

1333 Broadway, Suites 220 & 300

Oakland, CA 94612

PH: (510) 208-7400

www.AlamedaCTC.org

BOARD MEETING NOTICE Thursday, July 28, 2011, 3:00 P.M.

1333 Broadway, Suite 300 Oakland, California 94612 (see map on last page of agenda)

Mark Green Scott Haggerty Chair Vice Chair

Arthur L. Dao Vanessa Lee Executive Director Clerk of the Commission

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

1. Pledge of Allegiance

2. Roll Call

3. Public Comment

Members of the public may address the Board during "Public Comment" on any item <u>not</u> on the agenda. Public comment on an agenda item will be heard as part of that specific agenda item. Only matters within the Commission's jurisdictions may be addressed. If you wish to comment make your desire known by filling out a speaker card and handing it to the Clerk of the Commission. Please wait until the Chair calls your name. Walk to the microphone when called; give your name, and your comments. Please be brief and limit comments to the specific subject under discussion. Please limit your comment to three minutes.

	4.	Chair	/Vice-Chair's Report	
		4A.	Election of Chair and Vice Chair	
	5.	Appro	oval of Consent Calendar	
		5Ā.	Minutes of June 23, 2011- page 1	
		5B.	Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments Prepared by Local Jurisdictions – page 9	Α
nber		5C.	Approval of Transportation Fund for Clean Air (TFCA) Draft Program for the FY 2011/12 Remaining Balance – page 15	A

Commission Chair Mark Green, Mayor – Union City

Commission Vice Chair Scott Haggerty, Supervisor – District 1

AC Transit Greg Harper, Director

Alameda County

Supervisors Nadia Lockyer – District 2 Wilma Chan – District 3 Nate Miley – District 4 Keith Carson – District 5

BART

Thomas Blalock, Director

City of Alameda Rob Bonta, Vice Mayor

City of Albany Farid Javandel, Mayor

City of Berkeley Laurie Capitelli, Councilmember

City of Dublin Tim Sbranti, Mayor

City of Emeryville Ruth Atkin, Councilmember

City of Fremont Suzanne Chan, Vice Mayor

City of Hayward Olden Henson, Councilmember

City of Livermore Marshall Kamena, Mayor

City of Newark Luis Freitas, Vice Mayor

City of Oakland

Councilmembers Larry Reid Rebecca Kaplan

City of Piedmont John Chiang, Vice Mayor

City of Pleasanton Jennifer Hosterman, Mayor

City of San Leandro Joyce R. Starosciak, Councilmem

Executive Director Arthur L. Dao

5D.	Approval of Process for Capital Project Element of Alameda County's Safe Routes to School Capital Program – page 19	A
5E.	Review of the 2012 State Transportation Improvement Program (STIP) Fund Estimate – page 27	I
5F.	Update on Programs and Vehicle Registration Fee Master Funding Agreements – page 33	Ι
5G.	Review MTC's 2010 Regional Pavement Condition Report (Pot Hole Report) - page 35	I
5H.	I-580 San Leandro Sound Wall Landscape Project - Approval of Authorization to Execute All Necessary Agreements for the Construction Element of the Project – page 59	Α
51.	Eastbound I-580 Express Lane and Auxiliary Lane Projects – Approval to Revise Funding Plan and Authorization to Execute Agreements and Contracts for Environmental and Design Utilizing Tri-Valley Transportation Council (TVTC) Funds – page 61	A
5J.	Northbound I-680 Express Lane Project (ACTIA No. 8) – Approval of Consultant Team to Provide Project Approval and Environmental Document and Authorization to Execute a Contract – page 65	Α
5K.	Northbound I-680 Express Lane, Eastbound and Westbound I-580 Express Lane Projects – Approval of Consultant Team to Provide System Manager Services to Approved Express Lanes Network in Alameda County and Authorization to Execute a Contract – page 71	A
5L.	Southbound I-880 HOV Lane Project – Approval to Execute Agreements and Contracts for Landscaping and Davis Street Improvements – page 77	A
5M.	I-880/23 rd /29 th Operational Improvement Project - Approval to Execute Agreements for Project Righ-of-Way Requirements – page 79	A
5N.	Grand – MacArthur Transportation Management System Project – Approval of CMA TIP Funds to Supplement the Project Budget – page 81	A
50.	I-80 ICM Project - Approval of System Manager Services Contract and Approval of Amendment to the Design Contract for the San Pablo Corridor Arterial and Transit Improvement Project No. 6 and the Traffic Operations Systems Project No. 3 – page 83	A
5P.	I-680 Sunol Express Lanes (ACTIA No. 8) Project – Approval of Amendment No. 2 to the Cooperative Agreement with Caltrans to Allow the Payback of the Letter of No Prejudice (LONP) – page 85	Α

10.	Adjo	urnment: Next Meeting – September 22, 2011 at 2:30 PM	
9.	Staff	Reports (verbal)	
	8B.	Report on Closed Session	
	8A.	Closed Session: Conference with Legal Counsel regarding Anticipated Litigation pursuant Subdivision (b) of Government Code Section 54956.9: (1 case)	
8.		ed Session	
	7C.	Legislative Update – page 179	Ι
	7B.	Review of Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP) and Countywide Transportation Plan (CWTP)/ Transportation Expenditure Plan Information – page 167	Ι
7.	7A.	 ning, Policy and Legislation Committee Action Items Discussion of MTC Potential Block Grant Policies and Implications for Alameda CTC – page 133 	Ι
7	Dlong	ning Deliay and Logislation Committee Action Itoms	
	6D.	Paratransit Advisory and Planning Committee –Sylvia Stadmire, Chair –page 123	Ι
	6C.	Citizens Watchdog Committee – James Paxson, Chair – page 117	Ι
	6B.	Citizens Advisory Committee – Cynthia Dorsey, Chair – page 111	I
	6A.	Bicycle and Pedestrian Advisory Committee – Midori Tabata, Chair – page 101	Ι
6.	Com	munity Advisory Committee Reports – (Time Limit: 3 minutes per speaker)	
	5T.	FY2010-11 4th Quarter Investment Report Handout Notification – page 99	Ι
	5S.	I-580 Castro Valley Interchange Improvements Project (ACTIA No. 12) - Approval of Various Actions to Complete and Close-Out Project – page 95	Α
	5R.	Webster Street SMART Corridor Project – Approval of Amendment No. 1 to Extend the Expiration Date of the Contract with Harris & Associates to Provide Construction Management Services – page 93	A
	5Q.	Route 238/Mission-Foothill-Jackson Corridor Improvement Project (ACTA No. 238) – Authorization to Execute Amendments to Project Funding Agreements to Transfer Funds from the Right-of-Way to the Construction Phase of the Project - page 87	Α

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

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

March 2011 Meeting Schedule: Some dates are tentative. Persons interested in attending should check dates with Alameda CTC staff.

