776 (phone)  
916-799-3092 (cell)

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## Welcome

The [California Department of Transportation Division of Local Assistance](#) has partnered with [Sacramento State's College of Continuing Education](#) (CCE) to provide trainings and technical assistance as part of the Cooperative Training Assistance Program (CTAP) and Local Technical Assistance Program (LTAP). These programs provide subsidized, practical training for transportation professionals in California's cities, counties, and regional transportation agencies.

These transportation-related courses will provide fundamental and advanced training in areas such as:

- Traffic Engineering and Operations
- Traffic Signals
- Traffic Control and Work Zone Safety
- Infrastructure Design
- Pavement Design and Maintenance
- Planning, Funding, and Environment
- Project Development, Management, and Compliance
- Key Requirements for Federal-Aid Projects
- Roles and Responsibilities of Resident Engineers

For specific dates and locations of trainings, click [here](#).

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Registration will be open until one week prior to the date of training. After that date, you must contact our registrar at (800) 858-7743. If the class is full, you can be added to the waiting list by contacting our registrar.

Course Listing	Date(s)	Location	
<a href="#">Federal Aid Series</a>	April 30 - May 4, 2012	Marysville	<a href="#">Register</a>
<a href="#">Federal Aid Series</a>	June 4-8, 2012	San Diego	<a href="#">Register</a>
<a href="#">Federal Aid Series</a>	August 6-10, 2012	Oakland	<a href="#">Register</a>
<a href="#">Federal Aid Series</a>	August 20-24, 2012	Los Angeles	<a href="#">Register</a>
<a href="#">Federal Aid Series</a>	September 17-21, 2012	Stockton	<a href="#">Register</a>
<a href="#">Federal Aid Series</a>	October 1-5, 2012	Fresno	<a href="#">Register</a>
<a href="#">Federal Aid Series</a>	October 15-19, 2012	San Bernardino	<a href="#">Register</a>
<a href="#">Federal Aid Series</a>	October 22-26, 2012	San Luis Obispo	<a href="#">Register</a>
<a href="#">Federal Aid Series</a>	November 5-9, 2012	Irvine	<a href="#">Register</a>

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Trainings by Topic

## Federal Aid Series

The Federal Aid Series is fully subsidized by Caltrans and offered over five consecutive days.

### Course Descriptions:

#### **Day 1: Getting Your Federal-Aid Project Started**

*This course is strongly recommended as a precursor for the other four days in this series.*

This course provides an overview of key requirements and responsibilities to be carried out by local agencies using federal funds for project delivery.

#### **Day 2: Federal Procedural Requirements for Environmental Analysis for Transportation Projects (NEPA)**

This course focuses on the rules that must be followed to comply with requirements of the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA).

#### **Day 3: Procedures for Right-of-Way Acquisition**

This course provides an overview of procedures that local agencies must follow to acquire real property for transportation projects, including recent changes in rules and critical tasks. Focus will be on the ROW and the Utility Facilities chapters of the LAPM.

#### **Day 4: Federal-Aid Project Development: Design to Construction**

This course continues discussion of step-by-step procedures for project development and focuses on chapters 11, 12, and 15 of the LAPM, including how to balance increased local responsibilities with increased procedural flexibility.

#### **Day 5: Federal Rules for Contract Administration and Project Completion**

This course focuses on procedures to ensure accountability and regulatory compliance during the actual construction phase, including some discussion of the resident engineer's or inspector's responsibility to identify deviations from project specifications.

[Return to Upcoming Trainings page](#)

**DEPARTMENT OF TRANSPORTATION**

DIVISION OF DESIGN

OFFICE OF COOPERATIVE AGREEMENTS

1120 N STREET, MS-28

SACRAMENTO, CA 95814

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**ACTAC Meeting - 05/08/12****Agenda Item #3***Flex your power!  
Be energy efficient!*

April 20, 2012

Mr. Jose Nuncio  
Senior Transportation Engineer  
The San Diego Association of Governments (SANDAG)  
401 B Street, Suite 800  
San Diego, CA 92101

Dear Mr. Nuncio:

Caltrans is proposing two new articles for inclusion with certain future construction cooperative agreements (Coops) between Caltrans and RTPA members.

The proposed articles describe when and how a maintenance agreement will be completed, if one is necessary, when Caltrans and any RTPA member are partners in a construction project. Below you will find the proposed articles along with a description of when the articles would be utilized. Also included is a statement of intent and justification explaining why Caltrans believes the proposed articles warrant consideration.

Please distribute the proposed maintenance articles among the RTPA 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.

**PROPOSED ARTICLE #1**

**“[RTPA member] will facilitate the development and execution of a new or amended maintenance agreement between Caltrans and the local agency having land use jurisdiction adjacent to the project limits prior to completion of work.”**

Proposed Article #1 would be included in construction Coops between Caltrans and an RTPA member when a new or amended maintenance agreement is necessary and the project is jointly funded.

**INTENT**

The intent is to define the roles and responsibilities surrounding the development of maintenance agreements when Caltrans enters into a Coop with any RTPA member. RTPAs are typically not expected to enter into maintenance agreements with Caltrans. However, the scope of work associated with the project may include elements that exceed the capability of Caltrans' to fund its maintenance. RTPAs are in a unique position to assist Caltrans in working with local agencies to develop and execute a maintenance agreement, when one is necessary, before the construction work is completed.

Page 2

## JUSTIFICATION

Caltrans routinely enters into maintenance agreements with Cities and Counties. This is because Cities and Counties have the resources and responsibility to maintain infrastructure. Conversely, RTPA members are not responsible for maintenance and rarely, if ever, enter into maintenance agreements with Caltrans. Article #1 is proposed to more correctly align the roles and responsibilities of Caltrans and the RTPA member, while also providing assurance that a maintenance agreement will be completed between Caltrans and the appropriate City or County (even though the City or County is not a signatory to the actual construction Coop).

## PROPOSED ARTICLE #2

**“[RTPA member] will facilitate the development and execution of a new or amended maintenance agreement between Caltrans and the local agency having land use jurisdiction adjacent to the project limits prior to project advertisement.”**

Proposed Article #2 would be included in construction Coops between Caltrans and an RTPA member only when a new or amended maintenance agreement is necessary and the project (project design and construction) is 100% implemented and 100% funded by an RTPA member.

## INTENT

The intent is to ensure that a maintenance agreement is completed prior to advertisement date. Caltrans understands that the delivery of a project is paramount and there will be instances when partners will need to negotiate, on a case by case basis, an alternate maintenance agreement completion date.

## JUSTIFICATION

To reach an agreement on maintenance prior to starting construction for the project

Should any RTPA member desire to comment, they are encouraged to respond to Chuong Truong via email at [Chuong.T.Truong@dot.ca.gov](mailto: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 RTPA can be served through a strong partnership and open channels of communication.

Sincerely,

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



## Memorandum

**DATE:** April 27, 2012

**TO:** Alameda County Technical Advisory Committee (ACTAC)

**FROM:** Jacki Taylor, Program Analyst

**RE:** **Approval of Final Cycle 3 Lifeline Transportation Program**

### Recommendation:

It is recommended the Commission approve the attached final program recommendation for the Cycle 3 Lifeline Transportation Program.

### Summary:

The Lifeline Transportation Program is intended to fund projects that result in improved mobility for low-income residents of Alameda County. A total of \$9.6 million was made available through the discretionary portion of the Cycle 3 Lifeline Program. Eleven project applications were received, requesting a total of \$11,288,125. The applications were scored by a review team and staff has developed a final funding recommendation which is detailed in Attachment A.

### Information

Lifeline projects are to reflect and advance the goals of MTC's Lifeline program. Projects are to be derived from one of the five Alameda County Community-based Transportation Plans (CBTPs) or may apply findings from one or more of the CBTPs (or other eligible plan with focused outreach to low-income residents) to another low-income area. The evaluations of the project applications were based on the Commission-approved scoring criteria and weighting for the Cycle 3 Lifeline program as detailed in the below table:

<b>Alameda CTC Approved Lifeline Cycle 3 Evaluation Criteria:</b>	<b>Weight</b>
Project need/goals and objectives	30%
Project is a Community-Based Transportation Plan (CBTP) priority project. Priority projects from other local planning efforts will be considered on a case-by-case basis	10%
Implementation plan and project management capacity	10%
Project budget/sustainability	10%
Coordination and program outreach	5%
Cost-effectiveness and performance indicators	10%
Demand	10%
Matching funds above minimum required	5%
Project Readiness	10%
Total	100%

The Lifeline applications were evaluated by a review team which included a transit representative (from outside the Alameda County), an ACTAC member, Alameda CTC planning and programming staff, and representatives from MTC's Policy Advisory Council and Alameda County Public Health. The review team met in March to discuss the applications and an unconstrained draft program was developed. The draft program was reviewed by ACTAC and the Commission in April. The review team's scores were finalized in April and the final project rankings are reflected in the final program recommendation detailed in Attachment A. The final program has been constrained to the total amount available by fund source and the recommendation includes at least partial funding for all submitted projects. When assigning the level and type of funding, staff primarily considered project rank, but may have also included considerations for project status, level of funding for a usable segment (or time period of operations), eligibility by fund source and the total amount of funding requested.

When considering the two projects submitted for STP funding, Alameda County's Hathaway sidewalk project and AC Transit's San Leandro BRT Terminus improvements, the total amount of requested STP funding exceeded the amount available. Since decreased funding for either capital project would result in project delays, staff is recommending that the shortfall in AC Transit's Lifeline request for the BRT terminus be programmed from Measure B Express Bus grant funding (See Agenda Item 5L).

As noted in Attachment A, the total Lifeline program includes \$520,000 of previously-approved Cycle 3 Lifeline funding, which includes funds for updating the existing CBTPs and for Cycles of Change Neighborhood Bike Centers 2012 operations. Additionally, it's noted that MTC has limited the programming of STA funds to 95% of the total amount of STA in the fund estimate. If the remaining 5% (approximately 268,118) is made available in the future, it is recommended to be programmed to AC Transit's existing service preservation project, increasing the project's total amount of Lifeline Cycle 3 funding to \$4.923 million.

### **Next Steps**

Resolutions of Local Support for the Lifeline Program (and STP funding, as applicable) are required for each project recommended for funding and are due to the Alameda CTC by the end of June 2012. Resolution templates can be downloaded from MTC's website:

Lifeline resolution: [http://www.mtc.ca.gov/planning/lifeline/LTP3\\_LocalSupportReso.doc](http://www.mtc.ca.gov/planning/lifeline/LTP3_LocalSupportReso.doc)

STP/ CMAQ resolution: [http://www.mtc.ca.gov/planning/lifeline/LTP3\\_LocalSupportReso.doc](http://www.mtc.ca.gov/planning/lifeline/LTP3_LocalSupportReso.doc)

### **Attachments**

Attachment A: Cycle 3 Lifeline Transportation Program – Final Program Recommendation

Cycle 3 Lifeline Transportation Program - Proposed Final Program

Previously Approved Cycle 3 Programming:					Total Funding Available and Amount Approved (by fund source)			
Project Rank	Sponsor	Project/Program & Description	Project Type <sup>2</sup>	Funding Request	STA <sup>1</sup>	JARC	STP	Total
NA	Alameda CTC	Update Community-Based Transportation Plans	4	\$ 475,000	\$ 5,094,237	\$ 2,177,386	\$ 2,130,539	\$ 9,402,162
		Five CBTPs have been completed in Alameda County to date, between the years of 2004 and 2009. Priority for updates will be for CBTPs completed prior to 2008. It is estimated the approximately 3-4CBTP updates will be funded.					\$ 475,000	\$ 475,000
NA	Cycles of Change	Neighborhood Bicycle Centers/ "Bike-go-Round" - 2012 Operations	2	\$ 45,000		\$ 45,000		\$ 45,000
Remaining Balance for Cycle 3 Discretionary Program:					\$ 5,094,237	\$ 2,132,386	\$ 1,655,539	\$ 8,882,162

Proposed Final Program for Cycle 3 Balance:					Funding Recommendation (by fund source)				
Project Rank	Sponsor	Project/Program	Description	Project Type <sup>2</sup>	Funding Request	STA <sup>1</sup>	JARC	STP	Total Lifeline \$ Recommended
1	Oakland Public Library, City of Oakland <sup>3</sup>	A Quicker, Safer Trip to the Library to Promote Literacy	"A Quicker, Safer Trip to the Library to Promote Literacy" will transport preschool and kindergarten students, teachers and interested parents by bus to the West Oakland Library for story time and to check out library books. On story time days, three to four classes and adults will visit the library by bus. Request is for 3 years of program operations.	1, 2	\$ 185,000	\$ 185,000			\$ 185,000
2	Cycles of Change	Neighborhood Bicycle Centers/"Bike-go-Round"	Bike-go-Round program offers bicycle education and distribution services for low-income Oakland Residents to use bicycles for work commuting. The funding requested is for three years of operations which would provide training for 1,500 participants and distribute 600 bikes over a 3-year period.	2	\$ 360,000		\$ 360,000		\$ 360,000
3	AC Transit <sup>4, 5</sup>	Preservation of Existing Services in Communities of Concern	The Lifeline funds will be utilized to restructure and/or continue service to several key Communities of concern in the Southern, Central and Northern portions of Alameda County. Request is for 3 years of service.	1	\$ 5,500,000	\$ 4,129,771	\$ 525,429		\$ 4,655,200
4	Alameda County Public Works	Hathaway Avenue Transit Access Improvements	Cherryland is a low-income community with many transit-dependent residents. Residents are unable to take transit to jobs, because the lack of sidewalks limits access to AC Transit. The Hathaway Avenue Project includes curb, gutter, ADA pedestrian ramps, landscape, and sidewalks along Hathaway Avenue between Rondale Court and Hayward City limits.	3	\$ 430,000			\$ 430,000	\$ 430,000
5	BART	BART Transbay Owl Express Bus Service	This project will provide express owl bus service departing from the Market Street corridor in downtown San Francisco from 12:30am - 1:45am to key BART stations along the Yellow (Concord) and Green (Fremont) BART lines on Friday and Saturday nights after the BART system has closed. This is a multicounty request. \$200K has been requested from Contra Costa County. This is a one-year pilot project.	1	\$ 297,800	\$ 297,800			\$ 297,800
6	City of Oakland	City of Oakland Broadway Shuttle	The Broadway Shuttle is a free downtown shuttle linking major transit stations such as the AC Transit 20th Street Hub, BART, Amtrak Capitol Corridor, and the Alameda/Oakland/SF Ferry. The route travels on Broadway between Embarcadero and 27th Street between 7am-7pm Mon-Th; 7am-1am Fri; and 6pm-1am Sat. The Lifeline request is to expand weekday evening service past 7pm until 10pm Mon-Thurs, for a 3-year period.	1	\$ 1,063,380		\$ 723,000		\$ 723,000

Proposed Final Program for Cycle 3 Balance:					Funding Recommendation (by fund source)				
Project Rank	Sponsor	Project/Program	Description	Project Type <sup>2</sup>	Funding Request	STA <sup>1</sup>	JARC	STP	Total Lifeline \$ Recommended
7	LAVTA	WHEELS Route 14 Service Provision	The WHEELS Route 14 provides service to residents and employees of the central district of Livermore by connecting low-income communities to employment opportunities and regional transportation services via the Livermore Transit Center. Funding request is for Rte 14 operations which has previously received both Lifeline and JARC funding. Request is for 3 years of service.	1	\$ 550,000	\$ 5,094,237	\$ 2,132,386	\$ 1,655,539	\$ 366,000
8	AC Transit	East Bay Bus Rapid Transit Terminus/SL BART Improvements	AC Transit, in coordination with BART and the City of San Leandro, is proposing to expand the transit center at the San Leandro BART station to accommodate the East Bay Bus Rapid Transit Project (BRT) terminus, other AC Transit routes, and other transit services.	3	\$ 1,546,513			\$ 1,225,539	\$ 1,225,539
9	San Leandro Transportation Mgmt Organization	San Leandro "LINKS" Shuttle	LINKS is a free shuttle service from the San Leandro BART station to businesses in West San Leandro. LINKS Shuttle runs two 32 passenger vehicles during commute hours between the San Leandro BART station and hundreds of employers in West San Leandro. Service is jointly managed by the San Leandro Transportation Management Organization (SLTMO) and the City of San Leandro. Request is for 3 years of service.	1	\$ 505,000		\$ 336,000		\$ 336,000
10	City of Alameda Public Works	Estuary Crossing Shuttle Service Extension	The project would extend the existing Estuary Crossing Shuttle service an additional three years from August 15, 2013 to August 14, 2016. The project also would provide monies for multi-lingual outreach and a new bus stop at Willie Stargell Avenue and Fifth Street, which is adjacent to low-income public housing. Request is for 3 years of service.	1, 3	\$ 503,432		\$ 187,957		\$ 187,957
11	Union City Transit, City of Union City	Operation Support for Route 2	This request is for 1 year of Route 2 operations. The route serves Union City's low income areas and connects UC Intermodal Station with the Decoto neighborhood as well as job centers along Whipple Rd corridor.	1	\$ 347,000	\$ 115,666			\$ 115,666
Total Recommended					\$ 11,288,125	\$ 5,094,237	\$ 2,132,386	\$ 1,655,539	\$ 8,882,162
Lifeline Amount Available						\$ 5,094,237	\$ 2,132,386	\$ 1,655,539	\$ 8,882,162
Amount Requested Over/Under Amount Available						\$ -	\$ -	\$ -	\$ -

**Notes:**

1. This amount is 95% of the total STA target of \$5,362,355. Programming up to 95% per MTC direction.

2. 1 = Transit Operations; 2 = Program Operations; 3 = Capital; 4 = Other.

3. BART has agreed to be the FTA sponsor for the STA funds.

4. For the Cycle 3 Lifeline Program, funding requests are limited to a maximum of \$5 million per project.

5. The 5% STA balance, if available in the future, is recommended for AC Transit Preservation of Existing Service.



**Memorandum**

**DATE:** May 1, 2012

**TO:** Alameda County Technical Advisory Committee (ACTAC)

**FROM:** John Hemiup, Senior Transportation Engineer

**RE:** Approval of Measure B Express Bus Grant Funds

**Recommendations:**

It is recommended that the Commission allocate \$700,000 of Express Bus Measure B Gap Funds (discretionary Measure B funds) to fund:

- AC Transit San Leandro BART Bus Rapid Transit (BRT) Improvements (\$321,000)
- LAVTA Express Bus Operations (\$379,000)

**Summary:**

Alameda County's 20-Year Transportation Expenditure Plan dedicates seven-tenths percent (0.7%) of net revenue funds collected to the Countywide Express Bus Service Fund. These funds are discretionary and can be programmed to eligible projects implemented by either Alameda-Contra Costa Transit District (AC Transit) or Livermore Amador Valley Transit Authority (LAVTA). These agencies have identified eligible projects for next fiscal year (FY) as follows:

- AC Transit, in coordination with BART and the City of San Leandro, is proposing to expand the transit center at the San Leandro BART station to accommodate the East Bay Bus Rapid Transit Project (BRT) terminus, other AC Transit routes, and other transit services. The project would include relocating the entrance on the north end of the station, widening the southerly exit, creating additional bus bays, and installing additional canopy shelters and bicycle and pedestrian facilities. The multi-modal project is to be jointly implemented with BART.
- LAVTA requests a grant fund extension to continue operations of three existing express bus routes (Routes 20X, 12V, and 70X). These routes run parallel to major, congested freeways and parallel arterials. Route 20X connects BART commuters to northeast employment centers; 12V provides rapid transit with limited stops from central and northwest Livermore to BART; and 70X is a vital regional connection between Walnut Creek, Pleasant Hill, and Dublin BART stations. Measure B funds will support only the Alameda County portion of Route 70X.

Total requested Measure B Express Bus Gap Funds for FY 12-13 is \$700,000. Proposed funding for both agencies is as follows:

- AC Transit anticipates the expansion of the transit center at the San Leandro BART to require \$1,547,000 in funds. Staff recommends \$1,226,000 of Lifeline funds (see agenda item 4A) and \$321,000 of Measure B Express Bus Gap Funds to meet this request.

- LAVTA has identified an annual operating budget of \$623,333 to fund all three express bus routes. Staff recommends programming \$379,000 of Measure B Express Bus Gap Funds, with LAVTA providing \$244,000 in matching funds to meet annual operating expenses in FY 12-13.

**Background:**

Express Bus Service is defined as either:

- Service within zones with a defined pick-up area, nonstop express bus service, and a defined drop-off zone.
- Service that provides a simple route layout, has frequent service and fewer stops than regular fixed route service, and may include level boarding, bus priority at traffic signals, signature identification of the rapid buses such as color-coded buses and stops and enhanced stations.

All projects must have countywide significance to be eligible for funding. In general, projects must serve residents from more than one specific area or jurisdiction in Alameda County, or demonstrate how more than one area is served as a result of the transit connections that go beyond one planning area. Eligible project types must create, enhance, and expand Countywide Express Bus Service, convenience, and safety. The types of eligible projects include, but are not limited to:

- Enhancements to existing express bus services
- Capital expenses for express bus services
- Operating expenses for express bus services
- Marketing expenses to promote express bus services
- Education, enforcement, or promotion programs
- Pilot express bus projects
- Funding for express bus service to eliminate or prevent service cuts due to severe budget shortfalls

**Fiscal Impacts:**

The recommended action will allocate \$700,000 of FY 12-13 Express Bus Measure B Gap Funds to contribute \$321,000 to a capital project sponsored by AC Transit and provide an additional \$379,000 of funding to LAVTA for operations. The Express Bus Measure B Gap Fund (discretionary Measure B funds) has sufficient capacity.

**Attachments:**

None



**DATE:** May 1, 2012

**TO:** Alameda County Technical Advisory Committee (ACTAC)

**FROM:** Matt Todd, Manager of Programming

**SUBJECT:** Review of Draft Vehicle Registration Fee (VRF) FY 2012/13 Strategic Plan

### **Recommendation**

This is an information item. ACTAC is requested to provide input on the Draft Vehicle Registration Fee (VRF) FY 2012/13 Strategic Plan.

### **Summary**

The Measure F Alameda County Vehicle Registration Fee (VRF) Program was approved by the voters in November 2010, with 63% of the vote. The fee will generate about \$10.7 million per year by a \$10 per year vehicle registration fee. The collection of the \$10 per year vehicle registration fee started in the first week of May 2011.

### **Background**

The goal of the VRF program is to sustain the County's transportation network and reduce traffic congestion and vehicle related pollution. The program included four categories of projects to achieve this, including:

- Local Road Improvement and Repair Program (60%)
- Transit for Congestion Relief (25%)
- Local Transportation Technology (10%)
- Pedestrian and Bicyclist Access and Safety Program (5%)

An equitable share of the funds will be distributed among the four planning areas of the county over successive five year cycles. Geographic equity will be measured by a formula, weighted fifty percent by population of the planning area and fifty percent of registered vehicles of the planning area. With 2010 information, the formula by planning area is:

Planning Area 1	38.15%
Planning Area 2	25.15%
Planning Area 3	22.0%
Planning Area 4	14.7%

At the May 2011 Alameda CTC Board meeting the Commission approved Vehicle Registration Fee program principles. The principles are the basis of the Draft FY 2012/13 Strategic Plan Document (Attachment A).

The Alameda County Transportation Commission will prepare an annual Strategic Plan to guide the implementation of the 4 programs identified in the Vehicle Registration Fee Expenditure Plan. The Strategic Plan identifies the priority for program implementation based on multiple factors including project readiness, the availability and potential for leveraging of other fund sources, and the anticipated revenues from the vehicle registration fee over the upcoming 5 years of the program.

The FY 2012/13 Strategic Plan proposes to:

- Establish a 1-year Implementation Plan that will include the approval of specific projects and programming cycles (discretionary funding) for the upcoming year;
- Establish the Beginning Programmed Balance for each Program; and
- Estimate the cash flow over next 5 fiscal years of the VRF to assess the financial capacity to deliver the various programs;

A final version of the FY 2012/13 VRF Strategic Plan will be presented to the Committees and Commission for approval at the June 2012 meeting.

### **Attachments**

Attachment A – VRF Program Strategic Plan Material



ALAMEDA COUNTY TRANSPORTATION COMMISSION

# VEHICLE REGISTRATION FEE

DRAFT FY 2012/13 STRATEGIC PLAN

DRAFT

**ALAMEDA COUNTY TRANSPORTATION COMMISSION**  
**FY 2012/13 VEHICLE REGISTRATION FEE STRATEGIC PLAN**

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<b>Table 1</b>	<b>Draft 2012/13 Strategic Plan</b>
<b>Table 2</b>	<b>LSR Program - Projected Distribution through FY 2012/13</b>

## **Purpose of the Strategic Plan**

The Alameda County Transportation Commission prepares an annual Strategic Plan to guide the implementation of the 4 programs identified in the Vehicle Registration Fee Expenditure Plan. The Strategic Plan identifies the priority for program implementation based on multiple factors including project readiness, the availability and potential for leveraging of other fund sources, and the anticipated revenues from the vehicle registration fee over the upcoming 5 years of the program.

The FY 2012/13 Strategic Plan will:

- Establish a 1-year Implementation Plan that will include the approval of specific projects and programming cycles (discretionary funding) for the upcoming year;
- Establish the Beginning Programmed Balance for each Program; and
- Estimate the cash flow over next 5 fiscal years of the VRF to assess the financial capacity to deliver the various programs;

## **Introduction / Background of VRF Program**

The opportunity for a countywide transportation agency to place a measure for a vehicle registration fee before the voters was authorized in 2009 by the passage of Senate Bill 83 (SB83), authored by Senator Loni Hancock. The Alameda County Transportation Commission (Alameda CTC), formerly the Alameda County Congestion Management Agency, placed transportation Measure F (Measure) on the November 2, 2010 ballot to enact a \$10 vehicle registration fee that would be used for local transportation and transit improvements throughout Alameda County. The Alameda County Transportation Improvement Measure Expenditure Plan was determined to be compliant with the requirements of SB83 and the local transportation and transit improvements were included in the ballot measure as the Alameda County Transportation Improvement Measure Expenditure Plan (Expenditure Plan).

The Measure was approved with the support of 62.6% of Alameda County voters. The \$10 per year vehicle registration fee (VRF) will be imposed on each annual motor-vehicle registration or renewal of registration in Alameda County starting in May 2011, six-months following approval of the Measure on the November 2, 2010 election.

Alameda County has significant unfunded transportation needs, and this Fee will provide funding to meet some of those needs. The Measure allows for the collection of the Fee for an unlimited period to implement the Expenditure Plan.

The goal of this program is to support transportation investments in a way that sustains the County's transportation network and reduces traffic congestion and vehicle-related pollution. The VRF is part of an overall strategy to develop a balanced, well thought-out program that improves transportation and transit in Alameda County.

The VRF will fund projects that:

- Repair and maintain local streets and roads in the county.
- Make public transportation easier to use and more efficient.
- Make it easier to get to work or school, whether driving, using public transportation, bicycling or walking.
- Reduce pollution from cars and trucks.

The money raised by the VRF will be used exclusively for transportation in Alameda County, including projects and programs identified in the Expenditure Plan that have a relationship or benefit to the owner's of motor vehicles paying the VRF. The VRF Program will establish a reliable source of funding to help fund critical and essential local transportation programs and provide matching funds for funding made available from other fund sources.

Vehicles subject to the VRF include all motorized vehicles – passenger cars, light-duty trucks, medium-duty trucks, heavy-duty trucks, buses of all sizes, motorcycles and motorized camper homes. The VRF will be imposed on all motorized vehicle types, unless vehicles are expressly exempted from the payment of the registration fee.

## Program Categories

The Expenditure Plan identifies four types of programs that will receive funds generated by the VRF. The descriptions of each program and the corresponding percentage of the net annual revenue that will be allocated to each program include:

### Local Road Improvement and Repair Program (60%)

This program will provide funding for improving, maintaining and rehabilitating local roads and traffic signals. It will also incorporate the “complete streets” practice that makes local roads safe for all modes, including bicyclists and pedestrians, and accommodates transit. Eligible projects include:

- Street repaving and rehabilitation, including curbs, gutters and drains
- Traffic signal maintenance and upgrades, including bicyclist and pedestrian treatments
- Signing and striping on roadways, including traffic and bicycle lanes and crosswalks
- Sidewalk repair and installation
- Bus stop improvements, including bus pads, turnouts and striping
- Improvements to roadways at rail crossings, including grade separations and safety protection devices
- Improvements to roadways with truck or transit routing

### Transit for Congestion Relief Program (25%)

This program will seek to make it easier for drivers to use public transportation, make the existing transit system more efficient and effective, and improve access to schools and jobs. The goal of this program is to decrease automobile usage and thereby reduce both localized and area wide congestion and air pollution. Eligible projects include:

- Transit service expansion and preservation to provide congestion relief, such as express bus service in congested areas
- Development and implementation of transit priority treatments on local roadways

- Employer or school-sponsored transit passes, such as an “EcoPass Program”
- Park-and-ride facility improvements
- Increased usage of clean transit vehicles
- Increased usage of low floor transit vehicles
- Passenger rail station access and capacity improvements

#### Local Transportation Technology Program (10%)

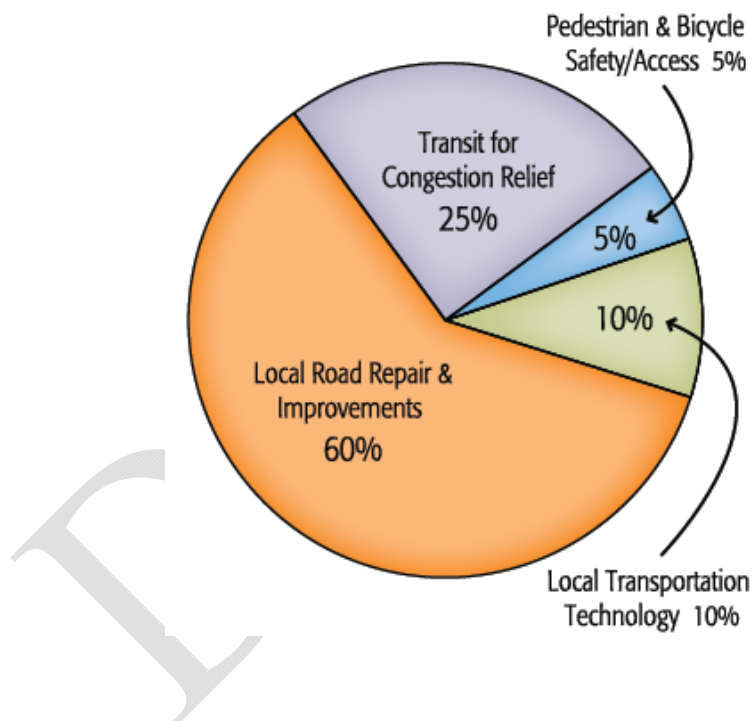
This program will continue and improve the performance of road, transit, pedestrian and bicyclist technology applications, and accommodate emerging vehicle technologies, such as electric and plug-in-hybrid vehicles. Eligible projects include:

- Development, installation, operations, monitoring and maintenance of local street and arterial transportation management technology, such as the “Smart Corridors Program”, traffic signal interconnection, transit and emergency vehicle priority, advanced traffic management systems, and advanced traveler information systems
- Infrastructure for alternative vehicle fuels, such as electric and hybrid vehicle plug-in stations
- New or emerging transportation technologies that provide congestion or pollution mitigation
- Advance signal technology for walking and bicycling
- Development and implementation of flush plans
- Development of emergency evacuation plans

#### Pedestrian and Bicyclist Access and Safety Program (5%)

This program will seek to improve the safety of bicyclists and pedestrians by reducing conflicts with motor vehicles and reducing congestion in areas such as schools, downtowns, transit hubs, and other high activity locations. It will also seek to improve bicyclist and pedestrian safety on arterials and other locally-maintained roads and reduce occasional congestion that may occur with incidents. Eligible projects include:

- Improved access and safety to schools, such as “Safe Routes to Schools Programs”, “Greenways to Schools Programs”, and other improvements (including crosswalk, sidewalk, lighting and signal improvements) for students, parents and teachers
- Improved access and safety to activity centers (such as crosswalk, sidewalk, lighting and signal improvements)
- Improved access and safety to transit hubs (such as crosswalk, sidewalk, lighting and signal improvements)
- Improved bicyclist and pedestrian safety on arterials, other locally-maintained roads and multi-use trails parallel to congested highway corridors



#### Administration Costs of the VRF

The Alameda CTC will collect and administer the VRF in accordance with the Expenditure Plan. The Alameda CTC will administer the proceeds of the VRF to carry out the mission described in the Plan. Not more than five percent of the VRF shall be used for administrative costs associated with the programs and projects, including amendments of the Expenditure Plan.

## Distribution of VRF Funds

An equitable share of the VRF funds will be distributed among the four geographical sub-areas of the county (Planning Areas 1, 2, 3, and 4). The sub-areas of the county are defined by the Alameda CTC as follows:

- Planning Area 1 / North Area
  - Cities of Oakland, Berkeley, Albany, Piedmont, Emeryville and Alameda, as well as other unincorporated lands in that area
- Planning Area 2 / Central Area
  - Cities of Hayward and San Leandro, and the unincorporated areas of Castro Valley and San Lorenzo, as well as other unincorporated lands in that area
- Planning Area 3 / South Area
  - Cities of Fremont, Newark and Union City
- Planning Area 4 / East Area
  - Cities of Livermore, Dublin and Pleasanton, and all unincorporated lands in that area

The Alameda CTC is authorized to redefine the planning areas limits from time to time.

An equitable share of the VRF funds will be distributed among the four geographical sub-areas, measured over successive five year cycles. Geographic equity is measured by a formula, weighted fifty percent by population of the sub-area and fifty percent of registered vehicles of the sub-area. Population information will be updated annually based on information published by the California Department of Finance. The DMV provides the number of registered vehicles in Alameda County. As part of the creation of the expenditure plan, the amount of registered vehicles in each planning area was determined. This calculation of the registered vehicles per planning area will be used to determine the equitable share for a planning area. The amount of registered vehicles in each planning area may be recalculated in the future, with the revised information becoming the basis for the Planning Area share formula.

The VRF funds will also be tracked by the programmatic expenditure formula of:

- Local Road Improvement and Repair Program (60%),
- Transit for Congestion Relief Program (25%),
- Local Transportation Technology Program (10%), and
- Pedestrian and Bicyclist Access and Safety Program (5%).

Though it is not required to attain Planning Area geographic equity measured by each specific program, it will be monitored and considered a goal.

DRAFT

## **Strategic Plan Implementation**

The Alameda CTC will evaluate and update a multi year Strategic Plan on an annual basis that will include funding targets for programmatic categories identified in the Expenditure Plan for a five year period. The Strategic Plan will project the programming of VRF revenues to meet the geographic equity goals of the program. The Strategic Plan will also project the programming of VRF revenues to meet the programmatic category funding goals identified of the program. Adjustments based on projected compared to actual VRF received will be made in the Strategic Plans.

The Alameda CTC will also adopt an Implementation Plan for the upcoming fiscal year. The one year implementation plan will detail the distribution of VRF funds to each program and/or specific projects in a particular fiscal year. Projects will be monitored by Programmatic Category and Planning Area.

Currently there are no projects programmed through the VRF. Additional information on tracking/monitoring pass-through and discretionary funds will be included in future Strategic Plans.

### Strategic Plan

The Alameda CTC Board each year shall adopt a multi-year Strategic Plan. The Strategic Plan will include funding targets for programmatic categories identified in the Expenditure Plan for a five year period. The percentage allocation of Fee revenues to each category will consider the target funding levels, as identified in the Expenditure Plan.

### Implementation Plan

In addition to the 5 year Strategic plan the Alameda CTC Board will adopt a shorter term implementation plan that will include the approval of specific projects or discretionary programming cycles to be programmed. Projects will be approved within the eligible categories based on projected funding that will be received. Based on the actual revenue received each year, funding adjustments will be made to ensure geographic equity by

planning area will be met over the 5 year window as well as to ensure funding targets for each programmatic category as identified in the Expenditure Plan are met. Variances from projected to actual will be identified and be considered in future updates of the Strategic Plan.

#### Initial Costs/Administration

Certain initial costs as well as ongoing administrative costs are allowed for in the program. Approximately \$1.4 million of expenses were incurred to initiate the VRF program. Approximately \$773,000 is allowed to be reimbursed prior to the application of the 5% administration cap, and the remaining \$567,000 that will be applied within the 5% administration fee, though an amortization of multiple years is allowed. These costs will be included in the Strategic Plan and Implementation Plan.

#### *Local Road Improvement and Repair Program (60%)*

The Local Road Improvement and Repair category will be administered as a pass through program, with the 14 cities and the County receiving a portion of the Local Road Improvement and Repair Program based on a formula weighted fifty percent by population of the sub-area and fifty percent of registered vehicles of the sub-area. The fund distribution will be based on population within each Planning Area. Agencies will maintain all interest accrued from the VRF Local Road Program pass through funds within the program. These funds are intended to maintain and improve local streets and roads as well as a broad range of facilities in Alameda County (from local to arterial facilities).

#### *Transit for Congestion Relief Program (25%)*

The Transit for Congestion Relief category will be administered as a discretionary program that will be programmed approximately every other year. The Alameda CTC Board will approve the projects for programming. Opportunities to coordinate programming with other fund sources will be considered in the scheduling of the call for projects.

Strategic capital investments that will create operating efficiency and effectiveness are proposed to be priorities for this Program. Projects that address regionally significant transit issues and improve reliability and frequency are proposed to be given consideration.

*Local Transportation Technology Program (10%)*

The Local Transportation Technology category priority will fund the operation and maintenance of ongoing transportation management technology projects such as the “Smart Corridors Program”. The Alameda CTC Board will have the authority to program the Local Transportation Technology funds directly to the operation and maintenance of ongoing transportation management technology projects such as the “Smart Corridors Program”. If programming capacity remains after addressing ongoing operation and maintenance costs of existing corridor operations, the program will be opened to other eligible project categories.

Based on current patterns of the operation and maintenance levels of existing corridor programs, there may be an imbalance between the geographic equity formula and the use of the funds within the Local Transportation Technology category. The expenses incurred by Planning Area will be monitored. The programming assigned to the Local Transportation Technology Program by Planning Area will be considered with programming for all four program categories when overall VRF Program geographic equity is evaluated.

*Pedestrian and Bicyclist Access and Safety Program (5%)*

The Pedestrian and Bicyclist Access and Safety category will be administered as a discretionary program that will be programmed approximately every other year. The Alameda CTC Board will approve the projects for programming. Opportunities to coordinate programming with other fund sources will be a primary consideration in the scheduling of the call for projects. Projects identified in bike and pedestrian plans are proposed to be priorities for this Program.

Schedule

Each year the Draft versions of the Strategic/Implementation Plans will be presented to the Committees and Commission in May. The final plans, incorporating comments received from the Committees and the Commission, will be presented for adoption in June.

FY 2012/2013 Programming

In FY 12/13 it is proposed to align the discretionary VRF programs for Transit for Congestion Relief and Pedestrian and Bicyclist Access Safety Programs with a coordinated call for projects that would also include the Measure B Bicycle and Pedestrian Countywide Discretionary Funds and with the One Bay Area Grant call for projects (federal funding).

The Local Road Improvement and Repair Program funds will be passed through to the cities and county based on the program formula. The Local Transportation Technology Program funds are proposed to be programmed to ongoing Alameda CTC Corridor Operations projects.

## **FY 2012/13 Implementation Plan**

Collection of fees on vehicle registrations started in May 2011. With the execution of Master Program Fund Agreements (MPFA) with agencies, the first VRF funds were distributed in April 2012 as LSR pass through funds. It is projected that approximately \$6.6 Million will be distributed through the LSR pass through program through FY 2011/12.

For FY 2012/13, it is proposed to continue the LSR pass through program, with about \$6.1 Million projected to be distributed. Additional distribution projection information on the LSR program is included in Table 2.

The Bike/Pedestrian and Transit Program are discretionary programs and are proposed to be included in a coordinated programming effort along with the One Bay Area Grant (OBAG) Program. Approximately \$1 Million of Bike/Pedestrian program revenues and \$5 Million of Transit Program revenues are projected to be available (revenue from FY 2011/12 and FY 2012/13). The OBAG programming cycle will begin in late summer / early fall 2012.

Funding for the Technology program is prioritized, consistent with the Commissions intent, to ongoing corridor operations. Approximately \$1.5 Million is proposed to be programmed through FY 2011/12 and approximately \$900,000 in FY 2012/13.

Although the program targets (percentages) for the Bike/ Ped, Transit and Technology programs are not aligned with the targets specified in the Expenditure Plan for each individual year, the year by year funding targets detailed in the Strategic Plan will ensure each programmatic category target is achieved over a 5 year period . Funding adjustment may also be required in the future based on the actual revenue received each year.

**Alameda County VRF Program - TABLE 1**

**Draft 2012/13 Strategic Plan (Multi-Year Projection by Program Category)**

Projections of Available Programming Capacity

\$ 879,684 FY 10/11  
 \$ 10,193,025 FY 11/12  
 \$ 10,193,025 FY 12/13 and beyond

		2010/11 (2 Months)	%	2011/12	%	2012/13	%	2013/14	%	2014/15	%	2015/16	%	2016/17
<b>Local Roads</b>	60.00%	\$ 527,810	60.0%	\$ 6,115,815	60.0%	\$ 6,115,815	60.0%	\$ 6,115,815	60.0%	\$ 6,115,815	60.0%	\$ 6,115,815	60.0%	\$ 6,115,815
<b>Transit Program</b>	0.00%	\$ -	24.0%	\$ 2,441,229	25.8%	\$ 2,629,800	25.8%	\$ 2,629,800	25.8%	\$ 2,630,820	25.0%	\$ 2,548,256	25.0%	\$ 2,548,256
<b>Ped/Bike Program</b>	0.00%	\$ -	4.8%	\$ 489,265	5.2%	\$ 525,960	5.2%	\$ 525,960	5.2%	\$ 524,941	5.0%	\$ 509,651	5.0%	\$ 509,651
<b>Tech. Program</b>	40.00%	\$ 351,874	11.3%	\$ 1,146,715	9.0%	\$ 921,449	9.0%	\$ 921,449	9.0%	\$ 921,449	10.0%	\$ 1,019,303	10.0%	\$ 1,019,303
	100.00%	\$ 879,684	100.0%	\$ 10,193,025	100.0%	\$ 10,193,025	100.0%	\$ 10,193,025	100.0%	\$ 10,193,025	100.0%	\$ 10,193,025	100.0%	\$ 10,193,025

Cycle Summary	%
\$ 37,222,700	60.0%
\$ 15,509,707	25.0%
\$ 3,101,738	5.0%
\$ 6,203,689	10.0%
\$ 62,037,834	100.0%

**Alameda County VRF Program - TABLE 2****Local Streets and Roads - Projected Distribution through FY 2012/13**

	<b>Distribution within Planning Area FY 2010/11</b>	<b>Distribution within Planning Area FY 2011/12</b>	<b>TOTAL Distribution within Planning Area Through FY 2011/12</b>	<b>Distribution within Planning Area FY 2012/13</b>
<b>PA 1</b>				
Alameda	\$ 23,264	\$ 269,564	\$ 292,828	\$ 269,564
Albany	\$ 5,251	\$ 60,845	\$ 66,096	\$ 60,845
Berkeley	\$ 33,355	\$ 386,492	\$ 419,847	\$ 386,492
Emeryville	\$ 3,155	\$ 36,558	\$ 39,713	\$ 36,558
Oakland	\$ 132,862	\$ 1,539,496	\$ 1,672,359	\$ 1,539,496
Piedmont	\$ 3,474	\$ 40,258	\$ 43,733	\$ 40,258
	<b>\$ 201,362</b>	<b>\$ 2,333,213</b>	<b>\$ 2,534,575</b>	<b>\$ 2,333,213</b>
<b>PA 2</b>				
Hayward	\$ 55,043	\$ 637,795	\$ 692,838	\$ 637,795
San Leandro	\$ 29,906	\$ 346,520	\$ 376,426	\$ 346,520
County of Alameda	\$ 47,888	\$ 554,890	\$ 602,779	\$ 554,890
	<b>\$ 132,837</b>	<b>\$ 1,539,205</b>	<b>\$ 1,672,042</b>	<b>\$ 1,539,205</b>
<b>PA 3</b>				
Fremont	\$ 75,011	\$ 869,168	\$ 944,180	\$ 869,168
Newark	\$ 15,262	\$ 176,840	\$ 192,101	\$ 176,840
Union City	\$ 25,810	\$ 299,066	\$ 324,876	\$ 299,066
	<b>\$ 116,083</b>	<b>\$ 1,345,074</b>	<b>\$ 1,461,157</b>	<b>\$ 1,345,074</b>
<b>PA 4</b>				
Dublin	\$ 17,596	\$ 203,890	\$ 221,486	\$ 203,890
Livermore	\$ 30,748	\$ 356,287	\$ 387,035	\$ 356,287
Pleasanton	\$ 25,486	\$ 295,309	\$ 320,795	\$ 295,309
County of Alameda	\$ 3,697	\$ 42,838	\$ 46,535	\$ 42,838
	<b>\$ 77,528</b>	<b>\$ 898,324</b>	<b>\$ 975,851</b>	<b>\$ 898,324</b>
<b>County Total</b>	<b>\$ 527,810</b>	<b>\$ 6,115,815</b>	<b>\$ 6,643,625</b>	<b>\$ 6,115,815</b>

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## Memorandum

**DATE:** April 30, 2012

**TO:** Alameda County Technical Advisory Committee (ACTAC)

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

**SUBJECT:** **Review of Metropolitan Transportation Commission's (MTC) One Bay Area Grant Program (OBAG) Proposal**

### Recommendation

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

### Summary

This item provides an update on the proposed policies under development at MTC regarding allocation of the Cycle 2 Federal Surface Transportation Program and Congestion Mitigation Air Quality (STP/CMAQ) funds for next four fiscal years (2012/2013, 2013/2014, 2014/2015, 2015/2016), also known as the One Bay Area Grant (OBAG). MTC's proposed grant program includes funding objectives, funding distributions, policy outcomes and implementation issues, as further described below. The purpose of this memorandum is to provide an update on the most recent commentary to MTC on the OBAG grant program.

### Discussion

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

As planning progressed on the SCS, MTC developed the OBAG framework to financially support and reward jurisdictions that help in fulfilling the state's mandates as well as many of the additional targets established in the region for the SCS. The OBAG program has been under development since summer of 2011 and there have been several versions released for review to the CMAs and the public; each revision has tried to be responsive to issues and concerns raised throughout the region. Each iteration of the OBAG grant has included significant policy, financial and inventory requirements that have a strong focus on supporting a Sustainable Communities Strategy (linking

transportation and housing), which the region has been working toward in the current Plan Bay Area update of the RTP and development of the SCS over the past 18 months.

Alameda CTC has generally been supportive of the OBAG grant and its proposed policy direction during its development and understands its relationship to advancing the SCS. At the same time, the SCS has not yet been adopted and the region is working on a funding framework of the T-2035 plan.

### **Current Funding Framework is T-2035**

The Cycle 2 STP/CMAQ funds will be allocated at a time when investment goals should follow the adopted T-2035 Regional Transportation Plan. The T-2035 Investment goals focus on the following:

- State of Good Repair (Fix it First)
- Climate Protection (Climate Initiative programs)
- System Performance (Freeway Performance Initiative)
- Highway Pricing (HOT lanes)
- Equitable Access
- Bike and Pedestrian
- Focused Growth (PDAs in the form of TLC grants)

The funding formula in Cycle 1 used population/road miles/Pavement Condition Index/funding shortfall to meet PCI state of good repair.

While many of the OBAG policies are supportive of T-2035 investments, many of them are more focused on the 2013 SCS/RTP under development and the proposed OBAG funding formula focuses on housing for the plans under development, not the adopted T-2035 plan. The proposed OBAG funding formula uses 50% population and 50% housing (25% RHNA: 12.5% low income housing units, 12.5% total housing; and 25% actual production: 12.5% actual low income production, and 12.5% total housing production). There is no transportation element in the proposed OBAG funding formula.

### **Substantial Changes to OBAG Released on April 4, 2012**

The OBAG program has had many iterations and is anticipated to be adopted in May 2012.

The April 4<sup>th</sup> release of the OBAG program had significant changes from previous versions that would entail significant amounts of work in very short periods of time from both CMAs and local jurisdictions. Some of the major program changes that affect Alameda CTC are below (*italics indicate the effect on CMAs and local jurisdictions*):

- Extend Cycle 2 to four years and increase overall funding amount by \$71 million, for a total OBAG program of \$320 million. *While this increases overall funding, the annual average funding amounts to Alameda CTC are reduced by this proposal.*
- Allow flexibility for projects that are PDA – serving, not solely located within PDAs. *This requires CMAs to map projects that are PDA - serving and to provide policy justifications as to why the funding has not been spent directly in a PDA, which must be done through a public process.*
- Expand the PCA eligibility to all counties with priority for North Bay counties. *This allows all areas to compete for PCA funding; however North Counties will have highest priority.*
- Require a PDA Growth Strategy that addresses affordable housing production and preservation. *This requires substantial inventory requirements, including of affordable housing policies, strategies, zoning and ordinances, as well as assessments of future housing needs; development of community and agency stakeholder involvement processes; participation on a technical advisory committee; consideration of non-transportation projects in funding decisions. Development of the PDA Growth Strategy must be completed by October 2012. Several of the requirements included in the PDA Growth Strategy are beyond the roles of Congestion Management Agencies and are more appropriate to be developed and managed by ABAG.*
- Require Complete Streets Ordinances. *This requires that all jurisdictions adopt ordinances by October 1, 2012, or already have a general plan that meets that complies with the Complete Streets Act of 2008.*

### OBAG Comments and Issues

The Alameda CTC has supported the OBAG program during its development and has submitted suggestions for its implementation that would allow a transition period into the new SCS/RTP. However, the April 4<sup>th</sup> version includes very significant changes in policy and ramifications to local development, businesses, planning and funding efforts, that there are overarching issues with regard to the new program requirements that should be addressed to:

- ***Allow jurisdictions to learn and develop local policies to support the OBAG requirements***
  - For example, MTC could work with CMAs to develop effective policies that ultimately will result in more achievement of the goals intended by the OBAG grant. Currently, the timeframe required for development of certain components (PDA Growth Strategy and Complete Streets ordinances by October 2012) is unrealistic and would result in ineffective policy development and implementation. Significant changes were introduced in the April 4<sup>th</sup> release of the OBAG program, which have not been vetted in collaboration with the CMAs.
- ***Share the development practices in the region to ensure that quality policies and guidelines are established that will ultimately support the Plan Bay Area goals and result in effective investments***

- The next year could serve as a collaborative development time for jurisdictions to share ideas, methods, programs, guidelines and policies so that collective efforts could ultimately result in potentially more uniform implementation, development of best practices and reduce duplicative work, especially in a time of limited staffing resources for many jurisdictions.
- ***Create good policy and solid implementation procedures that will result in good projects and programs***
  - Counties and cities will be required to allocate and apply for OBAG funding which will require calls for projects, criteria, evaluation, selection and Board/Commission approvals. Allow time for this development to ensure that the policies and evaluation criteria are consistent with the goals of the region.

Alameda CTC, along with other congestion management agencies, has submitted similar comments to those noted above to MTC.

**Fiscal Impact**

None at this time.

**Attachments:**

A: MTC OneBayArea Grant Proposal, Released April 4, 2012

B: MTC's Proposed OneBayArea Grant Complete Streets Ordinance Guidance

C: CMA submission of comments to MTC on OBAG (under separate cover)



TO: Policy Advisory Council

DATE: April 4, 2012

FR: Alix Bockelman, Director Programming and Allocations

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

## Background

Staff presented the initial OneBayArea Grant (OBAG) proposal to the MTC Planning Committee / ABAG Administrative Committee on July 8, 2011. At that meeting, the committee directed that staff release the proposal for public review. On January 13, 2012 staff recommended revisions to the OBAG proposal to the Joint Committee addressing comment letters and other concerns expressed by stakeholders, transportation agencies and local jurisdictions at various meetings (Bay Area Partnership working groups; Policy Advisory Council; ABAG Executive Board; ABAG Planning Committee; Regional Advisory Working Group, Regional Bicycle Working Group; and Plan Bay Area workshops). Committee memoranda and comment letters received to date can be viewed on the MTC website at <http://www.mtc.ca.gov/funding/onebayarea/>.

## Additional OBAG Policy Program Revisions

At their January meeting, the Joint Planning / ABAG Administrative Committee members were generally supportive of the staff recommended revisions to the OBAG grant program and requested more clarity and adjustments which are outlined below as additional staff recommended revisions. Staff is also recommending to add one year to the OBAG funding cycle to address regional delivery, as described in item #1 below.

**1. Add a Fourth Year of Funding to Cycle 2:** Project sponsors and MTC staff are experiencing delivery challenges because of insufficient lead time for projects to go through the federal aid process. Sponsors need a minimum of 36 months, and ideally 48 months from the time of program adoption to proceed through the federal-aid process and deliver the projects especially for less traditional projects such as the Climate Initiatives and Safe Routes to School (SR2S) projects.

Recommended Revision: To ensure the region does not lose federal funds due to extended delivery timelines, staff is recommending adding a fourth year of funding to Cycle 2 / OBAG funding which allows the region to better manage the use of federal funds. This adds approximately \$70 million in funding that would go to CMAs for project selection. Funding to the regional programs also increases proportionately. Attachment 1 lays out the proposed new funding levels.

**2. Increase Priority Development Area Flexibility:** Staff had recommended that a project outside of a priority development area (PDA) count towards the required PDA minimum expenditure if it directly connects to or provides proximate access to a PDA. Further definition was requested.

Recommended revision: Rather than establishing a regional definition of “proximate access”, staff recommends that the CMAs make the determination for projects to count toward the PDA minimum that are not otherwise geographically located within a PDA. CMAs would need to map projects and designate

which projects are considered to support a PDA along with policy justifications. This analysis would be subject to public review when the CMA board acts on OBAG programming decisions. This should allow decision makers, stakeholders, and the public to understand how an investment outside of a PDA is to be considered to support a PDA and to be credited towards the PDA investment minimum threshold requirements. MTC staff will evaluate and report to the Commission on how well this approach achieves the OBAG objectives prior to the next programming cycle. MTC staff has prepared illustrative examples of projects that may count toward the PDA minimum based on direct connection or proximate access (see Attachment 2).

**3. North Bay Priority Conservation Areas Pilot Program:** There were requests to allow other counties to participate in the pilot outside of the four North Bay counties and an extensive discussion about which priority conservation area components (i.e. farm to market transportation projects versus open space acquisition / access) should be eligible given the limited funds in this program.

Recommended revision: Implement this program as a regionally competitive program with first priority going to the North Bay counties of Marin, Napa, Solano, and Sonoma. Eligible projects would include planning, land/easement acquisition, open space access projects, and farm-to-market capital projects. Priority would be given to projects that can partner with state agencies, regional districts and private foundations to leverage outside funds, particularly for land acquisition and open space access. Funding leveraged by MTC and ABAG beyond the \$5 million program (not including sponsor-provided match) could grow the program budget and open up consideration of projects outside of the North Bay counties. Program guidelines will be developed over the next several months. Prior to the call for projects, a meeting will be held with stakeholders to discuss the program framework and project eligibility. The program guidelines will be approved by the Commission following those discussions. Note that tribal consultation for Plan Bay Area highlighted the need for CMAs in Sonoma and Marin to involve tribes in PCA planning and project delivery.

**4. Affordable Housing Production and Preservation:** Concerns were expressed that the proposed OBAG fund distribution at the county level does not explicitly recognize an individual jurisdiction's performance in producing affordable housing. Further, MTC was asked to consider specific requirements for local jurisdictions to adopt policies to encourage affordable housing production and preservation.

Recommended revision: MTC will expect CMAs to distribute funds at the county level in a way that balances a variety of objectives, including low-income housing production. The following three measures are intended to support CMA decisions related to low-income housing production and protection of affordable housing.

a) In order to facilitate a discussion among the constituent jurisdictions within a county as part of the project selection process, MTC is publishing data for each county, showing each jurisdiction's contribution to the county's fund distribution based on a formula which includes low-income housing factors (See Attachment 3). For future cycles, staff recommends that housing production data be revised to incorporate the most up-to-date jurisdiction information.

b) CMAs would be required to develop and approve a PDA Growth Strategy that addresses affordable housing strategies (see Attachment 4). The PDA Growth Strategy will be due to MTC and ABAG by October 2012. By that date, CMAs will have completed an inventory of affordable housing policies currently enacted by each local jurisdiction. By October 2013, CMAs would work with their respective jurisdictions to formulate affordable housing strategies and identify which, if any, policies/ordinances are recommended to promote and preserve affordable housing in PDAs. To support the CMAs and local

jurisdictions in these efforts, MTC and ABAG will coordinate with related work conducted through the Housing and Urban Development (HUD) grant awarded to the region in fall 2011. Based on this information and recommendations in the PDA growth strategy, MTC would consider linking the release of future cycle funding (subsequent to FY 2015-16) on local progress to enact locally developed affordable housing policies. MTC expects the share of funding attributable to affordable housing production to increase in future cycles.

c) MTC and ABAG's PDA Planning Grant Program will place an emphasis on affordable housing production, and preservation in funding agreements with grantees.

**5. Performance and Accountability:** Staff had recommended streamlining the performance and accountability requirements in recognition of the considerable lead time required to implement these requirements as a condition for receiving OBAG funds. The two requirements due by July 1, 2013 are the Complete Streets Act of 2008 compliant general plan circulation element and a 2007-14 RHNA compliant general plan housing element approved by the California Department of Housing and Community Development (HCD). Some of the committee members reported that the time and resources involved for a general plan amendment made the Complete Streets Act deadline in many cases impractical; and others believed that HCD approval process in some cases can be very unpredictable.

Recommended revision: The following provides additional flexibility to jurisdictions to meet these requirements:

a) To be eligible for OBAG funds, a jurisdiction will need to address complete streets policies at the local level through the adoption of a complete streets ordinance no later than October 1, 2012. A jurisdiction can also meet this requirement by already having a general plan that complies with the Complete Streets Act of 2008 or by its adoption by the October 1, 2012 deadline. Staff will provide minimum requirements based on best practices for the ordinances.

b) A jurisdiction is required to have its general plan housing element adopted and approved by HCD for 2007-14 RHNA prior to July 1, 2013. If a jurisdiction submits its housing element to HCD on a timely basis but is facing obstacles in the HCD review process, a waiver may be given by the Joint MTC Planning/ABAG Administrative Committee based on a consideration of the circumstances involved.

**6. Lessons Learned:** MTC staff will report on the outcome of the CMA project selection process in late 2013. This information will include, but not be limited to, the following:

- Mix of project types selected;
- Projects funded within PDAs and outside of PDAs and how proximity and direct connections were used and justified through the county process;
- Complete streets elements that were funded;
- Adherence to the performance and accountability requirements; and
- Amount of funding to various jurisdictions and how this related to the distribution formula that includes population, RHNA housing allocations and housing production, as well as low-income housing factors.
- Public participation process

The CMAs will also be required to present their PDA Growth Strategy to the Joint MTC Planning/ABAG Administrative Committee in November or December 2012.

**7. Safe Routes to School Regional Program:** The committee discussed whether the funding for the MTC Safe Routes to School Program (SR2S) should be increased from \$10 million to \$17 million. In Cycle 1, \$15 million was made available to the counties by formula for a three-year period and \$2 million was directed to a regionally competitive Creative Grant Program.

Recommended revision: Staff recommends that the Regional Safe Routes to School Program be funded at \$5 million annually for the four-year period consistent with Cycle 1 but that the regionally competitive program be discontinued. In addition CMAs may choose to provide additional funds to the SR2S program through county OBAG investments.

**8. Pavement Technical Assistance Program:** The Local Streets and Roads Working Group requested additional funding to continue to carry out the Pavement Technical Assistance Program (PTAP).

Recommended revision: Staff recommends increasing the PTAP program funding level by \$4 million to a revised total of \$7 million. This funding level allows for the reinspection of the majority of each jurisdiction's local street and road network every other year which will result in updated asset management data needed to complete regional condition summaries and needs analyses for planning and programming purposes. In response to Tribal Consultation for Plan Bay Area, staff recommends that PTAP also be made available to assist tribes in conducting road condition inventories on tribal lands within the Bay Area.

### **Next Steps**

The staff proposal has relied to date, on the current 2007-14 Regional Housing Needs Allocations (RHNA) for the proposed OBAG fund distribution. We intend to use the new RHNA 2014-2022 that will be available in May. Staff will revise the county level funding distribution, as appropriate, based on the new RHNA figures. In July, ABAG will finish its consideration of new PDA designation applications, and MTC staff will provide final PDA definitions and maps at that time.

After further discussions with stakeholders and working group committees, staff will prepare Final Cycle 2/OBAG Programming Policies for presentation to the Joint MTC Planning Committee/ABAG Administrative Committee in May and referral to the Commission for final approval. If approved, staff will start working on OBAG Program implementation in June.

## Attachment 1

**OneBayArea**  
**Proposal****New Act Cycle 2 Program****April 2012****Cycle 2 Funding Commitments**

<b>Program Categories</b> (millions \$ - rounded)		<b>4-Year Total</b>	<b>January 2012 Proposal *</b>	<b>Augmentation</b>	<b>4-Year Total</b>
<b>Regional Program</b>					
1	Regional Planning Activities	\$7	\$5	\$2	\$7
2	Regional Operations	\$105	\$74	\$31	\$105
3	Freeway Performance Initiative (FPI)	\$96	\$66	\$31	\$96
4	Pavement Technical Assistance Program (PTAP)	\$7	\$3	\$4	\$7
5	Priority Development Area (PDA) Plans	\$30	\$25	\$5	\$30
6	Climate Initiatives	\$20	\$10	\$10	\$20
7	Safe Routes To School (SR2S)	\$20	\$10	\$10	\$20
8	Transit Capital Rehabilitation	\$150	\$125	\$25	\$150
9	Transit Performance Initiative (TPI)	\$30	\$30		\$30
10	Priority Conservation Area (PCA)	\$5	\$5		\$5
<b>Regional Program Total:**</b>		<b>\$470</b>	<b>\$353</b>	<b>\$117</b>	<b>\$470</b>
					60%

\* Without Lifeline and transit payback which have been advanced and funded in Cycle 1

<b>County Program</b>		<b>4-Year Total</b>			
<b>One Bay Area Grant (OBAG)</b>					
1	Alameda	\$61			
2	Contra Costa	\$46			
3	Marin	\$10			
4	Napa	\$7			
5	San Francisco	\$38			
6	San Mateo	\$25			
7	Santa Clara	\$84			
8	Solano	\$20			
9	Sonoma	\$24			
<b>OBAG Total:**</b>		<b>\$320</b>	<b>January 2012 Proposal</b>	<b>Augmentation</b>	<b>4-Year Total</b>
			<b>\$250</b>	<b>\$70</b>	<b>\$320</b>
					40%

<b>Cycle 2 Total Total:**</b>	<b>\$790</b>	<b>\$604</b>	<b>\$186</b>	<b>\$790</b>
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\*\* Amounts may not total due to rounding

## Attachment 2: Examples of Projects That Provide Proximate Access to a Priority Development Area

For illustration purposes, below are examples of projects outside of PDAs which may count towards OBAG minimum expenditures in PDAs, by providing proximate access to a PDA. The intention of these examples is to provide general guidance to CMAs in their discussions with their board, stakeholders, and the public about how to apply this definition.

Project Type	Eligible Examples
<b>Road Rehabilitation Program</b>	<ul style="list-style-type: none"> <li>• A continuous street rehabilitation project that directly connects to a PDA. A road project in the geographic vicinity of a PDA which leads to a PDA. (Ygnacio Valley Road within Walnut Creek both inside and outside of the PDA)</li> </ul>
<b>Bicycle / Pedestrian Program</b>	<ul style="list-style-type: none"> <li>• A bicycle lane / facility that is integral to a planned bicycle network (i.e. gap closures) that leads to a PDA (Alto Tunnel in Mill Valley).</li> <li>• A bicycle / pedestrian project that directly connects to a PDA; or in the geographic vicinity of a PDA that leads to a PDA. (Entire Embarcadero Rd Bicycle Lanes alignment in the City of Palo Alto which crosses over the El Camino Real PDA. Georgia Street Corridor Bicycle Improvements in Vallejo, small portion in PDA)</li> </ul>
<b>Safe Routes to Schools</b>	<ul style="list-style-type: none"> <li>• A project outside of a PDA that encourages students that reside in a PDA to walk, bike, or carpool to school. (District wide outreach and safety programs)</li> </ul>
<b>County TLC Program</b>	<ul style="list-style-type: none"> <li>• For enhancement / streetscape elements, the following projects may be supportive of PDAs although outside of their limits:               <ul style="list-style-type: none"> <li>◦ PDA corridor gap closure (El Camino Real segments between PDAs in Sunnyvale and Santa Clara)</li> <li>PDA connection to a nearby significant transit node (North Berkeley BART station to University Avenue PDA)</li> </ul> </li> </ul>

## Attachment 3: OBAG Formula Factors and Distribution Within County

April 2012

County	Population		2007-2011 RHNA				1999-2006 Housing Production			
	2010 Population	Intra-County Share	Very Low + Low Income Units	Intra-County Share	Total Units	Intra-County Share	Very Low + Low Units	Intra-County Share	Total Units (capped)	Intra-County Share
<b>ALAMEDA COUNTY</b>										
Alameda	73,812	4.9%	811	4.6%	2,046	4.6%	336	6.7%	952	3.0%
Albany	18,539	1.2%	107	0.6%	276	0.6%	15	0.3%	160	0.5%
Berkeley	112,580	7.5%	752	4.3%	2,431	5.4%	496	9.9%	1,269	4.0%
Dublin	46,036	3.0%	1,753	9.9%	3,330	7.4%	506	10.1%	3,832	12.2%
Emeryville	10,080	0.7%	360	2.0%	1,137	2.5%	187	3.7%	777	2.5%
Fremont	214,089	14.2%	2,235	12.7%	4,380	9.7%	503	10.0%	2,971	9.5%
Hayward	144,186	9.5%	1,251	7.1%	3,393	7.6%	57	1.1%	2,602	8.3%
Livermore	80,968	5.4%	1,698	9.6%	3,394	7.6%	461	9.2%	3,746	11.9%
Newark	42,573	2.8%	417	2.4%	863	1.9%	0	0.0%	314	1.0%
Oakland	390,724	25.9%	3,998	22.7%	14,629	32.6%	1,300	25.8%	7,733	24.7%
Piedmont	10,667	0.7%	23	0.1%	40	0.1%	0	0.0%	9	0.0%
Pleasanton	70,285	4.7%	1,804	10.2%	3,277	7.3%	530	10.5%	2,391	7.6%
San Leandro	84,950	5.6%	596	3.4%	1,630	3.6%	108	2.1%	870	2.8%
Union City	69,516	4.6%	952	5.4%	1,944	4.3%	232	4.6%	1,852	5.9%
Alameda County Unincorporated	141,266	9.4%	876	5.0%	2,167	4.8%	303	6.0%	1,878	6.0%
<b>ALAMEDA TOTAL:</b>	<b>1,510,271</b>	<b>100.0%</b>	<b>17,633</b>	<b>100.0%</b>	<b>44,937</b>	<b>100.0%</b>	<b>5,034</b>	<b>100.0%</b>	<b>31,356</b>	<b>100.0%</b>
<b>CONTRA COSTA COUNTY</b>										
Antioch	102,372	9.8%	855	7.9%	2,282	8.4%	838	13.2%	4,459	13.8%
Brentwood	51,481	4.9%	1,152	10.6%	2,705	10.0%	614	9.7%	4,073	12.6%
Clayton	10,897	1.0%	84	0.8%	151	0.6%	84	1.3%	219	0.7%
Concord	122,067	11.6%	1,065	9.8%	3,043	11.2%	286	4.5%	2,319	7.2%
Danville	42,039	4.0%	326	3.0%	583	2.2%	141	2.2%	721	2.2%
El Cerrito	23,549	2.2%	152	1.4%	431	1.6%	5	0.1%	185	0.6%
Hercules	24,060	2.3%	217	2.0%	453	1.7%	164	2.6%	792	2.5%
Lafayette	23,893	2.3%	190	1.8%	361	1.3%	17	0.3%	194	0.6%
Martinez	35,824	3.4%	427	3.9%	1,060	3.9%	0	0.0%	424	1.3%
Moraga	16,016	1.5%	120	1.1%	234	0.9%	21	0.3%	86	0.3%
Oakley	35,432	3.4%	339	3.1%	775	2.9%	461	7.3%	1,208	3.7%
Orinda	17,643	1.7%	118	1.1%	218	0.8%	0	0.0%	157	0.5%
Pinole	18,390	1.8%	132	1.2%	323	1.2%	40	0.6%	172	0.5%
Pittsburg	63,264	6.0%	545	5.0%	1,772	6.5%	628	9.9%	2,513	7.8%
Pleasant Hill	33,152	3.2%	265	2.4%	628	2.3%	164	2.6%	714	2.2%
Richmond	103,701	9.9%	730	6.7%	2,826	10.4%	1,293	20.4%	2,229	6.9%
San Pablo	29,139	2.8%	60	0.6%	298	1.1%	284	4.5%	494	1.5%
San Ramon	72,148	6.9%	1,889	17.4%	3,463	12.8%	564	8.9%	4,447	13.8%
Walnut Creek	64,173	6.1%	758	7.0%	1,958	7.2%	179	2.8%	1,477	4.6%
Contra Costa County Unincorporated	159,785	15.2%	1,413	13.0%	3,508	13.0%	549	8.7%	5,436	16.8%
<b>CONTRA COSTA TOTAL:</b>	<b>1,049,025</b>	<b>100.0%</b>	<b>10,837</b>	<b>100.0%</b>	<b>27,072</b>	<b>100.0%</b>	<b>6,332</b>	<b>100.0%</b>	<b>32,319</b>	<b>100.0%</b>
<b>MARIN COUNTY</b>										
Belvedere	2,068	0.8%	9	0.5%	17	0.3%	0	0.0%	9	0.2%
Corte Madera	9,253	3.7%	104	5.6%	244	5.0%	0	0.0%	99	2.0%
Fairfax	7,441	2.9%	35	1.9%	108	2.2%	0	0.0%	18	0.4%
Larkspur	11,926	4.7%	145	7.9%	382	7.8%	13	1.0%	53	1.1%
Mill Valley	13,903	5.5%	128	6.9%	292	6.0%	97	7.6%	170	3.4%
Novato	51,904	20.6%	446	24.1%	1,241	25.4%	824	64.4%	2,582	52.2%
Ross	2,415	1.0%	14	0.8%	27	0.6%	0	0.0%	21	0.4%
San Anselmo	12,336	4.9%	45	2.4%	113	2.3%	0	0.0%	70	1.4%
San Rafael	57,713	22.9%	469	25.4%	1,403	28.7%	112	8.8%	1,184	23.9%
Sausalito	7,061	2.8%	75	4.1%	165	3.4%	22	1.7%	73	1.5%
Tiburon	8,962	3.6%	57	3.1%	117	2.4%	7	0.5%	151	3.0%
Marin County Unincorporated	67,427	26.7%	320	17.3%	773	15.8%	204	15.9%	521	10.5%
<b>MARIN TOTAL:</b>	<b>252,409</b>	<b>100.0%</b>	<b>1,847</b>	<b>100.0%</b>	<b>4,882</b>	<b>100.0%</b>	<b>1,279</b>	<b>100.0%</b>	<b>4,951</b>	<b>100.0%</b>
<b>NAPA COUNTY</b>										
American Canyon	19,454	14.3%	285	19.6%	728	19.6%	174	21.3%	1,323	31.3%
Calistoga	5,155	3.8%	28	1.9%	94	2.5%	18	2.2%	78	1.8%
Napa	76,915	56.4%	761	52.4%	2,024	54.6%	528	64.6%	2,397	56.6%
St. Helena	5,814	4.3%	51	3.5%	121	3.3%	20	2.4%	124	2.9%
Yountville	2,933	2.1%	31	2.1%	87	2.3%	2	0.2%	67	1.6%
Napa County Unincorporated	26,213	19.2%	297	20.4%	651	17.6%	75	9.2%	244	5.8%
<b>NAPA TOTAL:</b>	<b>136,484</b>	<b>100.0%</b>	<b>1,453</b>	<b>100.0%</b>	<b>3,705</b>	<b>100.0%</b>	<b>817</b>	<b>100.0%</b>	<b>4,233</b>	<b>100.0%</b>
<b>SAN FRANCISCO COUNTY</b>										
<b>SAN FRANCISCO TOTAL:</b>	<b>805,235</b>	<b>100.0%</b>	<b>12,124</b>	<b>100.0%</b>	<b>31,193</b>	<b>100.0%</b>	<b>5,304</b>	<b>100.0%</b>	<b>17,439</b>	<b>100.0%</b>

## Attachment 3: OBAG Formula Factors and Distribution Within County

April 2012

County	Population		2007-2011 RHNA				1999-2006 Housing Production			
	2010 Population	Intra-County Share	Very Low + Low Income Units	Intra-County Share	Total Units	Intra-County Share	Very Low + Low Units	Intra-County Share	Total Units (capped)	Intra-County Share
<b>SAN MATEO COUNTY</b>										
Atherton	6,914	1.0%	33	0.5%	83	0.5%	0	0.0%	5	0.1%
Belmont	25,835	3.6%	156	2.5%	399	2.5%	44	3.0%	317	3.4%
Brisbane	4,282	0.6%	157	2.5%	401	2.5%	8	0.5%	108	1.2%
Burlingame	28,806	4.0%	255	4.1%	650	4.1%	0	0.0%	104	1.1%
Colma	1,792	0.2%	26	0.4%	65	0.4%	73	5.0%	74	0.8%
Daly City	101,123	14.1%	473	7.7%	1,207	7.7%	33	2.2%	416	4.5%
East Palo Alto	28,155	3.9%	247	4.0%	630	4.0%	212	14.4%	719	7.7%
Foster City	30,567	4.3%	191	3.1%	486	3.1%	88	6.0%	533	5.7%
Half Moon Bay	11,324	1.6%	108	1.8%	276	1.8%	106	7.2%	356	3.8%
Hillsborough	10,825	1.5%	34	0.6%	86	0.5%	15	1.0%	84	0.9%
Menlo Park	32,026	4.5%	389	6.3%	993	6.3%	0	0.0%	215	2.3%
Millbrae	21,532	3.0%	177	2.9%	452	2.9%	0	0.0%	262	2.8%
Pacifica	37,234	5.2%	108	1.8%	275	1.7%	10	0.7%	179	1.9%
Portola Valley	4,353	0.6%	29	0.5%	74	0.5%	15	1.0%	61	0.7%
Redwood City	76,815	10.7%	726	11.8%	1,856	11.8%	106	7.2%	465	5.0%
San Bruno	41,114	5.7%	382	6.2%	973	6.2%	325	22.1%	378	4.1%
San Carlos	28,406	4.0%	235	3.8%	599	3.8%	0	0.0%	208	2.2%
San Mateo	97,207	13.5%	1,195	19.4%	3,051	19.4%	210	14.3%	1,771	19.1%
South San Francisco	63,632	8.9%	641	10.4%	1,635	10.4%	192	13.1%	1,310	14.1%
Woodside	5,287	0.7%	17	0.3%	41	0.3%	0	0.0%	41	0.4%
San Mateo County Unincorporated	61,222	8.5%	590	9.6%	1,506	9.6%	31	2.1%	1,680	18.1%
<b>SAN MATEO TOTAL:</b>	<b>718,451</b>	<b>100.0%</b>	<b>6,169</b>	<b>100.0%</b>	<b>15,738</b>	<b>100.0%</b>	<b>1,468</b>	<b>100.0%</b>	<b>9,286</b>	<b>100.0%</b>
<b>SANTA CLARA COUNTY</b>										
Campbell	39,349	2.2%	321	1.4%	892	1.5%	37	0.3%	617	1.3%
Cupertino	58,302	3.3%	570	2.4%	1,170	1.9%	48	0.4%	1,339	2.7%
Gilroy	48,821	2.7%	536	2.3%	1,615	2.7%	516	4.2%	2,577	5.3%
Los Altos	28,976	1.6%	164	0.7%	317	0.5%	40	0.3%	261	0.5%
Los Altos Hills	7,922	0.4%	46	0.2%	81	0.1%	32	0.3%	83	0.2%
Los Gatos	29,413	1.7%	254	1.1%	562	0.9%	86	0.7%	402	0.8%
Milpitas	66,790	3.7%	1,110	4.7%	2,487	4.1%	701	5.7%	3,318	6.8%
Monte Sereno	3,341	0.2%	22	0.1%	41	0.1%	19	0.2%	76	0.2%
Morgan Hill	37,882	2.1%	566	2.4%	1,312	2.2%	556	4.6%	2,335	4.8%
Mountain View	74,066	4.2%	959	4.1%	2,599	4.3%	123	1.0%	1,484	3.0%
Palo Alto	64,403	3.6%	1,233	5.3%	2,860	4.7%	344	2.8%	1,397	2.9%
San Jose	945,942	53.1%	13,073	55.8%	34,721	57.5%	8,301	67.9%	26,114	53.4%
Santa Clara	116,468	6.5%	2,207	9.4%	5,873	9.7%	758	6.2%	4,763	9.7%
Saratoga	29,926	1.7%	158	0.7%	292	0.5%	61	0.5%	539	1.1%
Sunnyvale	140,081	7.9%	1,781	7.6%	4,426	7.3%	112	0.9%	2,167	4.4%
Santa Clara County Unincorporated	89,960	5.0%	445	1.9%	1,090	1.8%	483	4.0%	1,421	2.9%
<b>SANTA CLARA TOTAL:</b>	<b>1,781,642</b>	<b>100.0%</b>	<b>23,445</b>	<b>100.0%</b>	<b>60,338</b>	<b>100.0%</b>	<b>12,217</b>	<b>100.0%</b>	<b>48,893</b>	<b>100.0%</b>
<b>SOLANO COUNTY</b>										
Benicia	26,997	6.5%	246	4.9%	532	4.1%	182	9.3%	413	2.7%
Dixon	18,351	4.4%	295	5.9%	728	5.6%	0	0.0%	1,017	6.6%
Fairfield	105,321	25.5%	1,435	28.5%	3,796	29.2%	249	12.8%	3,812	24.7%
Rio Vista	7,360	1.8%	389	7.7%	1,219	9.4%	39	2.0%	1,391	9.0%
Suisun City	28,111	6.8%	282	5.6%	610	4.7%	80	4.1%	1,004	6.5%
Vacaville	92,428	22.4%	1,222	24.3%	2,901	22.3%	778	39.9%	4,406	28.5%
Vallejo	115,942	28.0%	1,123	22.3%	3,100	23.9%	553	28.3%	2,965	19.2%
Solano County Unincorporated	18,834	4.6%	42	0.8%	99	0.8%	71	3.6%	427	2.8%
<b>SOLANO TOTAL:</b>	<b>413,344</b>	<b>100.0%</b>	<b>5,034</b>	<b>100.0%</b>	<b>12,985</b>	<b>100.0%</b>	<b>1,952</b>	<b>100.0%</b>	<b>15,435</b>	<b>100.0%</b>
<b>SONOMA COUNTY</b>										
Cloverdale	8,618	1.8%	132	2.4%	417	3.1%	163	3.2%	423	2.3%
Cotati	7,265	1.5%	103	1.9%	257	1.9%	114	2.2%	520	2.9%
Healdsburg	11,254	2.3%	119	2.2%	331	2.4%	188	3.7%	516	2.8%
Petaluma	57,941	12.0%	874	16.2%	1,945	14.2%	451	8.8%	1,144	6.3%
Rohnert Park	40,971	8.5%	602	11.2%	1,554	11.4%	760	14.9%	2,124	11.7%
Santa Rosa	167,815	34.7%	2,516	46.6%	6,534	47.9%	1,929	37.7%	7,654	42.0%
Sebastopol	7,379	1.5%	60	1.1%	176	1.3%	5	0.1%	121	0.7%
Sonoma	10,648	2.2%	128	2.4%	353	2.6%	179	3.5%	684	3.8%
Windsor	26,801	5.5%	328	6.1%	719	5.3%	332	6.5%	1,881	10.3%
Sonoma County Unincorporated	145,186	30.0%	536	9.9%	1,364	10.0%	989	19.4%	3,142	17.3%
<b>SONOMA TOTAL:</b>	<b>483,878</b>	<b>100.0%</b>	<b>5,398</b>	<b>100.0%</b>	<b>13,650</b>	<b>100.0%</b>	<b>5,110</b>	<b>100.0%</b>	<b>18,209</b>	<b>100.0%</b>
<b>Bay Area Total</b>	<b>7,150,739</b>	<b>100.0%</b>	<b>83,940</b>	<b>100.0%</b>	<b>214,500</b>	<b>100.0%</b>	<b>39,513</b>	<b>100.0%</b>	<b>182,121</b>	<b>100.0%</b>

## Attachment 4

### PDA Growth Strategy

The purpose of a PDA Growth Strategy is to ensure that each CMA's transportation investments will support and encourage development in the region's PDAs. Some of the planning activities noted below may be appropriate for CMAs to consider for jurisdictions or areas not currently designated as PDAs if those areas are still considering future housing and job growth. CMAs should incorporate necessary planning, infrastructure and funding for PDAs, as described below:

**(1) Engagement with Local Jurisdictions** – CMAs are to develop a process to regularly engage local planners, public works staff and encourage community participation throughout the planning process and in determining implementation priorities.

**(2) Planning** - Review existing plans and participate in new planning work<sup>1</sup>

- Review adopted land use plans - Specific, precise, or community plans for PDAs (or general plans with adopted transit-supportive zoning), particularly those with programmatic EIRs, contain details about circulation and access, pedestrian guidelines, parking and other development-related standards that can help to determine appropriate investments. These plans have undergone significant community involvement and have been adopted by Planning Commissions & City Councils.
- Take an inventory of transportation, infrastructure and implementation sections in land use plans for jurisdiction priorities and cost estimates for transportation infrastructure projects that serve or provide proximate access to PDAs. These may include streetscapes, bike, pedestrian, transit and road improvements, transit station improvements, connectivity projects and transportation demand management projects, including parking structures. For any TOD parking structure project, it is strongly recommended that a cost/benefit analysis be conducted using pricing, unbundling/cash-out, shared parking, shuttles and other locally appropriate TDM strategies to ensure it is built at an appropriate scale and well-managed.
- Inventory jurisdiction affordable housing policies, strategies, zoning and ordinances designed to encourage affordable housing production and/or preserve existing affordable housing. The three broad objectives for the housing policies are to promote housing production overall, ensure that housing units (planned and built) are balanced across income levels, and to avoid displacement of existing residents of the PDAs.

The policies should be targeted to the specific circumstances of each PDA. For example, if the PDA currently does not provide for a mix of income-levels, the policies should be aimed at promoting affordable housing. If the PDA currently is mostly low-income housing, the policies should be aimed at community stabilization.

Starting in October 2013 and for subsequent updates, PDA Growth Strategies will assess existing and future affordable housing needs and make appropriate recommendations to fill gaps in local policies to achieve these goals. This analysis will be coordinated with related work conducted through the Housing and Urban Development (HUD) grant awarded to the region in fall 2011.

- Review ABAG/MTC PDA Assessment results for details about PDA infrastructure needs and priorities<sup>2</sup>
- Consider non-transportation infrastructure projects, such as sewer and utility upgrades or site assembly/land banking, as they are often a necessary prerequisite for TOD development projects in PDAs. Facilitate funding exchanges (federal for local dollars) when possible to address these funding gaps.

<sup>1</sup> MTC & ABAG staff are available to assist with the review and inventory of adopted land use plans

<sup>2</sup> In 2009, MTC/ABAG staff conducted an assessment of planned PDAs and their future development needs. Jurisdictions were asked to estimate infrastructure needs and associated costs.

- Participate as a TAC member in local jurisdiction planning processes funded through the regional PDA Planning Program or as requested by jurisdictions. Assist MTC and ABAG staff with oversight to ensure that regional policies are addressed in PDA plans.
- Help develop protocols with MTC, ABAG and Air District staff to assess emissions, as well as related mitigation strategies, as part of regional PDA Planning Program.
- Potential PDAs that do not have adopted plans, call on regional agency staff to assist in the identification of planning and future transportation infrastructure needs.

**(3) Funding** - Develop guidelines for evaluating OBAG projects that improve multi-modal transportation connections to housing, jobs and commercial activity, considering the following criteria:

- **Projects in High Impact Areas** - Assessment of the **project area** in which a project is located should be a key component for investment consideration. Key factors defining high impact project areas include;
  - a. Housing – PDAs taking on significant housing growth in the SCS (total number of units and percentage change), including RHNA income allocations,
  - b. Jobs in proximity to housing and transit (both current levels and those included in the SCS),
  - c. Improved transportation choices for all income levels (reduces VMT), proximity to quality transit access, with an emphasis on connectivity (including safety, lighting, etc.)
  - d. Consistency with regional TLC design guidelines or design that encourages multi-modal access: [http://www.mtc.ca.gov/planning/smart\\_growth/tlc/2009\\_TLC\\_Design\\_Guidelines.pdf](http://www.mtc.ca.gov/planning/smart_growth/tlc/2009_TLC_Design_Guidelines.pdf)
- **Projects located in Communities of Concern (COC)** – favorably consider projects located in a COC see: <http://geocommons.com/maps/110983>
- **PDAs with affordable housing preservation and creation strategies** – favorably consider projects in jurisdictions with affordable housing preservation and creation strategies or policies
- **PDAs that overlap with Air District CARE Communities and/or are in proximity to freight transport infrastructure** - Consider projects located in PDAs with highest exposure to PM and Toxic Air Contaminants. Employ best management practices to mitigate exposure and determine where non-motorized investments would best support additional housing production.

II) RHNA Coordination – Given the OBAG connection to RHNA:

- Monitor development of Housing Elements/zoning updates supportive of RHNA.

#### Process/Timeline

CMAs/MTC amend current funding agreements with PDA Growth Strategy tasks/language	Spring 2012
OBAG adopted by MTC	May 23, 2012
Updated CMA agreements ready for signature	July 1, 2012
CMAs develop PDA Growth Strategy	May - October 2012
PDA Growth Strategy Presentations by CMAs to Joint MTC Planning and ABAG Administrative Committee	November 2012 – December 2012
CMAs program OBAG funds	May 2012 – April 2013
CMAs amend PDA Growth Strategy to incorporate follow-up to local affordable housing policies	October 2013
CMAs submit annual progress reports related to PDA Growth Strategies, including status of jurisdiction progress on development/adoption of housing elements and complete streets ordinances.	October 2013, Ongoing

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# OneBayArea Grant Proposed Revisions (Cycle 2 STP/CMAQ)

**Policy Advisory Council  
April 11, 2012**

**Alix Bockelman**

# OneBayArea Grant Outreach To Date

- July 8, 2011: Initial OneBayGrant (OBAG) proposal released to Joint MTC Planning Committee / ABAG Administrative Committee
- January 13, 2012: Staff recommended revisions based on stakeholders comments presented to Joint Committee
- April 2012: Further recommended revisions to be presented to working groups and stakeholders prior to final proposal for Commission approval

# Recommended Revisions / Clarifications

1. Program Timeframe
2. PDA Flexibility
3. PCA Program Eligibility
4. Affordable Housing Production and Preservation
5. Performance and Accountability
6. Lessons Learned
7. Safe Routes to School and Pavement Management  
Technical Assistance Program

# Program Timeframe

## Add Fourth Year of Funding

Provide a larger “shelf list” of projects for better project management delivery and prevent potential loss of federal funds

### Recommended Revision:

- Total OBAG Program increased to \$320 million
- Increase of \$70 million to OBAG for congestion management agencies’ project selection
- Increase of \$117 million to Regional Program

# PDA Flexibility

Request for more definition on how a project “directly connects” or provides “proximate access” to count towards the PDA investment minimum

## Recommended Revision:

- Congestion Management Agencies (CMA) to make determination
- The CMA is to establish a process that includes mapping projects that are outside a PDA, policy justifications for counting towards a PDA, and public review

# North Bay Priority Conservation Areas Pilot Program

**Requests to allow counties outside of the four North Bay counties to participate and further define eligible project types given limited funds in program**

## **Recommended Revision:**

- **Funding leveraged by MTC and ABAG beyond the \$5 million program (not including sponsor-provided match) could increase program budget and extend consideration to projects outside North Bay**
- **Further discussion with stakeholders on program framework and project eligibility prior to Commission approval**

# Affordable Housing Production and Preservation

**Concern that OBAG fund distribution / performance and accountability requirements do not adequately address affordable housing production and preservation**

## Recommended Revision:

- **Publication of data on jurisdictions' contribution on a formula factor basis to each county's OBAG distribution facilitates discussions during project selection**
- **PDA Growth Strategy addresses affordable housing policies.**
  - CMAs will work with jurisdictions to inventory current policies and make appropriate policy / ordinance recommendations.
  - PDA Growth Strategy presentation by CMAs to Joint Planning / ABAG Committee in Fall 2012
  - MTC may link the release of future cycle funding (after FY 2015-16) on local progress towards enacting affordable housing policies
- **PDA Planning Grant Program places emphasis on meeting affordable housing objectives through the funding agreements with jurisdiction grantees**

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# Performance and Accountability

**Request to provide greater flexibility for housing and complete streets requirement**

## **Recommended Revision:**

- Adoption of a complete streets ordinance by October 1, 2012 instead of Complete Streets Act of 2008 compliance. Latter path still acceptable if the October 1, 2012 deadline can be met
- Waiver process through Joint MTC Planning/ABAG Administration Committee available if jurisdiction faces delays in the HCD approval process

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# Performance and Accountability Deadlines

- **October 1, 2012: Jurisdiction adoption of Complete Streets ordinance**
- **October 1, 2012: CMA adoption of PDA Growth Strategy**
- **July 1, 2013: HCD adoption of a jurisdiction's general plan housing element**
- **October 1, 2013: PDA Growth Strategy amendment to incorporate follow-up to local affordable housing policies and recommendations**

# Lessons Learned

## **Request to be able to monitor and evaluate OBAG project selection and policy compliance**

### **Recommended Approach:**

- **MTC staff report on project selection process outcomes of OBAG in late 2013 such as:**
  - Mix of projects selected
  - Type and funding level of PDA investments
  - Funded complete streets elements
  - Adherence to performance and accountability requirements
  - Amount of funding allocated to jurisdictions and how this relates to the distribution formula jurisdiction shares based on the formula factors
  - Public participation process

Slide 10

# Safe Routes to School and Pavement Technical Assistance Programs

## Request to increase funding for the Regional Safe Routes to School and PTAP programs

### Recommended Revision:

- Increase funding for Safe Routes to Schools to \$5 million per year (\$20 million total) which is the annual amount made available to the counties by formula over the Cycle 1 period
- Increase the PTAP program from \$4 to \$7 million to meet inspection schedule for the majority of each jurisdiction's local street and road network every other year which feeds into regional reporting and needs analyses

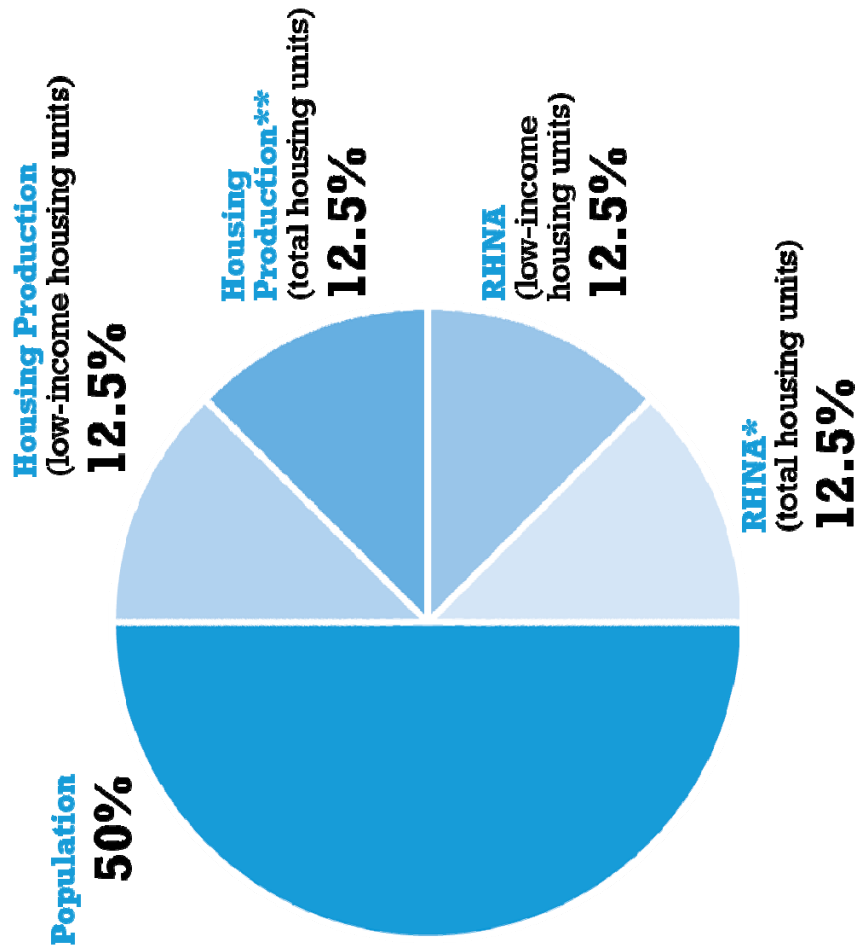
Slide 11

# Cycle 2 Funding Commitments Overview

(Millions \$, rounded)

Program Categories	4-Year Total Funding
Regional Program	\$470
Regional Planning	\$7
Regional Operations	\$105
Freeway Performance Initiative	\$96
Pavement Technical Assistance Program	\$7
Priority Development Area Planning Program	\$30
Climate Initiatives	\$20
Safe Routes to School	\$20
Transit Capital Rehabilitation	\$150
Transit Performance Initiative	\$30
Priority Conservation Area North Bay Pilot	\$5
OneBayArea Grant for Counties	\$320
<b>TOTAL</b>	<b>\$790</b>

# OBAG Distribution Formula



\*RHNA 2007-14 to be replaced by RHNA 2014-2022

\*\* Housing Production Report 1999-2006, ABAG

# OBAG County Fund Distribution

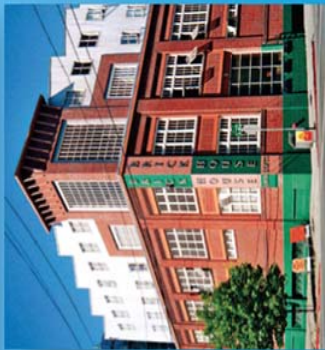
*(Millions \$, rounded)*

County	Total Funds
Alameda	\$61
Contra Costa	\$46
Marin	\$10
Napa	\$7
San Francisco	\$38
San Mateo	\$25
Santa Clara	\$84
Solano	\$20
Sonoma	\$24
Regional Total	\$320

Amounts may not total due to rounding

# Eligible OBAG Projects

- **Each County CMA may program OBAG funds to any one of the following six transportation improvement categories:**
  - Local Streets and Roads Preservation
  - Bicycle and Pedestrian Improvements
  - Transportation for Livable Communities
  - Safe Routes to Schools
  - Priority Conserving Area
  - CMA Planning Activities



# Next Steps

## **April 2012:**

- Continue outreach

## **May 2012:**

- Revise fund distribution as appropriate based on new RHNA methodology
- Joint Committee review/recommendations (May 11<sup>th</sup>)
- MTC Commission adoption (May 23<sup>rd</sup>)

## **June 2012:**

- OBAG program implementation begins

## **July 2012:**

- ABAG approves PDA designation requests



METROPOLITAN  
TRANSPORTATION  
COMMISSION

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101 Eighth Street  
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## *Memorandum*

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

DATE: April 12, 2012

FR: Sean Co

WI: 1114

RE: OneBayArea Complete Streets Ordinance

To satisfy the OneBayArea Grant complete streets requirement, staff proposed that agencies could amend their general plan to comply with the 2008 Complete Streets Act of California by July 2013. Based on feedback from local agencies that the timing of a general plan amendment was not feasible, staff is proposing that agencies may adopt a complete streets ordinance as an additional option to meet the OBAG complete streets requirement.

Attached are proposed elements that the complete streets ordinances must include. To be eligible for OBAG, agencies must have an adopted ordinance by October 2012. The proposed criteria are minimum requirements and agencies are encouraged to adopt an ordinance that fits with the context of their geographic area in order to best accommodate the needs of all roadway users. Attachment 1 is an example of a recent ordinance from the City of Baldwin Park, California that can be referenced as a model to guide in development of the complete streets ordinance.

## Proposed One Bay Area Grant Complete Streets Ordinance Guidance

The following are a set of proposed elements that shall be included in a local ordinance. Agencies are encouraged to develop the best ordinance that fits within the context of their local area and to go beyond the items listed below to accommodate all users of the roadway network.

1. **Serve all Users** - The ordinance serves to establish guiding principles and practices so transportation improvements are planned, designed, constructed, operated and maintained to encourage walking, bicycling and transit use while promoting safe and accessible operations for all users. The intention is to create a network of safe bicycle and pedestrian facilities that serve all transportation users.
2. **All Projects/Phases** - The policy will apply to all roadway projects including those involving new construction, reconstruction, retrofits, repaving, rehabilitation, or changes in the allocation of pavement space on an existing roadway, as well as those that involve new privately built roads and easements intended for public use.
3. **Context Sensitivity** - Projects will be planned and implemented with sensitivity to local conditions in both residential and business districts as well as urban, suburban and rural areas. This includes working with residents and merchants to ensure that a strong sense of place is maintained in project planning, design and construction of complete streets projects.
4. **Plan Consultation** –All local bicycle, pedestrian and/or transit plans and any other plans that affect the roadway will be consulted for consistency with the project.
5. **Street Network/Connectivity** - The transportation system will provide a connected network of facilities accommodating all modes of travel. This includes looking for opportunities for repurposing rights-of-ways to enhance connectivity for cyclists, pedestrians and transit users. A well connected network will include non-motorized connectivity to schools, parks, commercial areas, civic destinations and regional non-motorized networks on both publically owned roads/land and private developments (or redevelopment areas).
6. **BPAC Consultation** - Input shall be solicited from local Bicycle and Pedestrian Advisory Committees (BPACs) in an early project development phase to verify bicycling and pedestrian needs for projects. (MTC Resolution 875 requires that cities of 10,000 or more create and maintain a BPAC in order to receive TDA-3 funds.)
7. **Evaluation** – City will establish a methodology to collect data and indicate how the jurisdiction is evaluating their implementation of complete streets implementation overall. Evaluation should include (at a minimum) an annual report to the governing body of the jurisdiction including a list of streets (with a map), improvements made, and miles of new facilities that resulted from the policy. For example tracking the number of miles of bike lanes and sidewalks, numbers of streets crossings, signage etc.
8. **Complete Streets in all Departments** –The policy must cover work by every department in the jurisdiction and pertain to all types of projects, including transportation, new development, utilities, etc. as there are potential Complete Streets opportunities for each of these project types.

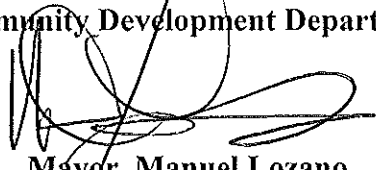
Ordinance must work cooperatively with adjacent and other jurisdictions such as school districts to maximize opportunities for connectivity and cooperation.

9. **Leadership Approval** –Projects be approved by a lead engineer, and if projects seek Complete Streets exemptions, there must be an explanation of why accommodations for all modes were not included in the project and signed off by the lead engineer and/or director.

Please see the National Complete Streets Coalition for more information on policy elements:

<http://www.completestreets.org/changing-policy/policy-elements/>

Attachment 1: City of Baldwin Park Complete Streets Policy

<p><b><u>City of Baldwin Park</u></b> Administrative Policy # 027</p>	<p><b><u>Date:</u></b> Approved by: City Council 7/20/11</p>
<p><b><u>SUBJECT:</u></b>  Complete Streets Policy</p>	<p><b><u>Authority:</u></b> Public Works Department &amp; Community Development Department   Mayor, Manuel Lozano</p>

*The objective of this policy is to establish guiding principles and practices so transportation improvements are planned, designed, constructed, operated and maintained to encourage walking, bicycling, and transit use while promoting safe operations for all users.*

The City of Baldwin Park will create a safe and efficient transportation system that promotes the health and mobility of all Baldwin Park citizens and visitors by providing high quality pedestrian, bicycling, and transit access to all destinations throughout the city, and will design its streets for people, with beauty and amenities. The City of Baldwin Park will provide for the needs of drivers, transit users, bicyclists, and pedestrians of all ages and abilities in all planning, design, construction, reconstruction, retrofit, operations, and maintenance activities and products.

The City of Baldwin Park will enhance the safety, access, convenience, and comfort of all users of all ages and abilities. The City understands that children, seniors, and persons with disabilities will require special accommodations.

### ***STREET NETWORK / CONNECTIVITY***

(A) The City of Baldwin Park will design, operate and maintain a transportation network that provides a connected network of facilities accommodating all modes of travel.

(B) The City will actively look for opportunities to repurpose rights-of-way to enhance connectivity for pedestrians, bicyclists, and transit.

(C) The City will focus non-motorized connectivity improvements to services, schools, parks, civic uses, regional connections and commercial uses.

(D) The City will require large new developments and redevelopment projects to provide interconnected street networks with small blocks.

***JURISDICTION***

(A) This Complete Streets Policy is intended to cover all development and redevelopment in the public domain and all street improvement assessment districts within Baldwin Park, but will also focus on regional connectivity.

(B) Every City Department including Administration, Public Works, Community Development, Recreation and Community Services, and Police, will follow the policy.

(C) The City requires all developers and builders to obtain and comply with the City's standards.

(D) The City requires agencies that Baldwin Park has permitting authority over, including, but not limited to, water agencies, electrical utilities, gas and petroleum utilities, communications utilities, and service contractors to comply with this policy.

(E) The City will work closely with Los Angeles County, Caltrans, the Los Angeles County Metropolitan Transportation Authority, the Southern California Regional Rail Authority, and the Southern California Association of Governments to promote compliance.

(F) The City encourages agencies not under Baldwin Park's jurisdiction, including, but not limited to, the Baldwin Park Unified School District, to satisfy this policy.

***PHASES***

The City of Baldwin Park will apply this Complete Streets policy to all roadway projects, including those involving new construction, reconstruction, retrofits, repaving, rehabilitation, or changes in the allocation of pavement space on an existing roadway, as well as those that involve new privately built roads and easements intended for public use. Complete Streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance and operation activities over time.

***EXCEPTIONS***

Complete Streets principles and practices will be included in street construction, reconstruction, repaving, and rehabilitation projects, as well as other plans and manuals, except under one or more of the following conditions:

(A) A project involves only ordinary or emergency maintenance activities designed to keep assets in serviceable condition such as mowing, cleaning, sweeping, spot repair, concrete joint repair, or pothole filling, or when interim measures are implemented on temporary detour or haul routes.

(B) The City Council exempts a project due to excessive and disproportionate cost of establishing a bikeway, walkway or transit enhancement as part of a project.

(C) The Director of Public Works and the Manager of Community Development jointly determine the construction is not practically feasible or cost effective because of significant or adverse environmental impacts to waterways, flood plains, remnants of native vegetation, wetlands, or other critical areas, or due to impacts on neighboring land uses, including impact from right of way acquisitions.

(D) Unless otherwise determined by the City Council, the Director of Public Works and the Manager of Community Development jointly determine it is not practically feasible or cost effective to implement the provisions of this policy through public or private project design or manuals or other plans.

Exceptions described in (B) and (C), above, will be documented and be made available for public access at least 21 days prior to decision. Exceptions described in (A) and (D), above, will be documented.

### **DESIGN**

Additionally, Baldwin Park's City Council declares it is the City of Baldwin Park's policy to:

(A) Adopt new Complete Streets Design Guidelines to guide the planning, funding, design, construction, operation, and maintenance of new and modified streets in Baldwin Park while remaining flexible to the unique circumstances of different streets where sound engineering and planning judgment will produce context sensitive designs.

(B) Incorporate the Complete Streets Design Guidelines' principles into all City plans, manuals, rules, regulations and programs as appropriate.

(C) Provide well-designed pedestrian accommodations on all streets and crossings. Pedestrian accommodations can take numerous forms, including but not limited to traffic signals, roundabouts, bulb-outs, curb extensions, sidewalks, buffer zones, shared-use pathways, and perpendicular curb ramps, among others.

(D) Provide well-designed bicycle accommodations along all streets. Bicycle accommodations can take numerous forms, including but not limited to the use of bicycle boulevards, striping, slow streets, low auto volume streets, traffic calming, signs, and pavement markings, among others.

(E) Where physical conditions warrant, landscaping shall be planted whenever a street is newly constructed, reconstructed, or relocated.

### **CONTEXT SENSITIVITY**

(A) The City of Baldwin Park will plan its streets in harmony with the adjacent land uses and neighborhoods.

(B) The City will solicit input from local stakeholders during the planning process.

(C) The City will integrate natural features, such as waterways, and other topography into design of our streets.

(D) The City will design streets with a strong sense of place. We will use architecture, landscaping, streetscaping, public art, signage, etc. to reflect the community and neighborhood.

(E) The City will coordinate street improvements with merchants along retail and commercial corridors to develop vibrant and livable districts.

(F) The City will practice sustainable storm water management strategies.

### **PERFORMANCE MEASURES**

The City will evaluate this Complete Streets Policy using the following performance measures:

1. Total miles of on-street bikeways defined by streets with clearly marked or signed bicycle accommodation
2. Total miles of streets with pedestrian accommodation (goal – all)
3. Number of missing or non-compliant curb ramps along City streets (goal – 0)
4. Number of new street trees planted along City streets
5. Percentage of new street projects that are multi-modal
6. Number and severity of pedestrian-vehicle and bicycle-vehicle crashes
7. Number of pedestrian-vehicle and bicycle-vehicle fatalities (goal – 0)
8. Track Fitnessgram data of Baldwin Park Unified School District students
9. Sales tax revenue

The City will identify funds and create a methodology to collect data related to those performance measures.

### **IMPLEMENTATION**

(A) *Advisory Group.* The City will establish an inter-departmental advisory committee to oversee the implementation of this policy. The committee will include members of Public Works, Community Development, Recreation and Community Services, and the Police Departments from the City of Baldwin Park. The committee may include representatives from the Los Angeles County Metropolitan Transportation Authority, representatives from the bicycling, disabled, youth and elderly community, and other advocacy organizations, as relevant. This committee will meet quarterly and provide a written report to City Council evaluating the City's progress and advise on implementation.