Citizens Advisory Committee (CAC)	5:30 pm	No Meeting	1333 Broadway Suite300
Citizens Watchdog Committee (CWC)	6:30 pm	No Meeting	1333 Broadway Suite300
Alameda County Transportation Advisory Committee (ACTAC)	1:30 pm	September 6, 2011	1333 Broadway Suite 300
I-680 Sunol Express Lane Joint Powers Authority	9:30 am	September 12, 2011	1333 Broadway Suite 300
I-580 Policy Advisory Committee (PAC)	9:45 am	September 12, 2011	1333 Broadway Suite 300
Planning, Policy and Legislation Committee (PPLC)	11:00 am	September 12, 2011	1333 Broadway Suite 300
Programs and Projects Committee (PPC)	12:15 pm	September 12, 2011	1333 Broadway Suite 300
Finance and Administration Committee (FAC)	1:30 pm	September 12, 2011	1333 Broadway Suite 300
Bicycle and Pedestrian Advisory Committee	5:30 pm	September 8, 2011	1333 Broadway Suite300
Paratransit Technical Advisory Committee	9:30 am	September 13, 2011	1333 Broadway Suite 300
Paratransit Advisory and Planning Committee	1:00 pm	September 26, 2011	1333 Broadway Suite 300
Countywide Transportation Plan and Expenditure Plan Development Steering Committee (CWTP-TEP)	12:00 pm	September 22, 2011	1333 Broadway Suite 300
Alameda CTC Board Meeting	2:30 pm	Next Meeting is on September 22, 2011	1333 Broadway Suite 300

Glossary of Acronyms

ABAG	Association of Bay Area Governments
ACCMA	Alameda County Congestion Management Agency
ACE	Altamont Commuter Express
ACTA	Alameda County Transportation Authority (1986 Measure B authority)
ACTAC	Alameda County Technical Advisory Committee
ACTC	Alameda County Transportation Commission
ACTIA	Alameda County Transportation Improvement Authority (2000 Measure B authority)
ADA	Americans with Disabilities Act
BAAQMD	Bay Area Air Quality Management District
BART	Bay Area Rapid Transit District
BRT	Bus Rapid Transit
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CIP	Capital Investment Program
CMAQ	Federal Congestion Mitigation and Air Quality
СМР	Congestion Management Program
СТС	California Transportation Commission
CWTP	Countywide Transportation Plan
EIR	Environmental Impact Report
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GHG	Greenhouse Gas
НОТ	High occupancy toll
HOV	High occupancy vehicle
ITIP	State Interregional Transportation Improvement Program
LATIP	Local Area Transportation Improvement Program
LAVTA	Livermore-Amador Valley Transportation Authority
LOS	Level of service

MTC	Metropolitan Transportation Commission
MTS	Metropolitan Transportation System
NEPA	National Environmental Policy Act
NOP	Notice of Preparation
PCI	Pavement Condition Index
PSR	Project Study Report
RM 2	Regional Measure 2 (Bridge toll)
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan (MTC's Transportation 2035)
SAFETEA-I	LU Safe, Accountable, Flexible, Efficient Transportation Equity Act
SCS	Sustainable Community Strategy
SR	State Route
SRS	Safe Routes to Schools
STA	State Transit Assistance
STIP	State Transportation Improvement Program
STP	Federal Surface Transportation Program
TCM	Transportation Control Measures
TCRP	Transportation Congestion Relief Program
TDA	Transportation Development Act
TDM	Travel-Demand Management
ТЕР	Transportation Expenditure Plan
TFCA	Transportation Fund for Clean Air
TIP	Federal Transportation Improvement Program
TLC	Transportation for Livable Communities
ТМР	Traffic Management Plan
TMS	Transportation Management System
TOD	Transit-Oriented Development
TOS	Transportation Operations Systems
TVTC	Tri Valley Transportation Committee
VHD	Vehicle Hours of Delay
VMT	Vehicle miles traveled



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18th 17th 161 150 ΑСТС 980 14th 513th 0 Bu **Oakland City** 12th ¥ Center -12th St ППП 2 1 11 **BART Station** City Cer 10th Parking City Center Lake Merritt BART ÷ Garage Oakland 9th Station h (enter from Convention Metro Center 11th or 14th) 8th Center 7th 6th To San Francisco 880 To San Jose 5m コンコ 4th 0.8 3rd AMTRAK 2nd Depot 1 Embarcadero Alameda **Oakland Ferry** Jack London's Waterfront OAKLAND HARBOR BERKELEY 80 24 580 AND San Francisco / Oakland **Bay Bridge Alameda County Transportation Commission** 1333 Broadway, Suite 220 Oakland, CA 94612

Directions to the Offices of the Alameda County Transportation Commission:

1333 Broadway, Suite 220 Oakland, CA 94612

Public Transportation Access:

BART: City Center / 12th Street Station

AC Transit:

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

Auto Access:

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



ALAMEDA COUNTY TRANSPORTATION COMMISSION MINUTES OF JUNE 23, 2011 OAKLAND, CALIFORNIA

1. Call to Order/Pledge of Allegiance

Chair Green convened the meeting at 2:33 p.m.

2. Roll Call

Parmelee conducted the roll call to confirm quorum. The meeting roster is attached.

3. Public Comment

There was no public comment.

4.0 Chair/Vice-Chair's Report

Mayor Green stated that MTC has released The Pothole Report summarizing the Pavement Condition Index for each city in the Bay Area . In Alameda County, Dublin was the only city with a Very Good ranking with Hayward, Alameda, Fremont, Albany, and Berkeley ranking as Fair. Two cities, San Leandro and Oakland, are in the At-Risk category. The remaining cities, including Union City were ranked as Good. He then updated the Board on the June 22nd MTC Commission/ABAG Administrative Committee meeting and their actions taken on selecting land use and transportation options for the next steps in developing the Sustainable Community Strategy and Regional Transportation Plan.

5. Approval of Consent Calendar

- 5A. Minutes of May 26, 2011
- 5B. Approval of 2011 Congestion Management Program (CMP): CMP Roadway Network
- 5C. Review of Draft Vision and Priority Networks for the Alameda Countywide Bicycle and Pedestrian Plans
- 5D. Presentation of Results on San Leandro Transit Oriented Development Technical Assistance Program (TOD TAP) Project
- 5E. Approval of Allocation Request for FY 2010/11 Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) Funds
- 5F. I-580 Eastbound HOV Lane Widening Project (Project 420.5) Tri-Valley Corridor Improvement Project (MTC RM-2 Sub- Project 32.1d) – Approval of the Initial Project Report to Request Allocation of Regional Measure 2 Funds
- 5G. Approval of Authorization to Accept Construction Contract for the I-580/Castro Valley Interchanges Improvements (ACTIA No. 12)
- 5H. Safe Routes To School Program
- 5H1. Approval of Necessary Agreements for the Operations of the Alameda County Safe Route to School Program in FY 2011/12 and 2012/13
- 5H2. Approval of Necessary Agreements for the Operations of the Bike Mobile Program in FY 2011/12 and 2012/13
- 51. Approval of FY 2011-12 Measure B Strategic Plan

- 5J. Approval of Amendment No. 2 to Extend the Expiration Date of the Contract with URS Corporation Americas to Prepare Scoping Documents for the I-580 Westbound Express Lane Project
- 5K. Approval of Altamont Commuter Express (ACE) Baseline Service Plan for FY 2011 2012
- 5L. Approval of Paratransit Advisory and Planning Committee (PAPCO) Recommendations for Fiscal Year 2011/2012 Paratransit Program Plans and Budgets
- 5M. I-80 Integrated Corridor Mobility (ICM) Project Approval of Award of the Construction Contract for the San Pablo Corridor Arterial and Transit Improvement Project No. 6 (491.6)
- 5N. Westbound I-580 Express Lane Project (424.1) Approval of Consultant Team to Provide Preliminary Engineering and Environmental Document and Authorization to Execute a Contract
- 50. I-680 Sunol Express Lanes (ACTIA No. 8) Approval of Amendment to I-680 Sunol Smart Carpool Lane Joint Powers Agreement
- 5Q. Approval of Measure B Allocation for Preliminary Right of Way Activities for the Dumbarton Rail Corridor (ACTIA No. 25)
- 5R. Adoption of Staff Salary and Revised Interim Benefits Resolution for FY 2011-12 Resolution for FY 2011-12
- 5S. Approval of Amendment No. 1 to the Professional Services Agreement with Francis Fruzzetti (A10-0006) for Additional Utility Coordination and Transition Assistance Services

Director Harper requested removal of Item 5E and 5K for further discussion. He then went on and motioned to approve the Consent calendar as amended. Councilmember Henson seconded the motion. The motion passed 23-0.

A separate discussion was held on Item 5K- Approval of Altamont Commuter Express (ACE) Baseline Service Plan for FY 2011 and 2012. Director Harper expressed concern about the EIR estimated cost amount and suggested getting a team of experts on High Speed Rail to analyze the project before Alameda County committed to funding the EIR. He then went on and expressed concern about the size of the layover facility.

Staff clarified that the matter in front of the Board was actually an approval request to allocate two million dollars in Measure B funds to ACE for operations and maintenance for the next fiscal year. The matter was also a request to allocate four million dollars, of which 3.2 million would come from Measure B funds, for capital improvements for a total of six million dollars. The aforementioned two million for operations is a commitment under an agreement made in 2003 while the four million for capital improvements is a mandate of the Measure B expenditure plan, which was voted on by the counties constituents. The total ACE capital budget is approximately 80 million dollars.

Councilmember Kaplan motioned to approve Item 5E. Councilmember Henson seconded the motion. The motion passed 23-0.

Councilmen Harrison motioned to approve Item 5K. Director Blalock seconded the motion. This motion was passed 22-1.

6. Community Advisory Committee Reports

5A. Bicycle and Pedestrian Advisory Committee (BPAC)

Midori Tabata reported that BPAC met on June 9, 2011. BPAC provided input to the Programs Approach for the Countywide Pedestrian and Bicycle Plan Updates. She went on to report that BPAC appointed Jon

Spangler of Alameda to the BART Bicycle Accessibility Task Force. Finally, Ms. Tabata informed the Board that elections of new officers were held where appointments were made to Midori Tabata as Chair and Ann Welsh of Pleasanton as Vice Chair.

6B. Citizens Advisory Committee (CAC)

Barry Ferrier reported that the CAC annual organizational meeting was held last Thursday. Elections were held for Chair and Vice Chair. Cynthia Dorsey was elected chair and Barry Ferrier was elected Vice Chair. At the meeting there was a review of the bylaws, the 2011-2010 meeting calendar and the outreach goals for the 2011-2012 fiscal years. A request was made to the Board that a summary report on what took place at the Alameda CTC meetings be provided to the members of the public of each jurisdiction.