(B) *Inventory.* The City will maintain a comprehensive inventory of the pedestrian and bicycling facility infrastructure integrated with the City's database and will prioritize projects to eliminate gaps in the sidewalk and bikeways networks.

(C) *Capital Improvement Project Prioritization.* The City will reevaluate Capital Improvement Projects prioritization to encourage implementation of bicycle, pedestrian, and transit improvements.

(D) *Revisions to Existing Plans and Policies.* The City of Baldwin Park will incorporate Complete Streets principles into: the City's Circulation Element, Transportation Strategic Plan, Transit Plan, Traffic Safety Master Plan, Specific Plans, Urban Design Element; and other plans, manuals, rules, regulations and programs.

(E) *Other Plans.* The City will prepare, implement, and maintain a Bicycle Transportation Plan, a Pedestrian Transportation Plan, a Safe Routes to School Plan, an Americans with Disabilities Act Transition Plan, and a Street Tree and Landscape Master Plan.

(F) *Storm Water Management.* The City will prepare and implement a plan to transition to sustainable storm water management techniques along our streets.

(G) *Staff Training.* The City will train pertinent City staff on the content of the Complete Streets principles and best practices for implementing the policy.

(H) *Coordination.* The City will utilize inter-departmental project coordination to promote the most responsible and efficient use of fiscal resources for activities that occur within the public right of way.

(I) *Street Manual.* The City will create and adopt a Complete Streets Design Manual to support implementation of this policy.

(J) *Funding.* The City will actively seek sources of appropriate funding to implement Complete Streets.



## Memorandum

**Date:** May 1, 2012

**To:** Alameda County Technical Advisory Committee (ACTAC)

**From:** Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation  
Beth Walukas, Deputy Director of Planning  
Stewart Ng, Deputy Director of Projects and Programming

**Subject:** **Review of Policy, Planning and Programming Activities for FY 2012/13**

### Recommendation

This is an informational item to provide an overview and seek input on the implementation timeline for Policy, Planning and Programming activities for FY 2012/2013.

### Summary

The Alameda CTC will mark its second year anniversary of the newly formed agency in July 2012. The first two years focused on final merger activities between the Alameda County Congestion Management Agency (ACCMA) and the Alameda County Transportation Improvement Authority (ACTIA); development of two new long-range plans which will guide the direction of funding for projects and programs through 2042, if approved; on-going programming of existing funding sources; and implementation of state bond funded, Measure B funded and on-going projects.

The next fiscal year will continue many of these activities; however, a new approach will be implemented to more closely align the integration of policy development with the updated Countywide Transportation Plan (CWTP) and the 2012 Transportation Expenditure Plan (TEP) priorities, and the programming of funding that will support the projects and programs included in the CWTP and TEP. Further, the TEP, if approved by voters in November 2012, will allocate funding through strategic plans that fold into the Alameda CTC's Capital Improvement Program (CIP), which is updated every two years as part of the Congestion Management Program (CMP). This overview of policy development, planning and programming is intended to share the extent and timeline of activities expected in FY 2012-2013 to further Alameda CTC's work in delivering effective and efficient transportation investments to the public.

### Background

Policy, planning and programming are integrally related as elements that ultimately guide the delivery of projects and programs throughout the County. Alameda CTC staff is coordinating the implementation of several different policies for development with planning and programming efforts.

**Policies:** In the coming year, several policies will be developed that will address administrative, planning and programming efforts. These include the following:

- **Funding:** Develop in coordination with multi-disciplinary staff a policy on funding that establishes a comprehensive program aimed at strategically integrating local, state and federal funding sources to support the funding needs of the county as identified in the CWTP and TEP. This will include policies to focus the CIP development and implementation as part of the CMP.
- **Administrative Code:** Evaluate and bring recommendations for changes to the administrative code to reflect necessary changes to the agency that support current administrative and legislative needs (i.e. ACTAC structure must reflect transportation and land use integration).
- **Complete Streets:** Develop a process for preparation of a complete streets policy and implementation guidelines for Alameda CTC that meets the current Measure B contract requirements and proposed future programs, such as the One Bay Area Grant Program (OBAG) proposal. Establish a timeline for implementation in coordination with planning and programming to develop a policy statement and guidelines by December 2012. This effort will include technical information, resources, and technical expert presentations and will be done in a collaborative way to increase the overall technical expertise in the County for effective implementation of policies developed and adopted through this process.
- **Transit Oriented Development/Priority Development Area Transportation Investment Strategy:** Similar to complete streets above, establish a process for development of a TOD/PDA policy that can be integrated into the current MPFAs as well as to use for the new sales tax measure and OBAG proposal requirements. Issues that will need to be addressed include affordable housing and displacement and economic development/jobs.
- **Procurement Policy:** Develop in coordination with finance and contracts administration (as well as planning, projects and programming) an agency procurement process that addresses the contracting policies for local and small local businesses with local funds (Measure B and VRF), as well as the general contracting for all fund sources.
- **Legislative Program:** Each year, the Alameda CTC adopts a Legislative Program to provide direction for its legislative and policy activities for the year. The purpose of the Legislative Program is to establish funding, regulatory and administrative principles to guide Alameda CTC's legislative advocacy in the coming year. The program is designed to be broad and flexible to allow Alameda CTC the opportunity to pursue legislative and administrative opportunities that may arise during the year, and to respond to political processes in Sacramento and Washington, DC. The coming year anticipates closer working relationships with Alameda County jurisdictions during the development of the legislative program.

**Planning:** In the coming year, several planning studies will be undertaken as identified through the Countywide Transportation Plan and the Regional Transportation Plan, and requirements established by MTC for the OBAG proposal, anticipated to be adopted by MTC in May 2012. Several of these planning studies are directly linked to the policy development efforts identified above and include the following:

Ongoing Planning Activities to complete Major Plans

- Develop and adopt the Countywide Transportation Plan in tandem with Transportation Expenditure Plan (May 2012)
- Develop and adopt the Countywide Bicycle and Pedestrian Plans as part of CWTP (July/September 2012)
- Coordinate Alameda CTC plans with the development of the Regional Transportation Plan and Sustainable Communities Strategy
- Conduct and adopt the 2012 LOS Monitoring Study
- Produce the Annual Performance Report and Guaranteed Ride Home Annual Report

New Planning Activities in FY 2012-2013

- Develop a Comprehensive Countywide Transit Plan that tiers from the on-going regional Transit Sustainability Project
- Building on Guaranteed Ride Home Program, develop a Comprehensive TDM Program, including parking management
- Develop a Goods Movement Plan that tiers from the regional Good Movement Plan and the Alameda County Truck Parking Feasibility Study recommendations
- Conduct a multimodal Corridor Study to maximize mobility and management of regionally significant arterial corridors
- Develop Complete Streets guidelines with policy development noted above
- Develop a TOD /PDA Transportation Investment Strategy in conjunction with policy development noted above that includes a feasibility study to design a Community Design Transportation Program similar to VTA's to incentivize the integration of transportation and land use, short and long-term policies to promote infill development, and development of a CEQA mitigation toolkit and area/sub-region Community Risk Reduction Plans
- Develop a Countywide Community Based Transportation program that includes updating current CBTPs and incorporating new Communities of Concern
- Update the countywide travel demand model to incorporate a 2010 base year, 2010 census data and the SCS adopted land uses
- Conduct a feasibility study to explore implementing an impact analysis measure that supports alternative modes such as SFCTA's Automobile Trip Generated measure
- Begin 2013 Congestion Management Program update

**Programming:** In the coming year, Alameda CTC will continue work on programming efforts for the various fund sources managed by the agency. Programming efforts will be directly linked to the policy direction as noted above and per the priorities identified in the adopted planning documents. Programming at Alameda CTC includes the following fund sources:

- **Measure B Program Funds:** These include 60% of the sales tax dollars that are allocated to 20 separate organizations via direct pass-through funds or discretionary grant programs. In April 2012, the Alameda CTC entered into new Master Program Funding Agreements with all recipients, which require more focused reporting requirements for fund reserves. Agreements were executed Alameda-Contra Costa Transit District (AC Transit), Water Emergency Transportation Authority (WETA), Altamont Commuter Express (ACE), the Livermore Amador Valley Transit Authority (LAVTA), and the Bay Area Rapid Transit District (BART); cities include Alameda, Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, Pleasanton, San Leandro, and Union City (same agreement as for Union City Transit); and Alameda County.

The funds allocated to jurisdictions through the Master Program Funding Agreements include the following:

- Bicycle and Pedestrian Safety Funds
  - Local Streets and Roads/Local Transportation
  - Mass Transit
  - Paratransit
  - Transit Center Development Funds
- **Measure B Capital Funds:** These include 40% of the sales tax dollars that are allocated to specific projects as described in the voter approved November 2000 Expenditure Plan, as amended. Each recipient has entered into a Master Projects Funding Agreement and Project-Specific Funding Agreements for each project element. Funds are allocated through the project strategic planning process which identifies project readiness and funding requirements on an annual basis. Project-specific funding allocations are made via specific recommendations approved by the Commission.
- **2012 Transportation Expenditure Plan:** Passage of the 2012 Expenditure Plan in November will bring significant new funding amounts that will be programmed through new methods. Programming all of the new Measure funds will be through the CIP process and will also include several new programs, such as a Student Transit Pass Program, Major Commute Corridors, Sustainable Transportation and Land Use Linkages, Freight and Economic Development, and Innovation and Technology. Many of the policy and planning activities described above will flow into the funding allocation methods for the new TEP.
- **Vehicle Registration Fee:** The Alameda County Vehicle Registration Fee (VRF) Program will be allocated in part through the Alameda CTC Master Program Funding Agreements as pass-through funds, and others through discretionary programs, as noted below:
  - Local streets and roads (60 percent, allocated through MPFA)
  - Transit (25 percent, allocated through discretionary program)

- Local transportation technology (10 percent, allocated through discretionary program)
- Bicycle and pedestrian projects (5 percent, allocated through discretionary program)

**Surface Transportation Program.** The Alameda CTC, as Alameda County's congestion management agency, is responsible for soliciting and prioritizing projects in Alameda County for a portion of the federal Surface Transportation Program (STP). In the coming years, MTC will implement the OBAG program which will combine both STP and CMAQ funds also described below. MTC is scheduled to adopt the OBAG program in May 2012 which will guide over \$61 million of federal funds over a four year period in Alameda County.

**Congestion Mitigation & Air Quality Program.** The Alameda CTC is responsible for soliciting and prioritizing projects in Alameda County for a portion of the federal Congestion Mitigation & Air Quality Program (CMAQ). These funds are used on projects that will provide an air quality benefit. These funds have primarily been programmed to bicycle and pedestrian projects and Transportation for Livable Communities (TLC) projects. These funds will also be allocated through the adopted OBAG program. CMAQ will be part of the \$61 million in federal funds in Alameda County.

**State Transportation Improvement Program.** Under state law, the Alameda CTC works with project sponsors, including Caltrans, transit agencies and local jurisdictions to solicit and prioritize projects that will be programmed in the State Transportation Improvement Program (STIP). Of the STIP funds, 75 percent are programmed at the county level and earmarked as "County Share." The remaining 25 percent are programmed at the state level and are part of the Interregional Transportation Improvement Program. Each STIP cycle, the California Transportation Commission adopts a Fund Estimate (FE) that serves as the basis for financially constraining STIP proposals from counties and regions. In the coming year, Alameda CTC will begin working on the 2014 STIP.

**Transportation Fund for Clean Air Program (TFCA).** State law permits the BAAQMD to collect a fee of \$4/vehicle/ year to reduce air pollution from motor vehicles. Of these funds, the District programs 60 percent; the remaining 40 percent are allocated annually to the designated overall program manager for each county—the Alameda CTC in Alameda County. Of the Alameda CTC's portion, 70 percent are programmed to the cities and county and 30 percent are programmed to transit-related projects.

**Lifeline Transportation Program (LTP).** The Alameda CTC is responsible for soliciting and prioritizing projects in Alameda County for the LTP. The LTP provides funds for transportation projects that serve low income communities using a mixture of state and federal fund sources. The program is made up of multiple fund sources including: State Transit Account, Job Access Reverse Commute, Surface Transportation Funds and State Proposition 1B funds.

### **Implementation Timeline**

The Alameda CTC Policy, Planning and Programming staff are developing specific timelines for implementation of all the policies, plans and programming efforts described above in FY 2012-13. These activities will be done in close coordination with ACTAC. Staff will provide a timeline and share Alameda CTC's implementation schedule at the ACTAC meeting in June as described below.

- May 2012: ACTAC, PPC, PPLC review and discussion of policy, planning and programming activities
- June 2012: Release of implementation timeline resulting from actions pursuant to adoption of the Alameda CTC budget and OBAG
- July 1 through June 30, 2013: Implementation of policy, planning and programming efforts

### **Key Questions for Consideration**

- Do the policies, plans and programming items noted above align with local priorities for developing plans, providing resources and implementing projects and programs?
- Are there other areas of support jurisdictions need regarding the following:
  - Support for regional activities, such as the OBAG grant? Are there other things necessary to ready Alameda County for future OBAG cycles?
  - Support for countywide efforts such as passage of the 2012 TEP, implementation of new policies, plans or programming efforts?

### **Fiscal Impact**

There is no fiscal impact at this time.



### **Memorandum**

**DATE:** April 30, 2012

**TO:** Alameda County Technical 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 (TEP) and Update on Development of a Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP)**

### **Recommendation**

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

### **Summary**

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

### **Discussion**

Ten separate committees receive monthly updates on the progress of the CWTP-TEP and RTP/SCS, including ACTAC, the Planning, Policy and Legislation Committee (PPLC), the Alameda CTC Board, the CWTP-TEP Steering Committee, the Citizen's Watchdog Committee, the Paratransit Advisory and Planning Committee, the Citizen's Advisory Committee, the Bicycle and Pedestrian Advisory Committee, and the Technical and Community Advisory Working Groups. The purpose of this report is to keep various Committee and Working Groups updated on regional and countywide planning activities, alert Committee members about issues and opportunities requiring input in the near term, and provide an opportunity for Committee feedback in a timely manner. CWTP-TEP Committee agendas and related documents are available on the Alameda CTC website. RTP/SCS related documents are available at [www.onebayarea.org](http://www.onebayarea.org).

### **May 2012 Update:**

This report focuses on the month of May 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 and RTP by ABAG and MTC. At the

county level, highlights include the release the Final Draft CWTP and approval of the Final Transportation Expenditure Plan. Staff will present an update at the meeting on the status of all items.

*1) SCS/RTP/ABAG*

MTC and ABAG are preparing the Draft Preferred SCS and RTP for presentation and joint adoption by the ABAG Executive Board and MTC Commission on May 17, 2012, after which the environmental process will begin. Comments were submitted on the Jobs-Housing Connection Scenario and are included in Attachment D. The draft transportation investment strategy was released by MTC and presented to the Joint MTC Planning and ABAG Administrative Committee on April 13, 2012 for information. Projects and programs included in the draft transportation investment strategy are consistent with the CWTP and TEP. MTC released an additional version of the One Bay Area Grant proposal, which is also scheduled for adoption at the joint ABAG/MTC May 17 meeting. Staff is preparing comments. Additional information will be presented 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, twelve City Councils and the Board of Supervisors have approved the TEP: Fremont, Livermore, Union City, Emeryville, Hayward, San Leandro, Oakland, Piedmont, Albany, Dublin, Pleasanton, Newark and the Alameda County Board of Supervisors. AC Transit and the BART Board also took action in support of the TEP. The TEP is included on all city council agendas through May. The Draft CWTP was presented to the ACTAC and PPLC in April 2012 as well as BPAC. Both the Final 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 its June 5, 2012 meeting 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:*

<b>Committee</b>	<b>Regular Meeting Date and Time</b>	<b>Next Meeting</b>
CWTP-TEP Steering Committee	Typically the 4 <sup>th</sup> Thursday of the month, noon Location: Alameda CTC offices	May 24, 2012*  Note this is the last scheduled meeting for the Steering Committee
CWTP-TEP Technical Advisory Working Group	2 <sup>nd</sup> Thursday of the month, 1:30 p.m. Location: Alameda CTC	May 10, 2012
CWTP-TEP Community Advisory Working Group	Typically the 1 <sup>st</sup> 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. This is the last

Committee	Regular Meeting Date and Time	Next Meeting
		scheduled meeting for both committees.
SCS/RTP Regional Advisory Working Group	1 <sup>st</sup> Tuesday of the month, 9:30 a.m. Location: MetroCenter, Oakland	May 1, 2012 June 5, 2012
SCS/RTP Equity Working Group	2 <sup>nd</sup> Wednesday of the month, 11:15 a.m. Location: MetroCenter, Oakland	May 9, 2012 June 13, 2012
SCS Housing Methodology Committee	Typically the 4 <sup>th</sup> Thursday of the month, 10 a.m. Location: BCDC, 50 California St., 26 <sup>th</sup> Floor, San Francisco	May 24, 2012
Joint MTC Planning and ABAG Administrative Committee	2 <sup>nd</sup> Friday of the month, 9:30 a.m. Location: MetroCenter, Oakland	May 11, 2012 June 8, 2012
Joint MTC Commission and ABAG Executive Board meeting	Special Meeting, 7 p.m. Location: Oakland Marriott City Center	May 17, 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: Comment letter to ABAG on the Jobs-Housing Scenario (without attachments)

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## Summary of Next Quarter Countywide and Regional Planning Activities (May 2012 through July 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 May 2012 through July 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 MTC on the transportation investment strategy and confirming that the projects and programs recommended for the CWTP are also included in the RTP investment strategy;
- Responding to comments on the Draft CWTP and circulating a Final Draft CWTP;
- Seeking jurisdiction approvals of the Final TEP; and
- Presenting the Final 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:

- Responding to comments on the Draft Preferred SCS: The Jobs-Housing Connection Scenario
- Responding to comments on the draft transportation investment strategy;
- Refining draft 28-year revenue projections;
- Adopting the preferred land use and transportation scenario (May 2012); and
- Beginning the environmental review process.

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 Input<sup>1</sup>

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 draft Transportation Investment Strategy: Completed  
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: Completed  
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

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

[illegible]

Calendar Year 2012

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

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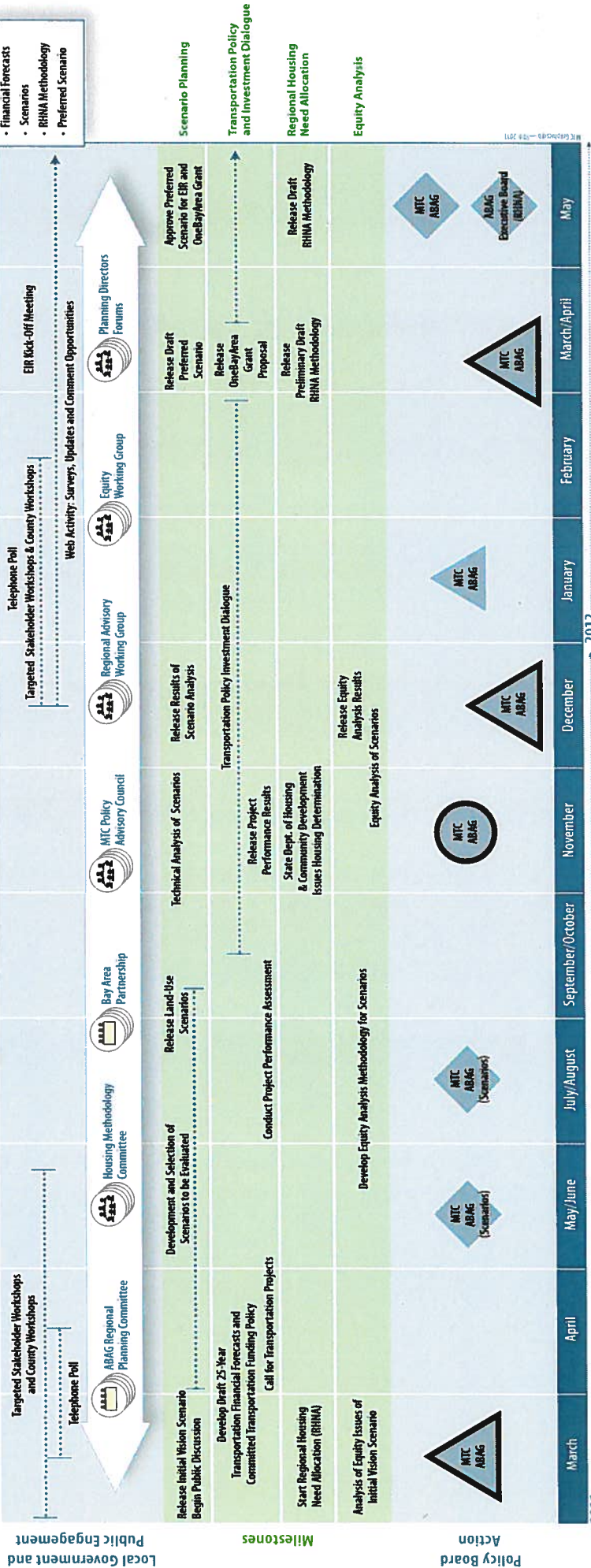
# BayArea Plan

## 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
  - RHNA 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](http://OneBayArea.org)





April 16, 2012

Mr. Ken Kirkey  
Association Bay Area of Governments  
MetroCenter  
101 Eighth Street  
Oakland, CA 94607

Thank you for the opportunity to comment on the recently released Draft Preferred Sustainable Communities Strategy (SCS): Jobs-Housing Connection Scenario. The Alameda CTC, along with our city and county planning directors, has been engaged over the last 18 months in reviewing the Initial Vision Scenario, the Alternative Land Use Scenarios, and now the Draft Preferred SCS: Jobs-Housing Connection Scenario. We have worked closely with our 15 local jurisdictions in an attempt to align the regional trends in job and household growth under the various scenarios with the Alameda County Land Use Scenario Concept that was developed for and evaluated as part of our 2012 Countywide Transportation Plan (CWTP) update and Transportation Expenditure Program (TEP). As the CWTP and the TEP developed by Alameda CTC serves as input into the Regional Transportation Plan (RTP), we would like to develop the most realistic future growth scenario to accurately reflect the policy parameters and vision set by local jurisdictions within the county and to meet the objectives of the regional Sustainable Community Strategy (SCS).

Our comments are based on common concerns expressed by our local jurisdictions as well as a comparison of the Draft Preferred Sustainable Communities Strategy (SCS): Jobs-Housing Connection Scenario and the Alameda County Land Use Scenario Concept, the assumptions and outputs of which were provided to ABAG staff in January 2012 for use in developing the Draft Preferred Sustainable Communities Strategy (SCS): Jobs-Housing Connection Scenario. Individual Alameda County jurisdictions will also be submitting comments separately.

#### **Funding the SCS: Elimination of Redevelopment Agencies**

The State's elimination of redevelopment agencies, which has resulted in not only the loss of funding and planning agency staff, but also the disinvesting of public assets, will make it difficult, if not impossible, to accommodate the growth assumed in the Jobs-Housing Connection Scenario. This fiscal constraint along with solutions that address the loss of funding associated with the elimination of redevelopment agencies must be addressed in any scenario that is adopted for the SCS. For communities that are expected to take the level of employment and housing growth projected in the Preferred SCS, long term, reliable funding must be provided to ensure the development of complete communities, which include public services and jobs in addition transportation. Identifying sources of funding for public services

other than transportation as well as additional funding for transportation should begin now and addressed in the final scenario.

### **Comparison of Countywide to Regional Growth Assumptions**

There remain significant differences between the distribution of household and employment growth between the ABAG/MTC Scenario and the Alameda CTC Scenario. Attachment A summarizes those differences, but overall a comparison of the Draft Preferred Sustainable Communities Strategy (SCS): Jobs-Housing Connection Scenario and the Alameda County Land Use Scenario Concept shows that approximately 24,000 less households and 48,000 more jobs are expected in Alameda County in 2040. While individual jurisdictions will be providing more specific comments about distribution in their areas, Alameda CTC would like to understand the rationale for the differences and how households and employment were assigned within Alameda County to account for these differences as well as to understand how households and employment were distributed throughout the region.

The Alameda County Land Use Scenario Concept was evaluated as part of the 2012 Alameda CWTP update, which is currently available as a draft document at [http://www.alamedactc.org/app\\_pages/view/3070](http://www.alamedactc.org/app_pages/view/3070). A performance based evaluation was done using measures similar to those being used in the development of the Regional Transportation Plan and the SCS (Attachment B). The results show that with the Alameda County Land Use Scenario Concept and the fully funded transportation investments proposed, increases in access to frequent transit and activity centers is provided, especially to those in the lowest income quartiles and greenhouse gas emissions are reduced by 24% per capita over 2005 conditions exceeding the region's 15% goal.

### **Growth Inside vs. Outside PDAs/GOAs**

The main objective of the Sustainable Community Strategy is to accommodate our future population and employment growth within the framework of a more environmentally sustainable land use model. Increased density and growth around transit hubs are the basis for this model. Both the Alameda County Scenario and the Draft Preferred Scenario would achieve a majority of growth within designated or proposed Priority Development Areas (PDAs) or Growth Opportunity Areas (GOAs), moving us towards these objectives, but the success varies among alternatives.

We realize that it is a challenge to predict the distribution of housing and job growth throughout the region, but we believe that the local jurisdictions have the best information to assess where the development is likely to occur. We encourage ABAG/MTC to consider the use of the Alameda County Land Use Scenario Concept in place of the Draft Preferred Scenario that has been developed through the regional process with much more limited input from the local jurisdictions and the county.

The local scenario would achieve a slightly more focused housing growth (3% more) in the PDAs while incorporating 20,000 more households than is currently reflected in the Draft Preferred Scenario and would achieve a similar focus in job growth (Attachment C), moving us closer to

the desired SCS outcome. Including GOAs increases the households and employment in transit oriented development areas even more (87% for households and 87% for jobs). While we understand that funding will be directed to PDAs, it is also important to not lose sight of GOAs that were identified in the SCS development process and may be candidates for future PDAs or employment centers for which transportation linkages are needed. The SCS process has illustrated the importance of linking PDAs and employment centers with transit and other transportation options, which the Alameda County Land Use Scenario Concept has achieved.

**Regional Housing Needs Assessment (RHNA)**

An important concern among the jurisdictions is a better understanding the connection between the SCS and RHNA and the level of support the cities and counties will receive for implementing RHNA. The Draft Housing Methodology identifies the SCS as a key input. The jurisdictions are concerned that if the RHNA is proportional to the SCS, then having an overly aggressive housing allocation in the SCS will result in the same for the RHNA allocation.

In summary, we hope that we are still able to work with ABAG to identify a land use scenario for Alameda County that is supported by the local jurisdictions and can be incorporated into the regional growth forecasts, with little if any change required if not for the 2013 SCS, then for the 2017 SCS. Our goal is to streamline the process and find a solution that serves both regional and local needs. The Alameda CTC is able to serve as a link between the Alameda County Planning Directors and ABAG to develop such a land use scenario.

Sincerely,



Beth Walukas, Deputy Director of Planning

**Attachments:**

Attachment A: Comparison of the Draft Preferred Sustainable Communities Strategy (SCS):  
Jobs-Housing Connection Scenario and the Alameda County Land Use Scenario  
Concept

Attachment B: Performance Based Evaluation of the Alameda County Land Use Scenario  
Concept

Attachment C: Comparison of Household and Employment Growth Allocations to PDAs and  
GOAs

**Cc:**

Mr. Mark Luce, Chair, ABAG Administrative Committee (without attachments)

Mr. James Sperling, Chair, MTC Planning Committee (without attachments)

Alameda CTC Board (without attachments)  
Alameda County Planning Directors  
Alameda County Technical Advisory Committee (without attachments)  
Ms. Miriam Chion, ABAG  
Ms. Athena Ullah, ABAG  
Mr. Doug Kimsey, MTC  
Mr. Art Dao, Executive Director  
Ms. Tess Lengyel, Deputy Director of Policy, Legislation and Public Affairs



**Memorandum**

**Date:** April 16, 2012  
**To:** Alameda County Technical Advisory Committee (ACTAC)  
**From:** Diane Stark, Senior Transportation Planner  
**Subject:** **Review of Congestion Management Program: Quarterly Update of the Land Use Analysis Program Element (3rd Quarter) FY 2011/2012**

**Recommendations:**

ACTAC is requested to review the attached list of projects and 1) verify all projects are included; 2) inform staff if projects are complete; and 3) confirm that the information presented is accurate. The deadline for responses is May 25, 2012. The list of projects is part of the annual conformity requirements for the Land Use Analysis Program element of the Congestion Management Program (CMP).

**Summary:**

The Land Use Analysis Program information provided by staff is part of the annual conformity requirements to show that the jurisdictions are conforming with the CMP. At this time, Alameda CTC staff is providing a quarterly update of the Land Use Analysis Program for the period from January 1, 2012 to March 31, 2012. The attached table includes this quarter as part of the three quarters in the fiscal year to date from July 1, 2011 to March 31, 2012. Staff is requested to provide information on the Land Use Analysis Program by reviewing and providing any changes to the attached table that shows Notice of Preparations (NOPs), Environmental Impact Reports (EIRs) and General Plan Amendments (GPAs).

**Attachments:**

Attachment A: CMP – Land Use Analysis Program for the period  
July 1, 2011 to March 31, 2012

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Attachment 1

CMP - Land Use Analysis Program (for the period between July 1, 2011 - March 31, 2012)							
	Jurisdiction	TIER I Review Category (GPA/NOP/EIR)	Development Title	APPLN NUMBER	STATUS (Exempt/ Tier I)	CMA Response Date	Comments
LAND USE RELATED PROJECTS - ACTIVE							
1	Alameda County	DEIR	Eden Area General Plan	NA	Tier 1	4/27/2010	DEIR Complete.
2	Alameda (City)	NOP	North Park Street Regulating Code	NA	Tier 1	6/23/2011	
3	Berkeley	NOP/DEIR DEIR Completed DEIR	City of Berkeley Draft Southside Plan	NA	Tier 1	12/6/2004 5/12/2008 6/30/2008	
4	Berkeley	NOP/SEIR, DSEIR	West Berkeley Project		Tier 1	11/10/2011, 3/30/12	DSEIR Complete
5	Berkeley	NOP	Acheson Commons Project	NA	Tier 1	11/17/2011	
6	Berkeley	DEIR	Berkeley Iceland Adaptive Reuse Project	State Clearinghouse #2011092011	Tier 1	12/20/2011	NOP/DEIR not received - comments requested to do a futher traffic study
7	Dublin	GPA, SPA, DEIR/NOP	Nielsen	PA 07-057	Tier 1	6/11/2008	Project approved and now inactive.
8	Dublin	NOP/DEIR DEIR	Downtown Area Specific Plan	NA	Tier 1	03/03/2010 11/3/2010	Specific Plan and EIR completed and adopted by the Dublin City Council in February 2011.
9	Dublin	GPA	Capistrello				Addendum to 1993 EIR and 2002 & 2005 SEIR. City Council to review in March.
10	Dublin	GPA	Brannigan GPA				GPA to change from Semi-Pubic to residential. Preparing Addendum to 1993 EIR.
11	Dublin	GPA	Moller Ranch				No project description yet for EIR.
12	Dublin	GPA	Promenade GPA				No project description or CEQA review determined yet.
13	Dublin	GPA	Valley Christian GPA				No project description or CEQA review determined yet.
14	Dublin	NOP/DEIR DEIR	Downtown Area Specific Plan	NA	Tier 1	03/03/2010 11/3/2010	
15	Fremont	DSEIR	Downtown Community Plan	PLN 2010-0030	Tier 1	4/2/2012	

R:\ACTAC\2012\5. May 2012\5 Non Action Items\5E Land Use Analysis Program\5E Land Use Analysis Program July 2011-March 2012.xls

16	Fremont	NOP Draft Subsequent Redevelopment Program EIR	Fremont Merged Redevelopment Project Area Plan Amendment	RDA CAP AMENDMENT PLN2009-002002009	Tier 1	2/13/2008 12/2/2009	DEIR Complete.
17	Fremont	NOP/DEIR DEIR GPA	Patterson Ranch Development Plan	PLN2005-00186	Tier 1	11/19/2007 12/14/2009 08/10/2010	DEIR complete
18	Fremont	GPA	Tri Cities Recycling and Disposal Facility Final Re- Use Plan		Exempt	12/7/2011	
19	Oakland	NOP/DEIR DEIR	Fruitvale Transit Village II	ER08-005	Tier 1	2/5/2009 3/1/2010	completed
20	Oakland	NOP/DEIR DEIR	Alta Bates Summit Medical	ER09-0001	Tier 1	4/3/2009 2/3/2010	completed
21	Oakland	NOP/DEIR	Safeway Redevelopment Project	ER09-007	Tier 1	7/17/2009	NOP issued 6/26/09. DEIR being prepared.
22	Oakland	NOP/DEIR	College Safeway Redevelopment Project	ER09-006	Tier 1	12/3/2009	NOP issued 11/01/09. DEIR being prepared
23	Oakland	NOP/DEIR DEIR	Kaiser Center	ER08-0003	Tier 1	6/10/2008 10/07/2010	completed
24	Oakland	NOP/DEIR	St. John's Episcopal Church Improvements (DEIR) for the Victory Court Ballpark Development	ER08-0001	Tier 1	4/10/2008	DEIR published 10/17/10. FEIR being prepared
25	Oakland	NOP/DEIR	Broadway/MacArthur/San Pablo Redevelopment Plan	ER10-0002		12/9/2010	NOP issued 11/10/2010. DEIR being prepared.
26	Oakland	SEIR	Emerald Views Residential Development Project	ER11-001 - 99052061	Tier 1	7/18/2011	SEIR published 08/11. FEIR being prepared.
27	Oakland	NOP/DEIR DEIR	Proposed Amendments to the Central District Redevelopment Project Area Plan	ER-06-0009	Tier 1	12/7/2007 11/21/2011	DEIR published 10/4/11. FEIR being prepared
28	Oakland	DEIR	High & MacArthur Mixed Use Project	<b>ER10-0003</b>	Tier 1	11/1/2010	completed
29	Oakland	NOP/SEIR	1800 San Pablo	ER10-001	Tier I		NOP issued 05/18/11. DEIR being prepared.
30	Oakland	NOP/DSEIR	Central Estuary Implementation Guide	ER11-0014 APN 008-0642-018	Tier 1	11/17/2011	NOP issued 10/7/11. DEIR being prepared.
31	Oakland	NOP/SEIR	Lake Merritt Station Area Plan in the City of Oakland	ER110016 State Clearhouse #98031116	Tier 1	12/16/2011	NOP issued 11/21/11. SEIR being prepared.
32	Pleasanton	NOP/DEIR DEIR	City of Pleasanton, Housing Element Update	PGPA-17	Tier 2	3/27/2011	
33	San Leandro	NOP/DEIR	Kaiser	NA	Tier 1	5/13/2011 11/17/2011	
34						2/14/2008	

35	San Leandro	GPA	Zoning Amendments Pertaining to Miscellaneous Changes to NA-2, SA-2, DA-3, DA-5, IL, IG and IP Zoning Districts related to Assembly Uses, Commercial Recreation, Cultural Institutions and Entertainment Activities		Exempt		
36	San Leandro	GPA - PD, DA	66DU Washington Project			information provided by San Leandro - updated during Q2	
37	Union City	NOP	Turk Island Landfill	State Clearinghouse #2008112107	probably exempt - the project is for 33 sf homes	No comments received - NOP closed on 12/26/2008	
38	Union City	NOP/DEIR	Station District Mixed Use Plan	State Clearinghouse #	Tier 1	5/9/2008	
39	Hayward	NOP/DEIR/GPA	Mission Boulevard Corridor Specific Plan	NA	Tier 1	05/13/11	
40	Newark	NOP/DEIR/FEIR	Dumbarton Transit Oriented Development Specific Plan	NA	Tier 1	7/1/2011	FEIR received on 07/20/2011

**NOTE**

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

*Exempt* refers to the development proposals that do not exceed the threshold of generating 100 p.m. peak-hour trips, or do not

generate more than the adopted general plan land-use designation for GPAs or more than existing uses for projects consistent with the general plan..

*No comments means there were no comments to make or in the case of DEIR or FEIR, previous Alameda CTC comments were addressed.*

CMP - Land Use Analysis Program (for the period between July 1, 2011 - March 31, 2012)						
Index #	Jurisdiction	TIER I Review Category (GPA/NOP/FEIR)	Development Title	APPLN NUMBER	STATUS (Exempt/ Tier I)	CMA Response Date
<b>LAND USE PROJECTS - INACTIVE</b>						
1	Dublin	GPA	Camp Parks RFTA	03-015	Tier 1	
2	Dublin	GPA, EIR	Dublin Preserve	PLPA-2010-00076		Project development in process. No application or project description yet. No CEQA process yet. A Master Developer has been selected.
3	Dublin	GPA, SPA,	Jordan Ranch Phs. 2	PLPA-2010-00078		No project description of CEQA process yet
4	Emeryville	NOP	South Bay Front (Site B) Bay Street Development	NA	Tier 1	No project description of CEQA process yet
5	Emeryville	NOP/DEIR/GPA	General Plan Update	NA	Tier 1	EIR on hold pending re-design
6	Hayward	NOP/SEIR/GPA	South Hayward BART Form-Based Code	NA	Tier 1	Adopted 10/13/09.
7	Oakland	NOP/DEIR	19th St. Residential Condominiums	ER06-0009	Tier 1	
8	Oakland	DEIR	Gateway Community Development Project	ER05-0001		DEIR published 8/10/07.

*Inactive* - proposal withdrawn or no CEQA document for the past 5 years. These projects will be retained as inactive until the status changes.  
*No comments means there were no comments to make or in the case of DEIR or FEIR, previous Alameda CTC comments were addressed.*

CMP - Land Use Analysis Program (for the period between July 1, 2010 - March 31, 2012)						
Index #	Jurisdiction	TIER I Review Category (GPA/NOP/EIR)	Development Title	APPLN NUMBER	STATUS (Exempt/ Tier I)	CMA Response Date
TRANSPORTATION IMPROVEMENT PROJECTS - ACTIVE						
1	AC Transit	NOP/EIR/EIS/SDEIR NI/EIS/FEIR	East Bay BRT	NA	Comments	6/24/2003 3/16/2004 07/03/2007 03/19/2012
2	SCVTA	NOP/EIR/EIS NOP/DEIR/DSEIR		NA	Comments	5/20/2004 8/21/2006
TRANSPORTATION IMPROVEMENT PROJECTS - COMPLETED						
						Requested that MTS impacts be evaluated as well as station access and parking impacts at the Alameda County Stations

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Preliminary Draft Results for 2012 LOS Monitoring Study for Freeways - PM Peak Period														
	CMP Route	Segment Limits		Jurisdiction	Plan Area	Length (miles)	No of Lanes	Prior LOS "F" (Years)	2010 LOS Results		2012 LOS results			
		From	To						Speed	LOS	# Runs	Speed	LOS	
1	I-80 - EB	SF County Line	Toll Plaza	Oak	1	2.06	10	06	53.4	C	3	50.7	C	
2	I-80 - EB	Toll Plaza	I-580 SB Merge	Oak	1	1.15	10	93-02,06, 08	54.2	C	3	27.3	(F30)	
3	I-80 - EB	I-80/I-580 (Merge)	Powell	Emery - Berk	1	0.79	10	91-95, 97-08, 10	16.58	(F20)	3	11.78	(F20)	
4	I-80 - EB	Powell	Ashby	Emery - Berk	1	0.67	10	91-95, 97-08,10	11.68	(F20)	3	12.41	(F20)	
5	I-80 - EB	Ashby	University	Emery - Berk	1	1.34	10	91-95, 97-08	31.74	E	3	25.66	(F30)	
6	I-80 - EB	University	Jct I-580 (off)	Berk - Alb	1	1.51	10	91-92, 96-97,02,06	44.8	D	3	35.7	E	
7	I-80 - EB	Jct I-580 (off)	Central (on)	Berk - Alb	1	1.12	10	91-92, 96-97,02,06-08	39.1	E	3	26.2	(F30)	
8	I-80 - WB	Central	Jct I-580	Berk - Alb	1	0.70	10		46.7	D	2	57.9	B	
9	I-80 - WB	Jct I-580	University	Berk - Alb	1	1.49	10	10	23.7	(F30)	2	21.0	(F30)	
10	I-80 - WB	University	Ashby	Emery - Berk	1	1.36	10	91-92, 94-'06'10	24.7	(F30)	2	23.8	(F30)	
11	I-80 - WB	Ashby	Powell	Emery - Berk	1	0.64	10	91-92, 94-08,10	16.6	(F20)	2	17.0	(F20)	
12	I-80 - WB	Powell	I-80/I-580 (Split)	Emery - Berk	1	0.42	10	91-92, 94-'06	31.7	E	2	23.1	(F30)	
13	I-80 - WB	I-580 Split	Toll Plaza	Oak	1	1.20	10	91-93, '97-'00,04,06	41.7	D	2	46.5	D	
14	I-80 - WB	Toll Plaza	SF County	Oak	1	2.00	10		41.5	D	2	39.3	E	
15	I-238 - EB	I-880	I-580	Uninc-San L	2	2.28	6	91-92,94,96-97,02,06	62.3	A	4	40.1	E	
16	I-238 - WB	I-580	I-880	Uninc-San L	2	1.60	6	97-'08	61.8	A	2	53.6	C	
17	I-580 - EB	I-238/Fthl Off	Grove	Unincorp	2	2.88	8		56.4	B	4	54.7	C	
18	I-580 EB	Grove	Eden Canyon	Uninc - Pleas	4	2.17	8		72.9	A	4	51.2	C	
19	I-580 EB	Eden Canyon	San Ramon/ Foothill	Uninc - Pleas	4	4.80	8		38.3	E	4	55.9	B	
20	I-580 EB	San Ramon/ Foothill	I-680	Uninc - Pleas	4	0.77	8	08,10	13.6	(F20)	4	64.5	A	
21	I-580 EB	I-680	Hopyard	Plea	4	0.76	8	98-'02,06-08,10	8.7	(F10)	4	57.6	B	
22	I-580 EB	Hopyard	Santa Rita	Plea	4	1.96	8	98-'02,06-08,10	10.8	(F20)	4	39.8	E	
23	I-580 EB	Santa Rita	El Charro	Uninc-Pleas	4	1.24	8	02, 08,10	22.3	(F30)	4	41.1	D	
24	I-580 EB	El Charro	SR 84/Airway Blvd.	Liv	4	1.52	8	02	41.1	D	4	53.8	C	
25	I-580 EB	SR 84/Airway Blvd.	Portola	Liv	4	1.71	8	02	53.5	C	4	64.3	A	
26	I-580 - EB	Portola	1st St	Liv	4	2.70	8	02	66.3	A	4	66.5	A	
27	I-580 - EB	1st St	Greenville	Liv-Uninc	4	1.98	8		56.0	B	4	40.4	E	
28	I-580 - EB	Greenville	N.Flynn	Uninc	4	1.50	8		35.4	E	4	23.6	(F30)	
29	I-580 - EB	N.Flynn	Grant Line	Uninc	4	3.19	8		47.2	D	4	34.3	E	
30	I-580 - EB	Grant Line	I-205 (SJ Co) Off	Uninc	4	1.11	8		45.6	D	4	41.3	D	
31	I-580 - WB	I-205 (SJ Co)	Grant Line	Liv - Uninc	4	0.89	8		38.0	E	3	36.4	E	
32	I-580 - WB	Grant Line	N Flynn	Liv - Uninc	4	4.56	8		68.3	A	3	68.1	A	
33	I-580 - WB	N Flynn	Greenville Rd	Liv - Uninc	4	2.34	8		66.8	A	3	65.8	A	
34	I-580 - WB	Greenville Rd	1st St	Liv - Uninc	4	2.30	8		66.6	A	3	65.2	A	
35	I-580 - WB	1st St	Portola Ave	Liv	4	2.52	8		63.7	A	3	62.3	A	
36	I-580 - WB	Portola	SR 84/Airway Blvd	Liv	4	1.76	8		70.1	A	3	68.4	A	
37	I-580 - WB	SR 84/Airway Blvd	Fallon Rd/EI Charro	Liv	4	1.78	8		72.1	A	4	70.0	A	
38	I-580 - WB	Fallon Rd/EI Charro	Tassajara	Plea	4	1.16	8		64.8	A	4	62.1	A	
39	I-580 - WB	Tassajara Rd	I-680	Plea	4	2.87	8		67.2	A	4	63.7	A	
40	I-580 - WB	I-680	San Ramon Rd	Plea - Uninc	4	0.69	8		62.7	A	4	64.9	A	
41	I-580 - WB	San Ramon Rd	Eden Caynon	Plea - Uninc	4	4.75	8		67.2	A	4	63.9	A	
42	I-580 - WB	Eden Canyon	Center St	Plea - Uninc	4	2.28	8		70.5	A	4	68.9	A	
43	I-580 - WB	Center	I-580/238	Unincorp	2	1.94	8	'00	60.3	A	4	57.8	B	

Preliminary Draft Results for 2012 LOS Monitoring Study for Freeways - PM Peak Period														
	CMP Route	Segment Limits		Jurisdiction	Plan Area	Length (miles)	No of Lanes	Prior LOS "F" (Years)	2010 LOS Results		2012 LOS results			
		From	To						Speed	LOS	# Runs	Speed	LOS	
44	I-580 - EB	I-80	I-980	Oak	1	1.24	8	91-'92, 08-10	25.7	(F30)	3	36.3	E	
45	I-580 - EB	I-980	Harrison	Oak	1	0.95	8	91-'92	41.1	D	3	76.6	A	
46	I-580 - EB	Harrison	Lakeshore	Oak	1	0.69	8	08-10	27.0	(F30)	3	45.4	D	
47	I-580 - EB	Lakeshore	Coolidge	Oak	1	2.25	8		36.6	E	3	47.4	D	
48	I-580 - EB	Coolidge	SH 13 Off	Oak	1	2.15	8	10	31.4	(F30)	3	61.3	A	
49	I-580 - EB	SH 13 Off	MacArthur	Foothill	1	4.09	8		50.8	C	3	63.8	A	
50	I-580 - EB	MacArthur	I-580/238	SL - Hay	2	4.33	8		67.4	A	4	64.6	A	
51	I-580 - WB	I-238	Foothill/MacArthur	Oak -SL	2	4.42	8		70.9	A	4	69.6	A	
52	I-580 - WB	Foothill/MacArthur	SH 13 Off	Oak -SL	1	3.89	8		61.9	A	4	62.4	A	
53	I-580 - WB	SH 13 Off	Fruitvale	Oak	1	2.36	8		61.4	A	3	59.6	B	
54	I-580 - WB	Fruitvale	Harrison	Oak	1	2.21	8		56.0	B	3	52.9	C	
55	I-580 - WB	Harrison	SH 24 On-ramp	Oak	1	1.16	8		52.6	C	3	54.3	C	
56	I-580 - WB	SH-24 On-ramp	I-80/580 Split	Oak	1	0.69	8	06	56.7	B	3	14.8	(F20)	
57	I-580 - EB	Central	I-80 Jct	Alb	1	0.77	4		45.9	D	4	49.1	C	
58	I-580 - WB	I-80 Jct	Central	Alb	1	1.07	4		64.8	A	3	67.7	A	
59	I-680 - NB	Scott Creek Rd	Rt 262/Mission	Fre	3	2.20	6		58.0	B	6	56.0	B	
60	I-680 - NB	Rt 262/Mission	Durham Rd	Fre	3	1.34	6	08-10	16.5	(F20)	6	23.6	(F30)	
61	I-680 - NB	Durham Rd	Washington Blvd	Fre	3	1.54	6	08-10	20.4	(F30)	6	24.7	(F30)	
62	I-680 - NB	Washington Blvd	Rt 238/Mission	Fre	3	0.89	6	10	36.9	E	6	40.6	E	
63	I-680 NB	SR 238/Mission	Vargas Rd	Unincorp	3	0.82	6		44.0	D	6	56.4	B	
64	I-680 NB	Vargas Rd	Andrade Rd	Unincorp	3	2.64	6		28.1	(F30)	6	32.6	E	
65	I-680 NB	Andrade Rd	Calaveras	Unincorp	3	1.13	6		33.3	E	6	41.8	D	
66	I-680 NB	Calaveras	Rt.84/Vallecitos	Unincorp	3	0.30	6		59.2	B	6	63.4	A	
67	I-680 NB	SR 84	Sunol Blvd	Plea - Uninc	4	3.45	6		67.0	A	6	64.8	A	
68	I-680 NB	Sunol Blvd.	Bernal Ave	Plea - Uninc	4	1.52	6		64.3	A	6	62.5	A	
69	I-680 NB	Bernal Ave	Stoneridge Dr	Plea	4	2.39	6		65.7	A	6	60.8	A	
70	I-680 NB	Stoneridge Dr	I-580	Plea	4	0.84	6		70.1	A	6	63.4	A	
71	I-680 - NB	I-580	Alcoستا	Dub	4	1.83	6		62.4	A	6	55.8	B	
72	I-680 - SB	Alcoستا	I-580	Dub	4	1.84	6		69.0	A	4	68.1	A	
73	I-680 SB	I-580	Stoneridge Dr	Plea	4	0.76	6		62.9	A	4	61.5	A	
74	I-680 SB	Stoneridge Dr	Bernal	Plea	4	2.55	6		66.6	A	4	65.8	A	
75	I-680 SB	Bernal Ave.	Sunol Blvd	Unincorp	4	1.31	6		61.1	A	4	59.9	B	
76	I-680 SB	Sunol Blvd.	SR 84	Unincorp	4	3.82	6		68.6	A	4	67.7	A	
77	I-680 SB	SR 84 (Niles Canyon)	Andrade Rd	Unincorp	3	1.32	6		64.7	A	4	65.1	A	
78	I-680 SB	Andrade Rd	Sheridon Rd	Unincorp	3	1.39	6		61.5	A	4	62.0	A	
79	I-680 SB	Sheridon Rd	Vargas Rd	Unincorp	3	0.81	6		66.5	A	4	65.2	A	
80	I-680 SB	Vargas Rd	SR 238/Mission	Unincorp	3	1.08	6		63.2	A	4	64.8	A	
81	I-680 - SB	Rt 238/Mission	Washington Blvd	Fre	3	1.04	6		65.9	A	4	64.8	A	
82	I-680 - SB	Washington Blvd	Durham Rd	Fre	3	1.52	6		67.8	A	4	68.0	A	
83	I-680 - SB	Durham Rd	Rt 2262/Mission	Fre	3	1.67	6		70.7	A	4	70.5	A	
84	I-680 - SB	Rt 262/Mission	Scott Creek Rd	Fre	3	2.19	6		62.3	A	4	64.6	A	

Preliminary Draft Results for 2012 LOS Monotoring Study for Freeways - PM Peak Period														
	CMP Route	Segment Limits			Jurisdiction	Plan Area	Length (miles)	No of Lanes	Prior LOS "F" (Years)	2010 LOS Results		2012 LOS results		
		From	To							Speed	LOS	# Runs	Speed	LOS
85	I-880 - NB	Dix Landing	SR 262/Mission		Fre	3	2.08	8	91-'92	52.1	C	4	48.2	D
86	I-880 - NB	SR 262/Mission	AutoMall Pkwy		Fre	3	2.44	8	96	42.0	D	4	45.1	D
87	I-880 - NB	AutoMall Pkwy	Stevenson		Fre	3	1.54	8	96	49.6	C	4	49.0	D
88	I-880 - NB	Stevenson	Decoto		Fre	3	4.04	8	96-'98	49.7	C	3	64.3	A
89	I-880 - NB	Decota	Alvarado Blvd		Fre - Un Cty	3	1.17	8	02,10	28.6	(F30)	3	55.2	B
90	I-880 - NB	Alcarado Blvd	Alvarado-Niles Blvd		Fre- Uni Cty	3	1.17	8	02,10	26.8	(F30)	3	48.6	D
91	I-880 - NB	Alv-Niles	Tennyson		Un Cty - Hay	3	2.65	8	00-02,06-08,10	17.7	(F20)	3	32.8	E
92	I-880 - NB	Tennyson	SR 92		Hay	2	1.14	8	91-'92	37.7	E	4	25.3	(F30)
93	I-880 - NB	SR 92	A St		Hay	2	1.52	8	91-'92	38.4	E	4	35.7	E
94	I-880 - NB	A St	I-238		Unincorp	2	1.82	8	94-'95	62.7	A	4	60.7	A
95	I-880 - NB	I-880/I238 (split)	Marina Blvd		Oak -SL	2	2.66	8		66.8	A	4	68.2	A
96	I-880 - NB	Marina Blvd	SR 112/Davis		Oak - SL	2	0.79	8		62.1	A	4	62.5	A
97	I-880 - NB	SR 112/Davis	Hegenberger		Oak - SL	2	1.88	8		56.5	B	4	67.7	A
98	I-880 - NB	Hegenberger	High/42nd		Oak	1	2.47	8		52.7	C	4	58.1	B
99	I-880 - NB	High/42nd	23rd (1st on)		Oak	1	1.06	8		64.5	A	4	67.5	A
100	I-880 - NB	23RD (1ST on)	Jct 980 (off)		Oak	1	2.64	8		57.7	B	4	62.0	A
101	I-880 - NB	Jct 980 (off)	I-880/I-80 split		Oak	1	2.38	8		60.8	A	4	65.5	A
102	I-880 - NB	I-880/I 80 (split)	I-880/I-80 (merge)		Oak	1	1.40	8		31.5	E	4	21.0	(F30)
					Oak	1	3.17	6						
103	I-880 - SB	I-880/I-80 split	I-880/I-80 merge		Oak	1	1.63	8		65.3	A	3	63.1	A
104	I-880 - SB	I-880/I-80 merge	Jct 980		Oak	1	2.65	8		64.0	A	3	84.4	A
105	I-880 - SB	I-980	23rd		Oak	1	2.79	8	06	30.2	E	3	47.5	D
106	I-880 - SB	23rd St	High/42nd		Oak	1	1.35	8		67.9	A	3	40.8	E
107	I-880 - SB	High/42nd	Hegenberger		Oak	1	2.27	8	06	36.8	E	3	29.5	(F30)
108	I-880 - SB	Hegenberger	SR 112/Davis		Oak - SL	1	1.69	8	91-'92,08	37.6	E	6	52.0	C
109	I-880 - SB	SR 112/Davis	Marina Blvd		Oak - SL	1	0.87	8	91-'92	57.1	B	6	54.5	C
110	I-880 - SB	Marina Blvd	SR 238 WB (merge)		Oak - SL	1	2.41	8	91-'92	59.5	B	6	63.5	A
111	I-880 - SB	I-238	A St		SL-Uninc	2	2.03	8	91-'92, '00-02	32.3	E	6	52.7	C
112	I-880 - SB	A St	Rt 92		Hay	2	1.81	8		37.2	E	6	38.1	E
113	I-880 - SB	Rt 92	Tennyson		Hay	2	0.96	8	00	35.0	E	6	31.9	E
114	I-880 - SB	Tennyson	Alv-Niles		Hay - UC	2	2.49	8		45.9	D	4	43.4	D
115	I-880 - SB	Alv-Niles	Alvarado		UC - Fre	3		8		57.9	B	4	52.9	C
116	I-880 - SB	Alvarado	Decoto		UC - Fre	3		8		58.9	B	4	47.3	D
117	I-880 - SB	Decoto	Stevenson		Fre	3	4.07	8		58.9	B	4	56.6	B
118	I-880 - SB	Stevenson	AutoMall Pkwy		Fre	2	1.26	8		64.8	A	5	65.9	A
119	I-880 - SB	AutoMall Pkwy	Rt 262/Mission		Fre	2	3.04	8		62.4	A	5	62.6	A
120	I-880 - SB	SR 262/Mission	Dix Landing(off)		Fre	3	1.27	8	92,'06	64.1	A	5	68.0	A
121	I-980 - WB	SR 24 @ 580	I-880		Oak	1	2.27	8		64.8	A	3	65.5	A
122	I-980 - EB	I-880	SR 24 @ 580		Oak	1	2.32	8	'91	29.7	(F30)	2	40.5	E