6C. Citizens Watchdog Committee (CWC)

James Paxson reported that CWC's last meeting was on June 13, 2011. This meeting was the CWC annual organizational meeting. During this meeting, James Paxson was appointed chair with Vice Chair Harriet Sanders. The meeting consisted of a review of the CWC bylaws, a review of the draft annual report and distributing options and finally a review of compliance reporting on the annual report. The next CWC meeting will be held on July 11, 2011.

6D. Paratransit Advisory and Planning Committee (PAPCO)

Sylvia Stadmire reported that PAPCO will be meeting on June 27, 2011. This meeting will be the annual meeting where officers will be elected and the Bylaws will be reviewed. PAPCO will also receive an update as well as provide input on the Countywide Bicycle and Pedestrian Plan. She informed the Board that their packet included recommendations for pass-through and minimum service level paratransit funding for fiscal year 2011-2012 as well as a flyer for the PAPCO Annual Mobility Workshop on July 12, 2011. She concluded by stating that they will be welcoming the first appointee from the City of Piedmont.

7. Planning, Policy and Legislation Committee Action Items

7A. Review of Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP) and Countywide Transportation Plan (CWTP)/ Transportation Expenditure Plan (TEP) Information

Beth Walukas made a presentation on the SCS, RTP and CWTP-TEP activities. Her presentation included a status update on MTC's performance assessment, Alameda CTC's evaluation of transportation investment packages, the process for moving from the recently released Initial Vision Scenario to the Alternative Land Use Scenarios that are scheduled to be released by ABAG in July and development of a Alameda Countywide land use scenario. She highlighted draft revenue projections and draft land alternative land use and transportation scenarios, as well as current countywide planning efforts and next steps.

Mayor Green wanted to know if there will any independent staff analysis of the five RTP/SCS Land Use Options. Ms. Walukas informed there will be discussions that go before the CWTP-TEP Committee and that staff would bring back an approach on how the options would be decided. ABAG and MTC staff have indicated that they will be working with the CMAs and local jurisdictions to develop the options, but nothing has been released yet.

This Item was for information only.

7B. Legislative Update

Tess Lengyel gave an update on the state budget that was submitted last week. She informed the Board that the Governor opposed the appropriations bill while the rest of the trailer bills are still in enrollment and have yet to be acted upon.

Ms. Lengyel went on and recommended support positions on state bills AB345, AB710, AB 348, AB1105. Supervisor Haggerty motioned to support bills AB 345, AB 348, AB1105. Councilmember Henson seconded the motion. The motion was passed 20-1. Mayor Green motioned to support bill AB 710. Supervisor Haggerty seconded the motion. The motion was passed 12-8 with 7 members being absent during the vote. Ms. Lengyel also provided an update on AB 1086, which is a bill that would allow Alameda County to exceed the 2% maximum for sales tax. The bill has been moved to the Senate side of the House and will be heard on July 6, 2011.

Supervisor Lockyer requested that staff look into a study to pilot use of devices that detect motorcycles and bicycles at traffic lights. Councilmember Starosciak commented on bill AB710. She said that the problem with the bill is the state mandate included in the bill requires any city to do a parking study even if the developer wants to have more parking then is required.

Washington DC Lobbyists were present to present an update on Federal Legislation. The lobbyist updated the Board on authorization and appropriations.

8 Programs and Projects Committee Action Items

8A. Approval of 2012 State Transportation Improvement Program (STIP) Principle

Matt Todd presented the Approval of 2010 State Transportation Improvement Program. The STIP is a fiveyear programming document adopted by the California Transportation Commission (CTC) which identifies transportation projects for state transportation funds. Staff is seeking Commission approval of principles by which the Alameda County share of the 2012 STIP will be programmed. The principles proposed for the 2012 STIP development includes a process to address projects identified in previous ACCMA STIP Resolutions. Director Harper motioned to approve this Item. Councilmember Henson seconded the motion. This motion was passed 20-0.

8B. Review of Vehicle Registration Fee Draft Program Guidelines

Matt Todd gave the Board a review of the Vehicle Registration Fee Draft Program Guidelines. These Program Guidelines will guide the Alameda CTC's administration of the Alameda County Measure F Vehicle Registration Fee Program. Alameda County has significant unfunded transportation needs, and this Fee will provide funding to meet some of those needs. He presented a summary of what the guidelines are which are consistent with ballet measure language. There will be a strategic plan that will serve as a five year look ahead as well as an annual implementation plan which will give a one-year focus. Mr. Todd provided information on four programs; the Local Roads Program, Transit Program, Local Transportation Technology and finally the Bikers & Pedestrian Program. He then went on and gave an update on the funding agreements for the Vehicle Registration Fee Program. He proposed that VRF and Measure B will have similar administrative policies and procedures and that staff is proposing to have these two agreements combined.

9. Finance and Administration Committee Action Items

9A. Update on the Status of Merger Activities

Art Dao gave the Board an update on the pending merger. He informed the Board that the first phase of the merger is complete including the development of the agency's organizational structure that will allow new employees to transition over to the new agency. He informed the board the financial and cost structure will require a few more months to complete but that the Consolidated Budget has been completed and will be presented at the meeting. Finally, he went on to inform that Board that the next step of the merger involves consolidating office space and working on negotiating leasing options with the landlord.

9B. Approval of the Proposed Fiscal Year 2011-2012 Consolidated Budget for the Alameda County Transportation Commission

Patricia Reavey presented the Proposed Fiscal Year 2011-2012 Consolidated Budget . The proposed budget contains revenues totaling \$170.8 million of which sales tax revenues comprise \$104.0 million, or 61 percent. In addition to revenues, the proposed budget also includes the projected FY2010-11 fund balance of \$226.1 million for total available resources of \$396.9 million. The revenues are offset by \$281.6 million in total expenditures of which \$202.4 million, or 72 percent, are allocated for capital project expenditures. The budget includes revenues and expenditures necessary to accomplish vital programs and planning projects for Alameda County. Director Blalock motioned to approve this Item. Mayor Javandel seconded the motion. This motion was passed 19-0.

10. Member Reports

Mayor Green informed and invited members of the public to the Sustainable Community Strategy Sessions held at the MTC.

11. Staff Reports

Art Dao welcomed Vanessa Lee, the Alameda CTC Clerk of the Board. He concluded by informing the Commission that the BART Board approved the second phase of the BART to Warm Springs project unanimously.

12. Adjournment: Next Meeting – July 28, 2011 at 2:30 PM

The meeting ended at 4:24 pm. The next meeting will be held on July 28, 2011 at 2:30 pm.

Attest by:

the Commission



1333 Broadway, Suites 220 & 300

Oakland, CA 94612

PH: (510) 208-7400

www.AlamedaCTC.org

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ALAMEDA COUNTY TRANSPORTATION COMMISSION BOARD MEETING ROSTER OF MEETING ATTENDANCE June 23, 2011

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1333 Broadway, Suite 300, Oakland, CA 94612

JURISDICTION/AGENCY	COMMISSIONERS	Initials	ALTERNATES	Initials
AC Transit	Greg Harper	1 QU	Elsa Ortiz	
Alameda County, District 1	Scott Haggerty, Vice Chair	WK .	William Harrison	Ad
Alameda County, District 2	Nadia Lockyer	NL		
Alameda County, District 3	Wilma Chan	1	Michael Gregory	DIEG
Alameda County, District 4	Nate Miley	Iam		Vn-
Alameda County, District 5	Keith Carson	KC	Kriss Worthington	
BART	Thomas Blalock	KAS	Robert Franklin - BART	
City of Alameda	Rob Bonta	AAS	Beverly Johnson	
City of Albany	Farid Javandel	T	Peggy Thomsen	
City of Berkeley	Laurie Capitelli	M	Kriss Worthington	
City of Dublin	Tim Sbranti	01	Don Biddle	
City of Emeryville	Ruth Atkin	RA	Kurt Brinkman	
City of Fremont	Suzanne Chan	In	William Harrison	
City of Hayward	Olden Henson	0.217	Marvin Peixoto	
City of Livermore	Marshall Kamena	(RD)	Jeff Williams	
City of Newark	Luis Freitas	BEF	Alberto Huezo	
City of Oakland	Larry Reid		Patricia Kernighan	
City of Odkidha	Rebecca Kaplan	NO	Jane Brunner	
City of Piedmont	John Chiang	Sm	Garrett Keating	
City of Pleasanton	Jennifer Hosterman		Cheryl Cook-Kallio	
City of San Leandro	Joyce R. Starosciak	Me	Pauline Russo Cutter	
City of Union	Mark Green, Chair	15-T	Emily Duncan	
	Zack Wasserman – WRBD	Bh		· · · · · · · · · · · · · · · · · · ·
LEGAL COUNSELS	Neal Parish – WRBD			
	Geoffrey Gibbs - GLG	(676)		

STAFF	Initials	STAFF/CONSULTANT	Initials
Arthur L. Dao – Executive Director	and	Yvonne Chan – Accounting Manager	D
Tess Lengyel – Deputy Director of Policy, Public Affairs and Legislation	æ	Gladys Parmelee – Office Supervisor and Interim Clerk of the Commission	grip
Beth Walukas –Deputy Director of Planning	iAn	Liz Brazil – Contract Compliance and Outreach Analyst	
Patricia Reavey – Director of Finance	PMR	Laurel Poeton – Assistant Transportation Planner	TQ .
Matt Todd - Manager of Programming	MI	Linda Adams – Executive Assistant	
Ray Akkawi – Manager of Project Delivery	Mix	Victoria Winn – Administrative Assistant III	
Saravana Suthanthira - Senior Transportation. Planner	ANY	Claudia Leyva - Administrative Assistant III	con
Diane Stark - Senior Transportation Planner	KS	Lei Lam – Senior Accountant	
Steve Haas – Senior Transportation Engineer	Sof	Vanessa Lee - Clerk of the Commissi	n Defre
John Hemiup – Senior Transportation Engineer	all	Frank R. Furger – Executive Director, I-680 JPA	
Vivek Bhat - Senior Transportation Engineer		James O'Brien	20
Arun Goel – Project Controls Engineer		Stefan Garcia	~
Sammy Ng – Senior Accountant			
Patty Seu - Accountant	E)		
Jacki Taylor – Programming Analyst	27.		

	NÁME	JURISDICTION / AGENCY	TELEPHONE	E-MAIL
1.	James Farion	ACTIA CWC	925.734.6500	james @ haven a ors
2.	EMILY BACQUE	CJLAKE	202-465 - 3000	ebacque@cj-lake.com
3.	Jim Copeland	CJLate	202 - 465-3000	jcopelander late ou
4.	Peb Vinn	Liversmore	925-960 4516	barvinna ci. hermine. w. ix
5.	Donna Lee	BART	510.464-6282	dlee @bart.gov
6.	NoraPody.	Transtom	740-3150 n	Drac Hanstermanca.org
7.	Dreft Horles	Alta /	5.0 540 5000	blondorpo, 1hm
8.	Joan Fisher	Alameda Ctc/u	A 570-208-7468	ontrach Mameda (JE:
9.	VAL I MHINN,	ACTIA CAC	5103151495	×
10.	BARRY FERRIER	R ALAMEDACTE-	CAC 510 489-4767	BEERRIERZO CS.COM
11.	seung (ho	ALAMEDA CTC	5102087472	4cho & alamedactz-17
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Memorandum

DATE: July 21, 2011

TO: Alameda County Transportation Commission

FROM: Planning, Policy and Legislation Committee

SUBJECT: Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments prepared by Local Jurisdictions

Recommendation

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

Summary

This item fulfills one of the requirements under the Land Use Analysis Program (LUAP) element of the Congestion Management Program (CMP). For the LUAP, Alameda CTC is required to review Notices of Preparations (NOPs), General Plan Amendments (GPAs), and Environmental Impact Reports (EIRs) prepared by local jurisdictions and comment on them regarding the potential impact of proposed land development on regional transportation system. Staff will report to the Alameda CTC Commission on comments made.