Preliminary Draft Results for 2012 LOS Monitoring Study for Freeways - PM Peak Period														
	CMP Route	Segment Limits			Jurisdiction	Plan Area	Length (miles)	No of Lanes	Prior LOS "F" (Years)	2010 LOS Results		2012 LOS results		
		From	To							Speed	LOS	# Runs	Speed	LOS
	123 SR 13 - NB	Mountain On	Carson/Redwood (1) (off)		Oak	1	1.20	4		88.8	A	3	81.0	A
	124 SR 13 - NB	Carson/Redwood (1) (off)	Joaquin Miller		Oak	1	1.09	4		44.4	D	3	42.3	D
	125 SR 13 - NB	Joa Miller/Linc	Moraga Ave		Oak	1	1.77	4		61.4	A	3	53.5	C
	126 SR 13 - NB	Moraga Ave	Hiller (Sig)		Oak	1	1.57	4	06,10	24.2	(F30)	3	17.7	(F20)
	127 SR 13 - SB	Hiller Sig	Moraga Ave		Oak	1	1.66	4		57.2	B	2	52.7	C
	128 SR 13 - SB	Moraga Ave	Joa Miller/Linc		Oak	1	2.04	4		71.2	A	2	69.6	A
	129 SR 13 - SB	Joaq Miller/Lincoln	Redwood		Oak	1	1.34	4		61.4	A	2	62.2	A
	130 SR 13 - SB	Redwood	Jct I-580 (EB Merge)		Oak	1	0.89	4	08,10	12.5	(F20)	2	13.0	(F20)
	131 SR 24 - EB	I-580 (on ramp)	Broadway/SR 13		Oak	1	2.08	8	91-'97, '02, 06, 08,10	15.8	(F20)	2	16.1	(F20)
	132 SR 24 - EB	Broadway/SR 13	Caldecott (enter)		Oak	1	1.41	8	91-'97,'02,06-08,10	14.5	(F20)	2	14.0	(F20)
	133 SR 24 - EB	Caldecott (enter)	Fish Ranch Road		Oak	1	1.03	8	91-'97,'02,06	34.6	E	2	37.3	E
	134 SR 24 - WB	Fish Ranch Road	Caldecott (exit)		Oak	1	0.99	8		50.9	C	3	data coming	
	135 SR 24 - WB	Caldecott (exit)	Broadway		Oak	1	1.77	8		69.4	A	3	69.8	A
	136 SR 24 - WB	Broadway	Jct I-580 (on)		Oak	1	2.19	8		59.3	B	3	58.0	B
	137 SR 84 - EB	San M CL	Toll Plaza		Fremont	3	2.97	6		56.2	B	5	52.6	C
	138 SR 84 - EB	Toll Plaza	Thornton		Fremont	3	0.27	6	06	58.9	B	5	57.9	B
	139 SR 84 - EB	Thornton	Newark Blvd/Ardenwood Blvd		Newark	3	1.23	6	08	65.8	A	5	43.4	D
	140 SR 84 - EB	Newark Blvd/Ardenwood Blvd	I-880 NB (off)		Newark	3	0.97	6	08-10	26.9	(F30)	5	18.3	(F20)
	141 SR 84 - WB	I-880 NB (off)	Ardenwood/Newark		Newark	3	0.99	6		45.9	D	5	46.9	D
	142 SR 84 - WB	Ardenwood/Newark	Paseo Padre Pkwy			3	1.15	6		60.2	A	5	62.7	A
	143 SR 84 - WB	Paseo Padre Pkwy	Toll Gate			3	0.75	6		51.4	C	5	42.1	D
	144 SR 84 - WB	Toll Plaza	San M CL		Fremont	2	3.17	6		64.8	A	5	63.5	A
	145 SR 92 - EB	San M CL	Toll Plaza		Uninc - Hay	2	2.61	6	97-'02	65.9	A	5	58.6	B
	146 SR 92 - EB	Toll Plaza	Clawiter		Uninc - Hay	2	1.76	6	91-'94, '96-'02	37.6	E	5	58.1	B
	147 SR 92 - EB	Clawiter	I-880		Hay	2	2.10	6	91-92,94-'95,97-'02,06-10	10.0	(F20)	5	56.9	B
	148 SR 92 - WB	I-880	Clawiter		Hay	2	2.01	6		52.4	C	4	59.2	B
	149 SR 92 - WB	Clawiter	Toll Plaza		Uninc - Hay	2	1.87	6	91-'92	45.6	D	4	41.6	D
	150 SR 92 - WB	Toll Plaza	San M CL		Uninc - Hay	2	2.61	6		61.7	A	4	61.8	A

Preliminary Draft Results for 2012 LOS Monitoring Study - Arterials PM Peak Period																
		Segment Limits					Length (miles)	Arterial	Plan	No of Lanes	Prior LOS "F" (Years)	2010 LOS Results		2012 LOS Results		
#	CMP Route	From	To	Juris			Class	Area				Speed	LOS	# of runs	Speed	LOS
1	150th St - EB	Hesperian	I-580	SL			II	2	2			17.0	D	2	16.8	D
2	150th St - WB	I-580	Hesperian	SL			II	2	2			16.5	D	4	18.6	C
3	A Street - EB	I-880	Western	Hay			II	2	2			23.3	C	4	18.5	C
4	A Street - EB	Western	SR 238	Hay			III	2	2			7.6	E	2	5.9	(F)
5	A Street - WB	SR 238	Western	Hay			III	2	2			13.5	C	4	11.0	D
6	A Street - WB	Western	I-880	Hay			II	2	2			21.8	C	2	15.4	D
7	Atlantic - EB	Main	Webster	Ala			II	1	2			20.7	C			
8	Atlantic - WB	Webster	Main	Ala			II	1	2			23.7	C			
9	Hegenberger - EB	SR 61	Edgewater	Oak								17.5	D	1	19.1	D
10	Hegenberger - EB	Edgewater	Baldwin	Oak			I	1	3			27.8	C	1	27.9	C
11	Hegenberger - EB	Baldwin	E 14th	Oak			I	1	3			25.1	C	1	31.0	B
12	Hegenberger - WB	E 14th	Baldwin	Oak			I	1	3			35.9	A	1	30.2	B
13	Hegenberger - WB	Baldwin	Edgewater	Oak			I	1	3			25.3	C	1	25.3	C
14	Hegenberger - WB	Edgewater	SR 61	Oak								20.0	D	1	31.1	B
15	Hesperian - NB	Tennyson	SH 92 - WB	Hay			I	2	3		06-08	15.0	E	2	16.9	E
16	Hesperian - NB	SH 92	La Playa	Hay			II	2	3		92	19.2	C	2	18.6	C
17	Hesperian - NB	La Playa	W.Winton Ave.	Hay			II	2	3		92,08-10	5.6	(F)	2	16.2	D
18	Hesperian - NB	W.Winton Ave	A St	Hay			II	2	3		92	18.1	C	2	16.9	D
19	Hesperian - NB	A St	Hacienda	Unin			II	2	2			19.5	C	2	16.0	D
20	Hesperian - NB	Hacienda	Grant	Unin			II	2	2			29.4	B	2	18.3	C
21	Hesperian - NB	Grant	Llewelling	Unin			II	2	2		00,04,06-08	8.1	(F)	2	6.4	(F)
22	Hesperian - NB	Llewelling	Springlake	Unin			II	2	2			23.3	C	2	24.2	B
23	Hesperian - NB	Springlake	Fairmont	SL			II	2	2			14.8	D	2	11.8	E
24	Hesperian - NB	Fairmont	14th	SL			II	2	2			13.7	E	2	22.6	C
25	Hesperian - SB	14th	Fairmont	SL			II	2	2		'91, '95, '97,08	12.4	E	4	17.0	D
26	Hesperian - SB	Fairmont	Springlake	SL			II	2	2		'91 - '92	18.8	C	4	16.5	D
27	Hesperian - SB	Springlake	Llewelling	Unin			II	2	2		'00, 10	8.1	(F)	4	8.9	(F)
28	Hesperian - SB	Llewelling	Grant	Unin			II	2	2			13.8	E	4	17.2	D
29	Hesperian - SB	Grant	Hacienda	Unin			II	2	2			21.8	C	4	24.8	B
30	Hesperian - SB	Hacienda	A St	Unin			II	2	2			19.6	C	4	18.1	C
31	Hesperian - SB	A St	W.Winton Ave.	Hay			II					18.6	C	4	23.0	C
32	Hesperian - SB	W.Winton Ave	La Playa	Hay			II					24.8	B	4	18.0	D
33	Hesperian - SB	La Playa	SH 92	Hay			II					17.2	D	4	17.7	D
34	Hesperian - SB	SH 92 - WB	Tennyson	Hay			I	2	3		08-10	11.0	(F)	3	11.3	(F)
35	Mowry - EB	I-880	Farwell	Fre			II	3	2		'91 - '92	14.1	D	6	19.2	C
36	Mowry - EB	Farwell	SH 84	Fre			II	3	2			25.1	B	6	26.1	B
37	Mowry - WB	SH 84	Farwell	Fre			II	3	2			22.6	C	6	23.1	C
38	Mowry - WB	Farwell	I-880	Fre			II	3	2			20.9	C	6	22.7	C

Preliminary Draft Results for 2012 LOS Monitoring Study - Arterials PM Peak Period															
		Segment Limits				Length (miles)	Arterial	Plan	No of Lanes	Prior LOS "F" (Years)	2010 LOS Results		2012 LOS Results		
#	CMP Route	From	To	Juris			Class	Area			Speed	LOS	# of runs	Speed	LOS
39	Park/23rd - EB	Encinal	Santa Clara	Ala		0.23	III	1	2		21.3	B			
40	Park/23rd - EB	Santa Clara	Kennedy	Ala		0.66	III	1	2		13.2	C			
41	Park/23rd - EB	Kennedy	E 11th	Ala - Oak		0.45	II	1	2		13.9	E			
42	Park/23rd - WB	E 11th	Kennedy	Ala - Oak		0.45	II	1	2		24.1	B			
43	Park/23rd - WB	Kennedy	Santa Clara	Ala		0.66	III	1	2		12.9	D			
44	Park/23rd - WB	Santa Clara	Encinal	Ala		0.23	III	1	2		12.8	D			
45	MLK Jr Way -NB	SH 24	Adeline	Oak		0.90	II	1	2		18.1	C			
46	Adeline - NB	MLK Jr - South	MLK Jr - North	Berk		0.30	II	1	2	04	18.8	C			
47	Adeline - NB	MLK Jr - North	Shattuck/Adeline	Berk		0.63	II	1	2		15.5	D			
48	Shattuck NB	Shattuck/Adeline	Dwight	Berk		0.32	II	1	2		17.2	D			
49	Shattuck NB	Dwight	University	Berk		0.63	III	1	2		14.9	C			
50	Shattuck SB	University	Dwight	Berk		0.63	III	1	2		13.5	C			
51	Shattuck SB	Dwight	Shattuck/Adeline	Berk		0.32	II	1	2		22.5	C			
52	Adeline - SB	Shattuck/Adeline	MLK Jr - North	Berk		0.63	II	1	2		13.1	E			
53	Adeline - SB	MLK Jr - North	MLK Jr - South	Berk		0.30	II	1	2	'95, '00	20.0	C			
54	MLK Jr Way -SB	Adeline	SH 24	Oak		0.88	II	1	2		21.7	C			
55	Tennyson - EB	Hesperian	I-880	Hay		0.88	I	2	2	06	22.0	C	3	16.8	E
56	Tennyson - EB	I-880 NB	Rt 238	Hay		1.55	II	2	2		19.9	C	3	17.8	D
57	Tennyson - WB	Rt 238	I-880	Hay		1.63	II	2	2		19.2	C	2	19.1	C
58	Tennyson - WB	I-880	Hesperian	Hay		0.85	I	2	2		21.6	D	2	20.3	D
59	University - EB	I-80 SB	6th	Berk		0.40	II	1	2		26.7	B			
60	University - EB	6th	San Pablo	Berk		0.31	II	1	2		19.0	C			
61	University - EB	San Pablo	Sacramento	Berk		0.56	II	1	2		11.5	E			
62	University - EB	Sacramento	ML King	Berk		0.48	II	1	2		18.9	C			
63	University - EB	ML King	Shattck Pl	Berk		0.30	III	1	2		17.0	C			
64	University - WB	Shattck Pl	ML King	Berk		0.30	III	1	2		13.7	C			
65	University - WB	ML King	Sacramento	Berk		0.48	II	1	2		19.2	C			
66	University - WB	Sacramento	San Pablo	Berk		0.56	II	1	2		12.6	E			
67	University - WB	San Pablo	6th	Berk		0.31	II	1	2	'98	17.9	D			
68	University - WB	6th	I-80 SB	Berk		0.40	II	1	2		38.9	A			
69	SR 13 Ashby - WB	Hiller	Domingo	Oak - Berk		0.79	II	1	2		25.6	B	2	21.6	C
70	SR 13 Ashby - WB	Domingo	College	Berk		0.50	III	1	1		18.0	C	2	15.3	C
71	SR 13 Ashby - WB	College	Telegraph	Berk		0.38	III	1	1		11.0	D	2	9.2	D
72	SR 13 Ashby - WB	Telegraph	Shattuck	Berk		0.38	III	1	1	'91 - '92	12.5	D	2	9.6	D
73	SR 13 Ashby - WB	Shattuck	ML King	Berk		0.24	III	1	1	'91 - '92	9.2	D	2	6.9	(F)
74	SR 13 Ashby - WB	ML King	San Pablo	Berk		0.87	III	1	1		13.8	C	2	9.5	D
75	SR 13 Ashby - WB	San Pablo	I-80 Ramps	Berk		0.64	II	1	2		22.0	C	2	29.0	B

Preliminary Draft Results for 2012 LOS Monitoring Study - Arterials PM Peak Period														
#	CMP Route	Segment Limits		Juris	Length (miles)	Arterial Class	Plan Area	No of Lanes	Prior LOS "F" (Years)	2010 LOS Results		2012 LOS Results		
		From	To							Speed	LOS	# of runs	Speed	LOS
76	SR 13 Ashby - EB	I-80	San Pablo	Berk	0.61	II	1	2		19.8	C	3	13.4	E
77	SR 13 Ashby - EB	San Pablo	ML King	Berk	0.87	III	1	1		17.9	C	3	20.0	B
78	SR 13 Ashby - EB	ML King	Shattuck	Berk	0.24	III	1	1		8.6	E	3	6.5	(F)
79	SR 13 Ashby - EB	Shattuck	Telegraph	Berk	0.38	III	1	1		13.4	C	3	17.2	C
80	SR 13 Ashby - EB	Telegraph	College	Berk	0.38	III	1	1		7.3	E	3	14.5	C
81	SR 13 Ashby - EB	College	Domingo	Berk	0.50	III	1	1	91,00,04,10	6.5	(F)	3	10.3	D
82	SR 13 Ashby - EB	Domingo	Hiller	Berk - Oak	0.79	II	1	2		24.0	C	3	25.2	B
83	SR 61 - SB	Atlantic	Cent/Webster	Ala	0.55	III	1	2		11.5	D	3	14.5	C
84	SR 61 - SB	Cent/Webster	Sher/Encino	Ala	0.73	II	1	2		23.1	C	3	17.2	D
85	SR 61 - SB	Sher/Encino	Park	Ala	1.22	II	1	1		19.2	C	3	20.0	C
86	SR 61 - SB	Park	High/Otis	Ala	1.06	II	1	1		20.2	C	3	20.3	C
87	SR 61 (Doolittle) - SB*	High	Island Dr	Ala	0.41	II	1	2		17.8	D	3	23.9	C
88	SR 61 (Doolittle) - SB*	Island Dr	Harbor Bay Pkwy	Ala	0.50	I	1	2		31.9	B	3	28.3	B
89	SR 61 - SB	Harbor Bay	Airport Dr	Oak	2.15	I	1	1		33.0	B	3	35.1	A
90	SR 61 (Doolittle) - SB	Airport	Davis	Oak - SL	0.95	I	1	2		39.5	A	3	24.5	C
91	SR 61 (Doolittle) - NB	Davis	Airport	SL - Oak	0.95	I	2	2		33.1	B	5	35.8	A
92	SR 61 - NB	Airport Dr	Harbor Bay	Ala	2.15	I	1	1		36.2	A	5	35.0	B
93	SR 61 (Doolittle)-NB*	Harbor Bay	Island Dr	Ala	0.50	I	1	2		27.5	B	2	33.0	A
94	SR 61 (Doolittle)-NB*	Island Dr	High/Otis	Ala	0.41	II	1	2		18.6	C	2	18.8	C
95	SR 61 - NB	High/Otis	Park	Ala	1.06	II	1	1		25.5	B	2	19.4	C
96	SR 61 - NB	Park/Encinal	Sher/Cent	Ala	1.22	II	1	1		18.0	C	2	15.8	D
97	SR 61 - NB	Sher/Cent	Web/Cent	Ala	0.73	II	1	2		21.0	C	2	22.3	C
98	SR 61 - NB	Cent/Web	Atlantic	Ala	0.55	III	1	2		16.3	C	2	12.9	D
99	SR 77 (42nd) - EB	I-880 NB	E 14th	Oak	0.32	I	1	2		27.7	C	Data Coming		
100	SR 77 (42nd) - WB	E 14 th	I-880 NB	Oak	0.30	I	1	2		33.4	B			
101	Decoto - WB	SH 238/Mission	Union Square	UC	0.85	II	3	2		19.7	C	5	17.5	D
102	Decoto - WB	Union Square	Alv-Niles Rd	UC	0.25	II	3	2	91-94,96,98,00-04,06	14.6	D	5	12.8	E
103	Decoto - WB	Alv-Niles Rd	Fremont CL	UC	0.66	II	3	2		27.7	B	5	28.3	B
104	Decoto - WB	Fremont CL	I-880 NB (off)	Fre	1.15	II	3	2		22.0	C	5	23.0	C
105	Decoto - EB	I-880 NB (off)	Union City CL	Fre	1.15	II	3	2		19.2	C	5	16.5	D
106	Decoto - EB	Union City CL	Alv-Niles Rd	UC	0.66	II	3	2		13.6	E	5	16.5	D
107	Decoto - EB	Alv-Niles Rd	Union Square	UC	0.25	II	3	2		18.7	C	5	18.7	C
108	Decoto - EB	Union Square	SH 238/Mission	UC	0.85	II	3	2		20.7	C	5	21.1	C

Preliminary Draft Results for 2012 LOS Monitoring Study - Arterials PM Peak Period														
		Segment Limits												
#	CMP Route	From	To	Juris	Length (miles)	Arterial Class	Plan Area	No of Lanes	Prior LOS "F" (Years)	2010 LOS Results		2012 LOS Results		
										Speed	LOS	# of runs	Speed	LOS
109	SR 84/Mowry (Fre)-WB	SH 238	Peralta	Fre	0.78	I	3			31.9	B	3	34.7	B
110	SR 84/Peralta (Fre)-WB	Mowry	Fremont	Fre	1.66	I	3			24.8	C	3	28.1	B
111	SR 84/Fremont(Fre)-WB	Peralta	Thornton	Fre	0.33	II	3		91-92, 94, 02	10.3	E	3	9.7	(F)
112	SR 84/Thornton(Fre)-WB	Fremont	I-880 SB	Fre	1.29	II	3			24.7	B	3	26.4	B
113	SR 84/Thornton (Fre)-EB	I-880 SB	Fremont	Fre	1.29	II	3	4		20.8	C	5	26.0	B
114	SR 84/Fremont (Fre)-EB	Thornton	Peralta	Fre	0.32	II	3	4		10.2	E	5	11.8	E
115	SR 84/Peralta (Fre) - EB	Fremont	Mowry	Fre	1.64	I	3	2		25.2	C	5	25.6	C
116	SR 84/Mowry (Fre) - EB	Peralta	SH 238	Fre	0.87	I	3	4(2)	'00	18.8	D	5	18.5	D
117	1st Street - SB	I-580 Off	N Mines	Liv	0.61	I				21.6	D	5	24.6	C
118	1st Street - SB	N Mines	Inman	Liv	1.05	I				31.4	B	5	30.8	B
119	1st Street - NB	Inman	N Mines	Liv	1.05	I				28.7	B	Data Coming		
120	1st Street - NB	N Mines	I-580 Off	Liv	0.61	I				31.2	B			
121	SR 84 - EB	SR 238/Mission	Union City Limit	Fre	1.59	41.9	3	2		38.4	A	5	36.5	B
122	SR 84 - EB	Union City Limit	Palamoras	Fre	0.94	44.5	3	2		42.1	A	5	42.6	A
123	SR 84 - EB	Palamoras	Niles Cnyn Quarry	Fre	2.16	43.8	3	2		42.5	A	5	44.0	A
124	SR 84 - EB	Niles Cnyn Quarry	Sunol Rd	Fre	1.75	46.7	3	2		45.5	A	5	49.7	A
125	SR 84 - EB	Sunol Rd	Plea-Sunol Rd	Fre	0.53	27.6	3	2	10	4.7	(F)	5	4.9	(F)
126	SR 84 - EB	Ple-Sunol Rd	SR 84 (Off)/I-680	Unin	0.77	42.9	4	2	02-04,06	44.0	A	4	40.6	A
127	SR 84 - EB	SR 84 (Off)/I-680	Vallecitos Ln	Unin	1.07	50.8	4	2	02-04,06	11.7	(F)	4	14.2	(F)
128	SR 84 - EB	Vallecitos Ln	Vallecitos Nuc.Cntr	Unin	1.14	57.5	4	2	02-04,06	31.6	E	4	28.1	F
129	SR 84 - EB	Vallecitos Nuc Center	Culvert (Lat/Long: 37	Unin	1.65	58.3	4	2		44.5	C	4	42.8	C
130	SR 84 - EB	Culvert (Lat/Long: 37	Ruby Hill /Kaithoff	Unin	1.62	59.2	4	2		59.1	A	4	56.6	A
131	SR 84 - EB	Ruby Hill./Kaithoff	Isabel/Vallecitos	Unin	0.38	I	4	2		29.4	A	4	26.3	A
132	SR 84 (Liv) - NB	Isabel/Vallecitos	Vineyard	Liv	1.12	I	4	2		37.0	A	4	35.5	A
133	SR 84 (Liv) - NB	Vineyard	Concannon	Liv	0.60	I	4	2		34.7	B	4	38.7	A
134	SR 84 (Liv) - NB	Concannon	Stanley	Liv	1.07	I	4	2		36.7	A	4	35.4	A
135	SR 84 (Liv) - NB	Stanley	W. Jack London Blvd	Liv	0.88	I	4	2		38.3	A	4	30.4	B
136	SR 84 (Liv) - NB	W. Jack London Blvd	Airway/Kitty Hawk	Liv	0.49	I	4	2		26.6	C	4	22.3	C
137	SR 84 (Liv) - NB	Airway/Kitty	I-580 (Off)	Liv	1.06	I	4	2		26.2	C	4	28.7	B

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		Segment Limits				Length (miles)	Arterial	Plan	No of Lanes	Prior LOS "F" (Years)	2010 LOS Results		2012 LOS Results		
#	CMP Route	From	To	Juris			Class	Area			Speed	LOS	# of runs	Speed	LOS
138	SR 84 (Liv) - SB	I-580 (On)	Airway/Kitty Hawk	Liv		1.06	I	4	2		28.8	B	6	30.7	B
139	SR 84 (Liv) - SB	Airway/Kitty	W. Jack London Blvd	Liv		0.49	I	4	2		37.2	A	6	38.6	A
140	SR 84 (Liv) - SB	W. Jack London Blvd	Stanley	Liv		0.90	I	4	2		50.4	A	6	45.2	A
141	SR 84 (Liv) - SB	Stanley	Concannon	Liv		1.05	I	4	2		46.1	A	6	40.4	A
142	SR 84 (Liv) - SB	Concannon	Vineyard	Liv		0.60	I	4	2		43.0	A	6	38.5	A
143	SR 84 (Liv) - SB	Vineyard	Isabel/Vallecitos	Liv		1.12	I	4	2		42.9	A	6	46.8	A
144	SR 84 - WB	Isabel/Vallecitos	Ruby Hill /Kaithoff	Liv		0.38	I	4	2		36.3	A	6	43.9	A
145	SR 84 - WB	Ruby Hill /Kaithoff	Culvert (Lat/Long: 37.1	Pleas		1.62	55.8	4	2		58.3	A	6	55.5	A
146	SR 84 - WB	Culvert (Lat/Long: 37.1	Vallecitos Nuc.Cntr	Unin		1.65	56.5	4	2		57.5	A	6	54.7	A
147	SR 84 - WB	Vallecitos Nuc.Cntr	Vallecitos Ln	Unin		1.14	52.5	3	2		54.9	A	6	54.0	A
148	SR 84 - WB	Vallecitos Ln	SR 84/I-680 NB On	Unin		0.21	55.3	3	2		57.7	A	6	60.5	A
149	SR 84 - WB	SR 84/I-680 NB On	Ple-Sunol Rd	Fre		1.27	41.4	3	2		43.4	A	3	45.4	A
150	SR 84 - WB	Ple-Sunol Rd	Sunol Rd	Fre		0.53	41.9	3	2		39.9	A	3	40.6	A
151	SR 84 - WB	Sunol Rd	Niles Canyon Quarrr	Fre		1.75	48.5	3	2		46.9	A	3	48.2	A
152	SR 84 - WB	Niles Canyon Quarry	Fremont City Limit	Fre		1.00	47.5	3	2		46.1	A	3	45.6	A
153	SR 84 - WB	Fremont City Limit	Union City Limit	Fre		2.10	41.8	3	2		43.6	A	3	43.0	A
154	SR 84 - WB	Union City Limit	SR 238	Fre		1.62	31.7	3	2		28.9	A	3	31.5	A
155	SR 92 - EB	I-880	Mission	Hay		1.59	II	2	3	'91 - '92	15.4	D	5	6.5	(F)
156	SR 92 - WB	Mission	I-880	Hay		1.59	II	2	3		23.4	C	6	20.8	C
157	SR 112 (Davis) - EB	Doolittle/Davis	I-880	SL		0.51	II	2	2		15.1	D	4	18.4	C
158	SR 112 (Davis) - EB	I-880	San Leandro	SL		1.01	II	2	2	'91	17.2	D	4	24.8	B
159	SR 112 (Davis) - EB	San Leandro	E 14th	SL		0.28	III	2	2		16.0	C	4	13.2	C
160	SR 112 (Davis) - WB	E 14th	San Leandro	SL		0.28	III	2	2		13.2	C	5	11.0	D
161	SR 112 (Davis) - WB	San Leandro	I-880	SL		1.00	II	2	2		25.1	B	5	25.5	B
162	SR 112 (Davis) - WB	I-880	Doolittle	SL		0.51	II	2	2		15.5	D	5	18.7	C
163	SR 123 San Pablo - SB	Carlson	Washington	Alb		0.53	II	1	2		25.5	B			
164	SR 123 San Pablo - SB	Washington	Marin	Alb		0.44	III	1	2		17.1	C			
165	SR 123 San Pablo - SB	Marin	Gilman	Alb - Berk		0.47	II	1	2		17.0	D			
166	SR 123 San Pablo - SB	Gilman	University	Berk		0.86	II	1	2		18.3	C			
167	SR 123 San Pablo - SB	University	Allston	Berk		0.20	III	1	2		18.6	C			
168	SR 123 San Pablo - SB	Allston	Dwight	Berk		0.4	II				18.2	C			
169	SR 123 San Pablo - SB	Dwight	Ashby	Berk		0.68	II				20.2	C			
170	SR 123 San Pablo - SB	Ashby	Stanford	Berk		0.81	II	1	2		17.8	D			
171	SR 123 San Pablo - SB	Stanford	53rd	Oak		0.27	II	1	2		26.3	B			
172	SR 123 San Pablo - SB	53rd	Park	Emer		0.34	II	1	2		18.0	D			
173	SR 123 San Pablo - SB	Park	35th	Emer - Oak		0.45	II	1	2	'91	14.3	D			
														Data Coming	

Data Coming

Preliminary Draft Results for 2012 LOS Monitoring Study - Arterials PM Peak Period														
		Segment Limits			Length	Arterial	Plan	No of	Prior LOS "F"	2010 LOS Results		2012 LOS Results		
#	CMP Route	From	To	Juris	(miles)	Class	Area	Lanes	(Years)	Speed	LOS	# of runs	Speed	LOS
174	SR 123 San Pablo - NB	35th	Park	Oak - Emer	0.45	II	1	2		18.4	C			
175	SR 123 San Pablo - NB	Park	53rd	Emer	0.34	II	1	2		28.5	B			
176	SR 123 San Pablo - NB	53rd	Stanford	Oak	0.27	II	1	2	02	22.2	C			
177	SR 123 San Pablo - NB	Stanford	Ashby	Oak	0.81	II	1	2		19.0	C			
178	SR 123 San Pablo - NB	Ashby	Dwight	Berk	0.68	II				19.4	C			
179	SR 123 San Pablo - NB	Dwight	Allston	Berk	0.4	II				24.9	B			
180	SR 123 San Pablo - NB	Allston	University	Berk	0.20	III	1	2	'98, '00,06'10	5.8	(F)			
181	SR 123 San Pablo - NB	University	Gilman	Berk	0.86	II	1	2		19.8	C			
182	SR 123 San Pablo - NB	Gilman	Marin	Alb - Berk	0.47	II	1	2		15.7	D			
183	SR 123 San Pablo - NB	Marin	Washington	Alb	0.45	III	1	2	08	24.1	B			
184	SR 123 San Pablo - NB	Washington	Carlson	Alb	0.53	II	1	2		17.1	D			
185	SR 185 (14th) - SB	42nd	46th St	Oak	0.26	II				16.8	D	3	16.8	D
186	SR 185 (14th) - SB	46th St	Seminary	Oak	0.79	II				23.8	C	3	18.5	C
187	SR 185 (14th) - SB	Seminary	73rd	Oak	0.80	II	1	2		13.2	E	3	7.3	(F)
188	SR 185 (14th) - SB	73rd Ave	98th Ave	Oak	1.39	II	1	2		20.4	C	3	17.7	D
189	SR 185 (14th) - SB	98th	Broadmoor	Oak	0.74	II	1	2		18.7	C	3	20.6	C
190	SR 185 (14th) - SB	Broadmoor	Davis	SL	0.73	II	2	2		15.9	D	3	22.1	C
191	SR 185 (14th) - SB	Davis	San Leandro	SL	1.04	III	2	2		17.2	C	3	18.5	C
192	SR 185 (14th) - SB	San L Blvd	Hesperian	SL	0.94	II	2	2		22.4	C	3	19.3	C
193	SR 185 (14th) - SB	Hesperian	Bayfair	SL	0.46	II	2	2		16.5	D	3	21.3	C
194	SR 185 (14th) - SB	Bayfair	170th	Unin	1.24	II	3	2		19.8	C	4	22.5	C
195	SR 185 (14th) - SB	170th	Llewelling	Unin	0.21	II	3	2		19.0	C	4	30.9	A
196	SR 185 (14th) - SB	Llewelling	Sunset	Unin	1.02	II	3	2		27.3	B	4	30.3	A
197	SR 185 Hayward - SB	Sunset	SR 92/238	Hay	0.84	III	2	2		11.4	D	4	9.9	D
198	SR 185 Hayward - NB	SR 92/238	Sunset	Hay	0.84	III	2	2		17.0	C	5	12.8	D

Data Coming

Preliminary Draft Results for 2012 LOS Monitoring Study - Arterials PM Peak Period															
		Segment Limits				Length (miles)	Arterial	Plan	No of Lanes	Prior LOS "F" (Years)	2010 LOS Results		2012 LOS Results		
#	CMP Route	From	To	Juris		(miles)	Class	Area			Speed	LOS	# of runs	Speed	LOS
199	SR 185 (14th) - NB	Sunset	Llewelling	Unin		1.11	II	3	2		26.3	B	5	26.4	B
200	SR 185 (14th) - NB	Llewelling	170th	Unin		0.21	II	3	2		31.5	A	5	30.7	A
201	SR 185 (14th) - NB	170th	Bayfair	Unin		1.24	II	3	2		25.3	B	5	21.3	C
202	SR 185 (14th) - NB	Bayfair	Hesperian	SL		0.47	II	2	2		23.5	C	5	21.9	C
203	SR 185 (14th) - NB	Hesperian	San L Blvd	SL		0.94	II	2	2		22.8	C	5	29.2	B
204	SR 185 (14th) - NB	San Leandro	Davis	SL		1.02	III	2	2		15.6	C	5	15.1	C
205	SR 185 (14th) - NB	Davis	Broadmoor	SL		0.72	II	2	2		21.5	C	5	21.5	C
206	SR 185 (14th) - NB	Broadmoor	98th	Oak		0.74	II	1	2		16.2	D	3	14.0	E
207	SR 185 (14th) - NB	98th Ave	73rd Ave	Oak		1.37	II	1	2		18.2	C	3	19.3	C
208	SR 185 (14th) - NB	73rd Ave	Seminary	Oak		0.60	II	1	2		13.1	E	3	15.8	D
209	SR 185 (14th) - NB	Seminary	46th St	Oak		0.79	II				25.9	B	3	28.7	B
210	SR 185 (14th) - NB	46th St	42nd	Oak		0.26	II			08-10	7.3	(F)	3	10.4	E
211	SR 238 (Foothill) - NB	Jackson	City Center	Hay		0.62	III	2	3		17.3	C	2	6.0	(F)
212	SR 238 (Foothill) - NB	City Center	I-580	Unin-Hay		0.73	II	3	3		20.7	C	2	22.4	C
213	SR 238 (Foothill) - NB	I-580 Ramp	I-580 Merge	Unin		0.71	I	3			45.1	A	2	47.3	A
214	SR 238 (Foothill) - SB	I-580	Cstro V Blvd	Unin		0.86	I	3			47.3	A	5	41.6	A
215	SR 238 (Foothill) - SB	Cstro V Blvd	City Center	Hay-Unin		1.03	II	2	3		27.2	B	5	23.2	C
216	SR 238 (Foothill) - SB	City Center	Jackson	Hay		0.62	III	2	3		16.2	C	5	8.5	E
217	SR 238 (Mission) - NB	680 NB Rmp	Stevenson	Fre		2.46	I	3	2		41.4	A	1	28.7	B
218	SR 238 (Mission) - NB	Stevenson	Nursery	Fre		2.57	I	3	2		30.4	B	1	31.8	B
219	SR 238 (Mission) - NB	Nursery	Tamarack	UC		2.10	I	3	2		28.7	B	2	27.2	C
220	SR 238 (Mission) - NB	Tamarack	Industrial	UC-Hay		1.96	I	3	2		26.1	C	2	34.4	B
221	SR 238 (Mission) - NB	Industrial	Sorenson	Hay		1.47	II	2	2		27.1	B	2	23.2	C
222	SR 238 (Mission) - NB	Sorenson	Jackson	Hay		1.83	II	2	2		15.8	D	2	13.7	E
223	SR 238 (Mission) - SB	Jackson	Sorenson	Hay				2	2	'91 - '92	23.3	C	3	19.5	C
224	SR 238 (Mission) - SB	Sorenson	Industrial	Hay		1.47	II	2	2		22.4	C	3	24.5	B
225	SR 238 (Mission) - SB	Industrial	Tamarack	Hay-UC		1.96	I	2	2		32.7	B	3	29.7	B
226	SR 238 (Mission) - SB	Tamarack	Nursery	UC		2.07	I	3	2		24.4	C	3	24.3	C
227	SR 238 (Mission) - SB	Nursery	Stevenson	Fre		2.57	I	3	2		30.5	B	4	32.7	B
228	SR 238 (Mission) - SB	Stevenson	680 NB Rmp	Fre		2.46	I	3	2		31.0	B	4	23.2	C
229	SR 260 (Tubes) - NB	Atlantic	7th/Web	Oak		1.31	I	1	2		34.7	A	2	38.0	A
230	SR 260 (Tubes) - SB	7th/Web	Atlantic	Oak		1.31	I	1	2	'91	31.6	A	3	38.3	A
231	SR 262 (Mission) - EB	I-880 NB	I-680 NB	Fre		1.33	I	3	2		16.1	E	6	17.5	D
232	SR 262 (Mission) - WB	I-680 NB	I-880 SB	Fre		1.11	I	3	2		25.6	C	5	30.0	B
Note	Monitoring Study.														

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Preliminary Draft Results for 2012 LOS Monitoring Study for Freeways - AM Peak Period													
	CMP Route	Segment Limits		Jurisdiction	Plan Area	Length (miles)	No of Lanes	Prior LOS F (Years)	2010 LOS Results		2012 LOS results		
		From	To						Speed	LOS	# of Runs	Speed	LOS
1	I-80 - EB	SF County Line	Toll Plaza	Oak	1	2.06	10		57.3	B	1	57.9	B
2	I-80 - EB	Toll Plaza	I-580 SB Merge	Oak	1	1.15	10		55.8	B	1	60.9	A
3	I-80 - EB	I-80/I-580 (Merge)	Powell	Emery - Berk	1	0.79	10		75.5	A	1	76.9	A
4	I-80 - EB	Powell	Ashby	Emery - Berk	1	0.67	10		54.6	C	1	51.3	C
5	I-80 - EB	Ashby	University	Emery - Berk	1	1.34	10		66.2	A	1	62.6	A
6	I-80 - EB	University	Jct I-580 (off)	Berk - Alb	1	1.51	10		66.2	A	1	59.7	B
7	I-80 - EB	Jct I-580 (off)	Central (on)	Berk - Alb	1	1.12	10		64.0	A	1	62.0	A
8	I-80 - WB	Central	Jct I-580	Berk - Alb	1	0.70	10	08	37.0	E	2	16.4	(F20)
9	I-80 - WB	Jct I-580	Univerity	Berk - Alb	1	1.49	10	08	33.3	E	2	21.4	(F30)
10	I-80 - WB	University	Ashby	Emery - Berk	1	1.36	10		50.9	C	2	39.3	E
11	I-80 - WB	Ashby	Powell	Emery - Berk	1	0.64	10		45.4	D	2	50.9	C
12	I-80 - WB	Powell	I-80/I-580 (Split)	Emery - Berk	1	0.42	10		46.3	D	2	48.8	D
13	I-80 - WB	I-580 Split	Toll Plaza	Oak	1	1.20	10	97-10	8.1	(F10)	2	6.2	(F10)
14	I-80 - WB	Toll Plaza	SF County	Oak	1	2.00	10	97-10	13.4	(F20)	2	16.4	(F20)
15	I-238 - EB	I-880	I-580	Uninc-San L	2	2.28	6		63.5	A	3	59.8	B
16	I-238 - WB	I-580	I-880	Uninc-San L	2	1.60	6	97-08	32.1	E	2	17.2	(F20)
17	I-580 - EB	I-580/I-238 changed fm (I-238/Fthl Off)	Grove	Unincorp	2	2.88	8		55.5	B	2	53.1	C
18	I-580 EB	Grove	Eden Canyon	Uninc - Pleas	4	2.17	8		64.6	A	2	73.7	A
19	I-580 EB	Eden Canyon	San Ramon/ Foothill	Uninc - Pleas	4	4.80	8		61.9	A	2	61.9	A
20	I-580 EB	San Ramon/ Foothill	I-680	Uninc - Pleas	4	0.77	8		68.9	A	2	66.0	A
21	I-580 EB	I-680	Hopyard	Plea	4	0.76	8		63.8	A	2	61.5	A
22	I-580 EB	Hopyard	Santa Rita	Plea	4	1.96	8		68.8	A	2	66.6	A
23	I-580 EB	Santa Rita	El Charro	Uninc-Pleas	4	1.24	8		68.4	A	2	68.7	A
24	I-580 EB	El Charro	SR 84/Airway Blvd.	Unincorp	4	1.52	8		67.8	A	2	64.4	A
25	I-580 EB	SR 84/Airway Blvd.	Portola	Unincorp	4	1.71	8		67.2	A	5	66.2	A
26	I-580 - EB	Portola	1st St	Liv	4	2.70	8		66.3	A	5	65.7	A
27	I-580 - EB	1st St	Greenville	Liv-Uninc	4	1.98	8		55.5	B	5	54.5	C
28	I-580 - EB	Greenville	N.Flynn	Uninc	4	1.50	8		43.2	D	5	41.7	D
29	I-580 - EB	N.Flynn	Grant Line	Uninc	4	3.19	8		50.4	C	5	48.7	D
30	I-580 - EB	Grant Line	I-205 (SJ Co) Off	Uninc	4	1.11	8		47.0	D	5	45.6	D
31	I-580 - WB	I-205 (SJ Co)	Grant Line	Liv - Uninc	4	0.89	8	04	36.0	E	3	36.4	E
32	I-580 - WB	Grant Line	N Flynn	Liv - Uninc	4	4.56	8	04	56.2	B	3	67.4	A
33	I-580 - WB	N Flynn	Greenville Rd	Liv - Uninc	4	2.34	8	04	56.9	B	3	59.5	B
34	I-580 - WB	Greenville Rd	1st St	Liv - Uninc	4	2.30	8	04,08-10	28.9	(F30)	3	24.2	(F30)
35	I-580 - WB	1st St	Portola Ave	Liv	4	2.52	8	08-10	29.4	(F30)	3	20.0	(F30)
36	I-580 - WB	Portola	SR 84/Airway Blvd	Liv - Plea	4	1.76	8	04,08	42.4	D	3	33.7	E
37	I-580 - WB	SR 84/Airway Blvd	Fallon Rd/EI Charro	Plea	4	1.78	8	04,08	46.9	D	2	42.9	D
38	I-580 - WB	Fallon Rd/EI Charro	Tassajara	Plea	4	1.16	8	04,08	55.4	B	2	55.3	B
39	I-580 - WB	Tassajara Rd	I-680	Plea	4	2.87	8		62.9	A	2	63.6	A
40	I-580 - WB	I-680	San Ramon Rd	Plea - Uninc	4	0.69	8		62.8	A	2	65.4	A
41	I-580 - WB	San Ramon Rd	Eden Caynon	Plea - Uninc	4	4.75	8		65.4	A	2	66.7	A
42	I-580 - WB	Eden Canyon	Center St	Plea - Uninc	4	2.28	8		68.9	A	2	67.9	A
43	I-580 - WB	Center	I-580/238	Unincorp	2	1.94	8	02	50.5	C	2	53.6	C

Preliminary Draft Results for 2012 LOS Monitoring Study for Freeways - AM Peak Period														
		Segment Limits												
	CMP Route	From	To	Jurisdiction	Plan Area	Length (miles)	No of Lanes	Prior LOS F (Years)	2010 LOS Results		2012 LOS results			
									Speed	LOS	# of Runs	Speed	LOS	
44	I-580 - EB	I-80	I-980	Oak	1	1.24	8		49.8	C	2	49.3	C	
45	I-580 - EB	I-980	Harrison	Oak	1	0.95	8		95.9	A	2	92.4	A	
46	I-580 - EB	Harrison	Lakeshore	Oak	1	0.69	8		63.2	A	2	60.6	A	
47	I-580 - EB	Lakeshore	Coolidge	Oak	1	2.25	8		66.0	A	2	64.5	A	
48	I-580 - EB	Coolidge	SH 13 Off	Oak	1	2.15	8		68.3	A	2	64.2	A	
49	I-580 - EB	SH 13 Off	MacArthur	Foothill	1	4.09	8		65.6	A	2	60.5	A	
50	I-580 - EB	MacArthur	I-580/238	SL - Hay	2	4.33	8		66.5	A	2	60.9	A	
51	I-580 - WB	I-238	Foothill/MacArthur	Oak -SL	2	4.42	8		63.0	A	2	74.0	A	
52	I-580 - WB	Foothill/MacArthur	SH 13 Off	Oak -SL	1	3.89	8		36.2	E	2	59.7	B	
53	I-580 - WB	SH 13 Off	Fruitvale	Oak	1	2.36	8	08-10	21.9	(F30)	2	26.6	(F30)	
54	I-580 - WB	Fruitvale	Harrison	Oak	1	2.21	8		33.7	E	2	31.6	E	
55	I-580 - WB	Harrison	SH 24 On-ramp	Oak	1	1.16	8		37.4	E	2	42.6	D	
56	I-580 - WB	SH-24 On-ramp	I-80/580 Split	Oak	1	0.69	8	02,06-10	13.7	(F20)	2	11.2	(F20)	
57	I-580 - EB	Central	I-80 Jct	Alb	1	0.77	4		32.2	E	2	37.0	E	
58	I-580 - WB	I-80 Jct	Central	Alb	1	1.07	4		64.1	A	1	69.4	A	
59	I-680 - NB	Scott Creek Rd	Rt 262/Mission	Fre	3	2.20	6		71.2	A	6	65.5	A	
60	I-680 - NB	Rt 262/Mission	Durham Rd	Fre	3	1.34	6		69.2	A	6	66.2	A	
61	I-680 - NB	Durham Rd	Washington Blvd	Fre	3	1.54	6		65.6	A	6	65.9	A	
62	I-680 - NB	Washington Blvd	Rt 238/Mission	Fre	3	0.89	6		69.7	A	6	69.7	A	
63	I-680 NB	SR 238/Mission	Vargas Rd	Unincorp	3	0.82	6		62.6	A	6	62.4	A	
64	I-680 NB	Vargas Rd	Andrade Rd	Unincorp	3	2.64	6		66.0	A	6	65.2	A	
65	I-680 NB	Andrade Rd	Calaveras	Unincorp	3	1.13	6		65.8	A	6	64.1	A	
66	I-680 NB	Calaveras	Rt.84/Vallecitos	Unincorp	3	0.30	6		74.8	A	6	73.4	A	
67	I-680 NB	SR 84	Sunol Blvd	Plea - Uninc	4	3.45	6		68.8	A	6	68.3	A	
68	I-680 NB	Sunol Blvd.	Bernal Ave	Plea - Uninc	4	1.52	6		66.2	A	6	64.6	A	
69	I-680 NB	Bernal Ave	Stoneridge Dr	Plea	4	2.39	6		66.5	A	6	65.4	A	
70	I-680 NB	Stoneridge Dr	I-580	Plea	4	0.84	6		70.6	A	6	70.3	A	
71	I-680 - NB	I-580	Alcosta	Dub	4	1.83	6		60.6	A	6	47.9	D	
72	I-680 - SB	Alcosta	I-580	Dub	4	1.84	6		69.3	A	6	68.3	A	
73	I-680 SB	I-580	Stoneridge Dr	Plea	4	0.76	6		61.0	A	6	43.0	D	
74	I-680 SB	Stoneridge Dr	Bernal	Plea	4	2.55	6		55.6	B	6	38.2	E	
75	I-680 SB	Bernal Ave.	Sunol Blvd	Unincorp	4	1.31	6		37.7	E	6	27.5	(F30)	
76	I-680 SB	Sunol Blvd.	SR 84	Unincorp	4	3.82	6		37.4	E	6	45.7	D	
77	I-680 SB	SR 84 (Niles Canyon)	Andrade Rd	Unincorp	3	1.32	6		49.6	C	6	50.3	C	
78	I-680 SB	Andrade Rd	Sheridon Rd	Unincorp	3	1.39	6		51.6	C	6	56.2	B	
79	I-680 SB	Sheridon Rd	Vargas Rd	Unincorp	3	0.81	6		60.3	A	6	58.7	B	
80	I-680 SB	Vargas Rd	SR 238/Mission	Unincorp	3	1.08	6		53.8	C	6	45.3	D	
81	I-680 - SB	Rt 238/Mission	Washington Blvd	Fre	3	1.04	6		54.6	C	6	49.0	C	
82	I-680 - SB	Washington Blvd	Durham Rd	Fre	3	1.52	6		61.6	A	6	49.4	C	
83	I-680 - SB	Durham Rd	Rt 2262/Mission	Fre	3	1.67	6		63.8	A	6	50.1	C	
84	I-680 - SB	Rt 262/Mission	Scott Creek Rd	Fre	3	2.19	6		60.5	A	6	63.0	A	
85	I-880 - NB	Dix Landing	SR 262/Mission	Fre	3	2.08	8		71.4	A	4	77.4	A	
86	I-880 - NB	SR262/Mission	AutoMall Pkwy	Fre	3	2.44	8		67.9	A	4	69.4	A	
87	I-880 - NB	AutoMall Pkwy	Stevenson	Fre	3	1.54	8		67.8	A	4	68.7	A	