In June of 2011, staff reviewed six NOPs, GPAs and EIRs. Comments were submitted on one of them and are attached.

Attachment

Attachment A – Revised Comment letter for North Park Street Regulating Code

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Attachment A



Oakland, CA 94612

PH: (510) 208-7400 www.AlamedaCTC.org

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June 23, 2011

Mr. Andrew Thomas City of Alameda 2263 Santa Clara Avenue Alameda, CA 94501

SUBJECT: Revised Comments on the Notice to Preparation (NOP) of a Draft Environmental Impact Report (EIR) for the North Park Street Regulating Code

Dear Mr. Thomas:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for a Draft Environmental Impact Report (DEIR) for the City of Alameda. This project consists of a Draft North Park Street Regulation Code which is a new zoning code for the plan area. It is designed to implement the policies of the City of Alameda General Plan and the vision for development and reuse of the area established by the 2009 "Gateway District Strategic Plan."

From the information submitted in the NOP, it is not clear if the project will generate more than 100 p.m. peak hour trips above that which is allowable under the current general plan. If the project would generate more than 100 p.m. peak hour trips, the Alameda County Transportation Commission (Alameda CTC), on behalf of the Alameda County Congestion Management Agency (ACCMA) through the powers delegated to Alameda CTC by the joint powers agreement which created Alameda CTC, respectfully submits the following revised comments:

- The City of Alameda adopted Resolution No. 12308 on August 18, 1992 establishing guidelines for reviewing the impacts of local land use decisions consistent with the Alameda County Congestion Management Program (CMP). If the proposed project is expected to generate at least 100 p.m. peak hour trips over existing conditions, the CMP Land Use Analysis Program requires the City to conduct a traffic analysis of the project using the Countywide Transportation Demand Model for projection years 2020 and 2035 conditions. Please note the following paragraph as it discusses the responsibility for modeling. We understand that prior transportation analysis has been done for this project in the context of the recent General Plan Update. Please contact us to discuss whether the information produced in the prior analysis can be used for this purpose.
 - The CMP was amended on March 26th, 1998 so that local jurisdictions are responsible for conducting the model runs themselves or through a consultant. The Alameda CTC and ACCMA have a Countywide model that is available for this purpose. The City of Alameda and the ACCMA signed a Countywide Model Agreement on April 1, 2008. Before the model can be used for this project, a letter must be submitted to the Alameda

CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request.

Potential impacts of the project on the Metropolitan Transportation System (MTS) need to be addressed. (See 2009 CMP Figure 2). The MTS roads in the city of Alameda located in the project study area are; SR-61, Webster Street, Posey/Webster Tubes, Park Street, Fruitvale Avenue, Tilden Way, Lincoln Avenue, Fernside Blvd., and I-880.

- The DEIR should address all potential impacts of the project on the MTS roadway and transit systems. These include MTS roadways as shown in the attached map as well as BART and AC Transit. Potential impacts of the project must be addressed for 2020 and 2035 conditions.
 - Please note that the ACCMA and Alameda CTC have *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see chapter 6 of 2009 CMP for more information).
 - For the purposes of CMP Land Use Analysis, the 2000 Highway Capacity Manual is used.
- The adequacy of any project mitigation measures should be discussed. On February 25, 1993, the ACCMA Board adopted three criteria for evaluating the adequacy of DEIR project mitigation measures:
 - Project mitigation measures must be adequate to sustain CMP service standards for roadways and transit;
 - Project mitigation measures must be fully funded to be considered adequate;
 - Project mitigation measures that rely on state or federal funds directed by or influenced by the CMA must be consistent with the project funding priorities established in the Capital Improvement Program (CIP) section of the CMP or the Regional Transportation Plan (RTP).

The DEIR should include a discussion on the adequacy of proposed mitigation measures relative to these criteria. In particular, the DEIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and what would be the effect on LOS if only the funded portions of these projects were assumed to be built prior to project completion.

• Potential impacts of the project on CMP transit levels of service must be analyzed. (See 2009 CMP, Chapter 4). Transit service standards are 15-30 minute headways for bus service and 3.75-15 minute headways for BART during peak hours. The DEIR should

address the issue of transit funding as a mitigation measure in the context of the Alameda CTC / ACCMA policies discussed above.

- The DEIR should also consider demand-related strategies that are designed to reduce the need for new roadway facilities over the long term and to make the most efficient use of existing facilities (see 2009 CMP, Chapter 5). The DEIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. The Site Design Guidelines Checklist may be useful during the review of the development proposal. A copy of the checklist is enclosed.
- The EIR should consider opportunities to promote countywide bicycle and pedestrian routes identified in the Alameda Countywide Bicycle and Pedestrian Plan, which were approved in 2006. The approved Countywide Bike Plan and Pedestrian Plan are available at http://www.actia2022.com/app pages/view/58
- For projects adjacent to state roadway facilities, the analysis should address noise impacts of the project. If the analysis finds an impact, then mitigation measures (i.e., soundwalls) should be incorporated as part of the conditions of approval of the proposed project. It should not be assumed that federal or state funding is available.
- Local jurisdictions are encouraged to consider a comprehensive Transit Oriented Development (TOD) Program, including environmentally clearing all access improvements necessary to support TOD development as part of the environmental documentation.

Once again, thank you for the opportunity to comment. Should you have any questions or require any additional information, please do not hesitate to contact me at (510) 208-7405.

Sincerely,

ber Uklakes

Beth Walukas Deputy Director of Planning

Cc: Laurel Poeton, Assistant Transportation Planner File: CMP – Environmental Review Opinions – Responses - 2011 This page intentionally left blank



Memorandum

DATE: July 15, 2011

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: Approval of Transportation Fund for Clean Air (TFCA) Draft Program for the FY 2011/12 Remaining Balance

Recommendation

It is recommended the Commission approve the TFCA draft program for the FY 2011/12 remaining balance of \$623,556. A recommended draft program is attached.