Preliminary Draft Results for 2012 LOS Monitoring Study for Freeways - AM Peak Period													
	CMP Route	Segment Limits			Plan Area	Length (miles)	No of Lanes	Prior LOS F (Years)	2010 LOS Results		2012 LOS results		
		From	To	Jurisdiction					Speed	LOS	# of Runs	Speed	LOS
	88	I-880 - NB	Stevenson	Decoto	Fre	3	4.04		65.1	A	4	67.0	A
	89	I-880 - NB	Decota	Alvarado Blvd	Fre - Un Cty	3	1.17		54.3	C	4	48.6	D
	90	I-880 - NB	Alcarado Blvd	Alvarado-Niles Blvd	Fre- Uni Cty	3	1.17		33.8	E	4	42.5	D
	91	I-880 - NB	Alv-Niles	Tennyson	Un Cty - Hay	3	2.65	06-10	22.7	(F30)	4	36.1	E
	92	I-880 - NB	Tennyson	SR 92	Hay	2	1.14		44.6	D	4	63.9	A
	93	I-880 - NB	SR 92	A St	Hay	2	1.52		53.1	C	4	52.6	C
	94	I-880 - NB	A St	I-238 (Marina before 06)	Unincorp	2	1.82		61.9	A	4	55.4	B
	95	I-880 - NB	I-880/I238 (split)	Marina Blvd	Oak -SL	2	2.66		40.6	E	4	32.1	E
	96	I-880 - NB	Marina Blvd	SR 112/Davis	Oak - SL	2	0.79	10	25.0	(F30)	4	29.2	(F30)
	97	I-880 - NB	SR 112/Davis	Hegenberger	Oak - SL	2	1.88		34.7	E	4	24.7	(F30)
	98	I-880 - NB	Hegenberger	High/42nd	Oak	1	2.47	10	26.1	(F30)	4	32.2	E
	99	I-880 - NB	High/42nd	23rd (1st on)	Oak	1	1.06	10	24.9	(F30)	4	34.7	E
	100	I-880 - NB	23RD (1ST on)	Jct 980 (off)	Oak	1	2.64		41.1	D	4	42.6	D
	101	I-880 - NB	Jct 980 (off)	I-880/I-80 split	Oak	1	2.38		61.8	A	4	63.9	A
	102	I-880 - NB	I-880/I238 (split)	I-880/I-80 (merge)	Oak	1	1.40		64.1	A	4	63.4	A
	103	I-880 - SB	I-880/I-80 split	I-880/I-80 merge	Oak	1	1.63		67.5	A	3	68.2	A
	104	I-880 - SB	I-880/I-80 merge	Jct 980	Oak	1	2.65		49.2	C	3	83.9	A
	105	I-880 - SB	I-980	23rd	Oak	1	2.79		47.0	D	3	60.3	A
	106	I-880 - SB	23rd St	High/42nd	Oak	1	1.35		78.9	A	3	78.8	A
	107	I-880 - SB	High/42nd	Hegenberger	Oak	1	2.27		61.5	A	3	62.4	A
	108	I-880 - SB	Hegenberger	SR 112/Davis	Oak - SL	1	1.69		57.3	B	4	60.5	A
	109	I-880 - SB	SR 112/Davis	Marina Blvd	Oak - SL	1	0.87		69.2	A	4	72.8	A
	110	I-880 - SB	Marina Blvd	SR 238 WB (merge)	Oak - SL	1	2.41		42.2	D	4	43.3	D
	111	I-880 - SB	I-238 (Marina before 06)	A St	SL-Uninc	2	2.03	06-10	19.0	(F20)	4	23.4	(F30)
	112	I-880 - SB	A St	Rt 92	Hay	2	1.81	97,98,00-02,08-10	25.1	(F30)	4	30.9	E
	113	I-880 - SB	Rt 92	Tennyson	Hay	2	0.96		35.4	E	4	24.6	(F30)
	114	I-880 - SB	Tennyson	Alv-Niles	Hay - UC	2	2.49	00	32.7	E	3	24.6	(F30)
	115	I-880 - SB	Alvarado-Niles	Alvarado	UC - Fre	2	1.37	10	32.7	(F30)	3	24.3	(F30)
	116	I-880 - SB	Alvarado	Decoto	UC - Fre	2	1.17		36.0	E	3	30.8	E
	117	I-880 - SB	Decoto	Stevenson	Fre	3	4.07	10	32.9	(F30)	3	25.1	(F30)
	118	I-880 - SB	Stevenson	AutoMall Pkwy	Fre	2	1.26	04,06	47.5	D	3	30.9	E
	119	I-880 - SB	AutoMall Pkwy	Rt 262/Mission	Fre	2	3.04	04-08	54.3	C	3	33.6	E
	120	I-880 - SB	SR 262/Mission	Dix Landing(off)	Fre	3	1.27	96-00,04	56.7	B	3	35.7	E
	121	I-980 - WB	SR 24 @ 580	I-880	Oak	1	2.27		61.6	A	1	64.1	A
	122	I-980 - EB	I-880	SR 24 @ 580	Oak	1	2.32		61.5	A	4	61.2	A
	123	SR 13 - NB	Mountain On	Carson/Redwood (1) (off)	Oak	1	1.20		91.9	A	2	83.9	A
	124	SR 13 - NB	Carson/Redwood (1) (off)	Joaguin Miller	Oak	1	1.09		45.2	D	2	40.9	E
	125	SR 13 - NB	Joa Miller/Linc	Moraga Ave	Oak	1	1.77		33.3	E	2	47.6	D
	126	SR 13 - NB	Moraga Ave	Hiller (Sig)	Oak	1	1.57	06	28.8	(F30)	2	27.1	(F30)
	127	SR 13 - SB	Hiller Sig	Moraga Ave	Oak	1	1.66		58.6	B	2	45.4	D
	128	SR 13 - SB	Moraga Ave	Joa Miller/Linc	Oak	1	2.04		71.9	A	2	61.5	A
	129	SR 13 - SB	Joaq Miller/Lincoln	Redwood	Oak	1	1.34		61.4	A	2	87.7	A
	130	SR 13 - SB	Redwood	Jct I-580 (EB Merge)	Oak	1	0.89		48.3	D	1	52.5	C

Preliminary Draft Results for 2012 LOS Monitoring Study for Freeways - AM Peak Period													
	CMP Route	Segment Limits		Jurisdiction	Plan Area	Length (miles)	No of Lanes	Prior LOS F (Years)	2010 LOS Results		2012 LOS results		
		From	To						Speed	LOS	# of Runs	Speed	LOS
131	SR 24 - EB	Jct I-580 (on)	Broadway/SR 13	Oak	1	2.08	8		65.4	A	4	66.6	A
132	SR 24 - EB	Broadway/SR 13	Caldecott (enter)	Oak	1	1.41	8	08	17.3	(F20)	4	16.4	(F20)
133	SR 24 - EB	Caldecott (enter)	Fish Ranch Road	Oak	1	1.03	8		38.7	E	4	40.0	E
134	SR 24 - WB	Fisch Ranch Road (CC)	Caldecott (exit)	Oak	1	0.99	8		49.4	C	1	38.3	E
135	SR 24 - WB	Caldecott (exit)	Broadway	Oak	1	1.77	8		64.3	A	1	40.1	E
136	SR 24 - WB	Broadway	Jct I-580 (on)	Oak	1	2.19	8		50.2	C	1	45.1	D
137	SR 84 - EB	San M CL	Toll Plaza	Fremont	3	2.97	6		55.0	C	4	52.8	C
138	SR 84 - EB	Toll Plaza	Thornton	Fremont	3	0.27	6		57.7	B	4	58.0	B
139	SR 84 - EB	Thornton Ave/Pascon Padre	Newark Blvd/Ardenwood Blvd	Newark	3	1.23	6		64.8	A	4	65.4	A
140	SR 84 - EB	Newark Blvd/Ardenwood Blvd	I-880 NB (off)	Newark	3	0.97	6		39.9	E	4	42.8	D
141	SR 84 - WB	I-880 NB (off)	Ardenwood/Newark		3	0.99	6		46.5	D	4	43.7	D
142	SR 84 - WB	Ardenwood/Newark	Paseo Padre Pkwy		3	1.15	6		35.6	E	4	53.6	C
143	SR 84 - WB	Paseo Padre Pkwy	Toll Gate		3	0.75	6	10	22.1	(F30)	4	32.7	E
144	SR 84 - WB	Toll Plaza	San M CL	Fremont	2	3.17	6		65.1	A	4	58.7	B
145	SR 92 - EB	San M CL	Toll Plaza	Uninc - Hay	2	2.61	6		64.6	A	4	63.1	A
146	SR 92 - EB	Toll Plaza	Clawiter	Uninc - Hay	2	1.76	6		60.2	A	4	60.9	A
147	SR 92 - EB	Clawiter	I-880	Hay	2	2.10	6		55.9	B	4	66.3	A
148	SR 92 - WB	I-880	Clawiter	Hay	2	2.01	6	02	51.0	C	4	51.9	C
149	SR 92 - WB	Clawiter	Toll Plaza	Uninc - Hay	2	1.87	6	02	42.9	D	4	32.1	E
150	SR 92 - WB	Toll Plaza	San M CL	Uninc - Hay	2	2.61	6	02	61.9	A	4	57.5	B

Preliminary Draft Results for 2012 LOS Monitoring Study for Arterials - AM Peak Period																
		CMP Route		Segment Limits				Length	Arterial	Plan	No of	Prior LOS	2010 LOS Results		2012 LOS Results	
#				From	To	Jurisdiction	(miles)		Area	Lanes	"F"	Speed	LOS	# of Runs	Speed	LOS
1	150th St - EB	Hesperian	I-580			SL	0.49	II	2	2		18.5	C	1	16.4	D
2	150th St - WB	I-580	Hesperian			SL	0.49	II	2	2		14.9	D	4	14.9	D
3	A Street - EB	I-880	Western			Hay	1.08	II	2	2		21.7	C	4	23.6	C
4	A Street - EB	Western	SR 238			Hay	0.53	III	2	2		10.3	D	2	9.1	D
5	A Street - WB	SR 238	Western			Hay	0.53	III	2	2		14.0	C	2	12.3	D
6	A Street - WB	Western	I-880			Hay	1.08	II	2	2		25.6	B	2	16.6	D
7	Atlantic - EB	Main	Webster			Ala	0.80	II	1	2		21.4	C	Data Coming		
8	Atlantic - WB	Webster	Main			Ala	0.80	II	1	2		27.1	B			
9	Hegenberger - EB	SR 61	Edgewater			Oak	0.76	I				22.8	C	1	31.8	B
10	Hegenberger - EB	Edgewater	Baldwin			Oak	0.73	I	1	3		24.8	C	1	41.6	A
11	Hegenberger - EB	Baldwin	E 14th			Oak	1.03	I	1	3		29.3	B	1	34.7	B
12	Hegenberger - WB	E 14th	Baldwin			Oak	1.03	I	1	3		39.6	A	1	50.1	A
13	Hegenberger - WB	Baldwin	Edgewater			Oak	0.73	I	1	3		25.4	C	1	21.0	D
14	Hegenberger - WB	Edgewater	SR 61			Oak	0.76	I	1	3		21.5	D	1	17.8	D
15	Hesperian - NB	Tennyson	SH 92 - WB			Hay	0.47	I	2	3		15.7	E	2	16.2	E
16	Hesperian - NB	SH 92	La Playa			Hay	0.79	II	2	3		25.9	B	2	25.1	B
17	Hesperian - NB	La Playa	W.Winton Ave.			Hay	0.44	II	2	3		25.8	B	2	15.1	D
18	Hesperian - NB	W.Winton Ave	A St			Hay	0.96	II	2	3		26.4	B	2	28.1	B
19	Hesperian - NB	A St	Hacienda			Unin	0.65	II	2	2		24.3	C	2	27.2	B
20	Hesperian - NB	Hacienda	Grant			Unin	0.65	II	2	2		26.9	B	2	33.4	A
21	Hesperian - NB	Grant	Llewelling			Unin	0.28	II	2	2	10	10.0	(F)	2	11.0	E
22	Hesperian - NB	Llewelling	Springlake			Unin	0.40	II	2	2		30.5	B	2	30.6	A
23	Hesperian - NB	Springlake	Fairmont			SL	0.66	II	2	2		18.5	C	1	18.9	C
24	Hesperian - NB	Fairmont	14th			SL	0.32	II	2	2		17.3	D	1	19.2	C
25	Hesperian - SB	14th	Fairmont			SL	0.31	II	2	2		12.9	E	4	18.3	C
26	Hesperian - SB	Fairmont	Springlake			SL	0.65	II	2	2		27.0	B	4	22.7	C
27	Hesperian - SB	Springlake	Llewelling			Unin	0.40	II	2	2		14.3	D	4	11.6	E
28	Hesperian - SB	Llewelling	Grant			Unin	0.28	II	2	2		14.5	D	4	15.6	D
29	Hesperian - SB	Grant	Hacienda			Unin	0.65	II	2	2		21.6	C	4	26.7	B
30	Hesperian - SB	Hacienda	A St			Unin	0.65	II	2	2		20.8	C	4	18.3	C
31	Hesperian - SB	A St	W.Winton Ave.			Hay	0.96	II	2	3		15.5	D	4	22.9	C
32	Hesperian - SB	W.Winton Ave	La Playa			Hay	0.44	II	2	3		25.8	B	4	16.2	D
33	Hesperian - SB	La Playa	SH 92			Hay	0.79	II	2	3		17.2	C	4	17.0	D
34	Hesperian - SB	SH 92 - WB	Tennyson			Hay	0.47	I	2	3		16.2	D	3	10.9	(F)

Preliminary Draft Results for 2012 LOS Monitoring Study for Arterials - AM Peak Period															
		Segment Limits										2010 LOS Results		2012 LOS Results	
#	CMP Route	From	To	Jurisdiction	Length (miles)	Arterial	Plan Area	No of Lanes	Prior LOS "F"	Speed	LOS	# of Runs	Speed	LOS	
35	Mowry - EB	I-880	Farwell	Fre	0.34	II	3	2		17.6	D	6	19.9	C	
36	Mowry - EB	Farwell	SH 84	Fre	2.63	II	3	2		29.4	B	6	26.8	B	
37	Mowry - WB	SH 84	Farwell	Fre	2.63	II	3	2		24.9	B	6	27.1	B	
38	Mowry - WB	Farwell	I-880	Fre	0.34	II	3	2		24.0	B	6	22.7	C	
39	Park/23rd - EB	Encinal	Santa Clara	Ala	0.23	III	1	2		13.2	C				
40	Park/23rd - EB	Santa Clara	Kennedy	Ala	0.66	III	1	2		11.9	D				
41	Park/23rd - EB	Kennedy	E 11th	Ala - Oak	0.49	II	1	2		17.2	D				
42	Park/23rd - WB	E 11th	Kennedy	Ala - Oak	0.45	II	1	2		23.7	C				
43	Park/23rd - WB	Kennedy	Santa Clara	Ala	0.66	III	1	2		13.1	C				
44	Park/23rd - WB	Santa Clara	Encinal	Ala	0.23	III	1	2		22.0	B				
45	MLK Jr Way - NB	SH 24	Adeline	Oak	0.90	II	1	2		24.9	B				
46	Adeline - NB	MLK Jr - South	MLK Jr - North	Berk	0.30	II	1	2		18.6	C				
47	Adeline - NB	MLK Jr - North	Shattuck	Berk	0.63	II	1	2		17.7	D				
48	Shattuck NB	Shattuck	Dwight	Berk	0.32	II	1	2		23.7	C				
49	Shattuck NB	Dwight	University	Berk	0.63	III	1	2		24.2	B				
50	Shattuck SB	University	Dwight	Berk	0.63	III	1	2		17.9	C				
51	Shattuck SB	Dwight	Shattuck	Berk	0.32	II	1	2		30.1	A				
52	Adeline - SB	Shattuck	MLK Jr - North	Berk	0.63	II	1	2		18.6	C				
53	Adeline - SB	MLK Jr - North	MLK Jr - South	Berk	0.30	II	1	2		15.6	D				
54	MLK Jr Way - SB	Adeline	SH 24	Oak	0.88	II	1	2		21.8	C				
55	Tennyson - EB	Hesperian	I-880	Hay	0.88	I	2	2		21.0	D	3	28.4	B	
56	Tennyson - EB	I-880 NB	Rt 238	Hay	1.55	II	2	2		20.7	C	3	24.8	B	
57	Tennyson - WB	Rt 238	I-880	Hay	1.63	II	2	2		17.5	D	3	24.1	B	
58	Tennyson - WB	I-880	Hesperian	Hay	0.85	I	2	2		16.0	E	2	25.6	C	
59	University - EB	I-80 SB	6th	Berk	0.40	II	1	2		25.3	B				
60	University - EB	6th	San Pablo	Berk	0.31	II	1	2		20.2	C				
61	University - EB	San Pablo	Sacramento	Berk	0.56	II	1	2		12.7	E				
62	University - EB	Sacramento	ML King	Berk	0.48	II	1	2		16.0	D				
63	University - EB	ML King	Shattck Pl	Berk	0.30	III	1	2		25.6	A				
64	University - WB	Shattck Pl	ML King	Berk	0.30	III	1	2		17.3	C				
65	University - WB	ML King	Sacramento	Berk	0.48	II	1	2		20.9	C				
66	University - WB	Sacramento	San Pablo	Berk	0.56	II	1	2		19.4	C				
67	University - WB	San Pablo	6th	Berk	0.31	II	1	2		15.4	D				
68	University - WB	6th	I-80 SB	Berk	0.40	II	1	2		37.3	A				

Preliminary Draft Results for 2012 LOS Monitoring Study for Arterials - AM Peak Period														
		Segment Limits				Length	Arterial	Plan	No of	Prior LOS	2010 LOS Results		2012 LOS Results	
#	CMP Route	From	To	Jurisdiction	(miles)		Area	Lanes	"F"	Speed	LOS	# of Runs	Speed	LOS
69	SR 13 Ashby - WB	Hiller	Domingo	Oak - Berk	0.79	II	1	2		20.8	C	2	22.1	C
70	SR 13 Ashby - WB	Domingo	College	Berk	0.50	III	1	1		15.0	C	2	13.4	C
71	SR 13 Ashby - WB	College	Telegraph	Berk	0.38	III	1	1		20.4	B	2	18.2	C
72	SR 13 Ashby - WB	Telegraph	Shattuck	Berk	0.38	III	1	1		20.1	B	2	14.7	C
73	SR 13 Ashby - WB	Shattuck	ML King	Berk	0.24	III	1	1		10.3	D	2	8.1	E
74	SR 13 Ashby - WB	ML King	San Pablo	Berk	0.87	III	1	1		18.0	C	2	23.1	B
75	SR 13 Ashby - WB	San Pablo	I-80 Ramps	Berk	0.64	II	1	2		19.1	C	2	17.3	D
76	SR 13 Ashby - EB	I-80	San Pablo	Berk	0.61	II	1	2		19.7	C	2	14.1	D
77	SR 13 Ashby - EB	San Pablo	ML King	Berk	0.87	III	1	1		19.7	B	2	25.8	A
78	SR 13 Ashby - EB	ML King	Shattuck	Berk	0.24	III	1	1		12.6	D	2	12.9	D
79	SR 13 Ashby - EB	Shattuck	Telegraph	Berk	0.38	III	1	1		21.4	B	2	29.4	A
80	SR 13 Ashby - EB	Telegraph	College	Berk	0.38	III	1	1		18.8	C	2	15.0	C
81	SR 13 Ashby - EB	College	Domingo	Berk	0.50	III	1	1		19.7	B	2	16.7	C
82	SR 13 Ashby - EB	Domingo	Hiller	Berk - Oak	0.79	II	1	2		28.7	B	2	51.7	A
83	SR 61 - SB	Atlantic	Cent/Webster	Ala	0.55	III	1	2		16.5	C	3	18.5	C
84	SR 61 - SB	Cent/Webster	Sher/Encino	Ala	0.73	II	1	2		20.8	C	4	19.4	C
85	SR 61 - SB	Sher/Encino	Park	Ala	1.22	II	1	1		21.4	C	4	21.7	C
86	SR 61 - SB	Park	High/Otis	Ala	1.06	II	1	1		23.4	C	4	27.7	B
87	SR 61 (Doolittle) - SB	High	Island Dr	Ala	0.41	II	1	2		16.4	D	4	19.8	C
88	SR 61 (Doolittle) - SB	Island Dr	Harbor Bay	Ala	0.50	I	1	2		30.4	B	3	28.9	B
89	SR 61 - SB	Harbor Bay	Airport Dr	Oak	2.15	I	1	1		35.5	A	3	36.0	A
90	SR 61 (Doolittle) - SB	Airport	Davis	Oak - SL	0.95	I	1	2		40.6	A	3	29.6	B
91	SR 61 (Doolittle) - NB	Davis	Airport	SL - Oak	0.95	I	2	2		32.8	B	4	38.5	A
92	SR 61 - NB	Airport Dr	Harbor Bay	Ala	2.15	I	1	1		40.8	A	4	33.1	B
93	SR 61 (Doolittle) - NB	Harbor Bay	Island Dr	Ala	0.50	I	1	2		31.0	A	2	42.9	A
94	SR 61 (Doolittle) - NB	Island Dr	High/Otis	Ala	0.41	II	1	2		21.6	C	2	10.9	E
95	SR 61 - NB	High/Otis	Park	Ala	1.06	II	1	1		24.0	C	2	24.9	B
96	SR 61 - NB	Park/Encnal	Sher/Cent	Ala	1.22	II	1	1		20.5	C	2	17.4	D
97	SR 61 - NB	Sher/Cent	Web/Cent	Ala	0.73	II	1	2		23.0	C	2	28.9	B
98	SR 61 - NB	Cent/Web	Atlantic	Ala	0.55	III	1	2		11.6	D	2	16.4	C
99	SR 77 (42nd) - EB	I-880 NB	E 14th	Oak	0.32	I	1	2		29.9	B	Data Coming		
100	SR 77 (42nd) - WB	E 14 th	I-880 NB	Oak	0.30	I	1	2		32.7	B	1	18.6	D
101	Decoto - WB	SH 238/Mission	Union Square	UC	0.85	II	3	2		16.5	D	4	17.2	D
102	Decoto - WB	Union Square	Alv-Niles Rd	UC	0.25	II	3	2		17.1	C	4	21.6	C
103	Decoto - WB	Alv-Niles Rd	Fremont CL	UC	0.66	II	3	2		24.9	B	4	23.1	C
104	Decoto - WB	Fremont CL	I-880 NB (off)	Fre	1.15	II	3	2		15.2	D	4	12.8	E

Preliminary Draft Results for 2012 LOS Monitoring Study for Arterials - AM Peak Period														
		Segment Limits				Length	Arterial	Plan	No of	Prior LOS	2010 LOS Results		2012 LOS Results	
#	CMP Route	From	To	Jurisdiction	(miles)		Area	Lanes	"F"	Speed	LOS	# of Runs	Speed	LOS
105	Decoto - EB	I-880 NB (off)	Union City CL	Fre	1.15	II	3	2		24.5	B	4	28.4	B
106	Decoto - EB	Union City CL	Alv-Niles Rd	UC	0.66	II	3	2		17.7	D	4	23.8	C
107	Decoto - EB	Alv-Niles Rd	Union Square	UC	0.25	II	3	2		17.1	D	4	12.9	E
108	Decoto - EB	Union Square	SH 238/Mission	UC	0.85	II	3	2		18.2	C	4	17.5	D
109	SR 84/Mowry (Fre)-WB	SH 238	Peralta	Fre	0.78	I	3			31.9	B	5	30.7	C
110	SR 84/Peralta (Fre)-WB	Mowry	Fremont	Fre	1.66	I	3			28.0	C	5	30.2	B
111	SR 84/Fremont(Fre)-WB	Peralta	Thornton	Fre	0.33	II	3			9.8	F	5	12.1	E
112	SR 84/Thornton(Fre)-WB	Fremont	I-880 SB	Fre	1.29	II	3			23.6	C	5	24.9	B
113	SR 84/Thornton (Fre)-EB	I-880 SB	Fremont	Fre	1.29	II	3	4		22.5	C	5	26.5	B
114	SR 84/Fremont (Fre)-EB	Thornton	Peralta	Fre	0.32	II	3	4		11.4	E	5	12.9	E
115	SR 84/Peralta (Fre) - EB	Fremont	Mowry	Fre	1.64	I	3	2		28.8	B	5	24.2	C
116	SR 84/Mowry (Fre) - EB	Peralta	SH 238	Fre	0.87	I	3	4(2)		23.0	C	5	21.5	D
117	1st Street - SB	I-580 Off	N Mines	Liv	0.61	I				21.3	D	3	22.3	C
118	1st Street - SB	N Mines	Inman	Liv	1.05	I				39.4	A	3	36.2	A
119	1st Street - NB	Inman	N Mines	Liv	1.05	I				34.8	B	4	0.0	0
120	1st Street - NB	N Mines	I-580 Off	Liv	0.61	I				29.6	B	4	0.0	0
121	SR 84 - EB	SR 238/Mission	Union City Limit	Fre	1.59	41.9	3	2		40.5	A	5	40.7	A
122	SR 84 - EB	Union City Limit	Palamores	Fre	0.94	44.5	3	2		43.2	A	5	42.6	A
123	SR 84 - EB	Palamoras	Niles Cnyn Quarry	Fre	2.16	43.8	3	2		43.2	A	5	40.5	A
124	SR 84 - EB	Niles Cnyn Quarry	Sunol Rd	Fre	1.75	46.7	3	2		47.3	A	5	44.7	A
125	SR 84 - EB	Sunol Rd	Plea-Sunol Rd	Fre	0.53	27.6	3	2		19.2	D	5	9.2	(F)
126	SR 84 - EB	Ple-Sunol Rd	SR 84 (Off)/I-680	Unin	0.77	42.9	4	2		40.9	A	6	40.0	A
127	SR 84 - EB	SR 84 (Off)/I-680	Vallecitos Ln	Unin	1.07	50.8	4	2		44.9	B	6	47.7	A
128	SR 84 - EB	Vallecitos Ln	Vallecitos Nuc.Cntr	Unin	1.14	57.5	4	2		56.9	A	6	53.4	A
129	SR 84 - EB	Vallecitos Nuc Center E	Culvert (Lat/Long: 37.61	Unin	1.65	58.3	4	2		57.4	A	6	54.2	A
130	SR 84 - EB	Culvert (Lat/Long: 37.61	Ruby Hill /Kaithoff	Unin	1.62	59.2	4	2		57.4	A	6	55.9	A
131	SR 84 - EB	Ruby Hill./Kaithoff	Isabel/Vallecitos	Unin	0.38	I	4	2		37.2	A	6	39.7	A
132	SR 84 (Liv) - NB	Vallecitos/Isabel	Vineyard	Liv	1.12	I	4	2		44.6	A	6	43.1	A
133	SR 84 (Liv) - NB	Vineyard	Concannon	Liv	0.60	I	4	2		43.0	A	6	30.0	B
134	SR 84 (Liv) - NB	Concannon	Stanley	Liv	1.07	I	4	2		40.3	A	6	37.7	A
135	SR 84 (Liv) - NB	Stanley	W. Jack London Blvd	Liv	0.88	I	4	2		41.2	A	6	37.9	A
136	SR 84 (Liv) - NB	W. Jack London Blvd.	Airway/Kitty Hawk	Liv	0.49	I	4	2		19.5	D	6	16.9	E
137	SR 84 (Liv) - NB	Airway/Kitty	I-580	Liv	1.06	I	4	2		26.6	C	6	31.5	B
138	SR 84 (Liv) - SB	I-580	Airway/Kitty Hawk	Liv	1.06	I	4	2		28.7	B	4	35.1	A
139	SR 84 (Liv) - SB	Airway/Kitty	W. Jack London Blvd	Liv	0.49	I	4	2		36.7	A	4	29.9	B
140	SR 84 (Liv) - SB	W. Jack London Blvd.	Stanley	Liv	0.90	I	4	2		48.0	A	4	45.0	A
141	SR 84 (Liv) - SB	Stanley	Concannon	Liv	1.05	I	4	2		40.5	A	4	34.3	B
142	SR 84 (Liv) - SB	Concannon	Vineyard	Liv	0.60	I	4	2		22.8	C	4	26.7	C
143	SR 84 (Liv) - SB	Vineyard	Isabel/Vallecitos	Liv	1.12	I	4	2		18.9	D	4	11.7	(F)

Preliminary Draft Results for 2012 LOS Monitoring Study for Arterials - AM Peak Period														
		Segment Limits				Length	Arterial	Plan	No of	Prior LOS	2010 LOS Results		2012 LOS Results	
#	CMP Route	From	To	Jurisdiction	(miles)		Area	Lanes	"F"	Speed	LOS	# of Runs	Speed	LOS
144	SR 84 - WB	Isabel/Vallecitos	Ruby Hill /Kaithoff	Liv	0.38	I	4	2		39.7	A	4	30.1	B
145	SR 84 - WB	Ruby Hill /Kaithoff	Culvert (Lat/Long: 37.61	Pleas	1.62	55.8	4	2		47.4	B	4	11.2	(F)
146	SR 84 - WB	Culvert (Lat/Long: 37.61	Vallecitos Nuc.Cntr	Unin	1.65	56.5	4	2		45.4	B	4	33.3	E
147	SR 84 - WB	Vallecitos Nuc.Cntr	Vallecitos Ln	Unin	1.14	52.5	3	2		52.0	A	4	51.6	A
148	SR 84 - WB	Vallecitos Ln	SR 84/I-680 NB Off	Unin	0.21	55.3	3	2		57.1	A	4	57.1	A
149	SR 84 - WB	SR 84/I-680 NB Off	Ple-Sunol Rd	Fre	1.27	41.4	3	2		38.0	B	5	38.2	B
150	SR 84 - WB	Ple-Sunol Rd	Sunol Rd	Fre	0.53	41.9	3	2		41.9	A	5	43.0	A
151	SR 84 - WB	Sunol Rd	Niles Canyon Quarry	Fre	1.75	48.5	3	2		46.9	A	5	48.5	A
152	SR 84 - WB	Niles Canyon Quarry	Fremont City Limit	Fre	1.00	47.5	3	2		45.4	A	5	48.5	A
153	SR 84 - WB	Fremont City Limit	Union City Limit	Fre	2.10	41.8	3	2		42.5	A	5	44.0	A
154	SR 84 - WB	Union City Limit	SR 238	Fre	1.62	31.7	3	2		28.4	B	5	24.1	C
155	SR 92 - EB	I-880	Mission	Hay	1.59	II	2	3		18.4	C	4	19.6	C
156	SR 92 - WB	Mission	I-880	Hay	1.59	II	2	3		16.6	D	4	17.3	D
157	SR 112 (Davis) - EB	Doolittle	I-880	SL	0.51	II	2	2		31.2	A	4	16.4	D
158	SR 112 (Davis) - EB	I-880	San Leandro	SL	1.01	II	2	2		24.5	B	4	24.1	B
159	SR 112 (Davis) - EB	San Leandro	14th	SL	0.28	III	2	2		14.5	C	4	13.8	C
160	SR 112 (Davis) - WB	E 14th	San Leandro	SL	0.28	III	2	2		14.0	C	4	10.3	D
161	SR 112 (Davis) - WB	San Leandro	I-880	SL	1.00	II	2	2		29.0	B	4	28.2	B
162	SR 112 (Davis) - WB	I-880	Doolittle	SL	0.51	II	2	2		21.5	C	4	20.8	C
163	SR 123 San Pablo - SB	Carlson	Washington	Alb	0.53	II	1	2		30.4	B			
164	SR 123 San Pablo - SB	Washington	Marin	Alb	0.44	III	1	2		19.6	C			
165	SR 123 San Pablo - SB	Marin	Gilman	Alb - Berk	0.47	II	1	2		24.2	C			
166	SR 123 San Pablo - SB	Gilman	University	Berk	0.86	II	1	2		18.7	D			
167	SR 123 San Pablo - SB	University	Allston	Berk	0.20	III	1	2		23.2	B			
168	SR 123 San Pablo - SB	Allston	Dwight	Berk	0.4	II	1	2		25.0	B			
169	SR 123 San Pablo - SB	Dwight	Ashby	Berk	0.68	II	1	2		27.6	B			
170	SR 123 San Pablo - SB	Ashby	Stanford	Berk	0.81	II	1	2		23.1	C			
171	SR 123 San Pablo - SB	Stanford	53rd	Oak	0.27	II	1	2		25.8	B			
172	SR 123 San Pablo - SB	53rd	Park	Emer	0.34	II	1	2		24.9	C			
173	SR 123 San Pablo - SB	Park	35th	Emer - Oak	0.45	II	1	2		21.4	C			
174	SR 123 San Pablo - NB	35th	Park	Oak - Emer	0.45	II	1	2		20.9	C			
175	SR 123 San Pablo - NB	Park	53rd	Emer	0.34	II	1	2		24.0	B			
176	SR 123 San Pablo - NB	53rd	Stanford	Oak	0.27	II	1	2		27.9	B			
177	SR 123 San Pablo - NB	Stanford	Ashby	Oak	0.81	II	1	2		25.9	B			
178	SR 123 San Pablo - NB	Ashby	Dwight	Berk	0.68	II	1	2		32.1	A			
179	SR 123 San Pablo - NB	Dwight	Allston	Berk	0.4	II	1	2		30.9	A			
180	SR 123 San Pablo - NB	Allston	University	Berk	0.20	III	1	2		17.2	C			
181	SR 123 San Pablo - NB	University	Gilman	Berk	0.86	II	1	2		31.0	A			
182	SR 123 San Pablo - NB	Gilman	Marin	Alb - Berk	0.47	II	1	2		26.4	C			
183	SR 123 San Pablo - NB	Marin	Washington	Alb	0.45	III	1	2		37.7	A			
184	SR 123 San Pablo - NB	Washington	Carlson	Alb	0.53	II	1	2		29.7	A			

Data Coming

Preliminary Draft Results for 2012 LOS Monitoring Study for Arterials - AM Peak Period														
		Segment Limits				Length	Arterial	Plan	No of	Prior LOS	2010 LOS Results		2012 LOS Results	
#	CMP Route	From	To	Jurisdiction	(miles)		Area	Lanes	"F"	Speed	LOS	# of Runs	Speed	LOS
185	SR 185 (14th) - SB	42nd	46th St	Oak	0.26	II				16.7	D	6	17.8	D
186	SR 185 (14th) - SB	46th St	Seminary	Oak	0.79	II				25.4	B	6	34.4	A
187	SR 185 (14th) - SB	Seminary	73rd	Oak	0.80	II	1	2		15.5	D	6	15.8	D
188	SR 185 (14th) - SB	73rd Ave	98th Ave	Oak	1.39	II	1	2		21.1	C	6	24.0	C
189	SR 185 (14th) - SB	98th	Broadmoor	Oak	0.74	II	1	2		25.9	B	6	27.7	B
190	SR 185 (14th) - SB	Broadmoor	Davis	SL	0.73	II	2	2		22.4	C	5	24.4	B
191	SR 185 (14th) - SB	Davis	San Leandro	SL	1.04	III	2	2		20.2	B	5	22.9	B
192	SR 185 (14th) - SB	San L Blvd	Hesperian	SL	0.94	II	2	2		23.1	C	5	25.3	B
193	SR 185 (14th) - SB	Hesperian	Bayfair	SL	0.46	II	2	2		22.2	C	5	26.4	B
194	SR 185 (14th) - SB	Bayfair	170th	Unin	1.24	II	3	2		24.8	B	4	23.1	C
195	SR 185 (14th) - SB	170th	Llewelling	Unin	0.21	II	3	2		21.2	C	4	27.0	B
196	SR 185 (14th) - SB	Llewelling	Sunset	Unin	1.02	II	3	2		22.7	C	4	22.6	C
197	SR 185 Hayward - SB	Sunset	SR 92/238	Hay	0.84	III	2	2		17.3	C	4	14.8	C
198	SR 185 Hayward - NB	SR 92/238	Sunset	Hay	0.84	III	2	2		20.2	B	5	16.6	C
199	SR 185 (14th) - NB	Sunset	Llewelling	Unin	1.11	II	3	2		24.8	B	5	26.9	B
200	SR 185 (14th) - NB	Llewelling	170th	Unin	0.21	II	3	2		29.7	B	5	21.5	C
201	SR 185 (14th) - NB	170th	Bayfair	Unin	1.24	II	3	2		26.3	B	5	27.3	B
202	SR 185 (14th) - NB	Bayfair	Hesperian	SL	0.47	II	2	2		29.5	B	5	25.7	B
203	SR 185 (14th) - NB	Hesperian	San L Blvd	SL	0.94	II	2	2		22.4	C	5	23.6	C
204	SR 185 (14th) - NB	San Leandro	Davis	SL	1.02	III	2	2		13.5	C	5	20.5	B
205	SR 185 (14th) - NB	Davis	Broadmoor	SL	0.72	II	2	2		23.4	C	5	24.6	B
206	SR 185 (14th) - NB	Broadmoor	98th	Oak	0.74	II	1	2		20.7	C	5	19.3	C
207	SR 185 (14th) - NB	98th Ave	73rd Ave	Oak	1.37	II	1	2		19.4	C	5	21.4	C
208	SR 185 (14th) - NB	73rd Ave	Seminary	Oak	0.60	II	1	2		13.6	E	5	12.8	E
209	SR 185 (14th) - NB	Seminary	46th St	Oak	0.79	II				24.2	B	5	29.9	B
210	SR 185 (14th) - NB	46th St	42nd	Oak	0.26	II			10	7.2	(F)	5	10.8	E
211	SR 238 (Foothill) - NB	Jackson	City Center	Hay	0.62	III	2	3		14.4	C	5	10.8	D
212	SR 238 (Foothill) - NB	City Center	I-580	Unin-Hay	0.73	II	3	3		30.9	A	5	21.5	C
213	SR 238 (Foothill) - NB	I-580 Ramp	I-580 Merge	Unin	0.71	I	3			47.6	A	5	49.9	A
214	SR 238 (Foothill) - SB	I-580	Cstro V Blvd	Unin	0.86	I	3			64.0	A	6	46.0	A
215	SR 238 (Foothill) - SB	Cstro V Blvd	City Center	Hay-Unin	1.03	II	2	3		17.6	D	6	21.7	C
216	SR 238 (Foothill) - SB	City Center	Jackson	Hay	0.62	III	2	3		11.7	D	6	11.4	D
217	SR 238 (Mission) - NB	680 NB Rmp	Stevenson	Fre	2.46	I	3	2		35.5	A	4	36.4	A
218	SR 238 (Mission) - NB	Stevenson	Nursery	Fre	2.57	I	3	2		43.0	A	4	38.5	A
219	SR 238 (Mission) - NB	Nursery	Tamarack	UC	2.10	I	3	2		31.6	B	4	29.2	B
220	SR 238 (Mission) - NB	Tamarack	Industrial	UC - Hay	1.96	I	3	2		31.9	B	4	29.9	B
221	SR 238 (Mission) - NB	Industrial	Sorenson	Hay	1.47	II	2	2		30.1	A	4	22.5	C
222	SR 238 (Mission) - NB	Sorenson	Jackson	Hay	1.83	II	2	2		25.6	B	4	19.0	C

Preliminary Draft Results for 2012 LOS Monitoring Study for Arterials - AM Peak Period														
#	CMP Route	Segment Limits		Jurisdiction	Length (miles)	Arterial	Plan Area	No of Lanes	Prior LOS "F"	2010 LOS Results		# of Runs	2012 LOS Results	
		From	To							Speed	LOS		Speed	LOS
223	SR 238 (Mission) - SB	Jackson	Sorenson	Hay	1.83	II	2	2		26.0	B	5	17.0	D
224	SR 238 (Mission) - SB	Sorenson	Industrial	Hay	1.47	II	2	2		24.1	B	5	20.3	C
225	SR 238 (Mission) - SB	Industrial	Tamarack	Hay - UC	1.96	I	2	2		33.4	B	5	31.4	B
226	SR 238 (Mission) - SB	Tamarack	Nursery	UC	2.07	I	3	2		25.3	C	5	21.1	D
227	SR 238 (Mission) - SB	Nursery	Stevenson	Fre	2.57	I	3	2		30.0	B	4	29.0	B
228	SR 238 (Mission) - SB	Stevenson	680 NB Rmp	Fre	2.46	I	3	2		24.1	C	4	27.4	C
229	SR 260 (Tubes) - NB	Atlantic	7th/Web	Oak	1.31	I	1	2		34.7	A	2	15.5	C
230	SR 260 (Tubes) - SB	7th/Web	Atlantic	Oak	1.31	I	1	2		14.5	C	4	13.8	C
231	SR 262 (Mission) - EB	I-880 NB	I-680 NB	Fre	1.33	I	3	2		25.9	C	4	28.2	B
232	SR 262 (Mission) - WB	I-680 NB	I-880 SB	Fre	1.11	I	3	2		21.3	D	4	20.2	D

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## Memorandum

**DATE:** May 1, 2012

**TO:** Alameda County Technical Advisory Committee (ACTAC)

**FROM:** John Hemiup, Senior Transportation Engineer

**RE:** Review of FY 2010/11 Measure B Pass Through Fund Program Draft Compliance Report and Audit Executive Summary

### Recommendations:

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

### Summary:

Measure B pass-through fund recipients submitted compliance audits and reports to Alameda CTC for FY 2010/11 that document their Measure B pass-through fund expenditures for four types of programs: bicycle and pedestrian, local streets and roads, mass transit, and paratransit. The audits were due to Alameda CTC on December 27, 2011, and the compliance reports were due on December 31, 2011. Many of these recipients also receive Measure B grant funds from Alameda CTC and are requested to report usage of these funds to provide a comprehensive picture of overall Measure B expenditures.

Jurisdictions and agencies that receive Measure B pass-through funds are required to submit a hard-copy and electronic version of these end-of-year reports annually, and to stay current on the following deliverables:

- Road miles served (not applicable to transit agencies)
- Population numbers (not applicable to all projects)
- Annual newsletter article
- Website coverage of the project
- Signage about Measure B funding
- Paratransit program requirements

### Background:

Of the 20 agencies/jurisdictions, all are in compliance at this time. The Citizens Watchdog Committee reviewed the compliance audits and reports and submitted questions to Alameda CTC staff. Staff also reviewed the compliance audits and reports, and sent letters to these agencies/jurisdictions to confirm their compliance status, and to clarify or get more information on certain expenditures for reporting purposes. All 20 agencies/jurisdictions submitted additional information and updated their compliance reports or audits as requested, clarified expenditures, and provided proof that they met their

deliverables. Staff is in the process of mailing final compliance status letters to confirm that each agency and jurisdiction is now fully in compliance.

Alameda CTC staff has drafted a comprehensive compliance summary report that compares Alameda CTC distributions in fiscal year 2010-2011 (FY 10-11) to the expenditures in that time frame by agencies/jurisdictions. The report gives an overview of the bicycle/pedestrian, local streets and roads, mass transit, and paratransit programs that Measure B funds, and provides a detailed analysis on the phases and types of Measure B-funded projects throughout Alameda County. Attached is an executive summary herein (Attachment A) for your review. The full draft report will be provided to the Commission in June 2012.

**Attachments:**

Attachment A: Draft Compliance Report and Audit Executive Summary



Measure B  
Pass-through Fund Program  
Compliance Report and Audit Summary  
Fiscal Year 2010-2011



Alameda County Transportation Commission  
1333 Broadway, Suite 220 & 300  
Oakland, CA 94612  
[www.AlamedaCTC.org](http://www.AlamedaCTC.org)

## Compliance Report and Audit Summary

## Pass-through Fund Program Fiscal Year 2010-2011

May 2012



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The Alameda County Transportation Commission (Alameda CTC) disburses Measure B funds to Alameda County agencies and jurisdictions on a monthly basis. Agencies and jurisdictions rely on Measure B funds for numerous types of projects: bikeways, bicycle parking facilities, and pedestrian crossing improvements; installation of signage, guardrails, and traffic signals and lights; sidewalk and ramp repairs, street resurfacing and maintenance; bus, rail, and ferry services; and individual demand-response trips, shuttle and fixed-route trips, and meal delivery and other programs for seniors and people with disabilities.

Alameda CTC maintains funding agreements with each agency/ jurisdiction regarding these funds known as "pass-through funds." Alameda CTC also allocates countywide funds through grants. Each fiscal year, Alameda CTC requires that agencies report their pass-through fund expenditures and grant fund usage.

To maintain compliance and receive payment from Alameda CTC, in addition to the annual compliance report and audit, each agency must submit the following program deliverables to Alameda CTC:

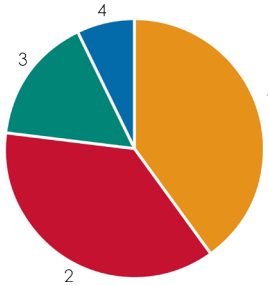
- **Road miles:** The number of maintained road miles within the city's jurisdiction, consistent with the miles the jurisdiction reported to state and federal agencies.
- **Population:** The number of people the jurisdiction's transportation program serves in the fiscal year.
- **Newsletter:** Documentation of a published article that highlights the program in either Alameda CTC's newsletter or another newsletter of the agency's choice.
- **Website:** Documentation of an updated and accurate program information on a local agency website with a link to Alameda CTC's website.
- **Signage:** Documentation of the public identification of the program improvements as a benefit of the Measure B sales tax program.
- **Additional paratransit program requirements:** Local paratransit plans and budgets with local consumer input and governing body approval, and review by the Paratransit Advisory and Planning Committee and Alameda CTC. Agencies must also participate as a member of the Alameda CTC Paratransit Technical Advisory Committee to address planning, coordination, oversight, and reporting requirements, including annual reporting.

In preparation for the new Master Programs Funding Agreements with the agencies that will be in place in 2012, Alameda CTC also requested that the cities report on their Pavement Condition Index (PCI), to provide a frame of reference for the condition of their local streets and roads. The new funding agreements will require cities to annually report their PCI to Alameda CTC.



## Allocations and Revenues

### Fiscal Year 2010-2011



**Alameda CTC Pass-through Program Distribution**

Dollar amounts in millions

<b>1</b> Local Streets and Roads	\$22.5	40%
<b>2</b> Mass Transit	\$21.3	38%
<b>3</b> Paratransit	\$9.1	16%
<b>4</b> Bicycle and Pedestrian	\$3.8	6%
<b>Total Distributions</b>	<b>\$56.7</b>	<b>100%</b>

The Alameda CTC disburses Measure B pass-through funds on a monthly basis to Alameda County agencies and jurisdictions for their transportation programs, based on the Measure B Expenditure Plan. This report summarizes the total Alameda CTC pass-through fund allocations and agency expenditures for fiscal year 2010-2011 (FY 10-11).

The data within this report is based on the information included in the compliance and audit reports that the agencies/jurisdictions submitted. The individual reports with attachments and audits are available for review online at [http://www.alamedactc.org/app\\_pages/view/4135](http://www.alamedactc.org/app_pages/view/4135).

### Pass-through Fund Distributions

In fiscal year 2010-2011 (FY 10-11), Alameda CTC provided a total of \$56.7 million in pass-through funding for four transportation programs to improve local streets and roads (\$22.5 million), to expand mass transit services (\$21.4 million), to expand special transportation services (paratransit) for seniors and people with disabilities (\$9.1 million), and to improve safety for bicyclists and pedestrians (\$3.8 million).

The agencies reported the receipt of \$56.7 million in pass-through fund revenues, and leveraged these revenues for overall total project costs reported as \$380 million.

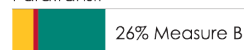
### Measure B Contribution to Total Program Expenditures

Dollar amounts in millions

Bicycle and Pedestrian



Paratransit



Local Streets and Roads



Mass Transit



\$0 \$50 \$100 \$150 \$200 \$250 \$300

10-11 Measure B Funding

Other Measure B Funding

Other Funding

## Reported Measure B Expenditures

The agencies and jurisdictions utilized pass-through fund reserves from previous years in FY 10-11. The reported Measure B expenditures of \$56.7 million include a portion of \$50.7 million in FY 09-10 reserves. The unspent balance at the end of FY 10-11 was reported as \$54.1 million.

See the chart below for more information on Measure B pass-through fund reserves, new revenue, and expenditures in FY 10-11. The profiles for the local agencies and jurisdictions that appear later in the report provide more detail on their Measure B reserves and expenditures, per program.

Agency/Jurisdiction	09-10 MB Balance	10-11 MB Revenue	10-11 MB Expended	Ending MB Balance
AC Transit	\$0	\$21,566,717	\$21,566,717	\$0
BART	\$0	\$1,499,702	\$1,499,702	\$0
LAVTA	\$0	\$824,364	\$824,364	\$0
WETA	\$0	\$275,215	\$175,867	\$1,825,246
ACPWA	\$9,876,552	\$2,553,569	\$1,676,708	\$10,779,347
ACE	\$2,285,223	\$2,132,587	\$2,001,797	\$2,424,620
City of Alameda	\$4,776,803	\$2,211,551	\$3,527,020	\$3,538,906
City of Albany	\$34,203	\$394,544	\$487,744	\$19,506
City of Berkeley	\$1,804,315	\$2,658,351	\$2,097,126	\$2,918,127
City of Dublin	\$1,155,744	\$443,313	\$475,476	\$1,165,478
City of Emeryville	\$469,774	\$250,982	\$79,621	\$648,885
City of Fremont	\$5,069,919	\$2,974,061	\$2,551,442	\$5,591,881
City of Hayward	\$3,117,067	\$2,794,708	\$4,232,252	\$1,871,929
City of Livermore	\$1,631,267	\$1,003,128	\$853,054	\$1,783,621
City of Newark	\$690,147	\$618,027	\$450,779	\$986,693
City of Oakland	\$12,337,886	\$10,394,863	\$11,833,171	\$10,910,118
City of Piedmont	\$314,512	\$364,058	\$154,374	\$678,570
City of Pleasanton	\$1,778,048	\$866,674	\$630,237	\$2,128,315
City of San Leandro	\$2,036,536	\$1,518,431	\$620,860	\$3,028,500
City of Union City	\$3,349,729	\$1,366,974	\$934,739	\$3,847,656
<b>Total</b>	<b>\$50,727,626</b>	<b>\$56,711,819</b>	<b>\$56,673,050</b>	<b>\$54,147,399</b>

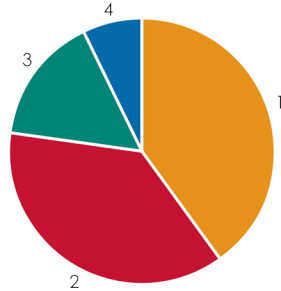
### Notes:

1. The table above reflects total Measure B expenditures reported by agencies/jurisdictions.
2. Revenue and expenditure figures throughout this report may vary due to number rounding.
3. The Ending MB Balance includes interest on Measure B funds and reflects fund transfers, such as a \$1.2 million transfer of Measure B funds from the City of Alameda to the Water Emergency Transportation Authority (WETA), as part of the transfer of operations of the Alameda/Oakland Ferry Service in FY 10-11.



## Pass-through Fund and Grant Expenditures

### Other Measure B Expenditures of \$7.2 Million



Total Measure B Pass-through Funds Expended

Dollar amounts in millions

<b>1</b> Local Streets and Roads	\$25.5	40%
<b>2</b> Mass Transit	\$23.6	37%
<b>3</b> Paratransit	\$9.9	16%
<b>4</b> Bicycle and Pedestrian	\$4.5	7%
<b>Total Expenditures</b>	<b>\$63.5</b>	<b>100%</b>

In FY 10-11, the compliance reports submitted by agencies provided a detailed breakdown of total Measure B expenditures by program, mode, project phase, and project type, specifying \$56.3 million of Measure B pass-through fund expenditures as well as \$7.2 million of "Other Measure B" expenditures, including discretionary Measure B grant awards, for \$63.5 million in total Measure B expenditures. Jurisdictions spent 40 percent of total Measure B funds on local streets and roads projects, 37 percent on mass transit, 16 percent on paratransit, and 7 percent on bicycle and pedestrian projects.

According to Alameda CTC's auditors, in FY 10-11, the Commission distributed \$56.9 million in Measure B pass-through funds including \$56.7 million in pass-through funds and about \$163,000 in paratransit cash-flow stabilization funds. Alameda CTC also reimbursed agencies/jurisdictions \$4.4 million for four grant programs (Bicycle and Pedestrian Countywide Discretionary Fund Grant Program (\$1.6 million), Express Bus Service Grant Program (\$1.4 million), Paratransit Gap Grant Program (\$1.1 million), and Transit Oriented Development Grant Program (\$235,000)).

Measure B grant fund recipients receive payment after submitting a request for reimbursement for costs already incurred. Recipients reported their grant fund expenditures on an accrual basis, according to invoices submitted during FY 10-11.

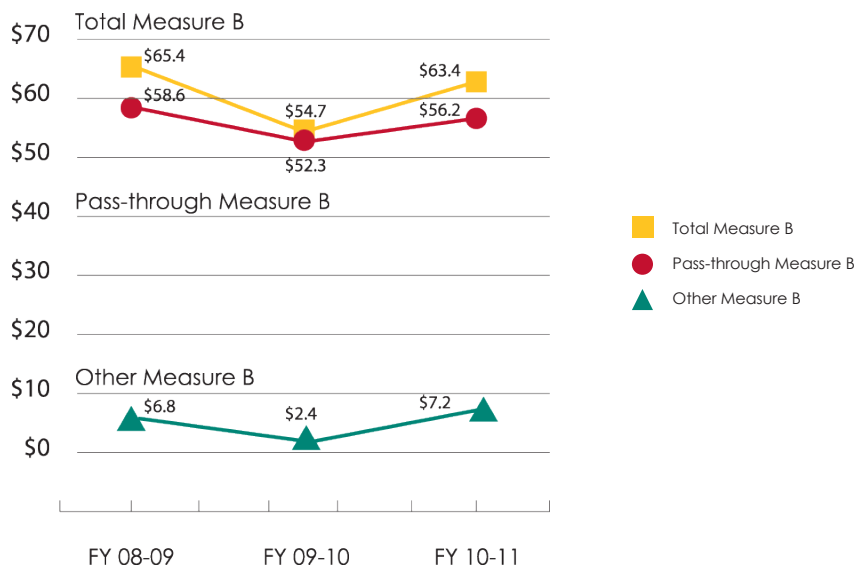
## Economic Upswing Increases Revenues, Expenditures

Year to year, the state of the economy directly affects the amount of transportation sales tax revenue Alameda CTC receives and, in turn, the amount the agencies and jurisdictions spend on transportation programs. In FY 09-10, local agencies expended less in Measure B funding than they did the previous fiscal year (FY 08-09), because of projects put on hold due to the tight economy, a lack of state and federal funds, and limited budgets and resources.

In FY 10-11, as the economic crisis began to subside, the amount of Measure B revenues increased, and agencies/jurisdictions expended these revenues, along with reserves from the prior year. The chart below details the total Measure B funds expended over the last three fiscal years.

### Measure B Expenditure Comparison

Dollar amounts in millions



**Note:** "Other Measure B" includes Measure B grants, paratransit cash-flow stabilization funds, and paratransit minimum service level funds.



## Expenditures by Transportation Mode

## Top Transportation Modes: Bus, Local Streets, and Services for People with Disabilities



In FY 10-11, total Measure B expenditures of \$63.5 million supported the following transportation modes within each program:

- **Bicycle and pedestrian:** Local agencies reported over 60 percent of bicycle and pedestrian expenditures on pedestrian projects, 32 percent on projects that benefit bicyclists and pedestrians, and the remainder on bicycle projects (5 percent) and other projects such as sidewalk repair and maintenance (3 percent).
- **Local streets and roads:** Local agencies reported about 68 percent of local streets and roads funds directly supported streets and roads projects. About 30 percent funded bicycle and pedestrian projects. About 1 percent funded other projects including administration, staffing, training, and traffic management; and less than 1 percent funded paratransit services and mass transit (scoping and bus-stop facility maintenance).
- **Mass transit:** The majority of mass transit funds (82 percent) supported bus operations. Measure B also funded rail service (9 percent) and ferry transportation (9 percent).
- **Paratransit:** The jurisdictions reported expenditures of 65 percent of paratransit funds on services for people with disabilities, 35 percent on services for seniors and people with disabilities, and less than 1 percent on other.

## Measure B Expenditures by Transportation Mode

	Bicycle and Pedestrian Fund	Local Streets and Roads Fund	Mass Transit Fund	Paratransit Fund	Total Expenditures
Bicycle	\$201,593	\$0	\$0	\$0	\$201,593
Bicycle and Pedestrian	\$1,446,247	\$7,763,846	\$0	\$0	\$9,210,093
Pedestrian	\$2,683,448	\$0	\$0	\$0	\$2,683,448
Mass Transit	\$0	\$47,026	\$0	\$0	\$47,026
Paratransit	\$0	\$66,000	\$0	\$0	\$66,000
Streets and Roads	\$0	\$17,355,385	\$0	\$0	\$17,355,385
Bus	\$0	\$0	\$19,376,783	\$0	\$19,376,783
Ferry	\$0	\$0	\$2,206,831	\$0	\$2,206,831
Rail	\$0	\$0	\$2,001,797	\$0	\$2,001,797
Disabled Services	\$0	\$0	\$0	\$6,457,640	\$6,457,640
Senior and Disabled Services	\$0	\$0	\$0	\$3,420,894	\$3,420,894
Senior Services	\$0	\$0	\$0	\$16,000	\$16,000
Meals on Wheels	\$0	\$0	\$0	\$7,021	\$7,021
Other	\$127,854	\$361,933	\$0	\$7,982	\$497,770
<b>Total</b>	<b>\$4,459,143</b>	<b>\$25,594,190</b>	<b>\$23,585,411</b>	<b>\$9,909,537</b>	<b>\$63,548,280</b>

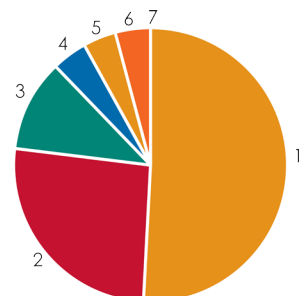
**Note:** Measure B expenditures by mode include both pass-through and grant funds.

## Total Measure B Expenditures by Project Phase

The 20 agencies reported expenditures of just over 50 percent of Measure B funds on operations (\$32.4 million of the \$63.5 million in total expenditures). These dollars helped agencies to maintain services, despite cutbacks from other funding sources.

Other top expenditures by phase include:

- Construction including expenditures on plans, specifications, and estimates (\$16.7 million)
- Maintenance (\$7.1 million)
- Scoping, feasibility, and planning (\$2.6 million)



**Total Measure B Expenditures by Phase**

Dollar amounts in millions

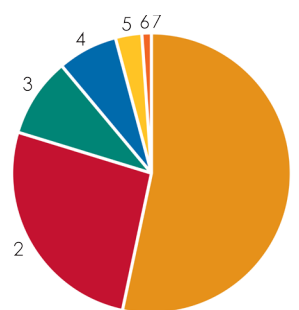
<b>1</b> Operations	\$32.4	51%
<b>2</b> Construction (+PS&E)	\$16.7	26%
<b>3</b> Maintenance	\$7.1	11%
<b>4</b> Scoping, Planning	\$2.6	4%
<b>5</b> Other	\$2.3	4%
<b>6</b> Project Completion	\$2.3	4%
<b>7</b> Environmental	\$0.1	–
<b>Total Expenditures</b>	<b>\$63.5</b>	<b>100%</b>

## Local Streets and Roads Expenditures by Project Phase

The agencies reported expenditures of \$25.6 million on projects to maintain and improve local streets and roads. Agencies spent about 53 percent of Measure B funds on construction (includes plans, specifications, and estimates). These dollars primarily funded street resurfacing and maintenance, and street reconstruction and overlay, including drainage improvements, curb ramps, and striping. The cities perform the improvements and maintenance necessary to provide residents with safe road conditions and to improve their pavement condition index.

Other top local streets and roads expenditures by phase include:

- Maintenance (\$6.8 million)
- Scoping, feasibility, and planning (\$2.2 million)
- Project completion and closeout activities (\$1.9 million)

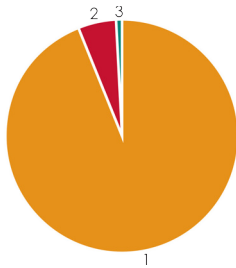


**Local Streets & Roads Expenditures by Phase**

Dollar amounts in millions

<b>1</b> Construction (+PS&E)	\$13.5	53%
<b>2</b> Maintenance	\$6.8	26%
<b>3</b> Scoping, Planning	\$2.2	9%
<b>4</b> Project Completion	\$1.9	7%
<b>5</b> Operations	\$0.8	3%
<b>6</b> Other	\$0.3	2%
<b>7</b> Environmental	\$0.1	–
<b>Total Allocations</b>	<b>\$25.6</b>	<b>100%</b>

## Expenditures by Project Phase



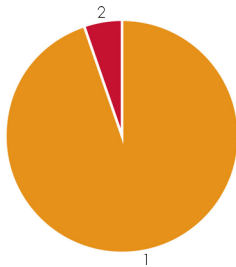
Mass Transit Expenditures by Phase

Dollar amounts in millions

1 Operations	\$22.2	94%
2 Other	\$1.2	5%
3 Construction (+PS&E) <sup>1</sup>	\$0.2	1%
<b>Total Expenditures</b>	<b>\$23.6</b>	<b>100%</b>

## Mass Transit Expenditures by Project Phase

Transit agencies spent the majority of Measure B funds on operations (\$22.2 million of the \$23.6 million total mass transit expenditures). Other expenditures include ferry service expenses for the San Francisco Bay Area Water Emergency Transportation Authority.



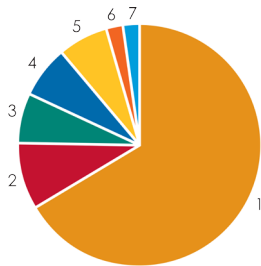
Paratransit Expenditures by Phase

Dollar amounts in millions

1 Operations	\$9.4	95%
2 Other	\$0.5	5%
<b>Total Expenditures</b>	<b>\$9.9</b>	<b>100%</b>

## Paratransit Expenditures by Project Phase

Agencies spent the majority of Measure B funds on operations of paratransit programs (\$9.4 million of \$9.9 million total). Other expenditures included vehicle equipment expenses and paratransit stop capital improvements.



Bicycle and Pedestrian Expenditures by Phase

Dollar amounts in millions

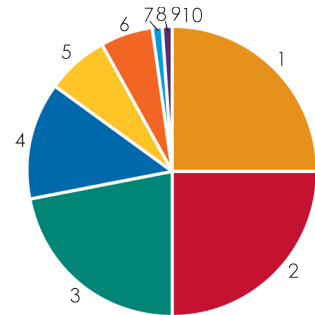
1 Construction (+PS&E)	\$3.0	66%
2 Scoping, Planning	\$0.4	9%
3 Project Completion	\$0.3	7%
4 Maintenance	\$0.3	7%
5 Other	\$0.3	7%
6 Environmental	\$0.1	2%
7 Operations	\$0.1	2%
<b>Total Expenditures</b>	<b>\$4.5</b>	<b>100%</b>

## Bicycle and Pedestrian Safety Expenditures by Project Phase

Agencies reported total expenditures of \$4.5 million on bicycle and pedestrian projects. The majority of these expenditures funded construction of capital projects such as lanes and pathways for bicyclists and pedestrians, sidewalk and ramp installation and repair, and bicycle facilities. Many of the improvements from Measure B funding made intersections and walkways safer and more accessible for pedestrians and bicyclists.

## Local Streets and Roads Expenditures by Project Type

By project type, the agencies reported expenditures of approximately \$6.5 million street resurfacing and maintenance. About \$6.4 million went directly to signals, and \$5.6 million funded other expenditures, including a wide variety of improvements such as gutter and sidewalk replacement, an integrated traffic management center in Oakland, guardrails, and training.



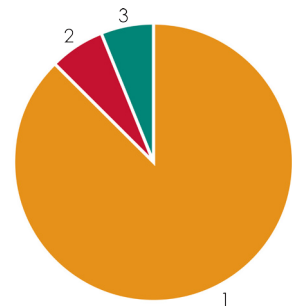
**Local Streets & Roads Expenditures by Type**

Dollar amounts in millions

<b>1</b> Street Maintenance	\$6.5	25%
<b>2</b> Signals	\$6.4	25%
<b>3</b> Other	\$5.6	22%
<b>4</b> Sidewalks and Ramps	\$3.2	13%
<b>5</b> Bridges and Tunnels	\$1.7	7%
<b>6</b> Staffing	\$1.5	6%
<b>7</b> Operations	\$0.3	1%
<b>8</b> Traffic Calming	\$0.2	1%
<b>9</b> Pedestrian Crossings	\$0.1	–
<b>10</b> Equipment and Vehicles	\$0.1	–
<b>Total Expenditures</b>	<b>\$25.6</b>	<b>100%</b>

## Mass Transit Expenditures by Project Type

By project type, transit agencies reported spending the majority of Measure B funds on operations (\$20.7 million). Approximately \$1.5 million funded Welfare to Work services, and the remainder covered other expenditures that supported ferry services provided by the San Francisco Bay Area Water Emergency Transportation Authority.

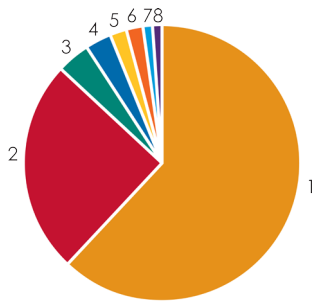


**Mass Transit Expenditures by Type**

Dollar amounts in millions

<b>1</b> Operations	\$20.7	88%
<b>2</b> Welfare to Work	\$1.5	6%
<b>3</b> Other	\$1.4	6%
<b>Total Expenditures</b>	<b>\$23.6</b>	<b>100%</b>

## Expenditures by Project Type

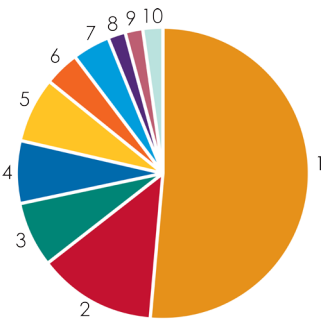


Paratransit Expenditures by Type

Dollar amounts in millions

1 Other/Operations <sup>1</sup>	\$6.1	62%
2 Individual Trips	\$2.5	25%
3 Shuttle or Fixed-route Trips	\$0.4	4%
4 Customer Service	\$0.3	3%
5 Management	\$0.2	2%
6 Capital Purchase	\$0.2	2%
7 Meal Delivery	\$0.1	1%
8 Group Trips	\$0.1	1%
<b>Total Expenditures</b>	<b>\$9.9</b>	<b>100%</b>

1. Primarily East Bay Paratransit services and Paratransit Gap Grant projects



Bicycle and Pedestrian Expenditures by Type

Dollar amounts in millions

1 Sidewalks and Ramps	\$2.3	51%
2 Other <sup>1</sup>	\$0.6	13%
3 Multiuse Paths (Class 1)	\$0.3	7%
4 Master Plans	\$0.3	7%
5 Signals	\$0.3	7%
6 Staffing	\$0.2	5%
7 Pedestrian Crossings	\$0.2	4%
8 Bikeways (non-Class 1)	\$0.1	2%
9 Education, Promotion	\$0.1	2%
10 Bike Parking	\$0.1	2%
<b>Total Expenditures</b>	<b>\$4.5</b>	<b>100%</b>

1. Primarily streetscape improvements and sidewalk repair

## Paratransit Expenditures by Project Type

By project type, agencies reported the majority of their paratransit Measure B expenditures as other, which includes approximately \$5.9 million in AC Transit and BART Americans with Disabilities Act-mandated paratransit services provided by the East Bay Paratransit Consortium. These expenditures also include a number of Paratransit Gap Grant projects that provide travel training, transportation services for people with dementia, volunteer drivers and escorts, an on-demand shuttle; as well as for other projects that provide discount BART tickets, scholarships, and other paratransit services.

## Bicycle and Pedestrian Expenditures by Project Type

By project type, agencies reported the majority of Measure B expenditure on sidewalks and ramps (\$2.3 million), and reported expenditures of \$218,000 on other, described as streetscape improvements, sidewalk repair, school traffic safety workshops, among other projects.

Other top bicycle and pedestrian expenditures by type include approximately \$300,000 each on multiuse paths (Class 1), master plans, and signals. Agencies also reported just over 4 percent of expenditures on both project staffing and pedestrian crossing improvements.



## Memorandum

**DATE:** May 1, 2012

**TO:** Alameda County Technical Advisory Committee (ACTAC)

**FROM:** John Hemiup, Senior Transportation Engineer

**RE:** Review of Measure B Pass Through Compliance Report Process for FY 11/12

### Recommendations:

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

### Summary:

Based on staff's review of the annual audit and compliance reports that Measure B pass-through fund recipients submit to Alameda CTC, staff recommends changes to the audit report for fiscal year 2011-2012 (FY 11-12) to ensure that the audits include a Balance Sheet, Statement of Revenues and Expenditures, and Changes in Fund Balance for Measure B funds. Including these financial statements in the audit report will simplify the report review process and help ensure that fund recipients' audited records demonstrate consistency with Alameda CTC's audited financial statements.

### Background:

At the end of each calendar year, Measure B pass-through fund recipients must submit both an audited financial statement (Balance Sheet and Statement of Revenues and Expenditures and Changes in Fund Balance) and a compliance report to Alameda CTC to document their Measure B pass-through fund expenditures for four types of programs: bicycle and pedestrian, local streets and roads, mass transit, and paratransit. The audited financial statements are due to Alameda CTC on December 27, 2012, and the compliance reports are due on December 31, 2012. Jurisdictions and agencies that receive Measure B pass-through funds are required to submit a hard-copy and electronic version of these end-of-year reports.

Each year, staff works toward improving both the audit and compliance report process based on input from recipients, staff, and the Citizens Watchdog Committee (CWC). Though the reports are due by the end of the calendar year, the end of FY 11-12 is approaching, and staff recommends revisions to the audit process at this time to provide recipients lead time before the FY ends.

Staff recommends that recipients' auditors audit and provide an opinion on an actual Balance Sheet, and a Statement of Revenues, and Expenditures and Changes in Fund Balances for each Measure B fund type. Measure B statements should be comprised of all Measure B funds including pass-through funds, grants, paratransit minimum service level funds, paratransit cash-flow stabilization, and interest earned on Measure B funds. The actual Balance Sheet and Statement of Revenues and Expenditures,

and Changes in Fund Balances should address the following specific items and be consistent with the compliance report by fund type:

- FY 2010-11 unspent Measure B balance equals prior year fund balance.
- FY 2011-12 Measure B revenue equals total Measure B revenue.
- Interest/Other income equals interest on funds.
- FY 2011-12 Measure B funds expended equal total Measure B expenditures.
- Ending Measure B balance equals ending fund balance.

These recommendations are based on staff and CWC members' review of the audit reports. Audit reports with the financial statements with this specific information were easiest to review. Other financial information such as fares and matching funds are helpful in the compliance report, but are not necessary in the audit report and can be confusing to all parties.

**Schedule:**

Preparation for reporting on FY 11-12 Measure B revenues and expenditures has begun. The audit reports are due to the Alameda CTC on December 27, 2012. The following schedule shows the reporting process milestones.

<b>Deadline</b>	<b>Task</b>
5/11/12	Revise compliance reporting process schedule
5/24/12	Distribute compliance report executive summary to Commission
6/28/12	Distribute full compliance summary report to Commission
6/30/12	Review existing audit and compliance report forms
8/15/12	Revise audit and compliance report forms
9/7/12	Distribute forms with instructions to agencies/jurisdictions
9/7/12	Post new forms to the website
9/20/12	Hold compliance workshop for agencies/jurisdictions
<b>12/27/12</b>	<b>Receive audit report submissions</b>
12/31/12	Receive compliance report submissions

**Fiscal Impact:**

None

**Attachments:**

None



### **Memorandum**

**Date:** April 30, 2012

**To:** Alameda County Technical Advisory Committee (ACTAC)

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

**Subject:** **Review of Update on Student Transit Pass Program in 2012 Transportation Expenditure Plan**

### **Recommendation**

This is an informational item to provide an update and receive feedback on the development of an Alameda County Student Transit Pass program included in the 2012 Transportation Expenditure Plan.

### **Summary**

During the development of the Countywide Transportation Plan (CWTP) and Transportation Expenditure Plan (TEP), student transit pass programs were discussed for inclusion in both plans and an application was submitted by the Alameda County Office of Education for a free student pass program for grades 6 – 12. The approved 2012 TEP includes language to support a student transit pass program for an initial 3-year period. The TEP also includes language to fund successful models that result from the initial three year program.

In September 2011, a presentation was made to the Alameda CTC Steering Committee that summarized current student transit pass fares in the Bay Area, as well as case studies of student transit pass programs across the country. In January 2012, the Alameda CTC approved the TEP which included the student transit pass program as noted above. The direction to staff for this particular program was to develop a scope of work to bring back to the Steering Committee and Commission for consideration. This work was initiated in January 2012. There is currently no funding available to implement a student transit pass program in Alameda County. Funding for the program would come from the passage of the 2012 Transportation Expenditure Plan. This memorandum provides an update on the development of the student transit pass program and seeks feedback on the draft scope of work.

### **Background**

The purpose of the student transit pass program is to expand students' access to schools via transit by testing different models of student transit programs for middle-school and high-schools students in Alameda County. The program will serve different areas of the County, and students at participating middle schools and high schools will receive transit passes that will provide access to transit services for transport to school and afterschool activities, including jobs during the project period.

To develop a draft scope of work, on January 31, 2012, Alameda CTC staff initiated a Student Transit Pass Program group consisting of interested stakeholders during the development of the TEP. Attachment A includes a list of participants. This group met three times from January through April to discuss the following elements of a student transit pass program:

- Program Objectives
- Program Parameters (geographic differences, eligibility, program days and hours of operation, technology, ability to leverage other programs)
- Potential Partners (schools, transit, funding)
- Evaluation Methods (performance measures)
- Program Oversight and Review of Effectiveness (who will oversee, who will evaluate effectiveness, who will report to the public)
- Funding Partners (the program will need partnerships, including for funding)

Based upon the feedback received during each of these meetings, Alameda CTC developed a scope of work that could be released through a Request for Proposals (RFP), and submitted the draft program scope for broad review to meeting participants, transit operators, school districts, MTC and other interested parties. The draft scope was released on April 16<sup>th</sup> (Attachment B) and comments were requested by April 30 (Attachment C).

The objectives as identified in the draft scope of a Student Transit Pass program are as follows:

- Eliminate barriers to transportation access to schools to enable increased school attendance and youth engagement in school, after school programs, jobs, and other learning opportunities, with the aim to support improved academic performance and graduation rates
- Increase transportation options for transit travel to school with the use of a student transit pass, which may also ease financial burdens on families and reduce greenhouse gas emissions and traffic congestions around schools
- Increase student transit ridership with the aim of educating a new generation of transit riders, including about the relationship between travel choices and their environmental effects
- Expand transit access to all students in middle and high schools
- Leverage other programs to provide benefit to the model programs implemented including, but not limited to the Alameda County Safe Routes to Schools Program and the Alameda County Travel Training program (as modified to suit the needs of students), and workforce development-type programs appropriate for high school students.

### **Implementation Timeline**

The DRAFT Preliminary Schedule Outline is below:

- May 2012: Alameda County Transportation Commission review of Draft Scope of Services, which includes input from schools, transit operators, other interested parties
- June 2012: Final approval of Scope of Services
- July 2012: Release of Request for Proposals

- September 2012: Initial Pre-Bid Conference
- November 2012: Passage of 2012 Alameda County Transportation Expenditure Plan on November ballot, which will serve as a major funding component for the program
- November 2012: Second Pre-Bid Conference, post-election
- January 2012: Proposals Due to Alameda CTC
- February 2012: Interviews of Top-Ranked Teams
- March 2012: Approval of Top-Ranked Team and Contract initiation

**Fiscal Impact**

There is no fiscal impact at this time.

**Attachments**

- A: Student Transit Pass Program development participants
- B: Draft Scope of Work for Student Transit Pass Program
- C: Comments Submitted by April 30, 2012

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## Student Transit Pass Program Contacts

First Name	Last Name	Affiliation	Email
Alameda CTC Board	22 Members and 20 Alternates	Alameda County Transportation Commission	
Alameda County Technical Advisory Committee	24 Members	Alameda County Transportation Commission	
Beverly	Greene	AC Transit	bgreene@actransit.org
Nathan	Landau	AC Transit	Nlandau@actransit.org
Sue	Lee	AC Transit	slee@actransit.org
Tina (Konvalinka)	Spencer	AC Transit	TSpencer@actransit.org
Victoria	Wake	AC Transit	vwake@actransit.org
Unique S.	Holland	Alameda County Office Of Education	uholland@acoe.org
Lucy	Bryndza	Albany - Albany Middle School	lbryndza@ausdk12.org
Peter	Parenti	Albany - Albany Middle School	pparenti@ausdk12.org
Marty	Place	Albany - Albany Middle School	mplace@ausdk12.org
Brett	Hondorp	Alta Planning	bhondorp@altaplanning.com
Charlotte	Barham	BART	cbarham@bart.gov
Pam	Herhold	BART	pherhol@bart.gov
Donna	Lee	BART	dlee@bart.gov
Val	Menotti	BART	vmenott@bart.gov
Julie	Yim	BART	jyim@bart.gov
Amber	Evans	Berkeley - King Middle School	amber@thetrollfamily.com
Janet	Levenson	Berkeley - King Middle School	jlevenson@berkeley.k12.ca.us
Lisa	Hagerman	DBL Investors	lisa@dblinvestors.com
Catherine	Mikes	Dublin - Dougherty Elementary	mikescatherine@dublinusd.org
Tess	Johnson	Dublin - Dublin Elementary	johnsontess@dublin.k12.ca.us
Lauren	Mcgoven	Dublin - Dublin Elementary	mcgovenlauren@dublinusd.org
Stephen	Hanke	Dublin Unified School District	hankesteph@fremont.k12.ca.us
Cindy	Hicks-Rodriguez	Fremont - Brookvale Elementary	chicks-rodriquez@fremont.k12.ca.us
Louisa	Lee	Fremont - Centerville Junior High	louisalee@fremont.k12.ca.us
Sherry	Strausbaugh	Fremont - Centerville Junior High	sstrausbaugh@fremont.k12.ca.us
Vivian	Martin	Fremont - Glenmoor Elementary	vmartin@fremont.k12.ca.us
Douglas	Whipple	Fremont - Gomes Elementary	dwhipple@fremont.k12.ca.us

Judy	Nye	Fremont - Grimmer Elementary	jnye@fremont.k12.ca.us
Jennifer	Casey	Fremont - Hirsch Elementary	jcasey@fremont.k12.ca.us
Mary Liu	Lee	Fremont - Leitch Elementary	mlee@fremont.k12.ca.us
Tammy	Eglinton	Fremont - Mattos Elementary	teglinton@fremont.k12.ca.us
Jim	Hough	Fremont - Niles Elementary	jhough@fremont.k12.ca.us
Marianne	Schmidt	Fremont - Parkmont Elementary	mschmidt@fremont.k12.ca.us
Jason	Whiting	Fremont - Warm Springs Elementary	jwhiting@fremont.k12.ca.us
James	Morris	Fremont Unified School District	jmorris@fremont.k12.ca.us
John	Claassen	Genesis	john.claassen@jlrgear.com
Mahasin	Abdul-Salaam	Genesis Task Force	center4learningbynature@gmail.com
Lisa	Davies	Hayward - Bret Harte Middle School	ldavies@husd.k12.ca.us
Irma	Torres-Fitzsimons	Hayward - Burbank Elementary	itorres-fitzsimons@husd.k12.ca.us
Pete	Wilson	Hayward - Burbank Elementary	pwilson@husd.k12.ca.us
Irene	Preciado	Hayward - Cherryland Elementary	ipreciado@husd.k12.ca.us
Gary	Dobbs	Hayward - Eden Gardens Elementary	gdobbs@husd.k12.ca.us
Daisy	Palacios	Hayward - Longwood Elementary	dpalacios@husd.k12.ca.us
Fernando	Yanez	Hayward - Longwood Elementary	fyanez@husd.k12.ca.us
Brian	White	Hayward - Southgate Elementary	bwhite@husd.k12.ca.us
Brent	Nelson	Hayward - Warm Springs Elementary	bnelson@fremont.k12.ca.us
Katherine	Brown	Hayward Unified School District	klbrown@husd.k12.ca.us
Stan	Dobbs	Hayward Unified School District	sdobbs@husd.us
Kelly	Hubbard	Hayward Unified School District	khubbard@husd.us
Billy	Martin	Hayward Unified School District	bimartin@husd.k12.ca.us
Julie	Asher	Hirsch Elementary	jasher@fremont.k12.ca.us
Mim	Hawley	League of Women Voters	mbhawley@earthlink.net
Denise	Nathanson	Livermore - Emma C Smith Elementary	dnathanson@lvjUSD.k12.ca.us
Jamal	Fields	Livermore - Junction Avenue K-8 School	jfields@lvjUSD.k12.ca.us
Belia	Martinez	Livermore - Junction Avenue K-8 School	bmartinez@lvjUSD.k12.ca.us
Scott	Vernoy	Livermore - Junction Avenue K-8 School	svernoy@lvjUSD.k12.ca.us
Paul	Matsuoka	Livermore Amador Valley Transit Authority	pmatsuoka@lavta.org
Kelly	Bowers	Livermore Unified School District	kbowers@lvjUSD.k12.ca.us
Jeffrey	Nazareno	Metropolitan Transportation Commission	jnazareno@mtc.ca.gov
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Blanca	Snyder	New Haven Unified School District	bsnyder@nhUSD.k12.ca.us
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Patty	Reichhorn	Pleasanton - Hart Middle School	jreichhorn@comcast.net
Parvin	Ahmadi	Pleasanton Unified School District	pahmadi@pleasanton.k12.ca.us
Dana	Wickner	San Lorenzo - San Lorenzo High School	dana.wickner@gmail.com
Patrishia	Piras	Sierra Club	patpiras@sonic.net
Alberto	Solorzano	Union City - Cesar Chavez Middle School	asolorzano@nhusd.k12.ca.us
Lindsay	Imai	Urban Habitat	lindsay@urbanhabitat.org
Robert	Wilkins	Young Men's Christian Association	rwilkins@ymcaeastbay.org
Allysa	Evans	Youth Uprising	AEvans@youthuprising.org
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Kumar	Malini		kumarmalini@gmail.com
Salena	Schilling		salenaschilling@sbcglobal.net
Matt	Williams		mwillia@mac.com
See e-mail address			jlf7800@netzero.com
See e-mail address			luzy65@att.net
See e-mail address			medicilynn@dublinusd.org
See e-mail address			mjordand823@sbcglobal.net

**Total = 153**

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# **I REQUIRED SCOPE OF SERVICES, DELIVERABLES and STAFFING**

This solicitation is intended to provide the Alameda CTC with a range of services required to provide different models of student transit pass programs in Alameda County. To the highest degree possible, the selected team will coordinate the implementation and evaluation of all programs implemented in Alameda County as described in the Scope of Services attached hereto as **Attachment A** and hereby incorporated herein.

## **1. Proposal Format and Content**

Proposals shall be printed, bound, and be: 1) brief, yet clearly respond to all requests in the Scope of Services and RFP, and 2) not include any irrelevant promotional material. Please submit ten (12) hard copies and one (1) electronic CD copy in pdf format of your RFP.

## **2. Proposal Content**

It is expected that proposals submitted to Alameda CTC will be of professional caliber in content and appearance. All descriptions and information should be clear and concise and provide sufficient information to minimize questions and assumptions. Alameda CTC accepts no financial responsibility for any costs incurred in the preparation of proposals. Upon receipt at the Alameda CTC office, all proposals submitted in response to this RFP will become the property of Alameda CTC.

The following sections of the proposal should not exceed a total of 35 total typewritten pages in length (8-1/2"x11"). The minimum font size shall be 12 points. The cover, cover/transmittal letter, detailed resumes, tabs and appendices (Attachment C – Required Forms) are not counted toward the 35-page limit. Elaborate brochures, unnecessary promotional materials or other presentation material not related to this Scope of Services should not be included. The proposal content and format of the proposal should demonstrate the professionalism, creativity and cost consciousness of the team.

### **COVER LETTER**

Summarize the makeup of the team, key approaches and any other information pertinent to the RFP and:

- Include an original signature of an officer authorized to bind your team contractually;
- State that the proposal is firm for a 90-day period from the proposal submission deadline;
- Provide the name, title, address, e-mail address and telephone number of the individual to whom correspondence and other contacts should be directed during the selection process;

- Provide the name, title, address, e-mail address and telephone number of the individual who will negotiate with Alameda CTC and who can contractually bind the selected team; and
- Detail any proposed co-venture arrangements such as revenue/profit sharing or subcontractor participation.

## TITLE PAGE

The title page should indicate the RFP subject, name of the proposer's firm, including sub-consultants, local address, name, e-mail address, telephone number of contact person and the date.

## TABLE OF CONTENTS

### SECTION A: Response to Scope of Services

- 1. Work Plan** - This section of the proposal shall establish that the proposer understands the project objectives and work requirements and shall describe the proposer's ability to satisfy those objectives and requirements. Succinctly describe the proposed approach for addressing the required work, outlining the activities that would be undertaken in completing the various tasks and specifying who would perform them. Include a timetable for completing all work. The proposer also may suggest technical or procedural innovations that have been used successfully on other projects and which may facilitate the performance of the services and which may not be specifically called out in this RFP. Additional items included that are not specifically requested in the RFP must be described clearly as "additional or optional tasks." Provide a detailed explanation of the approach for completing the work and addressing the tasks identified above.
- 2. Expertise and Approach** - This section should include a description of your team's proposed approach to your assignment at Alameda CTC, reflecting your understanding of Alameda CTC's needs, and detailing the expertise of the team, including all subcontractors, in specific areas of interest to Alameda CTC. Describe how your team's expertise will be practically applied to fulfill the Scope of Services, including how the team will implement the contract, if awarded. This section may include key areas of consideration and the rationale for implementing the contract as proposed. Identify how the team's expertise and approach will add value to Alameda CTC's work. The key approach must include, at minimum, a one page summary detailing the overall comprehensive approach for managing and implementing the full scope of services.
- 3. Management Plan** - The proposal should describe your approach to client communications and coordination. Describe methods of planning, scheduling, delivery of tasks, coordination meeting strategies and how the team will provide updated and accurate information to Alameda CTC for the duration of the contract. Describe how

management of the team members and subconsultants will be handled as well as managing budgetary controls and avoiding exceeding resources allocated for specific tasks.

## **SECTION B: Proposed Staffing Plan and Availability**

Designate the Principal-in-Charge and the Project Manager who will serve as Alameda CTC's key contacts throughout the duration of the contract. The proposal should identify all key team members, describe their specific roles/responsibilities for this contract, and indicate the percentage of the total contract hours that each member will spend on the contract and any other assurances as to their ability to provide the requested services in a responsive and timely manner. For firms/jurisdictions with multiple offices, proposals must clarify which resources are available directly out of the local office. For all key team members, the proposal should include a brief resume describing similar contracts on which they have been involved and their role on that contract, their availability over the duration of this contract, and a description of the benefits the person brings to the team. Full resumes may be included in an appendix. Any substitution of key staff after submittal of the proposal or during the contract will require prior written approval from Alameda CTC.

Describe the qualifications and expertise of your proposed team, including all subcontractors, in providing services for clients comparable to Alameda CTC. Include a brief description of each organization's size as well as the local organizational structure. List principals and partners and specify the location of the office that will serve Alameda CTC's needs. Include a discussion of each team member's capacity and resources. Provide reference contact information. Additionally, this section shall include a listing of any lawsuit or litigation and the result of that action resulting from (a) any services provided by the Proposer or by its subcontractors where litigation is still pending or has occurred within the last five years or (b) any type of project where claims or settlements were paid by the consultant or its insurers within the last five years.

## **SECTION C: Budget**

Provide a full description and time breakdown for each task contained in the Scope of Services, detailing your firm's ability to understand and provide services in an effective manner. An estimate of hours by task for all team members should be provided. Total estimated hours should be provided for each task and for each team member.

- A description of billing procedures.
- Proposer shall submit the following:
  - The overall price and budget, showing the level of effort and cost breakdown by tasks identified in the scope.
  - Provide cost breakdown by sub-contractors, if any, and indicate the Local Business Contract Equity goal attainability, based on current certification at time of proposal submission.

The team also may include additional recommended tasks, if desired, which should be clearly identified as optional tasks and should be included as separate line items in the proposed budget.

The top-ranked proposer will be required to participate in negotiations, which may result in revisions to their proposals. The cost and method of compensation will be negotiated with the top-ranked proposer.

#### **SECTION D: Performance Measures**

Provide a list of proposed performance measures that could be used during the course of the contract, if selected, to evaluate deliverables and services performed. These performance measures are specific to the proposer's team and its effectiveness in delivering the scope of services. If selected, these will be negotiated with staff during contract negotiations and final performance measures will be incorporated into a Contract.

#### **SECTION E: Appendices**

- **Debarment, Suspension, Ineligibility**

On all federal aid contracts and all related subcontracts of \$25,000 or more, the team and subconsultants must certify they are in compliance with this provision. This includes subconsultants, material suppliers and vendors.

Each participant in the contract must certify "that it is not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal agency and they have not been convicted or had civil judgment rendered within the past 3 years for certain types of offenses" See Attachment C – Required Forms. A publication titled, "A Listing of Parties Excluded from Federal Procurement and Non-procurement Programs" is available electronically via the internet at <http://epls.arnet.gov>

- **Lobbying Certification**

On all federal-aid construction contracts and to all related subcontracts of \$100,000 or more, federal funds may not be used to provide financial gain to a member of congress or a federal agency. Awarding a federal-aid contract to a constituent would be an example of financial gain. This applies to contractors as well as subcontractors. A certification that the contractor has not and will not use federal funds to make any payments for lobbying must be included in the contract proposal (Attachment C – Required Forms).

Payments of nonfederal funds to any lobbyist must be disclosed on Standard Form LLL "Disclosure of Lobbying Activities" (see Exhibit 12-E, Attachment G), and if there are disclosures, included in the contract proposal.

- **Pre/Post Award Audit**

A pre/post-award audit is required for contracts with state or federal-aid highway funds in the contract. The team shall be aware that if a pre-award audit is to be performed, full cooperation with the Caltrans auditors is to be expected. The pre-award audit recommendations from Caltrans shall be incorporated in the contract.

If Caltrans approve post-award audit, the team shall agree to the following contract language below:

CONSULTANT acknowledges that this AGREEMENT and the cost proposal is subject to a post award audit by Caltrans. After Alameda CTC receives any post award audit recommendations from Caltrans, the cost proposal and/or the total compensation figure above shall be adjusted by CMA to conform to the audit recommendations. CONSULTANT acknowledges and agrees that individual cost items identified in the audit report may be incorporated into this AGREEMENT at Caltrans' sole discretion. Refusal by CONSULTANT to incorporate interim audit or post award recommendations will be considered a breach of the AGREEMENT and cause for termination of the AGREEMENT.

After any post award audit recommendations are received, the Cost Proposal shall be adjusted by the Alameda CTC to conform to the audit recommendations.

- **Conflict of Interest**

Provide a list of any potential conflicts of interest in working for Alameda CTC. This section must include, but is not limited to, a list of clients/partners who are cities in Alameda County, Alameda County or transit or transportation agencies operating in Alameda County, and a brief description of work for these clients/partners. Please identify any other clients/partners that would pose a potential conflict of interest as well as a brief description of work you provide to these clients. This list must include all potential conflicts of interest within the year prior to the release date of this RFP as well as current and future commitments to other projects.

- **Assurances and Miscellaneous**

Provide a list of contracts terminated prior to completion (partially or completely) by clients for convenience or default within the past three years. Include contract value, description of work, reason for termination, contract number, name and telephone number of contracting agency.

Provide a list of current and future commitments to other projects in sufficient detail to confirm ability to commit to Alameda CTC needs.

Provide a list of current clients.

**I ADDITIONAL INFORMATION**

For additional information, the following materials are available:

- 2012 Alameda County Transportation Expenditure Plan
- Alameda County Countywide Transportation Plan
- Student Transit Pass Research Case Studies Summary Memorandum and PowerPoint presentation

WORKING DRAFT

*ATTACHMENT A*  
*Scope of Services*

WORKING DRAFT

## I. Background

### *Purpose of the Student Transit Pass Program*

Due to a decline in funding for student transportation to school, as well as increases in some transit fares costs, the responsibility of transporting students to school has increasingly been placed upon families at a time when financial challenges have risen due to the economic recession. The Alameda County Transportation Commission will create a student transit pass program to support student access to school, school-related activities, and youth transit access to jobs.

The purpose of the Student Transit Pass Program (STPP) is to expand access opportunities to schools on transit by testing different models of student transit pass programs for middle-school and high-schools students in Alameda County that can serve the geographically different areas of the County. Students at participating middle schools and high schools will receive transit passes that will provide access to transit services for transport to school and afterschool activities, including jobs during the project period.

The model programs will be evaluated for effectiveness, and successful models will be implemented throughout the County in middle schools and high schools. The initial student transit pass program will run for three years. Different models will be tested to address the differences in geography, transit service availability, and economic needs in different areas of the County. The aim of the initial model programs is to gather data to determine success factors for implementing a program for all middle and high school students in Alameda County. This program is for Alameda County students who go to schools in Alameda County.

### **Program Objectives**

The objectives of the student transit pass program include the following:

- Eliminate barriers to transportation access to schools to enable increased school attendance and youth engagement in school, after school programs, jobs, and other learning opportunities, with the aim to support improved academic performance and graduation rates
- Increase transportation options for transit travel to school with the use of a student transit pass, which may also ease financial burdens on families and reduce greenhouse gas emissions and traffic congestions around schools
- Increase student transit ridership with the aim of educating a new generation of transit riders, including about the relationship between travel choices and their environmental effects
- Expand transit access to all students in middle and high schools
- Leverage other programs to provide benefit to the model programs implemented including, but not limited to the Alameda County Safe Routes to Schools Program and the Alameda County Travel Training program (as modified to suit the needs of students), and workforce development-type programs appropriate for high school students.

Each objective is expected to be evaluated and measured over the course of the project.

## Transit operators

Transit operators in Alameda County that may be involved in the program include:

- Alameda-Contra Costa Transit District (AC Transit)
- San Francisco Bay Area Rapid Transit (BART)
- Livermore Amador Valley Transit Authority (LAVTA and/or WHEELS))
- Union City Transit
- Altamont Commuter Express (as applicable)
- Water Emergency Transit Authority (Alameda County ferries, as applicable)

Alameda County Planning Areas:

- North: Alameda, Albany, Berkeley, Emeryville, Oakland, Piedmont, unincorporated Alameda County
- Central: Hayward, San Leandro, unincorporated Alameda County
- South: Fremont, Newark, Union City
- East: Dublin, Livermore, Pleasanton, unincorporated Alameda County

Transit service by planning areas:

- Central County – AC Transit and BART
- East County – AC Transit, BART, and LAVTA/WHEELS
- South County – AC Transit, Union City Transit, and BART
  - Middle schools and high schools are near AC Transit bus lines and Union City Transit in Union City.
- North County – AC Transit, BART, WETA ferry service
- Unincorporated areas - varies

## Committees

Three types of committees will be established to provide input and feedback on the program, including an Oversight Committee, a Technical Advisory Committee and model school site Student/Parent/Faculty Committees.

### Oversight Committee

The Oversight Committee will periodically receive updates on the program and evaluate its effectiveness. This committee will evaluate program development, implementation and evaluation results. The committee will receive periodic reports on the program progress and will make recommendations on program effectiveness to the Alameda CTC for consideration.

Members on the oversight committee include the following organizations:

- Alameda County Office of Education
- Alameda County Transportation Commission
- School District Representative from all areas where model programs are implemented
- Student Representatives from the Student/Parent/Faculty Committees where model

programs are implemented

- Community organizations such as the Sierra Club, Genesis, Urban Habitat who participated in the development of the program during development of the Transportation Expenditure Plan

#### Technical Advisory Committee

The Technical Advisory Committee will be comprised of program implementation partners who will meet on a regular basis to address implementation issues, evaluate effectiveness and provide suggestions for program improvements during the course of the program. Members on the Technical Advisory Committee include the following organizations:

- Alameda County Transportation Commission
- Metropolitan Transportation Commission and Clipper Card staff
- Transit operators participating in the model programs
- School district staff participating in the model programs

#### Student/Parent/Faculty Committees

These committees will be established at each model school site and will include at minimum four students participating in the transit pass program, faculty members appointed by the school site to participate in the program implementation, and parents as recruited by the schools for participation. This committee will discuss implementation issues and concerns and will provide suggestions and feedback on the following: program monitoring and evaluation methods, outreach and communications, and performance of the program. This committee will serve as the direct feedback link into the program regarding how it is operating at a particular school site. A student from each of the school sites will serve as a liaison to the Oversight Committee.

See Exhibit 1 for preliminary schedule.

#### **Services Requested**

The selected team will provide professional and technical services supporting the development and implementation of different models of student transit pass programs in Alameda County. It is the intent of the program that a maximum amount of funds be used to deliver transit passes to students and that the management and evaluation of the program be done as efficiently as possible.

The team will be required to work with the Alameda CTC, the Oversight Committee, the Technical Advisory Committee, the Student/Parent/Faculty Committees, transit operators, schools, youth, parents and other organizations engaged in the development, implementation and evaluation of the STPP. The following services are required under this contract:

- Project Initiation, Management and Coordination
- Program Development
- Program Implementation
- Communications, Outreach and Agency Coordination Strategy

- Evaluation and Reporting
- Integration of other programs such as Alameda County's Safe Routes to Schools Program and Alameda County Travel Training programs, as modified for youth, and workforce development programs appropriate for high school students.

### ***Organizational Chart***

The project will be administered by the Alameda CTC. *[Project management and organizational chart to be determined.]*

## **II. Scope of Work**

As a part of the responses to each task below, the team is expected to address the following items for the development and implementation of model STPPs:

1. Define and rationalize realistic models for each area of the county that will address the program objectives and identify goals, proposed performance measures and evaluation tools to evaluate effectiveness.
2. Describe how multiple partners will be engaged in the STPP programs to establish successful programs, including strategies for low-income communities.
3. Describe how the proposed approach will tailor each model STPP program to each unique community and how the program will aim to expand participation at each school site.
4. Describe the team's staff composition and how the proposed approach will identify the needs of and support the multicultural and varied income levels of communities throughout Alameda County.
5. Describe the proposed approach to address barriers to involvement in a STPP program for students, parents and staff at schools.
6. Describe how the proposed approach will address emission reductions as well as public health issues and benefits related to transit use.
7. Describe how technology can play a role in the implementation of the program.

### **Task 1 – Project Initiation, Management and Coordination**

The team will oversee the implementation of the Student Transit Pass Program elements during the course of the project, ensuring that all program elements are implemented effectively.

The work for this task includes managing the program and providing regular progress updates to Alameda CTC and the Oversight, Technical Advisory and Student/Parent/Faculty Committees. As part of this task, the team will meet with Alameda CTC staff to review the purpose of the project, scope of work, project goals and implementation timeline. Alameda CTC staff will provide the team

with all relevant documents. Regular management coordination meetings will be held with Alameda CTC staff during the course of the project. The team will provide minutes outlining action items resulting from the coordination meetings. It is anticipated that these meetings will be monthly, but the number of meetings will be based on need and, therefore, a schedule will be developed during the kick-off meeting. The team will be responsible for developing materials for presenting to the Technical Oversight, and Student/Parent/Faculty Committees, Alameda CTC and other agencies as appropriate to report on the development, implementation and outcomes of the program.

- *Deliverable 1.1: Kick-off meeting notes, with follow-up tasks.*
- *Deliverable 1.2: Refined schedule, task budgets, deliverables, and contract performance measures.*
- *Deliverable 1.3: Monthly progress reports detailing project activities, coordination efforts and goal achievement*
- *Deliverable 1.4: Meetings with Alameda CTC staff, including preparation of agendas and summary notes.*
- *Deliverable 1.5: Meetings with Oversight, Technical Advisory and Student/Parent/Faculty Committees to provide project updates and receive feedback on project deliverables (estimated at 36 meetings over a three year period).*

## Task 2 – Program Development

This is a new program for Alameda County. The team will research effective strategies for developing student transit pass programs in each area of Alameda County that will support the program objectives. Based upon an assessment of best practices, as well as research performed based up outreach to schools, students, parents and administrators, transit operators and other appropriate entities, the team will develop recommended model programs, and a proposed project implementation schedule and detailed task budgets.

The team will tailor the program to the unique needs of middle and high school students, with the aim of developing and implementing a program that is easy to administer, is broadly used and does not create any stigma in its use.

The program development must address the following considerations:

### Program Parameters

The program parameters include geographic reach, eligibility, program days and hours of operation, technology, accessibility, cost, funding sources, and the ability to leverage other programs and performance measures.

- **Geographic reach:** The program must accommodate geographic differences in Alameda County which include differences in city and county area infrastructure, transit services and transit proximity to schools, and demographics. Models should take into consideration transition of students from middle to high schools, as well as programs that test an entire school, versus only portions of the student body of a school. A model programs must be implemented in all four geographic areas of the County. The program should consider the following areas in development of initial model programs:
  - Areas where access to school from an economic perspective is more difficult

- Schools that may not have good access to transit (the program needs to identify how service could potentially change to accommodate more schools)
  - Capacity issues for buses during high student use times
  - Schools in high-density as well as less-dense areas
  - Linking middle-school transit use to high-school transit use
- **Eligibility:** The program must be developed in such a way to not create a stigma for any child involved.

Eligibility considerations include, but are not limited to:

- Middle and high school students in Alameda County who go to schools in Alameda County
  - Homeless students, drop-out students, and students in communities of concern
  - Students in after-schools programs not on the school premises
  - Family incomes and affordability
  - Proximity to school sites (i.e. New York has a distance based program that supports walking or biking to school for those who live close to their school)
- **Program days, hours of operation and level of service:** The program will provide students with transit access to school, afterschool programs and access to afterschool jobs. The intent of the program is to provide as much flexibility in the use of the transit pass as possible during regular transit operator hours of service. Considerations for cost effectiveness will have to be made for times of the year when a majority of students are not in school. Time of use may become restricted for program cost considerations. Bell-time and bus-time coordination will be necessary.

In addition, transit service capacity during highest student use must be taken into consideration and factored into planning model programs, including potential costs if additional services are needed as a result of demand. Model school sites must be evaluated for current conditions and for potential increases in student transit use.

- **Technology:** The goal is to use the Clipper card technology, or some other easily tracked process, and place a student photo on the student id card. Parents and/or a program administrator could have the ability to activate the card. This method allows every student to have access to transit services. Another consideration is how to use Lifetouch photos with the Clipper card to create a smart card. If the Clipper card technology is used, parents could activate the card for those students that can afford it, and a program administrator(s) could activate and pay for the card usage for those who cannot afford it. Alameda County has approximately 158,000 students, and it would initially cost about \$16 million to provide all students with a free transit pass and approximately \$8 million to provide service to families of concern.
- **Accessibility:** The program must consider transit proximity to school sites, ease of transit pass distribution and tracking, language needs for particular school sites, and travel training for different transit systems. This may include, but is not limited to, travel training information for students using regular fixed-route services, as well as travel training materials

for student who may be transitioning from paratransit services to regular fixed-route services.

- **Cost:** The program must define if there are different costs to students based upon income and how to implement a tiered program that does not create any stigma for any students. The program must also develop the anticipated costs at each model site, including transit pass use and administrative costs at each site. Overall costs for each model program must include administration, transit card distribution and use, pre-, during and post evaluation, costs for travel training materials, distribution and instruction, costs for additional transit services or other applicable elements of a proposed transit pass program, and other costs as applicable.
- **Funding sources:** The transportation sales tax measure will pay for a portion of the program; however, additional funding will likely be required by other sources for long-term program implementation. The team will be required to identify potential funding partners, some of which could include the following:
  - Air District (Transportation For Clean Air funding in response to greenhouse gas reduction)
  - Climate Initiatives Program
  - Federal Transportation Bill and federal education bills/appropriations
  - Job Access and Reverse Commute (JARC)
  - Kaiser and other health organizations and foundations
  - McKinney Vento Act (federal dollars) specifically for homeless students
  - MTC Lifeline
  - Provision 1 and Provision 2
  - Safe Routes to Schools
  - Traffic impact fees

As a part of this task, the team will further develop the program elements and define the work products and performance measures, as well as develop and maintain a detailed overall project schedule, including deliverable due dates. All program evaluation activities will be coordinated, and summary reports will be prepared.

*Deliverable 2.1: Summary memo on best approaches for model student transit pass programs for middle and high school students, including rationale for site selection and program design.*

*Deliverable 2.2: Final recommendation on program approach.*

*Deliverable 2.3: Develop detailed schedule, budget and draft and final performance measures for each model program.*

*Deliverable 2.4: Program evaluation approach memo, including how each model program will be evaluated using the final performance measures and how the different model programs will be evaluated against each other and as a whole, survey instruments and summary of current demographics and commute patterns of students at targeted schools.*

**Task 3 – Program Implementation**

This task provides for the implementation of model programs identified in the previous task, including all pre-evaluation and assessment, evaluation during implementation and modifications to the program during implementation based upon feedback from evaluations and the Oversight, Technical Advisory and Student/Parent/Faculty Committees.

*Deliverable 3.1: Implementation of up to four model programs in middle and high schools, one in each geographic area of the county.*

**Task 4 – Communications, Outreach and Agency Coordination Strategy**

The team will be responsible for developing a plan for the outreach effort and identify key milestones in the process where outreach and solicitation of input will be required. A preliminary schedule has been developed, as shown in Exhibit 1, and should be taken into consideration in the development of the proposed Outreach Plan. The team will evaluate and recommend an approach for additional outreach efforts aimed at including students, parents, teachers, school counselors and administrators, and other appropriate agencies and organizations to meet the objectives of the program.

**Alameda CTC**

The team will coordinate Alameda CTC staff in preparing materials and making presentations to the Alameda CTC and other required committees and organizations. Over the 36-month period, it is anticipated that six Commission presentations will be required.

**Oversight, Technical Advisory and Student/Parent/Faculty Committees**

The team and Alameda CTC staff will run the meetings and facilitate discussion for the Oversight, Technical Advisory and Student/Parent/Faculty Committees. Members of the team are expected to prepare materials, facilitate meetings, document meeting outcomes, and be available as support as directed by Alameda CTC staff during the meetings. These groups will meet at regular intervals for the duration of the program to provide input and comment on the program implementation. It is anticipated that over the 36-month process, an estimated total of 36 meetings will be required (based upon quarterly meetings). These groups will meet separately.

**Local Jurisdictions/Organizations**

The team will assist Alameda CTC staff with presentations to other local jurisdictions and organizations as necessary.

*Deliverable 4.1: Technical Memorandum outlining outreach approach and key milestones, including a detailed discussion of schedule and approach for working with staff, the established committees, Alameda CTC and other outreach efforts (Draft, Final Draft and Final).*

*Deliverable 4.2: Agendas, materials and summary notes for meetings.*

## Task 5 – Evaluation and Reporting

The team, working with Alameda CTC staff and the Oversight, Technical Advisory and Student/Parent/Faculty Committees will develop quantitative and qualitative performance measures that reflect the program objectives and goals. These performance measures will be used to evaluate the model programs and to determine methods for modifying the program as necessary over time, as well as to determine what successful elements need to be included in programs that are implemented after the first three-year period. The team will use the final performance measures developed in Task 4 and will demonstrate how they will be used to evaluate effectiveness of the model programs against program objectives and goals. All program evaluation activities will be coordinated, and summary reports will be prepared. The team will give examples of how the performance measures will be applied to the program and to selection of successful elements for future program implementation.

*Deliverable 5.1: Technical Memorandum summarizing the effectiveness of the program against the performance measures, evaluation methodology and timelines, results of the program evaluation, and the proposed improvements recommended for implementation of long-term programs (Draft, Final Draft, Final)*

*Deliverable 5.2: Program evaluation results at the end of years 1 and 2*

*Deliverable 5.3: Final program evaluation of all three years and recommendations for on-going implementation of successful programs.*

## Task 6 – Integration of other programs

This task includes identification and development of how a student transit pass program can be integrated with other programs such as Alameda County's Safe Routes to Schools Program and Alameda County Travel Training programs, as modified for youth, and integration of workforce opportunities for high school students.

There are many on-going programs in Alameda County that support healthy access to schools and training on how to use transit. The team will be required to evaluate how model programs can be integrated into and be coordinated with the implementation of existing programs in Alameda County with the aim of providing comprehensive student support programs that leverage funding, education, and resources.

*Deliverable 6.1: Technical Memorandum summarizing opportunities for student transit pass program integration and coordination with other student supportive programs (Draft, Final Draft, Final).*

*Deliverable 6.2: Technical Memorandum summarizing program implementation approach, including funding sources, partners, timelines, resources and deliverables.*

**Tess Lengyel**

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**From:** Lynn Novak <lnovak@pleasanton.k12.ca.us>  
**Sent:** Monday, April 30, 2012 10:42 AM  
**To:** Tess Lengyel  
**Subject:** Re: Student Transit Pass Program

Hi Tess, I don't have any mark-up the the actual draft scope. I have comments and ideas with regard to things that Pleasanton Unified has done to provide tickets to students. I would be happy to bring my ideas to the May 11th meeting. I look forward to meeting you. Lynn

Lynn Novak  
Facilities, Maintenance, Operations  
& Transportation Departments  
Pleasanton Unified School District  
Achievement - Partnerships - Communication  
925.426.4404 (Office)  
925.426.0564 (Fax)  
[lnovak@pleasanton.k12.ca.us](mailto:lnovak@pleasanton.k12.ca.us)



**Tess Lengyel**

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**From:** Lindsay Imai <lindsay@urbanhabitat.org>  
**Sent:** Monday, April 30, 2012 5:11 PM  
**To:** Tess Lengyel  
**Cc:** Mary Lim Lampe; Allysa Evans  
**Subject:** Re: Alameda County Transportation Commission Draft Student Transit Pass Program Scope of Work - Request for your Review by April 30, 2012  
**Attachments:** Recommendations for Bus Pass Scope of Services 4.30.12.docx

Dear Tess,

Thank you for this opportunity to give feedback about the proposal. Attached is a detailed alternative proposal for the pass program as well as specific feedback about what Genesis, Urban Habitat and Youth Uprising thinks should be changed within the proposed Scope of Services.