Summary

It is recommended the Commission approve the attached draft staff recommendation for programming the TFCA FY 2011/12 remaining balance of \$623,556. The FY 2011/12 TFCA program was approved by the Alameda CTC Board at its May 26, 2011 meeting with the provision that a programming recommendation for the remaining balance would be brought to the Board for consideration at a future date. During May and June, ACTAC representatives were requested to propose additional projects. Any funds that remain unprogrammed as of November 2, 2011 will be reclaimed by the Air District. ACTAC recommended approval of the recommendation.

Background

TFCA is generated by a \$4.00 vehicle registration fee and collected by the Bay Area Air Quality Management District (Air District). As the TFCA Program Manager for Alameda County, the Alameda CTC is responsible for programming 40 percent of the four dollar vehicle registration fee that is collected in Alameda County for this program. Per the Alameda CTC TFCA Guidelines, 70 percent of the available funds are to be allocated to the cities/county based on population, with a minimum of \$10,000 to each jurisdiction. The remaining 30 percent of the funds are to be allocated to transit-related projects on a discretionary basis. All available TFCA funds are required to be completely programmed annually. A jurisdiction may borrow against its projected future share in order to receive more funds in the current year which can also help to facilitate the programming of all available funds in the current year. Projects proposed for TFCA funding are required to meet the eligibility and cost-effectiveness requirements of the TFCA Program.

The FY 2011/12 TFCA program was approved by the Alameda CTC on May 26, 2011 with a remaining balance of \$623,556. The recommended draft program for the remaining balance is attached. The recommendation includes \$421,000 for arterial management projects from the cities of Alameda and Hayward. Both of these cities currently have a large negative TFCA

balance and while it is generally preferred to program TFCA funds to agencies with positive TFCA balances, these projects are being recommended to comply with the Air District's requirement that all available TFCA County Program Manager funds be fully programmed each cycle.

The recommended draft program also includes \$52,356 for Oakland's Broadway shuttle. The recommendation is contingent upon receipt of additional project information and the completion of the required project evaluation. Oakland's request for FY 11/12 County Program Manager TFCA would be used as matching funds for the shuttle's anticipated Regional TFCA grant application for calendar year 2012. The total 2012 budget is estimated to be \$687,000, with \$429,000 estimated in future Regional TFCA funding (to be applied for in September 2011) and \$252,000 estimated from other local and private sources (which includes the \$52,356 County TFCA).

A final program is scheduled for Board consideration in September. Any funds that remain unprogrammed as of November 2, 2011 will be reclaimed by the Air District.

Attachment

Attachment A: TFCA Draft Program for the FY 2011/12 Remaining Balance

Transportation Fund for Clean Air (TFCA) Recommended Draft Program for the FY 2011/12 Remaining Balance, July 2011

Sponsor	Project Name	Project Description	Total Project Cost	TFCA Requested	TFCA Share Balance	Draft Cost- effectiveness (TFCA \$/ton)	Amount Recommended	Notes
70% City/Cou	nty Share							
Alameda	Park St. Arterial Management	Park Street Corridor Operations Improvement Project. Signal timing and coordination improvements and installation of flashing beacons as advance warning for bridge, 1-880 traffic, and increased activity on the Rail Rd. Xing.	\$964,250	\$230,900	\$ (318,660)	\$ 80,411		Project evaluated at 2 years cost effectiveness.
Albany	Buchanan Bike Path	Construction of the Buchanan Bikeway along the south side of Marin Avenue/Buchanan Street from San Pablo Avenue to the Buchanan Bridge overcossing. Proposed matching funds for existing federal funding.	\$2,511,000	\$100,000	\$ 55,245	\$ 76,362		High priority project in county bike plan
Hayward	Arterial Mgmt 10ALA04 Post- project Retiming	Additional funding for TFCA project 10ALA04 to complete the required post-project retiming for arterial management projects evaluated at 4 years of cost effectiveness.	\$50,300	\$50,300	\$ (285,054)	\$47,000- \$89,000	\$50,300	Additional \$1,000 - \$15,000 for each segment
Hayward	Arterial Management	Arterial Management on Clawiter Road. from Winter Avenue to Enterprise Avenue.	\$218,000	\$218,000	\$ (285,054)	\$ 89,997		Project evaluated at 2 years cost effectiveness.
Oakland	Broadway Shuttle	Funding for existing daytime operations for calendar year 2012. Requesting matching funds for 2012 TFCA regional grant.	\$687,000	\$52,000	\$ 267,392	TBD		Project evaluation is pending. Budget assumes \$429,000 of future Regional TFCA and \$252,000 from other local and private sources.
	1	Total		\$651,200			\$623,556	1

	Final Program Summary - Updated July 2011											
TFCA Share	То	tal Request	TFCA Available To Program		lost		Total Programmed May 2011	Total Recommended July 2011		Difference		
Total TFCA 70%		\$877,816	\$	1,416,922	\$779,316	\$623,556	\$	14,050				
Total TFCA 30%	\$	429,489	\$	415,439	\$429,489	\$0	\$	(14,050)				
Total TFCA	\$	1,307,305	\$	1,832,361	\$ 1,208,805	\$ 623,556	\$	-				

Summary of Transportation Fund for Clean Air (TFCA) FY 2011/12 Program, approved May 26, 2011