While we have been pleased to participate in the stakeholders process you've facilitated thus far and appreciate how inclusive it has been, we are very concerned that certain aspects of the program are not being defined - like the time frame of the pass and its eligibility - and that there is an over-emphasis on the administrative components of the pass relative to the provision of the passes themselves.

For these reasons, we'd love to meet with you and Art to discuss our proposal and our concerns about the draft Scope of Services in-person. (I know you are working on some dates - so thank you!)

We are committed to the success of this program and to working with you to achieve that.

Best,

Lindsay

On Mon, Apr 16, 2012 at 9:43 PM, Tess Lengyel <[tlengyel@alamedactc.org](mailto:tlengyel@alamedactc.org)> wrote:

Hello,

The Alameda County Transportation Commission which plans, funds and delivers transportation investments throughout Alameda County has initiated a process to develop a student transit pass program for all middle and high school students. The Alameda CTC is governed by a 22-member body of elected officials representing the County Board of Supervisors, every city in Alameda County, and AC Transit and BART.

The objectives of a Student Transit Pass program are as follows:

- Eliminate barriers to transportation access to schools to enable increased school attendance and youth engagement in school, after school programs, jobs, and other learning opportunities, with the aim to support improved academic performance and graduation rates

- Increase transportation options for transit travel to school with the use of a student transit pass, which may also ease financial burdens on families and reduce greenhouse gas emissions and traffic congestions around schools
- Increase student transit ridership with the aim of educating a new generation of transit riders, including about the relationship between travel choices and their environmental effects
- Expand transit access to all students in middle and high schools
- Leverage other programs to provide benefit to the model programs implemented including, but not limited to the Alameda County Safe Routes to Schools Program and the Alameda County Travel Training program (as modified to suit the needs of students), and workforce development-type programs appropriate for high school students.

You have been identified as a participant in school related transportation activities. This email seeks your review of the attached draft scope of work for the Student Transit Pass Program (STPP).

Alameda CTC staff and representatives from the Alameda County Office of Education, various school districts in Alameda County, and community groups participated in three separate brainstorming sessions to develop this working document. The scope of services will be finalized in the coming months to solicit responses from teams to develop and implement countywide model student transit pass programs.

The purpose of the STPP is to expand students' access to schools via transit by testing different models of student transit programs for middle-school and high-schools students in Alameda County. The program will serve different areas of the County, and students at participating middle schools and high schools will receive transit passes that will provide access to transit services for transport to school and afterschool activities, including jobs during the project period.

The DRAFT Preliminary Schedule Outline is below:

- May 2012: Alameda County Transportation Commission review of Draft Scope of Services, which includes input from schools, transit operators, other interested parties
- June 2012: Final approval of Scope of Services
- July 2012: Release of Request for Proposals
- September 2012: Initial Pre-Bid Conference
- November 2012: Passage of 2012 Alameda County Transportation Expenditure Plan on November ballot, which will serve as a major funding component for the program

- November 2012: Second Pre-Bid Conference, post-election
- January 2012: Proposals Due to Alameda CTC
- February 2012: Interviews of Top-Ranked Teams
- March 2012: Approval of Top-Ranked Team and Contract initiation

The Alameda CTC seeks your input on the draft scope of work, which begins on page 7 of the attached draft Request for Proposals. Please review the attached document and provide input to me, Tess Lengyel, at [tlengyel@alamedactc.org](mailto:tlengyel@alamedactc.org) by April 30, 2012. If you have questions about this email and/or scope of services, please feel free to contact me at the number below. The Alameda CTC is also seeking input from other interested parties. If there are others not included on this list that you think should provide input, please forward this document to them.

Thank you.

Tess

Tess Lengyel

Deputy Director of Policy, Public Affairs and Legislation

Alameda County Transportation Commission

1333 Broadway, Ste. 300

Oakland, CA 94612

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[tlengyel@alamedactc.org](mailto:tlengyel@alamedactc.org)

[www.alamedactc.org](http://www.alamedactc.org)

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Lindsay Imai  
Transportation Justice Program  
Urban Habitat  
1212 Broadway, Suite 500  
Oakland, CA 94612  
o: 510-839-9510 x305  
c: 510-590-8253  
[www.urbanhabitat.org](http://www.urbanhabitat.org)

Please consider paper waste before printing this email.

**Draft Bus Pass Proposal and Recommendations to Alameda CTC's Draft Scope of Services***Submitted by Genesis, Urban Habitat and Youth Uprising*

April 30, 2012

*What follows is a proposal for how the 3-year Alameda County Student Bus Pass Program should be structured. All three organizations have, for more than a year, participated faithfully in the process to shape the expenditure plan of Measure B3, as well as in the Student Bus Pass stakeholder meetings to develop the Bus Pass Program.*

- What are our primary goals?
  - Improve social equity by lowering the financial burden on families and ensure equitable access to educational and economic opportunity
  - Show the commitment of the community to the positive development of youth
  - Address climate change by educating youth about climate change and creating the next generation of transit riders
  - Reinforce that the Eco student bus pass is not just a transportation program, and an environmental program, but also a positive youth development program.
- Who would it serve?
  - All middle and high school students in Alameda County
- When would the pass work?
  - Year round, 24/7 – to ensure access to all enrichment opportunities including summer school, extracurricular activities , part time jobs, etc.
- How would it work?
  - On AC Transit, it would be a Student ID with Clipper Card technology embedded into it. On Union City Transit and LAVTA/WHEELS it would just be the Student ID.
- When would a student lose his/her bus pass privileges?
  - Truant students who are intentionally missing school. The students' schools would be responsible and empowered to take away (and return) the student's ID/Clipper Card while he/she received counseling and intervention to get the youth back on track so he/she can achieve positive outcomes.
- Who would administer it?
  - It would be the Alameda County Office of Education in partnership with ACTC, the transit operators, schools and academics who could lead the evaluation component.
- Who would monitor it?
  - An over-sight committee should also be formed made up of representatives of the above agencies but also youth groups and community organizations, with student representatives.
- Where would it be rolled out ideally?
  - Areas with the highest population density or greatest need, where there is capacity and interest on the part of the school districts to support the program and ideally in geographically diverse locations (eg: one per planning area).
- How would its success be measured?
  - Positive outcomes in youth development
  - Positive impact on family budgets
  - Increase in student transit ridership
  - Increased attendance at after school programs for youth
- What is missing from the ACTC proposal?
  - A cap on Administrative Costs (we propose 7% of the funds)
  - A minimum amount going toward education (we propose 3% of the funds)
  - A minimum amount going toward funding transit passes (we propose at least 90% of the funds should go toward funding transit passes or \$4.5 million per year, which could cover 18,750 students for an entire year on AC Transit at their current monthly pass cost of \$20.00)
  - A breakdown of estimated costs for the program according to ACTC

- A clear understanding of the measurements that will be used to evaluate the success of the program, e.g., positive outcomes in youth development, reduction in truancy, increased graduation rates, more usage of after school programs for youth
- Clarity on who will be accountable to those measurements
- A clear definition on what counts as Administrative Costs
- What should be removed from or reduced within the ACTC proposal?  
The deliverables for Project Team should be realistic and the program administration should not be so burdensome as to distract from the goals of the program- to provide free transit passes to youth. We recommend the following changes and deletions from the program to reduce the administrative duties, while maintaining the core program intact.
  - Remove the following deliverables:
    - *Deliverable 1.5 – School-based “Student/Parent/Faculty” committees.*
    - *Deliverable 4.1- The memo about working with ACTC staff, committees and Alameda CTC.*
  - Reduce the following deliverables:
    - *Deliverable 1.3: Instead of monthly status reports, require quarterly reports.*
    - *Deliverable 1.5: Instead of separate meetings with 3+ committees, combine Oversight and Technical Committees (and eliminate the school-site committees) and cut meetings down by half to no more than 18 meetings over 3 years.*
  - Shift responsibility on the following deliverables:
    - *Deliverable 2.4 and Deliverables 5.1-5.2: Program evaluation should be the responsibility of the Oversight and Technical Committees, in partnership with academics and staffed by ACTC – not the responsibility of the Project Team.*
    - *Deliverable 6.1: Shift the requirement to produce 3 drafts of a technical memo on how the pass program could be integrated or coordinated with other student transportation programs to ACTC staff (given their expertise on Safe Routes to Schools and other similar programs).*

These changes will result in the following reduced requirements:

- 18, rather 36 meetings of advisory and oversight committees (prep, staff and summarize)
- 1, rather than 4 technical memos
- No direct responsibility for program evaluation
- No direct responsibility for researching other student transportation programs
- No responsibility for organizing and staffing school-based committees

These changes maintain:

- Direct administration of the program, including an educational component (deliverable 3.1)
- 3 summary memos about program approach and recommendations for program implementation post-3 year testing period (deliverables 2.1-2.3 and 5.3)
- Staffing and supporting the Oversight/Tech committee
- Supporting ACTC staff with presentations to ACTC Board and other key stakeholders as needed

**Tess Lengyel**

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**From:** Robert Wilkins <rwilkins@ymcaEastBay.org>  
**Sent:** Monday, April 30, 2012 6:01 PM  
**To:** Tess Lengyel  
**Cc:** John Claassen (john.claassen@jlrgear.com); lindsay@urbanhabitat.org  
**Subject:** Student Transit Pass Program  
**Attachments:** Performance and Success Measures ACTC Student Transit Pass Program.docx

Good Afternoon Tess -----

I have been pleased to participate in the ACTC meetings regarding the student transit pass program. I am encouraged by the creative and progressive thought leadership that the Transit Pass program represents. While I am fully aware that the primary purpose of the program and its associated funding is related to transportation, I want to emphasize that the socially responsible, morale and youth development aspects of the project are equally significant and should be more visible in the spirit, letter and leadership of the program. With that in mind I offer the attached brief perspective on performance/success measures for the program. If I can provide any additional information on this viewpoint please feel free to contact me.

Thank you...

**Robert A. Wilkins** | President & CEO  
YMCA of the East Bay  
2330 Broadway  
Oakland, CA 94612  
510-318-7654



FOR YOUTH DEVELOPMENT®  
FOR HEALTHY LIVING  
FOR SOCIAL RESPONSIBILITY



**Performance and Success Measures for Alameda County Student Transit Pass Program**

It has been variously said that the greatness of any society can be measured by how it treats its weakest members, especially its children and youth. Nelson Mandela put it this way, ***“There can be no keener revelation of a society's soul than the way in which it treats its children and youth.”***

Among the multiple benefits and reasons for the Alameda County Student Transit Pass program is its communication of the commitment of the community to the positive development of youth.

Search Institute\* has identified a group of building blocks of healthy development—known as **Developmental Assets**—that help young people grow up healthy, caring, and responsible. A number of these assets would be bestowed to thousands of Alameda County youth through the Alameda County Student Transit Pass program. Accordingly they should be included in the evaluation and performance measurements of the Student Transit Pass Program:

- **Community values youth**—Young person perceives that adults in the community value youth.
- **Personal power**—Young person feels he or she has control over “things that happen to me.”
- **Sense of purpose**—Young person reports that “my life has a purpose.”
- **Positive view of personal future**—Young person is optimistic about her or his personal future.
- **Creative activities and youth programs**—Young person spends three or more hours per week in lessons or practice in music, theater, or other arts; sports, clubs, organizations at school and/or in the community, and or one or more hours per week in activities in a religious institution.

These elements can be measured through short surveys administered at the time students enroll in the program and at six-, nine-, or twelve-month intervals.

The YMCA employs the developmental assets approach in all of its youth development, healthy lifestyles, academic enrichment, camping and social responsibility programs.

\*For more than 50 years, Search Institute® has been a leader and partner for organizations around the world in discovering what kids need to succeed. Our knowledge and resources help motivate and equip caring adults to create schools, communities, and families where young people thrive.





## Memorandum

**DATE:** April 20, 2012

**TO:** Alameda County Technical Advisory Committee (ACTAC)

**FROM:** Matt Todd, Manager of Programming

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

### Recommendation:

This is an information item.

### Summary:

ACTAC is requested to review and comment on the project specific information included in the attached STIP Timely Use of Funds Report, dated May 31, 2012. The report segregates projects into Red, Yellow, and Green zones. Project sponsors are requested to email documentation related to the status of the required activities shown on the report to Jacki Taylor, [JTaylor@alamedactc.org](mailto:JTaylor@alamedactc.org), by Friday, May 11th. The STIP At Risk Report is scheduled to be brought to the Commission June 2012.

### Background:

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

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

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

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

Project sponsors are requested to email documentation related to the status of the required activities shown on the report to Jacki Taylor, [JTaylor@alamedactc.org](mailto:JTaylor@alamedactc.org) , by Friday, May 11th. The information received will be the basis for the STIP At Risk Report scheduled to be brought to the Commission June 2012.

**Attachments:**

Attachment A - STIP Timely Use of Funds Report

STIP Timely Use of Funds Report  
2012 STIP Locally-Sponsored Alameda County Projects

Status Date: May 31, 2012

**Red Zone Projects**

Index	PP No.	Sponsor	Project Title	Req'd Activity	Date	Zone	Notes	Prev Zone
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd By			
1	2009N	Alameda	Tinker Avenue Extension					
	RIP	\$4,000	Con	07/08	Final Invoice/Report	R	Extensio Req Pending \$4M Allocated 9/25/08 Contract Awd 3/17/09 City desires to use balance on follow on contract	G
2	0016O	Alameda CTC	I-680 SB HOT Lane Accommodation					
	RIP	\$8,000	Con	07/08	Accept Contract	6/26/12	R \$8M Allocated 6/26/08 42 -Mo Ext for Awd App'd Ext Req Pending (Accept)	R
3	0139F	Alameda CTC	Rt 580, Landscaping, San Leandro Estudillo Ave - 141st					
	RIP-TE	\$350	Con	10/11	Award Contract	Note 1	R \$350K Allocated 10/27/11 Extension Req Pending	R
4	1014	BART	BART Transbay Tube Seismic Retrofit					
	RIP	\$38,000	Con	07/08	Complete Expend	12/31/12	R \$38M Allocated 9/5/07 18-Month Ext 6/23/11	Y
5	2009P	BART	Alameda County BART Station Renovation					
	RIP	\$3,000	Con	07/08	Accept Contract	10/30/12	R \$3M Allocated 12/11/08 4-Mo Ext App'd June 09	Y
	RIP	\$248	PSE	07/08			\$248 Allocated 9/5/07 Expenditures Complete	
6	2100G	Berkeley	Berkeley Bay Trail Project, Seg 1					
	RIP-TE	\$1,928	Con	10/11	Award Contract	6/15/12	R \$1,928 Allocated 12/15/11 Awd scheduled 5/15/12	R
7	2014U	GGBHTD	SF Golden Gate Bridge Barrier					
	RIP	\$12,000	Con	11/12	Allocate Funds	6/30/12	R Ext Req Pending	R
8	2009K	LAVTA	Satellite Bus Operating Facility (Phases 1 & 2)					
	RIP	\$4,000	Con	11/12	Allocate Funds	6/30/12	R Moved to Delivered List at Mar 2011 CTC	R
	RIP	\$1,500	Con	06/07	Final Invoice/Report	NA	Contract Accepted	
9	1022	Oakland	Rte. 880 Access at 42nd Ave./High St., APD					
	RIP	\$5,990	R/W	07/08	Complete Expend	Note 1	R \$5.99M Allocated 12/13/07	R
10	2100E	Oakland	7th St. / West Oakland TOD					
	ARRA-TE	\$1,300	Con	09/10	Accept Contract	9/30/12	R \$1,300 Obligated 8/5/09 Contract Awd 2009	Y
11	2103A	Oakland	Oakland Coliseum TOD					
	RIP-TE	\$885	Con	10/11	Award Contract	Note 1	R \$885 Allocated 6/23/11	R
12	2110A	Union City	Union City Intermodal Stn, Ped Enhanc PH 2 & 2A					
	RIP	\$715	Con	11/12	Award Contract	6/30/12	R 6-mo Ext. appv'd 1/25/12	R
	RIP-TE	\$3,000	Con	10/11			G \$3M Allocated 6/23/11 Transferred to FTA Grant	R

STIP Timely Use of Funds Report  
2012 STIP Locally-Sponsored Alameda County Projects

Status Date: May 31, 2012

**Yellow Zone Projects**

No Projects in this Zone this Report

**Green Zone Projects**

Index	PP No.	Sponsor	Project Title	Req'd Activity	Date	Zone	Notes	Prev Zone
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd By			
13	2009A	AC Transit	Maintenance Facilities Upgrade					
	RIP	\$3,705	Con	06/07	Final Invoice/Report	NA	NA \$3,705K Allocated 9/7/06	G
14	2009B	AC Transit	SATCOM Expansion					
	RIP	\$1,000	Con	06/07	Accept Contract	Note 3	G \$1,000K Allocated 9/7/06	G
15	2009C	AC Transit	Berkeley/Oakland/San Leandro Corridor MIS					
	RIP	\$2,700	Env	06/07	Final Invoice/Report	Note 3	NA \$2,700K Allocated 4/26/07	G
16	2009D	AC Transit	Bus Component Rehabilitation					
	RIP	\$4,500	Con	06/07	Accept Contract	Note 3	G \$4.5M Allocated 7/20/06	G
17	2009Q	AC Transit	Bus Purchase					
	RIP	\$14,000	Con	06/07	Accept Contract	Note 3	G \$14M Allocated 10/12/06	G
18	2009L	Alameda Co.	Vasco Road Safety Improvements					
	RIP	\$4,600	Con	07/08	Final Invoice/Report		NA \$4.6M Allocated 2/14/08 Contract Awd 7/29/08 Final Billing sub'd 2/14/12	G
19	2100F	Alameda Co.	Cherryland/Ashland/Castro Valley Sidewalk Imps.					
	RIP-TE	\$1,150	Con	10/11	Accept Contract	11/1/14	G \$1,150 Allocated 5/12/11 Awarded Nov 2011	G
20	0044C	Alameda CTC	I-880 Reconstruction, 29th to 23rd					
	RIP	\$2,000	PSE	10/11	Complete Expend	6/30/13	G	G
21	0062E	Alameda CTC	I-80 Integrated Corridor Mobility					
	RIP	\$954	Env	07/08	Final Invoice/Report		NA \$954 Allocated 9/5/07 Contra Costa RIP Expenditures Comp	G
22	0081H	Alameda CTC	RT 84 Expressway Widening (Segment 2)					
	RIP	\$34,851	Con	16/17	Allocate Funds	6/30/17	G Added in 2012 STIP	G
	RIP-TE	\$2,179	Con	16/17	Allocate Funds	6/30/17	G	
23	2100K	Alameda CTC	I-880 Landscape/Hardscape Improvements in San Leandro					
	RIP-TE	\$400	PSE	09/10	Complete Expend	6/30/13	G \$400K Allocated 6/30/10 12-Mo Ext App'd April 2012	R
24	2179	Alameda CTC	Planning, Programming and Monitoring (Note 2)					
	RIP	\$1,993	Con	12/13	Allocate Funds	6/30/13	G	G
	RIP	\$1,948	Con	10/11	Complete Expend	6/30/13	G \$1,948 Allocated 7/1/10	
	RIP	\$1,947	Con	11/12	Complete Expend	6/30/14	G \$1,947 Allocated 8/11/11	
	RIP	\$320	Con	13/14	Allocate Funds	6/30/14	G Added in 2012 STIP	
	RIP	\$886	Con	16/17	Allocate Funds	6/30/17	G Added in 2012 STIP	

STIP Timely Use of Funds Report  
2012 STIP Locally-Sponsored Alameda County Projects

Status Date: May 31, 2012

**Green Zone Projects (cont.)**

Index	PP No.	Sponsor	Project Title	Req'd Activity	Date	Zone	Notes	Prev Zone
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd By			
25	0016U	Alameda CTC	I-580 Castro Valley I/C Improvements					
	RIP	\$7,315	Con	07/08	Final Invoice/Report	NA	Contract Accepted July 2011	G
26	2008B	BART	MacArthur BART renovate & enhance entry plaza					
	RIP-TE	\$954	Con	10/11			\$954 Allocated 6/23/11 Transferred to FTA Grant	G
27	2009Y	BART	Ashby BART Station Concourse/Elevator Imps					
	RIP-TE	\$1,200	Con	07/08	Final Invoice/Report	NA	\$1,200 Allocated 6/26/08	G
28	2103	BART	Oakland Airport Connector					
	RIP	\$20,000	Con	10/11	Accept Contract	9/1/14	G App'd into STIP and allocated 9/23/10 Awarded Oct 2010	G
29	9051A	BATA	Improved Bike/Ped Connectivity to East Span SFOBB					
	RIP-TE	\$3,063	Con	16/17	Allocate Funds	6/30/17	G Added in 2012 STIP	NA
30	2009W	Berkeley	Ashby BART Station Intermodal Imps					
	RIP	\$4,614	Con	07/08	Final Invoice/Report	NA	\$4,614 Allocated 6/26/08	R
	RIP	\$1,500	Con	09/10	Final Invoice/Report	NA	AB 3090 App'd 8/28/08 \$1.5M Allocated 9/10/09	
31	0057J	Caltrans	SR-24 Caldecott Tunnel 4th Bore Landscaping					
	RIP	\$400	PSE	12/13	Allocate Funds	6/30/13	G Added in 2012 STIP	NA
	RIP	\$1,100	ConSup	13/14	Allocate Funds	6/30/14	G	
	RIP	\$500	Con	13/14	Allocate Funds	6/30/14	G	
32	2100H	Dublin	Alamo Canal Regional Trail, Rt 580 undercrossing					
	RIP-TE	\$1,021	Con	10/11	Accept Contract	2/7/15	G \$1,021 Allocated 8/11/11 Contract Awd 2/7/12	R
33	2140S	LAVTA	Rideo Bus Restoration Project					
	RIP-TE	\$200	Con	10/11	Accept Contract	8/10/14	G \$200 Allocated 5/12/11 from SM County Reserve Contract Awd 8/10/11	G
34	2100	MTC	Planning, Programming and Monitoring <sup>2</sup>					
	RIP	\$114	Con	12/13	Allocate Funds	6/30/13	G	G
	RIP	\$113	Con	10/11	Complete Expend	6/30/13	G \$113 Allocated 7/1/10	
	RIP	\$114	Con	11/12	Complete Expend	6/30/14	G \$114 Allocated 8/11/11	
	RIP	\$118	Con	13/14	Allocate Funds	6/30/14	G	
	RIP	\$122	Con	14/15	Allocate Funds	6/30/15	G	
	RIP	\$126	Con	15/16	Allocate Funds	6/30/16	G Added in 2012 STIP	
	RIP	\$131	Con	16/17	Allocate Funds	6/30/17	G Added in 2012 STIP	
35	New	MTC	I-680 Freeway Performance Initiative Project					
	RIP	\$1,000	ConSup	14/15	Allocate Funds	6/30/14	G Added in 2012 STIP	NA
	RIP	\$1,000	Con	14/15	Allocate Funds	6/30/14	G Added in 2012 STIP	

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STIP Timely Use of Funds Report  
2012 STIP Locally-Sponsored Alameda County Projects

Status Date: May 31, 2012

**Green Zone Projects (cont.)**

Index	PP No.	Sponsor	Project Title		Req'd Activity	Date	Zone	Notes	Prev Zone
	Source	Prog'd Amount (\$x 1,000)	Phase	FY		Req'd By			
36	2100C1	Oakland	MacArthur Transit Hub Improvement, 40th St						
	RIP-TE	\$193	Con	07/08	Final Invoice/Report			\$193 Allocated 7/26/07	G
37	2110	Union City	Union City Intermodal Station						
	RIP	\$4,600	Con	07/08	Final Invoice			\$4.6M Allocated 9/5/07	G
	RIP	\$720	Con	05/06	Final Invoice			\$720K Allocated 11/9/06	
	RIP-TE	\$5,307	Con	05/06	Final Invoice			\$5,307K Allocated 11/9/06	
	RIP-TE	\$2,000	Con	06/07	Final Invoice			\$2,000K Allocated 11/9/06	
	RIP	\$9,787	Con	06/07	Final Invoice			\$9,787K Allocated 11/9/06 6-Mo Ext App'd 9/23/10 for Accept Contract - Site Imps accepted 11/19/10	

**Notes:**

- 1 The "Date Req'd By" for the required activity is before the status date of this report. Sponsor is working with Caltrans, MTC and Alameda CTC to expedite/complete the required activity and/or satisfy the requirement.
- 2 PPM funds programmed in the Con phase are not subject to the typical construction phase requirements. Once PPM funds are allocated, the next deadline is "Complete Expenditures."
- 3 Transit projects receiving State-only funds are subject to project specific requirements in agreements with Caltrans (Federal funds are typically transferred to FTA grant).

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## STIP Timely Use of Funds Report

Status Date: May 31, 2012

## 2012 STIP Locally-Sponsored Alameda County Projects

**2010 STIP -Timely Use of Funds Provisions**

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

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

**Zone Criteria**

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

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

**Other Zone Criteria**

<b>Yellow Zone</b>	STIP /TIP Amendment pending
<b>Red Zone</b>	Extension Request pending

**Notes:**

1. Statute requires encumbrance by award of a contract for construction capital and equipment purchase within twelve months of allocation. CTC Policy is six months.

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## Memorandum

**DATE:** April 20, 2012

**TO:** Alameda County Technical Advisory Committee (ACTAC)

**FROM:** Matt Todd, Manager of Programming

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

### Recommendation

This is an information item.

### Summary

ACTAC is requested to review and comment on the project specific information included in the attached Federal STP/CMAQ Program Timely Use of Funds Report, dated May 31, 2012. The report segregates projects into Red, Yellow, and Green zones. Project sponsors are requested to email documentation related to the status of the required activities shown on the report to Jacki Taylor, [JTaylor@alamedactc.org](mailto:JTaylor@alamedactc.org), by Friday, May 11th. This information will be the basis of the Federal At Risk Report which is scheduled to be brought to the Commission June 2012.

### Information

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

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

Activities used to determine the zone of risk. The deadline for submitting the environmental package one year in advance of the obligation deadline for right of way or construction capital funding is tracked and reported, but is not affiliated with any zone of risk.

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

Project sponsors are requested to email documentation related to the status of the required activities shown on the report to Jacki Taylor, [JTaylor@alamedactc.org](mailto:JTaylor@alamedactc.org) , by Friday, May 11th. This information will be the basis of the Federal At Risk Report which is scheduled to be brought to the Commission June 2012.

**Attachments**

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

## Federal Timely Use of Funds Report

Status Date: May 31, 2012

## Federally-Funded Locally-Sponsored Alameda County Projects

**Red Zone Projects**

Index	TIP ID	Sponsor	Project Title	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
<b>1</b>	<b>SRTS1-04-001</b>	<b>Ala County</b>	<b>Fairview Elementary School Vicinity Improvements</b>	SRTS	\$508	Con	10/11	Obligate Funds	Note 1	R	See Note 2	R
								Complete Closeout	03/31/14	G		
				SRTS	\$77	PE	Prior			G	Obligated 1/29/09	
<b>2</b>	<b>HSIP2-04-024</b>	<b>Ala County</b>	<b>Castro Valley Blvd - Wisteria St Intersection and Frontage Improvements</b>	HSIP	\$577	Con	11/12	Obligate Funds	Note 1	R	See Note 2	R
								Complete Closeout	03/31/14	G		
				HSIP	\$59	PE	Prior	Liquidate Funds	9/31/13	G	Obligated 8/14/09	
				HSIP	\$63	R/W	Prior	Liquidate Funds	9/31/13	G	Obligated 2/15/11	
<b>3</b>	<b>HSIP2-04-027</b>	<b>Ala. County</b>	<b>Remove Permanent Obstacle along Shoulder (Foothill Road)</b>	HSIP	\$427	Con	10/11	Submit Req for Auth	06/30/12	R	See Note 2	R
								Complete Closeout	09/30/14	G		
				HSIP	\$59	PE	Prior			G	Obligated 2/23/09	
<b>4</b>	<b>ALA110030</b>	<b>Albany</b>	<b>Albany - Buchanan Bicycle and Pedestrian Path</b>	CMAQ	\$1,702	Con	11/12	Obligate Funds	Note 1	R	RFA sub'd to CT	R
<b>5</b>	<b>ALA110007</b>	<b>Berkeley</b>	<b>City of Berkeley Transit Action Plan - TDM</b>	CMAQ	\$10	Con	11/12	Obligate Funds	Note 1	R	Working with Caltrans and MTC to add to PE	R
				CMAQ	\$1,990	PE	10/11	Liquidate Funds	02/22/17	G	\$1,990 Obligated 2/22/11	
<b>6</b>	<b>ALA110022</b>	<b>Berkeley</b>	<b>Berkeley - Sacramento St Rehab - Dwight to Ashby</b>	STP	\$955	Con	10/11	Submit First Invoice	Note 1	R	\$955 Obligated 3/18/11	R
								Liquidate Funds	03/18/17	G	Contract Awd 7/19/11	
<b>7</b>	<b>ALA110024</b>	<b>Dublin</b>	<b>Dublin Citywide Street Resurfacing</b>	STP	\$547	Con	11/12	Advertise Contract	09/16/12	R	\$547 Obligated 3/16/12	R
								Award Contract	12/16/12	Y		
<b>8</b>	<b>ALA110034</b>	<b>Dublin</b>	<b>West Dublin BART Golden Gate Drive Streetscape</b>	CMAQ	\$580	Con	11/12	Obligate Funds	Note 1	R	RFA sub'd 2/1/12	R
				CMAQ	\$67	PE	10/11	Liquidate Funds	03/18/17	G	\$67 Obligated 3/18/11	
										Y	TIP Amendment Pending	
<b>9</b>	<b>ALA110012</b>	<b>Fremont</b>	<b>Fremont CBD/Midtown Streetscape</b>	CMAQ	\$1,007	Con	11/12	Advertise Contract	09/27/12	R	\$1,007 Obligated 3/27/12	R
								Award Contract	12/27/12	Y		
				CMAQ	\$540	Con	10/11	Submit First Invoice	04/13/12	R	\$540 Obligated 4/13/11	
				CMAQ	\$53	Con	10/11	Submit First Invoice	04/13/12	R	\$53 Obligated 6/13/11	
								Liquidate Funds	04/13/17	G		
<b>10</b>	<b>ALA110018</b>	<b>Fremont</b>	<b>Fremont Various Streets Pavement Rehabilitation</b>	STP	\$3,138	Con	10/11	Award Contract	Note 1	R	\$3,138 Obligated 2/22/11	R
								Submit First Invoice	Note 1	R		
								Liquidate Funds	02/22/17	G		

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## Federal Timely Use of Funds Report

Status Date: May 31, 2012

## Federally-Funded Locally-Sponsored Alameda County Projects

**Red Zone Projects (cont.)**

Index	TIP ID	Sponsor	Project Title							
	Source	Prog'd Amount	Phase	FY	Req'd Activity	Date	Zone	Notes	Prev	
		(\$x 1,000)				Req'd By			Zone	
11	HSIP1-04-005	Fremont	Install Median Barrier, Install Raised Median and Improve Delineation (Mowry)							
	HSIP	\$164	Con	11/12	Obligate Funds	03/31/12	R	See Note 2	R	
					Complete Closeout	03/31/14	G			
	HSIP	\$35	PE	Prior			G	Obligated 11/28/07		
12	HSIP3-04-006	Fremont	Paseo Padre Parkway - Walnut Ave and Argonaut Way							
	HSIP	\$458	Con	12/13	Submit Req for Auth	09/01/12	R	See Note 2	G	
					Complete Closeout	12/02/14	G			
	HSIP	\$59	PE	Prior			G	Obligated 11/22/10		
13	ALA110019	Hayward	Hayward Various Arterials Pavement Rehab							
	STP	\$1,336	Con	10/11	Award Contract	Note 1	R	\$1,336 Obligated 2/23/11	R	
					Submit First Invoice	Note 1	R			
					Liquidate Funds	02/23/17	G			
14	ALA110015	Livermore	Livermore Downtown Lighting Retrofit							
	CMAQ	\$176	Con	10/11	Award Contract	Note 1	R	\$176 Obligated 4/4/11	R	
					Submit First Invoice	Note 1	R			
					Liquidate Funds	04/04/17	G			
15	ALA110023	Livermore	Livermore - 2011 Various Arterials Rehab							
	STP	\$1,028	Con	10/11	Award Contract	Note 1	R	\$1,028 Obligated 3/21/11	R	
					Submit First Invoice	Note 1	R			
					Liquidate Funds	03/21/17	G			
16	ALA110037	Livermore	Livermore Village Streetscape Infrastructure							
	STP	\$2,500	Con	11/12	Obligate Funds	Note 1	R		R	
17	ALA110016	Newark	Newark - Cedar Blvd and Jarvis Ave Pavement Rehab							
	STP	\$682	Con	11/12	Advertise Contract	08/17/12	R	\$682 Obligated 2/17/12	Y	
					Award Contract	11/17/12	R			
					Liquidate Funds	02/17/18	G			
18	ALA110006	Oakland	Various Streets Resurfacing and Bikeway Facilities							
	STP	\$3,492	Con	11/12	Advertise Contract	08/16/12	R	\$3,492 Obligated 2/16/12	R	
					Award Contract	11/16/12	R			
	STP	\$560	PE	10/11	Liquidate Funds	02/22/17	G	\$560 Obligated 2/22/11		
19	SRTS2-04-007	Oakland	Multiple School (5 Schools) Improvements Along Major Routes							
	SRTS	\$802	Con	10/11	Obligate Funds	Note 1	R	To CT HQ 1/30/12	R	
					Complete Closeout	03/31/14	G	See Note 2		
	SRTS	\$118	PE	Prior	Liquidate Funds	09/30/13	G	Obligated 1/26/10		
20	ALA110031	Pleasanton	Pleasanton - Foothill/I-580/IC Bike/Ped Facilities							
	CMAQ	\$709	Con	11/12	Submit Req for Auth	Note 1	R		R	
					Obligate Funds	Note 1	R			

## Federal Timely Use of Funds Report

Status Date: May 31, 2012

## Federally-Funded Locally-Sponsored Alameda County Projects

**Red Zone Projects (cont.)**

Index	TIP ID	Sponsor	Project Title	Req'd Activity	Date	Zone	Notes	Prev Zone
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd By			
<b>21</b>	<b>ALA110021</b>	<b>Pleasanton</b>	<b>Pleasanton Various Streets Pavement Rehab</b>					
	STP	\$876	Con	10/11	Submit First Invoice	Note 1	R \$876 Obligated 4/14/11	R
					Liquidate Funds	04/14/17	G Contract Awd 6/21/11	
<b>22</b>	<b>ALA110010</b>	<b>Port</b>	<b>Shore Power Initiative</b>					
	CMAQ	\$3,000	Con	11/12	Advertise Contract	08/16/12	R \$3,000 Obligated 2/16/12	R
					Award Contract	11/16/12	R	
<b>23</b>	<b>ALA110027</b>	<b>San Leandro</b>	<b>San Leandro Downtown-BART Pedestrian Interface</b>					
	CMAQ	\$4,298	Con	11/12	Advertise Contract	08/28/12	R \$4,298 Obligated 2/28/12	R
					Award Contract	11/28/12	R	
	CMAQ	\$312	PE	10/11	Liquidate Funds	12/21/16	G \$312 Obligated 12/21/10	
<b>24</b>	<b>ALA110028</b>	<b>Union City</b>	<b>Union City Blvd Corridor Bicycle Imp. Phase 1</b>					
	CMAQ	\$860	Con	11/12	Advertise Contract	09/22/12	R \$860 Obligated 3/22/12	R
					Award Contract	12/22/12	R	
<b>25</b>	<b>ALA110036</b>	<b>Union City</b>	<b>Union City BART East Plaza Enhancements</b>					
	CMAQ	\$4,450	Con	10/11	Submit First Invoice	Note 1	R \$4,450 Obligated 2/2/11	R
					Liquidate Funds	02/02/17	G Contract Awd 6/28/11	

**Yellow Zone Projects**

Index	TIP ID	Sponsor	Project Title	Req'd Activity	Date	Zone	Notes	Prev Zone
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd By			
<b>26</b>	<b>ALA090069</b>	<b>Ala County</b>	<b>Alameda County: Rural Roads Pavement Rehab</b>					
	STP	\$1,815	Con	11/12	Advertise Contract	10/04/12	Y \$1,815 Obligated 4/4/12	R
					Award Contract	01/04/13	Y	
	STP	\$320	PE	10/11	Liquidate Funds	03/16/17	G \$320 Obligated 3/16/11	
<b>27</b>	<b>ALA110026</b>	<b>Ala County</b>	<b>Alameda Co - Central Unincorporated Pavement Rehab</b>					
	STP	\$1,071	Con	11/12	Advertise Contract	10/04/12	Y \$1,071 Obligated 4/4/12	R
					Award Contract	01/04/13	Y	
	STP	\$50	PE	10/11	Liquidate Funds	03/23/17	G \$50 Obligated 3/23/11	
<b>28</b>	<b>ALA110035</b>	<b>Hayward</b>	<b>South Hayward BART Area/Dixon Street Streetscape</b>					
	CMAQ	\$1,540	Con	11/12	Advertise Contract	10/04/12	Y \$1,264 Obligated 4/4/12	R
					Award Contract	01/04/13	Y Amounts per Phase Adjusted	
	CMAQ	\$260	PE	10/11	Liquidate Funds	01/18/17	G \$536 Obligated 1/18/11	
<b>29</b>	<b>ALA110013</b>	<b>Livermore</b>	<b>Iron Horse Trail Extension in Downtown Livermore</b>					
	CMAQ	\$1,566	Con	11/12	Advertise Contract	10/04/12	Y \$1,241 Obligated 4/4/12	R
					Award Contract	01/04/13	Y Partial Amount Obligated	
					Obligate Funds	04/30/12	R	

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

Status Date: May 31, 2012

**Yellow Zone Projects (cont.)**

Index	TIP ID	Sponsor	Project Title							
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone	
30	ALA110029	Oakland	Oakland Foothill Blvd Streetscape							
	CMAQ	\$2,200	Con	11/12	Advertise Contract	10/04/12	Y	\$2,200 Obligated 4/4/12	R	
					Award Contract	01/04/13	Y			

**Green Zone Projects**

Index	TIP ID	Sponsor	Project Title							
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone	
31	ALA110033	ACCMA	Alameda County Safe Routes to School							
	CMAQ	\$2,289	Con	10/11	Liquidate Funds	03/29/17	G	\$2,689 Obligated 3/29/11	G	
	STP	\$400	Con	10/11	Liquidate Funds	03/29/17	G	Obligated w/ALA110009		
32	ALA110009	ACCMA	Bikemobile - Bike Repair and Encouragement Vehicle							
	CMAQ	\$500	Con	10/11	Liquidate Funds	03/29/17	G	\$500 Obligated 3/29/11	G	
								Obligated w/ALA110033		
33	ALA110025	Alameda	Alameda - Otis Drive Rehabilitation							
	STP	\$837	Con	10/11	Accept Contract	05/17/14	G	\$837 Obligated 3/8/11	G	
					Liquidate Funds	03/08/17	G	Awarded 5/17/11		
34	HSIP4-04-002	Alameda	Shoreline Dr - Westline Dr - Broadway Improvements							
	HSIP	\$348	Con	11/12	Submit Req for Auth	10/11/13	G	See Note 2	G	
					Complete Closeout	01/12/16	G			
	HSIP	\$68	PE	11/12	Liquidate Funds	07/12/15	G	\$68 Obligated 1/18/12		
35	HSIP4-04-010	Alameda	Park Street Operations Improvements							
	HSIP	\$607	Con	11/12	Submit Req for Auth	01/12/14	G	See Note 2	G	
					Complete Closeout	04/12/16	G			
	HSIP	\$126	PE		Liquidate Funds	10/12/15	G	\$126 Obligated 1/18/12		
36	ALA030002	Ala County	Vasco Road Safety Improvements Phase 1A							
	STP	\$2,250	Con	07/08	Liquidate Funds	08/31/16	G	Contract awarded 6/7/11	G	
								\$2,250 Obligated 8/31/10		
37	SRTS1-04-002	Ala County	Marshall Elementary School Vicinity Improvements							
	SRTS	\$450	Con	12/13	Submit Req for Auth	01/01/13	G	See Note 2	G	
					Complete Closeout	04/01/15	G			
	SRTS	\$50	PE	Prior			G	Obligated 12/7/10		
38	H3R1-04-031	Ala County	Patterson Pass Road - PM6.4 Widen or Improve Shoulder							
	HBRR	\$717	Con	12/13	Submit Req for Auth	09/30/13	G	See Note 2	G	
					Complete Closeout	12/31/15	G			
	HBRR	\$101	PE	Prior	Liquidate Funds	06/30/15	G			

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

Status Date: May 31, 2012

### Green Zone Projects (cont.)

Index	TIP ID	Source	Sponsor Prog'd Amount (\$x 1,000)	Project Title Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
39	ALA110039	STP	Albany \$117	Albany - Pierce Street Pavement Rehabilitation Con	10/11	Liquidate Funds	05/02/17	G	Contract Awd 7/12/11 \$117 Obligated 5/2/11	G
40	ALA090068	CMAQ	BART \$626	MacArthur BART Plaza Remodel Con	10/11				\$626 Obligated 3/16/11 Transferred to FTA Grant	G
41	ALA110032	CMAQ	BART \$706	Downtown Berkeley BART Plaza/Transit Area Imps. PE	10/11				\$706 Obligated 3/16/11	G
		CMAQ	\$1,099	Con	10/11				\$1,099 Obligated 3/16/11 Transferred to FTA Grant	
42	ALA110038	CMAQ	BART \$21	BART - West Dublin BART Station Ped Access Imps PE	10/11				\$21 Obligated 2/2/11	G
		CMAQ	\$839	Con	10/11				\$839 Obligated 2/2/11 Transferred to FTA Grant	
43	HSIP2-04-018	HSIP	Fremont \$299	Replace Concrete Poles with Aluminum in Median (Paseo Parkway) Prior		Complete Closeout	03/31/14	G	See Note 2	G
						Liquidate Funds	09/30/13	G		
44	HSIP3-04-005	HSIP	Fremont \$120	Paseo Padre Parkway - Walnut to Washington - Replace Poles Con	12/13	Complete Closeout	12/02/14	G	\$120 Obligated 2/16/12	
		HSIP	\$23	PE	Prior			G	Obligated 11/18/10	
45	HSIP4-04-020	HSIP	Fremont \$275	Fremont Blvd / Eggers Dr Con	13/14	Submit Req for Auth	10/11/13	G	See Note 2	G
						Complete Closeout	01/12/16	G		
			\$41	PE	Prior			G	Obligated 11/8/11	
46	HSIP4-04-022	HSIP	Fremont \$348	Fremont Blvd / Alder Ave Con	13/14	Submit Req for Auth	10/11/13	G	See Note 2	G
						Complete Closeout	01/12/16	G		
			\$43	PE	Prior			G	Obligated 11/8/11	
47	HSIP2-04-009	HSIP	Hayward \$725	Carlos Bee Blvd between West Loop Rd and Mission Blvd Prior		Complete Closeout	03/31/14	G	See Note 2	G
						Liquidate Funds	09/30/13	G	Obligated 6/18/10	
48	ALA110014	CMAQ	Oakland \$1,700	Oakland - MacArthur Blvd Streetscape Con	10/11	Liquidate Funds	04/27/17	G	\$1.7M Obligated 4/27/11 Contract Dated 8/19/11	G
49	HSIP2-04-004	HSIP	Oakland \$223	West Grand at Market, Macarthur at Fruitvale & Market at 55th Improvements Con	11/12	Complete Closeout	09/30/14	G	See Note 2	G
						Liquidate Funds	03/30/14	G	Obligated 6/30/11	

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## Federal Timely Use of Funds Report

Status Date: May 31, 2012

## Federally-Funded Locally-Sponsored Alameda County Projects

**Green Zone Projects (cont.)**

Index	TIP ID	Sponsor	Project Title	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
50	HSIP2-04-005	Oakland	Various Intersections Pedestrian Improvements	HSIP	\$81	Con	11/12	Complete Closeout	09/30/14	G	See Note 2	G
								Liquidate Funds	03/30/14	G	Obligated 7/8/11	
51	HSIP4-04-005	Oakland	San Pablo Ave - West St - W. Grand Ave Intersections	HSIP	\$345	Con	13/14	Submit Req for Auth	12/13/13	G	See Note 2	G
								Complete Closeout	03/13/16	G		
					\$71	PE	Prior			G	Obligated 1/23/12	
52	HSIP4-04-011	Oakland	Bancroft Ave - 94th Ave Improvements	HSIP	\$398	Con	13/14	Submit Req for Auth	10/11/13	G	See Note 2	G
								Complete Closeout	01/12/16	G		
					\$87	PE	Prior			G	Obligated 1/23/12	
53	HSIP4-04-012	Oakland	Hegenberger Rd Intersections	HSIP	\$738	Con	13/14	Submit Req for Auth	10/11/13	G	See Note 2	G
								Complete Closeout	01/12/16	G		
					\$162	PE	Prior			G	Obligated 1/25/12	
54	SRTS1-04-014	Oakland	Intersection Improvements at Multiple School (5 Elem. + 1 Middle)	SRTS	\$700		Prior	Complete Closeout	03/31/14	G	See Note 2	G
								Liquidate Funds	09/30/13	G		
55	ALA110020	San Leandro	San Leandro - Marina Blvd Rehabilitation	STP	\$807	Con	10/11	Liquidate Funds	03/29/17	G	\$807 Obligated 3/29/11 Contract Awd 5/5/11	G
56	HSIP4-04-015	San Leandro	Washington Ave / Monterey Blvd	HSIP	\$307	Con	13/14	Submit Req for Auth	01/12/14	G	See Note 2	G
								Complete Closeout	04/12/16	G		
					\$66	PE	Prior			G	Obligated 12/15/11	
57	HSIP1-04-001	San Leandro	Washington Ave - Estabrook St Intersection	HSIP	\$409		Prior	Liquidate Funds		NA	Revised FROE 10/25/10	G
58	ALA110017	Union City	Union City - Dyer Street Rehabilitation	STP	\$861	Con	10/11	Liquidate Funds	04/13/17	G	\$861 Obligated 4/13/11 Contract Awd 6/14/11	G

**Notes:**

- 1 MTC Reso 3606 deadline or the Safety Program Monitoring date is before the status date of this report. Sponsor is working with Caltrans, MTC and Alameda CTC to expedite/complete the required activity.
- 2 HSIP, SRTS and HRRR projects may have different timely use of funds provisions than the MTC Reso 3606 requirements. The values for "Date Req'd By" shown in this report are based on the Safety Program Delivery Status Reports - Complete Project Listing available from Caltrans Local Programs at [www.dot.ca.gov/hq/LocalPrograms/HSIP/delivery\\_status.htm](http://www.dot.ca.gov/hq/LocalPrograms/HSIP/delivery_status.htm). For the purposes of this monitoring report, the Submit Request for Authorization dates are set to three months prior to the date shown for authorization in the Safety Program Delivery Status Reports, and the Liquidate Funds dates are set to six months prior to the date shown for Complete Closeout shown by Caltrans.

## Federal Timely Use of Funds Report

Status Date: May 31, 2012

## Federally-Funded Locally-Sponsored Alameda County Projects

**Appendix A****Federal At Risk Report Zone Criteria****Required Activities per Resolution 3606 (Revised July 23, 2008)**

<b>Required Activities Monitored by CMA<sup>1</sup></b>	<b>Criteria Timeframes for Required Activities</b>		
	<b>Red Zone</b>	<b>Yellow Zone</b>	<b>Green Zone</b>
Request Project Field Review	Project in TIP for more than nine (9) months, or obligation deadline for Con funds within 15 months.	Project in TIP for less than nine (9) months, and obligation deadline for Con funds more than 15 months away.	All conditions other than Red or Yellow Zones
Submit Environmental Package	NA	NA	NA
Approved DBE Program and Methodology	NA	NA	NA
Submit Request for Authorization (PE)	within three (3) months	within three (3) to six (6) months	All conditions other than Red or Yellow Zones
Submit Request for Authorization (R/W)	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones
Submit Request for Authorization (Con)	within six (6) months	within six (6) to nine (9) months	All conditions other than Red or Yellow Zones
Obligation/ FTA Transfer	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Advertise Construction	within four (4) months	within four (4) to six (6) months	All conditions other than Red or Yellow Zones
Award Contract	within six (6) months	within six (6) to nine (9) months	All conditions other than Red or Yellow Zones
Award into FTA Grant	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Submit First Invoice	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Liquidate Funds	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones Move to Appendix D
Project Closeout	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones

**Other Zone Criteria**

<b>Red Zone</b>	Projects with funds programmed in the same FY for both a project development phase (i.e. Env or PSE) and a capital phase (i.e. R/W or Con) without the project development phase(s) obligated.
<b>Yellow Zone</b>	Projects with an Amendment to the TIP pending.

**Notes:** <sup>1</sup> See Appendix B for more information about the Required Activities and Resolution 3606.

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

Status Date: May 31, 2012

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

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

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

Status Date: May 31, 2012

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

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

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

Status Date: May 31, 2012

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

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



## Memorandum

**DATE:** April 27, 2012

**TO:** Alameda County Technical Advisory Committee (ACTAC)

**FROM:** Matt Todd, Manager of Programming

**SUBJECT:** Review CMA Exchange Program Preliminary Quarterly Status Monitoring Report

### Recommendations

This item is for information only.

### Summary

ACTAC is requested to review and comment on the project specific information included in the attached Preliminary Quarterly Status Report for CMA Exchange Projects, dated May 30, 2012. Project sponsors are requested to email documentation related to the status of the projects in the report to Jacki Taylor, [JTaylor@alamedactc.org](mailto:JTaylor@alamedactc.org), by Friday, May 18th.

### Information

The CMA Exchange Program provides funding for the projects programmed in the CMA Transportation Improvement Program (CMATIP), a local fund source administered by the Alameda CTC. The report contains a listing of all of the projects in the CMA Exchange Program, along with the current status of each exchange. Since the March 2012 exchange report, \$7.5 million of revenue has been received from Union City CMA Exchange project number 11.

ACTAC is requested to review and confirm the project specific information included in the report and project sponsors are requested to email documentation related to the status of the projects to Jacki Taylor, [JTaylor@alamedactc.org](mailto:JTaylor@alamedactc.org), by Friday, May 18th. This information will be the basis of the CMA Exchange Projects Quarterly Status Report brought to the Commission in June 2012.

### Attachments

Attachment A – CMA Exchange Projects Preliminary Quarterly Status Report

**CMA Exchange Program - Status Report**  
**May 31, 2012**

Index	CMA Exchange Project Number	Sponsor	Project	Exchange Fund Source	Exchange Amount	Amount Rec'd (as of 4/19/12)	Amount to be received	Estimated Payback Date (full amount)	Agreement Status <sup>1</sup>
1	Ex 1	AC Transit	Bus Rehabilitation	STIP-RIP	\$ 20,182,514	\$ 20,182,514	\$ -	Done	E
2	EX 2	AC Transit	Bus Component Rehab	STP	\$ 4,000,000	\$ 4,000,000	\$ -	Done	E
3	Ex 3	AC Transit	Bus Component Rehab	STIP-RIP	\$ 4,500,000	\$ 4,500,000	\$ -	Done	E
4	Ex 15	AC Transit	Bus Rehabilitation	STIP-RIP	\$ 6,378,000	\$ 6,378,000	\$ -	Done	E
5	Ex 18	Ala. County	Vasco Rd. Safety Imps	STP	\$ 7,531,000	\$ -	\$ 7,531,000	12/31/15	D
6	Ex 19	Ala. County	ARRA LSR Project	ARRA	\$ 1,503,850	\$ -	\$ 1,503,850	6/30/12	D
7	Ex 16	ACTIA	I-580 Castro Valley I/C Imps	STP	\$ 1,000,000	\$ 1,000,000	\$ -	Done	E
8	Ex 17	ACTIA	I-580 Castro Valley I/C Imps	STIP-RIP	\$ 1,300,000	\$ 1,147,545	\$ 152,455	12/31/12	E
9	Ex 4	BART	Seismic Retrofit	STIP-RIP	\$ 8,100,000	\$ 8,100,000	\$ -	Done	E
10	Ex 5	Berkeley	Street Resurfacing	STP	\$ 259,560	\$ 259,560	\$ -	Done	E
11	Ex 6	Dublin	Tassajara Interchange	STIP-RIP	\$ 4,230,000	\$ 4,230,000	\$ -	Done	E
12	Ex 7	Fremont	Street Rehabilitation	STIP-RIP	\$ 2,196,900	\$ 2,196,900	\$ -	Done	E
13	Ex 8	Fremont	Street Resurfacing	STP	\$ 858,000	\$ 858,000	\$ -	Done	E
14	Ex 14	Fremont	Street Overlay -13 Segments	STP	\$ 1,126,206	\$ 1,126,206	\$ -	Done	E
15	Ex 20	Fremont	ARRA LSR Project	ARRA	\$ 1,802,150	\$ 1,802,150	\$ -	Done	E
16	Ex 21	Fremont	Federal Block Grant LSR	STP	\$ 207,900	\$ -	\$ 207,900	12/31/12	N
17	Ex 9	Livermore	Isabel Interchange	STIP-RIP	\$ 3,600,000	\$ 3,600,000	\$ -	Done	E
18	Ex 10	MTC	East Dublin County BART	STP	\$ 750,000	\$ 750,000	\$ -	Done	E
19	Ex 11	Union City	UC Intermodal Station	STIP-RIP	\$ 9,314,000	\$ 9,314,000	\$ -	Done	E
<b>Totals:</b>					<b>\$ 78,840,080</b>	<b>\$ 69,444,875</b>	<b>\$ 9,395,205</b>		

Notes:

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



## Memorandum

**DATE:** April 27, 2012

**TO:** Alameda County Technical Advisory Committee (ACTAC)

**FROM:** Jacki Taylor, Program Analyst

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

### Recommendations

This item is for information only.

### Summary:

ACTAC is requested to review and comment on the project specific information included in the attached TFCA Timely Use of Funds Report, dated May 31, 2012. The report includes the currently active and recently completed projects programmed with Alameda County TFCA Program Manager funds. The report segregates a total of 33 projects into Red, Yellow, and Green zones. Project sponsors are requested to email documentation for the required activities included in the report to Jacki Taylor, [jtaylor@alamedactc.org](mailto:jtaylor@alamedactc.org), by Friday, May 18th. The TFCA At Risk Report will be brought to the Commission in June 2012.

### Information:

The report includes currently active and recently completed projects programmed with Alameda County TFCA Program Manager funds. The report segregates the active projects into "Red", "Yellow", and "Green" zones based on upcoming project delivery milestones. For this reporting cycle, there are a total of 33 active projects, 18 of which are listed under the report's "Green Zone" and do not have required activities due for eight months or more. Eleven are in the "Yellow Zone" for upcoming expenditure deadlines in October and December 2012. The four projects in the "Red Zone" are projects with funding agreements or amendments that remain to be executed. As noted at the end of the report, two Berkeley projects have been completed and will be removed from future reports.

Project sponsors are requested to email documentation for the required activities included in the report to Jacki Taylor, [jtaylor@alamedactc.org](mailto:jtaylor@alamedactc.org), by Friday, May 18th. The TFCA At Risk Report will be brought to the Commission in June 2012.

### Attachments

Attachment A – TFCA Timely Use of Funds Report

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## TFCA County Program Manager Fund

## Timely Use of Funds Report

Report Date: May 31, 2012

<u>Project No.</u>	<u>Sponsor</u>	<u>Project Title</u>	<u>Balances</u>	<u>Required Activity</u>	<u>Date Due</u>	<u>Activity Completed (Date or Y/N)</u>	<u>Notes</u>
RED ZONE (Milestone deadline within 4 months)							
11ALA01	Alameda	Park Street Corridor Operations Improvement	TFCA Award	Agreement Executed	1/5/12		Agreement to be executed Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 230,900	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA03	Albany	Buchanan Bike Path	TFCA Award	Agreement Executed	1/5/12		Agreement to be executed Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 100,000	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA07	Hayward	Post-project Monitoring/ Retiming activities for Arterial Mgmt project 10ALA04	TFCA Award	Agreement Executed	1/5/12		Agreement to be executed Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 50,300.00	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA10	Oakland	Broadway Shuttle - 2012 Daytime Operations	TFCA Award	Agreement Executed	1/5/12		Agreement to be executed Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 52,154	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
YELLOW ZONE (Milestone deadline within 5-7 Months)							
08ALA01	ACCMA	Webster Street Corridor Enhancements Project	TFCA Award	Agreement Executed	1/8/09	12/16/08	Expenditure deadline Dec '12 2nd extension approved 10/27/11 Expenditures not complete FMR Due Mar '13
			\$ 420,000	Project Start	Jan-09	Jun-09	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 231,161	FMR	Mar-13		
				Expend Deadline Met?	12/22/12		
10ALA01	Alameda County	Fairmont Campus to BART Shuttle (FY 10/11)	TFCA Award	Agreement Executed	2/17/11	02/08/11	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 110,000	Project Start	Mar-11	Jan-11	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 46,041	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA02	Alameda CTC	I-80 Corridor Arterial Management	TFCA Award	Agreement Executed	2/17/11	07/09/10	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 100,000	Project Start	Mar-11	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 92,245	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA03	Fremont	Signal Retiming: Paseo Padre parkway and Auto Mall Parkway	TFCA Award	Agreement Executed	2/17/11	02/24/11	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 210,000	Project Start	Mar-11	Jul-11	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA04	Hayward	Traffic Signal Controller Upgrade and Synchronization	TFCA Award	Agreement Executed	2/17/11	01/26/11	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 614,000	Project Start	Mar-11	Dec-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 90,202	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		

## TFCA County Program Manager Fund

## Timely Use of Funds Report

Report Date: May 31, 2012

<u>Project No.</u>	<u>Sponsor</u>	<u>Project Title</u>	<u>Balances</u>	<u>Required Activity</u>	<u>Date Due</u>	<u>Activity Completed (Date or Y/N)</u>	<u>Notes</u>
YELLOW ZONE (Milestone deadline within 5-7 Months), continued							
10ALA05	Oakland	Broadway Shuttle - Extended Service	TFCA Award	Agreement Executed	2/17/11	01/21/11	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 166,880	Project Start	Mar-11	Feb-11	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA06	Oakland	Webster/Franklin Bikeway Project	TFCA Award	Agreement Executed	2/17/11	01/20/11	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 90,000	Project Start	Mar-11	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA07	Pleasanton	Pleasanton Trip Reduction Program (FY 10/11)	TFCA Award	Agreement Executed	2/17/11	01/05/11	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 52,000	Project Start	Mar-11	Aug-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA08	AC Transit	TravelChoice-New Residents (TCNR)	TFCA Award	Agreement Executed	2/17/11	01/05/11	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 165,000	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 2,583	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA11	LAVTA	ACE Shuttle Service - Route 53 (FYs 10/11 & 11/12)	TFCA Award	Agreement Executed	2/17/11	12/15/10	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 70,677	Project Start	Mar-11	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 52,859	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA12	LAVTA	ACE/BART Shuttle Service - Route 54 (FYs 10/11 & 11/12)	TFCA Award	Agreement Executed	2/17/11	12/15/10	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 72,299	Project Start	Mar-11	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 56,519	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
GREEN ZONE (Milestone deadline beyond 7 months)							
07ALA06	BART	Multi-Jurisdiction Bike Locker Project	TFCA Award	Agreement Executed	1/1/08	3/8/08	2nd deadline extension approved 10/28/10 Expenditures complete FMR received Final Invoice to be received
			\$ 275,405	Project Start	2/1/08	Feb-08	
			TFCA Expended	Final Reimbursement	12/31/12		
			\$ 6,403	FMR	Mar-12	Mar-12	
				Expend Deadline Met?	12/22/11	Yes	
08ALA02	BART	Castro Valley BART Station Bicycle Lockers	TFCA Award	Agreement Executed	1/31/09	2/12/09	1st deadline extension approved 10/28/10 Expenditures complete FMR received Final Invoice to be received
			\$ 66,500	Project Start	Jan-09	Jan-09	
			TFCA Expended	Final Reimbursement	12/31/12		
			\$ -	FMR	Mar-12	Mar-12	
				Expend Deadline Met?	12/22/11	Yes	
08ALA05	ACCMA	Oakland San Pablo Avenue TSP/Transit Improvement Project	TFCA Award	Agreement Executed	NA	8/22/08	Expenditures complete Final Invoice paid FMR Due Feb '13 (Required 2-year post-project reporting due Feb 2013 )
			\$ 174,493	Project Start	Apr-09	Jul-09	
			TFCA Expended	Final Reimbursement	12/31/11	07/29/11	
			\$ 174,493	FMR	Feb-13		
				Expend Deadline Met?	12/22/10	Yes	

# **TFCA County Program Manager Fund**

## **Timely Use of Funds Report**

Report Date: May 31, 2012

<u>Project No.</u>	<u>Sponsor</u>	<u>Project Title</u>	<u>Balances</u>	<u>Required Activity</u>	<u>Date Due</u>	<u>Activity Completed (Date or Y/N)</u>	<u>Notes</u>
<b>GREEN ZONE (Milestone deadline beyond 7 months), continued</b>							
09ALA01	ACCMA	Webster St SMART Corridors	TFCA Award	Agreement Executed	1/7/10	7/7/09	Expenditure deadline Dec '12 Expenditures not complete FMR Due Mar '13 1st extension approved 10/27/11
			\$ 400,000	Project Start	Oct-09	Jul-09	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 241,071	FMR	Mar-13		
				Expend Deadline Met?	12/22/12		
09ALA07	AC Transit	Easy Pass Transit Incentive Program	TFCA Award	Agreement Executed	1/7/10	12/03/09	Expenditure deadline Jan '13 Expenditures not complete FMR Due Mar '13 1st extension approved 10/27/11
			\$ 350,000	Project Start	Sep-09	Nov-09	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Mar-13		
				Expend Deadline Met?	01/13/13		
09ALA08	ACCMA	Guaranteed Ride Home Program (FYs 09/10 & 10/11)	TFCA Award	Agreement Executed	1/7/10	7/7/09	Expenditures complete FMR received Final Invoice to be received
			\$ 280,000	Project Start	Nov-09	Nov-09	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 279,454	FMR	Mar-12	Apr-12	
				Expend Deadline Met?	01/13/12	Yes	
09ALA10	ACCMA	Bike to Work Day Marketing and Survey	TFCA Award	Agreement Executed	1/7/10	7/7/09	Expenditures complete FMR received Final Invoice to be received
			\$ 96,000	Project Start	Mar-10	Mar-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Mar-12	Apr-12	
				Expend Deadline Met?	01/13/12	Yes	
11ALA02	Alameda County	Mattox Road Bike Lanes	TFCA Award	Agreement Executed	1/5/12	01/24/12	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 40,000	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA04	Cal State - East Bay	CSUEB - 2nd Campus to BART Shuttle (FYs 11/12 & 12/13)	TFCA Award	Agreement Executed	1/5/12	11/08/11	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 194,000	Project Start	Dec-12	Aug-12	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ 41,806	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA05	Cal State - East Bay	Transportation Demand Management Pilot Program (FY 11/12)	TFCA Award	Agreement Executed	1/5/12	11/08/11	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 52,000	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA06	Fremont	North Fremont Arterial Management	TFCA Award	Agreement Executed	1/5/12	01/04/12	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 256,000	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA08	Hayward	Clawiter Road Arterial Management	TFCA Award	Agreement Executed	1/5/12	02/27/12	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 190,000.00	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		

## TFCA County Program Manager Fund

## Timely Use of Funds Report

Report Date: May 31, 2012

<u>Project No.</u>	<u>Sponsor</u>	<u>Project Title</u>	<u>Balances</u>	<u>Required Activity</u>	<u>Date Due</u>	<u>Activity Completed (Date or Y/N)</u>	<u>Notes</u>
GREEN ZONE (Milestone deadline beyond 7 months), continued							
11ALA09	Oakland	Traffic Signal Synchronization along Martin Luther King Jr. Way	TFCA Award	Agreement Executed	1/5/12	03/08/12	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 125,000	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA11	Pleasanton	Pleasanton Trip Reduction Program (FY 11/12)	TFCA Award	Agreement Executed	1/5/12	10/24/11	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 52,816	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA12	San Leandro	San Leandro LINKS Shuttle (FYs 11/12 & 12/13)	TFCA Award	Agreement Executed	1/5/12	11/08/11	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 59,500	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA13	Alameda CTC	Alameda County Guaranteed Ride Home (GRH) Program (FYs 11/12 & 12/13)	TFCA Award	Agreement Executed	1/5/12	07/05/11	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 245,000	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA14	LAVTA	Route 9 Shuttle BART/Hacienda Business Park (FY 11/12)	TFCA Award	Agreement Executed	1/5/12	10/24/11	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 42,947	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ 25,088	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA15	LAVTA	Route 10 - Dublin/ Pleasanton BART to Livermore ACE Station (FY 11/12)	TFCA Award	Agreement Executed	1/5/12	10/24/11	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 141,542	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ 61,134	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
Completed Projects (will be removed from the next monitoring report)							
09ALA04	Berkeley	Citywide Bicycle Parking Program	TFCA Award	Agreement Executed	1/7/10	1/5/10	Expenditure deadline Jan '12 Expenditures complete FMR received Mar '12 Final Invoice paid \$1,470 relinquished
			\$ 45,417	Project Start	Mar-10	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13	Apr-12	
			\$ 45,417	FMR	Mar-12	Mar-12	
				Expend Deadline Met?	01/13/12	Yes	
08ALA03	Berkeley	9th Street Bicycle Boulevard	TFCA Award	Agreement Executed	1/8/09	1/14/09	Expenditure deadline Dec '11 Expenditures complete FMR received Mar '12 Final Invoice paid \$2,044 relinquished
			\$ 245,272	Project Start	Jan-09	Jan-09	
			TFCA Expended	Final Reimbursement	12/31/12	Apr-12	
			\$ 245,272	FMR	Mar-12	Mar-12	
				Expend Deadline Met?	12/22/11	Yes	

**Report Milestone Notes**

Agmt Executed = Date TFCA Agreement executed

Project Start = Date of project initiation

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

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



## Memorandum

**DATE:** April 30, 2012

**TO:** Alameda County Technical Advisory Committee (ACTAC)

**FROM:** Matt Todd, Manager of Programming  
Vivek Bhat, Senior Transportation Engineer

**SUBJECT:** Review California Transportation Commission (CTC) March and April 2012 Meeting Summary

### Recommendations:

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

### 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.

The March 2012 CTC meeting was held at Orinda, CA. There were six (6) items on the agenda pertaining to Projects / Programs within Alameda County (Attachment A). The March 2012 CTC Agenda can be accessed by visiting:

[http://www.dot.ca.gov/hq/transprog/ctcbooks/2012/0312/00\\_timed.pdf](http://www.dot.ca.gov/hq/transprog/ctcbooks/2012/0312/00_timed.pdf)

The April CTC meeting was held at Irvine, CA. Attachment B lists seven (7) items pertaining to Projects / Programs within Alameda County. The CTC's Estimated Timed Agenda for the April meeting can be accessed by visiting:

[http://www.dot.ca.gov/hq/transprog/ctcbooks/2012/0412/000\\_Timed.pdf](http://www.dot.ca.gov/hq/transprog/ctcbooks/2012/0412/000_Timed.pdf)

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**March 2012 CTC Summary for Alameda County Projects/ Programs**

<b>Sponsor</b>	<b>Program / Project</b>	<b>Item Description</b>	<b>CTC Action / Discussion</b>
Port of Oakland	Trade Corridors Improvement Fund (TCIF) Program / 7th Street Grade Separation and Roadway Improvements Project / Outer Harbor Intermodal Terminals Project	Delete 7th Street Grade Separation and Roadway Improvements Project and reprogram the \$110.252 million to the Outer Harbor Intermodal Terminals Project	Approved
Alameda CTC	I-880 North Safety Improvement 29th-23rd Avenue Project	Baseline amendment to update project delivery schedule	Approved
Alameda CTC / VTA City of Fremont	Proposition 1B Highway-Railroad Crossing Safety Account (HRCSA) / Warren Avenue Grade Separation Project.	<ul style="list-style-type: none"> <li>- Baseline amendment for cost and schedule changes.</li> <li>- Advance \$42.5 Million VTA Measure A funds.</li> <li>- Allocate \$9.6 Million HRCSA funds.</li> </ul>	Approved
Region	2012 State Transportation Improvement Program (STIP)	Adoption of 2012 STIP	Approved
Alameda CTC	Corridor Mobility Improvement Account (CMIA) Program / I-80 ICM Specialty Materials Procurement Project	Allocation of \$5.4 Million for CON phase	Approved
Alameda CTC	Corridor Mobility Improvement Account (CMIA) Program / I-80 ICM Adaptive Ramp Metering Project	Allocation of \$10.9 Million for CON phase	Item Deferred

[http://www.dot.ca.gov/hq/transprog/ctcbooks/2012/0312/00\\_timed.pdf](http://www.dot.ca.gov/hq/transprog/ctcbooks/2012/0312/00_timed.pdf)

**April 2012 CTC Summary for Alameda County Projects/ Programs**

<b>Sponsor</b>	<b>Program / Project</b>	<b>Item Description</b>	<b>CTC Action / Discussion</b>
Alameda CTC	Corridor Mobility Improvement Account (CMIA) Program / I-580 Westbound HOV Lane Project	Baseline amendment to update scope changes and project delivery schedule.	Approved
Alameda CTC	Corridor Mobility Improvement Account (CMIA) Program / I-80 ICM Active Traffic Management Project	Allocation of \$28.9 Million for CON phase	Item Deferred to May
MTC	Corridor Mobility Improvement Account (CMIA) Program / Freeway Performance Initiative - Traffic Operation Systems (TOS) and Ramp Metering	Allocation of \$4.7 Million for CON phase	Approved
MTC	Corridor Mobility Improvement Account (CMIA) Program / Freeway Performance Initiative - Traffic Operation Systems (TOS) and Ramp Metering	Allocation of \$ 2.6 Million for CON phase	Approved
Alameda CTC	Corridor Mobility Improvement Account (CMIA) Program / I-580 Westbound HOV Lane Project (Segment 2) - Isabel to Foothill	Allocation of \$52.4 Million for CON phase	Approved
Alameda CTC	Corridor Mobility Improvement Account (CMIA) Program / I-880 Southbound HOV Lane Extension Project - South Segment (Marina to Davis)	Allocation of \$58.6 Million for CON phase	Approved
CCTA	Corridor Mobility Improvement Account (CMIA) Program / State Route 24 Caldecott Tunnel Fourth Bore Project	Allocation of \$11 Million for CON phase	Approved
Alameda CTC	State Transportation Improvement Program (STIP) / I-880 HOV Lane Landscape Enhancements Project	12 Month Expenditure Deadline Extension	Approved

[http://www.dot.ca.gov/hq/transprog/ctcbooks/2012/0412/000\\_Timed.pdf](http://www.dot.ca.gov/hq/transprog/ctcbooks/2012/0412/000_Timed.pdf)



## Memorandum

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

### Recommendations:

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

### Summary:

ACTAC is requested to review the March 2012 Quarterly Federal Inactive obligation list of projects. Federal regulations require that agencies receiving federal funds invoice against their obligations at least once every six months. Projects that do not have invoicing activity over a six month period are placed on the Inactive Obligation list, and those projects are at risk of deobligation of the project's federal funds unless Caltrans and the Federal Highways Administration (FHWA) receive either an invoice or a valid justification for inactivity. Caltrans is tracking inactive obligations, and releasing a list of inactive projects quarterly. If Caltrans and FHWA do not receive adequate invoicing or justification for the project's inactivity, the project may be deobligated.

### Background:

The Federal Inactive obligations list for the March 2012 Quarterly Review of Inactive Obligations is now available on the Division of Local Assistance website at <http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm>. The Inactive Project List contains the current Inactive projects and the 3-Month and 6-Month Look Ahead Projects.

To prevent the deobligation and potential loss of unexpended federal funds, local agencies must submit a valid FMIS transaction (invoice or justification) by **May 25, 2012**.

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

### Attachments:

Attachment A – Federal Inactive List  
Attachment B – Justification form

Alameda County Quarterly Review of Inactive Obligations  
(Review Period 01/01/2012- 03/31/2012)

Updated on 04/12/2012		Inactive Projects (Review period: 01/01/2012-03/31/2012)					Updated on 04/12/2012									
Project No	LOOK AHEAD	Agency Action Required		Prefix	Agency	Description	Authorization Date	Last Expenditure Date	Total Cost	Federal Funds	Expenditure Amt	Unexpended Bal				
5012065	6 MONTH	Records indicate project is in Final Voucher.		STPLEE	Oakland	MANDELA PARKWAY OAKLAND BAY TRAILS	9/12/2003	8/27/2010	\$1,888,626.00	\$1,672,000.00	\$1,606,507.75	\$65,492.25				
5012107	6 MONTH			RPSTPLE	Oakland	OAKLAND COLISIUM, PED. WALKWAY,LANDSCAPE	7/11/2011		\$1,241,770.00	\$885,000.00	\$0.00	\$885,000.00				
5053023	INACTIVE			STPL	Livermore	RAILROAD AVE, HOLMES ST, VALLECITOS RD, AND PORTOLA AVE, AC OVERLAY	3/21/2011		\$1,417,995.00	\$1,028,000.00	\$0.00	\$1,028,000.00				
5057037	INACTIVE	Invoice being processed by Caltrans. Monitor for progress.		STPL	Berkeley	SACRAMENTO STREET FROM ASHBY TO DWIGHT WAY, AC OVERLAY	3/18/2011		\$1,515,850.00	\$955,000.00	\$0.00	\$955,000.00				
5933074	INACTIVE			STPL	Alameda County	VASCO RD BETWEEN LIVERMORE AND CC COUNTY LINE , ROADWAY ALIGNMENT AND ROW	5/12/2005	2/1/2011	\$17,100,000.00	\$11,000,000.00	\$8,062,142.21	\$2,937,857.79				
5933112	6 MONTH	Invoice returned to Agency. Resubmit to District.		RPSTPLE	Alameda County	GROVE WAY BETWEEN MEEKLAND AND WESTERN BLVD. ,CHERRYLAND, ALAMEDA COUNTY, SIDEWALK IMPROVEMENTS (TC)	9/20/2011		\$1,894,300.00	\$1,885,000.00	\$0.00	\$1,885,000.00				
6000025	3 MONTH			STPLZ	San Francisco Bay Area Rapid Transit District	VARIOUS BART AERIAL STRUCTURES IN 4 COUNTIES. , RETROFIT OF BART AERIAL STRUCTURES	8/3/2005	6/2/2011	\$30,242,133.00	\$24,756,014.00	\$15,156,680.20	\$9,599,333.80				
6000044	6 MONTH	Submit invoice to District.		STPLZ	San Francisco Bay Area Rapid Transit District	I-238 TO HAYWARD STATION, SR-92, INDUSTRIAL BLVD, ALAMEDA CREEK AND UPRR, SEISMIC RETROFIT OF BART STRUCTURES, FREMONT LINE	9/21/2010	9/20/2011	\$13,224,858.00	\$2,951,181.00	\$33,674.16	\$2,917,506.84				
6430001	3 MONTH			STPL	Alameda County Transportation Improvement Authority	I-580-CASTRO VALLEY INTERCHANGE , RECONFIGURE ON AND OFF RAMPS	4/21/2008	4/5/2011	\$20,866,748.00	\$1,684,093.00	\$1,071,115.80	\$612,977.20				
6481001	6 MONTH	No Federal funds remain. Proceed with project closure or submit justification to request project to remain open to District by 05/25/2012.		CML	Alameda County Waste Management Authority	BAY AREA WIDE, EDUCATION AND OUTREACH FOR CLIMATE ACTION	8/24/2011		\$980,000.00	\$867,000.00	\$0.00	\$867,000.00				
6204070	INACTIVE			HPLUL	Caltrans	I-580:GREENVILLE ROAD TO HECIENDA DRIVE . , CONSTRUCT EASTBOUND HOV LANE .	4/15/2008	3/17/2009	\$60,012,900.00	\$2,850,000.00	\$2,850,000.00	\$0.00				



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



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



## QUARTERLY REVIEW OF INACTIVE PROJECTS JUSTIFICATION FORM SUMMARY



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

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

**ANY INCOMPLETE JUSTIFICATION FORM WILL BE SENT BACK TO DLAE**



## Memorandum

**DATE:** April 30, 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 recommends approval of positions on bills as noted below.

### 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 upper income levels.

Committees in both Chambers are holding budget hearings for all portions of the Governor's proposed budget, but delaying most actions until after the release of the May Revise. Once the May Revise is released, the committees will begin to tackle the more difficult decisions. According to the State Controller's Office, the income tax receipts were coming in higher than the previous year at the same time, but still falling short of projections. The Legislative Analyst's Office has noted that overall, there may be over \$2 billion less in receipts than the Governor's forecast. Per the Governor's original assumptions, April receipts would need to total over \$9 billion. Once all funds are received as of April 30, 2012, the Governor will proceed with the May Budget Revise, anticipated to be released on May 14<sup>th</sup>. Staff will report information available about the May Revise at the Committee and Commission meetings.

During the last full week of April, there was significant activity to move fiscal bills out of committee by the deadline of April 27.

#### 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 2200 (Ma). Vehicles: high-occupancy vehicle lanes.**

This bill would suspend the hours of operation of the HOV lanes on I-80 in the reverse commute direction, which is defined as eastbound I-80 between the hours of 5 a.m. to 10 a.m., and westbound on Interstate 80 between the hours of 3 p.m. to 7 p.m.

The I-80 corridor has consistently rated as one of the highest congested corridors in the entire Bay Region, and over \$94 million in projects is underway to implement operational improvements that provide real time public information as part of the I-80 Integrated Corridor Mobility Project. This project is largely funded with state bond funds and is jointly being implemented with Alameda CTC, Contra Costa Transportation Authority, and Caltrans in collaboration with all cities along the corridor. The current HOV lanes, the I-80 Integrated Corridor Mobility Project, and future planned High Occupancy Toll lanes in this corridor are part of a long-term strategy to address the extensive congestion in this corridor and to bring a suite of solutions to the traveling public. Suspending the HOV lane requirement in the reverse commute direction would require additional signage that could be confusing to drivers and require significant costs to prepare and install new signage and educate the public; reduce the amount of people who currently actively establish three-person carpools as required by these lanes, potentially increasing the number of vehicles using the lanes; and could have a negative effect on the operation of buses using the lanes.

The adopted Alameda CTC legislative program states, “Oppose efforts that negatively affect the ability to implement voter approved measures.” The legislative program also states, “Support legislation that encourages regional cooperation and coordination to develop, promote and fund solutions to regional problems.” The I-80 ICM project includes Measure B funding and this bill could potentially negatively impact the implementation of the \$94 million I-80 ICM project. In addition, because multi-jurisdictional, collaborative efforts have been underway for years to deliver solutions to the traveling public on this project, staff recommends an **OPPOSE** position on this bill.

#### **AB 2231 (Fuentes). Sidewalks: repairs**

This bill would shift the responsibility for sidewalks repairs from property owners to local agencies and disallow local jurisdictions to impose assessments against private owners for sidewalk repairs. Current law requires that a specific notice must be provided to an owner or person in possession of a property fronting where sidewalk repairs need to be made. If repairs are not initiated within two weeks after a notice has been given, the jurisdiction can make the repair and place a lien on the property. This bill would require that the city or county make and pay for the repairs if it is owned by a local entity (such as a city sidewalk) or if the repairs are required as a result of damages caused by trees or plants. The bill exempts privately owned sidewalks that are damaged by causes other than trees and plants. This would be a state mandated program on local jurisdictions. The bill does not include any additional funding mechanism to support local jurisdiction implementation of the bill requirements.

In Alameda County, the transportation sales tax measure provides 5% of net revenues for bicycle and pedestrian improvements. Some jurisdictions use these funds for residents and businesses to have repairs made. Others use their capital improvement programs to identify sidewalk repair projects and timelines. Because the bill would direct local actions on local sidewalks without providing additional funding to support this mandate, and because the Alameda CTC adopted legislative program states, “support legislation that protects and

provides increased funding for operating, maintaining, rehabilitating, and improving transportation infrastructure...”, staff recommends an **OPPOSE** position on this bill.

**AB 2405 (Blumenfield). Vehicles: high-occupancy toll lanes.**

This bill would exempt certain qualifying low emissions and hybrid vehicles from toll charges imposed for single occupant vehicles in high occupancy toll (HOT) lanes. The bill authorizes this exemption for qualifying vehicles that have purchased and affixed a decal on their vehicle through 2015. If authorized, this bill could have a potential negative impact on the revenue generation of the toll lanes in Alameda County by allowing certain vehicles to use the lanes as single drivers without payment. The author notes that certain vehicles under current law may use HOV lanes if they have an authorized decal on their car. He notes that expanding the use of lanes without payment as proposed by the bill would provide incentives for purchasing low emissions vehicles. However, other factors such as high gas prices and environmental considerations are forces that influence consumer purchases of vehicles.

The Alameda County I-680 HOT lanes are in their second year of use and increases in numbers of vehicles using the lanes have occurred over time since their opening in September 2010. While vehicles with certain stickers are currently allowed to use the I-680 HOT lanes through the legislated period of January 2015, Alameda CTC is currently working on constructing additional HOT lanes in Alameda County, which are expected to be operational in 2015. While this bill, would not directly affect the HOT lanes in Alameda County, it could have an overall negative impact on statewide implementation and perception of the use of the lanes. The value of the HOT lanes are that they offer more expedient travel for a fee, if regular mixed use lanes are congested and there is additional capacity in the HOT lanes. As the economy improves, more numbers of autos will likely be on the freeways, making preservation of the HOT lane capacity more important, and will also demonstrate the benefits of the lanes for those who pay a fee. The use of the HOT lanes by single occupant vehicles who do not have to pay a fee could increase the cost of other drivers using the lanes. Due to the potential impacts of additional non-paying vehicles in the HOT lanes, and as supported by the adopted Alameda CTC legislative program which states, “support legislation that protects and provides increased funding for operating, maintaining, rehabilitating, and improving transportation infrastructure ...,” staff recommends an **OPPOSE** position on this bill.

**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 recommended an increase over the 2012 budget from \$71.6 billion to \$74 billion. The proposal provides for increases in transit, rail, highways, safety and aviation, 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.

While the House has not established its schedule for addressing the FY 2012-2013 budget in its appropriations committee, its actions will be affected by the House Budget Resolution that was adopted in late March, which is non-binding, but lays the framework for how the appropriations committees can develop their budgets. The adopted House Resolution is \$19 billion less than what the President included in his proposed budget in February.

The Senate is not going to adopt a Budget Resolution because of the budget deals that were made last August when Congress raised the debt limit. To construct that deal, spending caps were agreed to for FY12 and 13 and the Super Committee was formed to look at how it could cut the deficit over a 10-year period. No final actions were taken by the Super Committee and therefore, the spending caps and sequestration (cuts from all sectors) are set to go in effect in January 2013.

The Senate addressed FY 2012-13 transportation appropriations in both the subcommittee, Senate Transportation, Housing and Urban Development, as well as the full Appropriations Committee in mid-April and approved the following for transportation:

- \$53.4 billion in spending for FY13, \$3.9 billion below the FY12 enacted level.
- The TIGER program was funded at \$500 million, the same as the FY12 level.
- Absent adoption of a new surface transportation bill, funding for most highway and transit programs are at current levels; however, there is an increase in New Starts funding above the FY 12 level.

As actions currently stand, getting a budget in place for the country appears to be on two separate tracks as the Senate and House have different funding limits under which they are operating, and conference committees will have to address a challenging situation to close an overall \$19 billion difference in funding proposals. What this could mean is that continuing resolutions may need to be adopted to fund the federal government, and actions may be postponed until after the elections, whereby a final budget could then be acted upon in the lame duck session.

**Surface Transportation Authorization:** In March, the 9<sup>th</sup> extension was enacted of the surface transportation bill through June 30, 2012. During the last full week of April, the House approved a bill aimed at making a 10<sup>th</sup> extension for the transportation bill from June 30 to September 30, 2012. The difference with this bill is that it is being used as the vehicle to conference with Senate on its two year bill. The House bill, a 34-page shell bill, which also includes provisions for the Keystone pipeline and environmental regulatory reforms, will be used to negotiate with the over 1,600 page bi-partisan Senate bill, which includes significant policy elements.

Both the House and Senate established their conference committee members for the transportation bill during the last week of April. There are only two California members on the conference committee: Senator Boxer and Congressman Waxman from Southern California. Below are the House Members and Senate members that have been named to the Conference Committees.

**House Conferees:**

**Committee on Transportation and Infrastructure (12 R, 9 D) - for the entire House bill and Senate amendment except for certain Ways and Means provisions:**

- Mica (R)
- Young (R)
- Duncan (R)
- Shuster (R)
- Capito (R)
- Crawford (R)
- Beutler (R)
- Bushon (R)
- Hanna (R)
- Southerland
- Lankford (R)
- Ribble (R)
- Rahall (D)
- DeFazio (D)
- Costello (D)
- Norton (D)
- Nadler (D)
- Brown (FL) (D)
- Cummings (D)
- Boswell (D)
- Bishop (D)

**Committee on Energy and Commerce (2 R, 1 D) - for its own provisions only:**

- Upton (R)
- Whitfield (R)
- Henry Waxman (D) - CA

**Committee on Natural Resources (2 R, 1 D) - for its own provisions only:**

- Hastings (R)
- Bishop (R)
- Markey (D)

**Committee on Science, Space and Technology (2 R, 1 D) - for its own provisions only:**

- Hall (R)
- Cravaack (R)
- E.B. Johnson (D)

**Committee on Ways and Means (2 R, 1 D) - for its own provisions only:**

- Camp (R)
- Tiberi (R)
- Blumenauer (D)

**Senate Conferees:**

- Boxer (D)
- Baucus (D)
- Rockefeller (D)
- Durbin (D)
- Johnson (SD) (D)
- Schumer (D)
- Nelson (FL) (D)
- Menendez (D)
- Inhofe (R)
- Vitter (R)
- Hatch (R)
- Shelby (R)
- Hutchison (R)
- Hoeven (R)

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



April 20, 2012

TO: Art Dao, Executive Director  
Alameda County Transportation Commission

FR: Steve Wallauch  
Platinum Advisors

**RE: Legislative Update**

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**Low Revenues Again:** The Department of Finance and State Controller released their March revenue updates last week, both in agreement that revenues came in about \$235 million lower than predicted. For the month of March, the Department of Finance estimated a \$236 million deficiency, which adds up to a \$761 million deficiency for the fiscal year. Income tax collections in March were \$194 million short, bank and corporation taxes were \$143 million short, sales taxes were \$48 million more than predicted, and insurance taxes were \$89 million above estimates, "other" revenues were \$36 million lower than predicted.

Legislators and the Governor are hoping that April and June, the State's highest revenue months, will bring in about \$9 billion, most of which will arrive after April 17th. The State Controller has a daily tracker for income tax revenues which may be accessed here:  
[http://www.sco.ca.gov/april\\_2012\\_personal\\_income\\_tax\\_tracker.html](http://www.sco.ca.gov/april_2012_personal_income_tax_tracker.html)

**High Speed Rail:** With the release of another business plan by the High Speed Rail Authority, both the Senate and Assembly Budget Subcommittees held back-to-back informational hearings on the new plan and the Governor's proposal to appropriate \$5.9 billion for construction of the initial segment. At both hearings HSRA Chairman, Dan Richards, provided a very thorough review of the new plan, and explained the benefits of the blended, or what is now being called the "bookend," approach.

Before the fervent testimony both for and against high speed rail, the LAO started off both hearings casting doubt over the entire plan, which culminated with the LAO urging the Legislature to not approve the Governor's various budget proposals to fund high speed rail. In addition to the usual concerns about ridership forecasts and insufficient funding in hand, the LAO pointedly questioned the Governor's proposal to use cap-and-trade auction revenue as a secondary funding source for high speed rail if federal funds fail to materialize. The LAO questions the legality if using cap-and-trade revenue for high speed rail because any

greenhouse gas reduction benefits would not be seen until well after the primary goal of reducing emissions by 2020.

While testimony was lengthy, no action was taken by either house. In addition, the Assembly Transportation Committee has scheduled another high speed rail hearing for April 30<sup>th</sup>. High speed rail funding will likely be one of the last actions taken by both subcommittees, and it is likely to become an item resolved by the Budget Conference Committee.

**Redevelopment 2.0:** With numerous bills floating around that either addresses the shutdown of existing RDAs or financing future economic development, it has been announced that a two-house task force will be formed. A conference committee would be the more traditional route to resolve the differences between the houses, but a task force is the next best thing. It will hopefully lead to a consensus proposal that will pass muster with the Governor. The Assembly has had for several months an internal working group on redevelopment, and it has taken a more aggressive approach on preserving redevelopment activity. On the other hand, the Senate has been more focused on preserving housing funds. Members have not been announced yet, but we expect appointments to be made next week.

**Budget:** While the Senate Budget Subcommittee #3 held a hearing on Caltrans and CTC budget items this week most of the items were held open. In particular, the Senate held open the Project Initiation Document item in order to wait and hear back from the task force the Assembly Budget Subcommittee asked Caltrans to form.

As you will recall, Assembly Subcommittee 3 reversed the Governor's proposal to shift the cost of Project Initiation Documents to local entities for locally funds projects on the state highway system. Sub 3 approved the recommendation to replace local reimbursement funding with State Highway Account funding, and requested Caltrans to convene a stakeholder group on this issue and report back to the Subcommittee by May 1.

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# Washington Friday Report

Volume XIV, Issue 16

April 20, 2012

## INSIDE THIS WEEK

- 1 **Fiscal Year 2013 Appropriations Markups Begin**
- 2 **Energy-Water Appropriation, Transportation Bill**
- 2 **Sustainable, 2012 Drug Strategy, Citizens Medal**

*Congress came roaring back from its two week Easter break and immediately kicked the FY13 appropriations process into high-gear. In addition, the transportation authorization bill looks like it might be headed to a conference committee to bring about a two-year bill. Here's those highlights and more.*

### FY13 Appropriations Markups and Budget Overview

As we first mentioned in our March 16 *Washington Friday Report*, things are starting to ramp up now in the FY13 appropriations process, with several Appropriations subcommittee markups this week in the House and Senate including Commerce-Justice-Science (CJS), Transportation-Housing-Urban Development (THUD), and Energy-Water. The differences between the House and Senate appropriation bills must eventually be reconciled before final FY13 appropriations can be approved by both chambers. For recent statements from leaders in the Senate appropriations process, including Chairman **Daniel Inouye** and Subcommittee chairs **Barbara Mikulski** and **Patty Murray** click on [Senators' Statements](#).

### FY13 Commerce - Justice Appropriations

On Tuesday, the Senate Commerce-Justice-Science appropriations subcommittee, followed by the full Senate Appropriations Committee on Thursday, approved \$51.862 billion in spending for FY13, \$1 billion below the FY12 enacted level. Of particular interest to local governments - \$238 million was approved for the Economic Development Administration (EDA), \$20 million below FY12.

DOJ's state and local law enforcement grants are funded with \$2.2 billion, \$26.1 million below FY12; and within that amount, \$1 billion was approved for state and local enforcement assistance including **Byrne Grants** and other programs, including \$248 million for the **COPS Program**, \$215 of which will be for hiring new officers; and EDA programs are funded with \$200 million, including \$25 million for **Regional Innovative Partnerships**. "The CJS bill saves lives, protects public safety, and helps the private sector create jobs," said CJS Subcommittee Chairwoman

**Barbara Mikulski**. For more, click on [Senate Commerce-Justice-Science Appropriations](#).

Yesterday, the House Appropriations Committee approved \$51.1 billion in funding for the FY13 CJS bill, \$1.6 billion below the FY12 enacted level, and \$731 million below the Senate's FY13 level. **COPS Programs** are funded at \$72.5 million, \$126 million below the FY12 level or a 63.5% reduction in COPS Program funding. EDA programs are funded at \$220 million, \$38 million below FY12; DOJ's grant programs are funded at \$1.85 billion, \$378 million below FY12 and of that - **Byrne Grants** are funded at \$370 million, same as FY12. "This legislation builds on significant spending reductions achieved in last year's bill, while continuing to preserve core priorities," said CJS Subcommittee Chairman **Frank Wolf**. For more, click on [House Commerce-Justice-Science Appropriations](#). For statements on the bill, click on Chairman [Frank Wolf](#) or House Appropriations Chairman [Hal Rogers](#).

### FY13 Transportation - HUD Appropriations

On Tuesday, the Senate Transportation-HUD Appropriations subcommittee, followed by the full Senate Appropriations Committee on Thursday, approved \$53.4 billion in spending for FY13, \$3.9 billion below the FY12 enacted level.

The popular **TIGER** program was funded at \$500 million, the same as the FY12 level. In the absence of authorization legislation for FY13, the bill sets funding for most highway and transit programs at current levels. It appropriates \$10.6 billion for transit programs, including \$2.044 billion for New Starts, \$89 million above the FY12 level. **CDBG** grants were allocated \$3.1 billion, \$152 million above the FY12 level, which was encouraging after 25% cuts in FY10 and FY11 combined. **Section 8 Tenant-based** rental assistance was provided \$19.4 billion, \$482 million above the FY12 level. **Public housing** was appropriated \$1.99 billion, \$110 million above the FY12 level. **Project-based Rental Assistance** was given \$9.8 billion for the project-based section 8 program, \$536 million above the FY12 level.

The **HOME Investment Partnership Program** was approved for \$1 billion, same as the FY12 level. The **Sustainable Communities Initiative** was provided \$50 million, \$49 million below the FY11 level; there was no FY12 funding for the program. Lastly, HUD's **Choice Neighborhoods Initiative** was appropriated \$120 million, same as the FY12 level. "Working together, we put together a balanced bill that makes responsible investments in our economy and our nation while living within today's budget

constraints,” said THUD Subcommittee Chairman **Patty Murray**. For more, click on [Senate THUD Appropriations](#).

### FY13 Energy-Water Appropriations

On Tuesday, the House Appropriations Committee approved \$32.1 billion for the FY13 Energy-Water appropriations bill, \$965 million below the President’s budget request, but \$88 million above the FY12 level. One item which may prove controversial is \$25 million approved to support activities for **Yucca Mountain** to become a nuclear waste repository, something Senate Majority Leader **Harry Reid** (NV) fiercely opposes. The bill included \$5.5 billion for environmental management activities, \$166 million below the FY12 level. For more, click on [House Energy-Water Appropriations](#). For statements on the bill click on Chairman [Rodney Frelinghuysen](#) or Chairman [Hal Rogers](#). The Senate Budget Committee has approved a \$33.36 billion cap for Energy-Water and if the Senate Energy-Water subcommittee approves spending at that amount, it would be \$1.26 billion more than the House’s appropriations.

### Another 90-day Transportation Extension

On Wednesday, the House passed the *Surface Transportation Extension Act of 2012, Part II* (H.R. 4348) by a vote of 293 to 127 a 90-day extension bill, which would extend the current 90-day extension (PL 112-102) past the current expiration date of June 30 all the way to **September 30**. It is intended to kick-start negotiations on a long-term reauthorization bill, and senior House Transportation and Infrastructure (T&I) Committee Democrats supported the bill because it is intended to serve as the vehicle for negotiations on a more comprehensive bill.

While most of the language is similar to the current 90-day extension, the latest bill includes a number of energy-related provisions intended to attract more conservative Republican support, specifically language approving the controversial Keystone XL oil sands pipeline. **The Administration** opposes the bill in its current form, saying, *“Because this bill circumvents a longstanding and proven process for determining whether cross-border pipelines are in the national interest by mandating the permitting of the Keystone XL pipeline before a new route has been submitted and assessed, the President’s senior advisors would recommend that he veto this legislation.”*

An amendment was also adopted that would add provisions from the original H.R. 7 intended to ease federal environmental permitting requirements for highway construction projects and to provide states with more authority over environmental reviews. Senate Democrats are now pushing House GOP leaders to quickly name conferees and negotiate the details of a final highway bill. *“The fact that the House voted to take a step forward on a surface transportation bill is encouraging – as long as they follow through and immediately appoint conferees so that Congress can complete its work,”* said Senate EPW Chair **Barbara Boxer**. For more, click on [Mica Statement](#), [Obama Administration Statement](#), or [H.R. 4348 Bill Text](#).

### Sustainable Communities

At a meeting in Seattle, **Shelley Poticha**, Director of HUD’s Office of Sustainable Housing and Communities, discussed with

nearly 400 lenders the value of moving from a single project-by-project investment approach to a comprehensive community revitalization strategy – such as supported by HUD’s Sustainable Communities Initiative. Since its establishment in 2010, the initiative has helped rural, suburban, and urban communities link jobs and housing, foster sustainable, long-term economic growth, and protect America’s environmental assets through Regional Planning and Community Challenge grant programs. For more, click on [Sustainable Communities – Two Years of Progress](#).

### Infrastructure and the Economy

A new report released by Treasury and the Council of Economic Advisors finds that now is the key time to invest in infrastructure to create middle-class jobs, increase our long-term competitiveness, and support a more secure energy future. Wise investment in infrastructure now saves taxpayers money in the long run. For more, click on [Infrastructure Report](#).

### 2012 National Drug Control Strategy

HHS Secretary **Kathleen Sebelius**, Attorney General **Eric Holder**, and Director of the Office of National Drug Control Policy **Gil Kerlikowske**, have announced the release of the *2012 National Drug Control Strategy*, the Obama Administration’s primary policy blueprint for reducing drug use and its consequences in America. For more, click on [2012 National Drug Control Strategy](#).

### Fracking

The President has issued an executive order directing 12 federal agencies to work together to support *“safe and responsible unconventional domestic natural gas development,”* in an extraction process known as fracking, following Republican criticism that duplicative government regulation threatens to slow production. The Interagency Working Group will coordinate agency policy activities, coordinate the sharing of scientific and technical information, and engage in long-term planning to ensure coordination on research, natural resource assessment, and the development of infrastructure. For more, click on [Fracking Coordination Executive Order](#), [Industry Statements of Support](#), or [EPA/Energy/Interior Department Statement](#).

### 2012 Presidential Citizens Medal

The White House is now accepting nominations for the 2012 Citizens Medal, which recognizes Americans who have *“performed exemplary deeds of service for their country or their fellow citizens,”* said President **Barack Obama**. It is generally recognized as the second highest civilian award of our government. If think you know someone who deserves this award for their exemplary service outside of their job, the deadline to submit nominations is Tuesday, **April 24**, at 11:59 pm EST. For more, click on [2012 Citizens Medal](#).

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



Suite 800 • 525 Ninth Street, NW • Washington, DC 20004 • 202.465.3000 • 202.347.3664 fax

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

**FROM:** CJ Lake

**DATE:** April 20, 2012

**RE:** Legislative Update

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### **Surface Transportation Authorization**

Earlier this week the House approved another 90 day extension that will run through September 30, by a vote of 293-127. It is expected that passage of this extension will move forward the conference process and expedite the possibility of a long-term reauthorization bill this year. For this reason, sixty-nine Democrats voted to pass the short-term extension. However, none of the Alameda County delegation voted for the extension.

This extension will be used as a vehicle to move forward with the Senate in a conference on a final reauthorization measure. The House 90 day extension also includes language requiring the administration to approve the Keystone XL pipeline project from Canada to Texas and includes an expansion of domestic oil and gas drilling.

The House and Senate will likely name their respective conferees next week.

### **FY13 Appropriations**

The FY13 House Budget would cut projected spending by more the \$5 trillion below President Obama's budget. The effects of the House budget resolution will be felt throughout the remainder of 2012. Appropriations Committees in both the House and Senate began work on their FY13 bills earlier this week. The House will be working from the \$1.028 trillion overall spending level set in the FY13 Ryan Budget resolution while the Senate will use \$1.047 trillion level set in the August debt limit agreement. The differing top line numbers --- higher in the Senate bills will make it difficult to clear any appropriations bills before the end of the current fiscal year (2012) on Sept. 30.

### ***Senate Transportation HUD***

The Senate Appropriations Committee approved its FY13 THUD Appropriations Bill yesterday with a bipartisan vote of 28-1. The draft bill provides \$53.4 billion in discretionary funds for DOT and HUD, which would be \$3.9 billion less than the FY 2012 enacted level.

Including programs funded by the Highway Trust Fund, total funding would be \$105.5 billion, or \$3.8 billion below the FY12 level.

### **Transportation**

In general – transportation programs would receive level funding, pending passage of a long-term surface transportation authorization bill.

- TIGER funding would receive \$500 million under the proposed bill (the same as FY12 and as requested in the President's FY13 Budget Request), with \$120 million reserved for projects in rural communities.
- Federal highway and transit funding would remain level.
- The bill includes \$1.74 billion for rail infrastructure, \$1.45 billion of which goes to Amtrak, \$100 million for High Performance Passenger Rail grants to states to improve intercity services. Total rail funding is \$126 million more than the FY12 level.

#### **HUD**

- HUD's Community Development Fund for the Sustainable Communities Initiative would receive \$50 million for integrated housing and transportation planning, a joint program of DOT, HUD, and EPA.



METROPOLITAN  
TRANSPORTATION  
COMMISSION

PARTNERSHIP LOCAL STREETS AND ROADS/  
PROGRAMMING AND DELIVERY  
WORKING GROUP MEETING

101 - 8<sup>th</sup> St., 1<sup>st</sup> Floor, **AUDITORIUM (CHANGE)**

Thursday, April 12, 2012  
9:30 a.m. – 12:30 p.m.

ACTAC Meeting - 05/08/12

Agenda Item 7A

AGENDA-(revised 4/11/12)

Topic	Estimated Time
1. Introductions ( <i>Sam Shelton, Chair</i> )	3 min
2. Review of Working Group Minutes*	4 min
A. Local Streets and Roads Working Group – February 9, 2012 ( <i>Rick Marshall, Chair</i> )	
B. Programming and Delivery Working Group – February 6, 2012 ( <i>Sam Shelton, Chair</i> )	
3. Standing/ Programming Updates:	
A. Federal Programs Delivery Update (STP/CMAQ, RIP-TE, HBP, Local Safety)* ( <i>Marcella Aranda</i> )	10 min
B. STIP Project Delivery Monitoring Update* ( <i>Marcella Aranda</i> )	5 min
4. Caltrans/FHWA/CalRTPA Update:	
A. Caltrans Division of Local Assistance Web Update Announcements (DLAWUA)* ( <i>Memo Only</i> ) ( <i>Caltrans Division of Local Assistance has posted program updates/announcements to their website. Jurisdictions are encouraged to review the bulletins for program changes.</i> )	
i. [CalRTPA] Notify California Local Agencies of Upcoming HSIP and HRRR Calls-For-Projects* ( <i>In preparation for the upcoming HSIP and HRRR calls-for-projects, Caltrans Division of Local Assistance has prepared a flyer for distribution to all California local agencies</i> )	
ii. Cooperative Work Agreements Projects Approved by the Department of Finance* ( <i>Please see the link below for the Cooperative Work Agreements covering Cycle 9 that were approved by the Department of Finance: <a href="http://www.dot.ca.gov/hq/LocalPrograms/CWA/cwa_dof_cycle_9.html">http://www.dot.ca.gov/hq/LocalPrograms/CWA/cwa_dof_cycle_9.html</a></i> )	
iii. Disparity Study II Public Hearings Invitation and Schedule* ( <i>The attached is an invitation that is being distributed to businesses and individuals with an interest in the Federal DBE/UDBE program, and the upcoming, updated Caltrans Disparity Study.</i> )	
iv. [CalRTPA] Federal-Aid Inactive Project List: Locally Administered Projects* ( <i>There are currently 8 projects inactive, 22 projects within 3 months of becoming inactive, and 24 within 6 months of becoming inactive for District 4. The <b>deadline</b> to submit a valid FMIS transaction or justification is <b>May 5, 2012</b>. The Inactive Project List (Status Update) spreadsheet is online at <a href="http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm">http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm</a></i> )	
5. Discussion Items:	
A. TIP Update* ( <i>Sri Srinivasan/Adam Crenshaw</i> )	10 min
i. 2013 TIP Update	
a. Request for County Summary Update*	
b. Guide to the TIP Development Process*	
ii. 2011 TIP Update* ( <i>The current TIP and subsequent TIP Revisions are available online at: <a href="http://www.mtc.ca.gov/funding/tip/2011/revisions.htm">http://www.mtc.ca.gov/funding/tip/2011/revisions.htm</a></i> )	
B. One Bay Area Grant-Revised Update* ( <i>Ross McKeown</i> )	30 min
( <i>Staff will summarize comments received to date from the various advisory committees based on the draft One Bay Area Grant proposal dated January 2012.</i> )	
i. Proposed One Bay Area Grant Complete Streets Ordinance Guidance* ( <i>Sean Co</i> )	10 min

C. Plan Bay Area:

(Staff will present preliminary drafts for RTP/SCS work elements for review and input from this committee.)

- i. Staff Proposal: Draft Investment Strategy\* (Ashley Nguyen/Theresa Romell)

D. Complete Streets Policy Update\* (Sean Co)

15 min

**6. Informational Items:** (“Memo Only” unless otherwise noted)

A. Statewide Needs Assessment Update\* (Theresa Romell)

5 min

B. PMP Certification Status\*

(Current PMP Certification status is available online at: <http://www.mtcpms.org/ptap/cert.html>)

**7. Recommended Agenda Items for Next Meeting: (All)**

5 min

**The next PDWG meeting:**

Monday, May 21, 2012

10:30a – 12:30p

MetroCenter, 3<sup>rd</sup> Floor, Fishbowl

101-8<sup>th</sup> Street, Oakland 94607

**The next LSRWG meeting:**

Thursday, May 10, 2012

9:30a-11:30a

MTC, 2<sup>nd</sup> Floor, Claremont

101-8<sup>th</sup> Street, Oakland 94607

\* = Attachment in Packet

\*\* = Handouts Available at Meeting

Contact Marcella Aranda at [maranda@mtc.ca.gov](mailto:maranda@mtc.ca.gov) if you have questions regarding this agenda.