Sponsor Project Name		Project Description T		TFCA Requested	TFCA Balance		Cost- effectiveness (TFCA \$/ton)		Amount ecommended
70% City/Cou	unty Share								
Alameda County	Mattox Road Bike Lanes	Install new Class 2 bike lanes (in both directions) on Mattox Rd. between Foothill Blvd and Mission Blvd.	\$40,000	\$40,000	\$	58,290	\$ 49,31	6	\$40,000
California State University, East Bay	CSUEB - 2nd Campus to BART Shuttle	Implementation of a second shuttle bus for a.m. and p.m. peak hour service at the Cal State East Bay campus connecting to the Hayward BART station. Requesting two years of funding for operations (FYs 11/12 & 12/13).	\$514,000	\$194,000	\$	-	\$ 63,28	3	\$194,000
California State University, East Bay	Transportation Demand Management Program	Pilot Transportation Demand Management and Trip Reduction program at the Cal State East Bay to encourage the use of driving alternatives for staff, faculty and the University students. Requesting funding for FY 11/12.	\$52,000	\$52,000	\$	-	\$ 36,71	9	\$52,000
Fremont	North Fremont Arterial Management	Improved arterial operations along four corridors in North Fremont: Fremont Blvd, Decoto Rd, Paseo Padre Pkwy, and Alvarado Blvd. Some signal system equipment upgrades. New signal coordination timings will be implemented at all signalized project intersections.	\$265,000	\$265,000	\$	307,765	\$ 64,93	1	\$256,000
Oakland	Traffic Signal Synchronization along Martin Luther King Jr. Way	Along Martin Luther King Jr. Way, synchronization of traffic signals at four intersections between 55th and Hwy 24 and installation of detection equipment at the Hwy 24 WB on-ramp intersection.	\$125,000	\$125,000	\$	392,392	\$ 88,82)	\$125,000
Pleasanton	Pleasanton Trip Reduction Program	The project consists of a three-pronged approach to reducing trips through various employer-based, residential-based and school-based programs. Funding for FY 11/12.	\$148,000	\$52,816	\$	32,836	\$ 59,62	2	\$52,816
San Leandro	San Leandro LINKS Shuttle	Free shuttle providing service from the San Leandro BART station to businesses in West San Leandro. Shuttle runs every 20 min, Mon - Friday from approx. 5:45am - 9:45 am & 3pm - 8pm. Two years of operations funding (FYs 11/12 & 12/13).	\$629,000	\$149,000	\$	83,613	\$ 89,67.	2	\$59,500
		Total	\$1,773,000	\$877,816					\$779,316
				70%	TFC	A Availab	le to Program	\$	1,416,922
						<u> </u>	ned May 2011		779,316
				Re	emain	ing City/C	ounty Balance	\$	637,606

Sponsor	Project Name	Project Description Total Project TFCA TFCA Requested Balance				Cost- effectiveness (TFCA \$/ton)	Amo Recomm	
30% Transit I	30% Transit Discretionary Share							
Alameda CTC	Alameda County Guaranteed Ride Home (GRH) Program	The GRH program provides a "guaranteed ride home" to registered employees in Alameda County as an incentive to use alternative modes of transportation (bus, train, carpool, vanpool, etc.) to get to work. Two years of funding (FYs 11/12 & 12/13).	\$245,000	\$245,000	NA	\$ 20,093	\$2	45,000
LAVTA	Route 9 Shuttle BART/Hacienda Business Park	Route 9 provides service to the Dublin/Pleasanton BART Station and major employment centers within the City of Pleasanton. Funding for FY 11/12 operations.	\$343,575	\$42,947	NA	\$ 83,166	\$	42,947
LAVTA	Route 10 - Dublin/ Pleasanton BART to Livermore ACE Station	Route 10 services the Dublin/Pleasanton BART, ACE Livermore stations and Lawrence Livermore National Laboratory (LLNL). Funding for FY 11/12 operations.	\$3,825,450	\$141,542	NA	\$ 26,165	\$1 [,]	41,542
		Total	\$4,414,025	\$429,489			\$4	29,489
			30% TFCA Available to Program				\$4	15,439
				Amount Programmed May 2011				29,489
			Remaining Transit Balance				\$ (14,050)
	Total FY 11/12 Remaining Balance					naining Balance	\$ 6	23,556



Memorandum

DATE:	July 15, 2011
то:	Alameda County Transportation Commission
FROM:	Programs and Project Committee
RE:	Approval of Process for Capital Project Element of Alameda County's Safe Routes to School Capital Program

Recommendation

It is recommended that the Commission approve the process to select the Capital Projects Element of the Safe Routes to School (SR2S) Program with an option to defer programming to Federal Fiscal Year (FFY) 2012/13 if proposed projects cannot meet FFY 2011/12 deadlines. The Call for Projects is proposed to be released on July 29, 2011.

Summary

The Countywide SR2S Program approved last year (July 2010) by the Alameda CTC Board included approximately \$1.3 million for a Capital Program. The Capital Program includes two primary elements: the Capital Project element with \$600,000 in Federal Congestion Mitigation and Air Quality (CMAQ) funds, and the Project Support element with \$700,000 from a combination of Federal Surface Transportation Program (STP) and CMAQ funds.

Under the Federal STP/CMAQ funding requirements, only certain SR2S capital projects are eligible to receive CMAQ funding. Consistent with past practices, project readiness will be a primary consideration for project selection as the selected project(s) must have a completed Federal Authorization Request Package submitted to Caltrans Local Assistance by February 1, 2012, in order to receive the FY 2011-12 CMAQ funds. In addition, eligible projects that are selected to receive federal funds must have the funds obligated through the Caltrans Local Assistance Office by April 30, 2012. The deadline for federal funding obligation is prescribed by the Metropolitan Transportation Commission's (MTC) Regional Project Funding Delivery Policy (MTC Resolution No. 3606). ACTAC recommended approval of the recommendation.

Background

At its July 2010 meeting, the Alameda CTC Board approved a \$3.6 million Countywide SR2S Program which included \$2.3 million for the SR2S Operations and \$1.3 million for the Capital

Program. The Capital Program includes two primary elements. The Capital Project element includes \$600,000 of Congestion Mitigation and Air Quality (CMAQ) funding that will support the overall SR2S program by providing resources for physical improvements that have been identified though prior SR2S efforts. The Project Support element includes \$700,000 of a combination of Surface Transportation Program (STP) and CMAQ funds intended to support development of new capital projects and ongoing SR2S operations.

Capital Project Element:

The Countywide SR2S Program approved by the Alameda CTC Board on July 22, 2010 included \$600,000 of federal funding for capital improvements.

Projects are to be eligible for federal Congestion Mitigation and Air Quality (CMAQ) funding. Examples of CMAQ-eligible SR2S projects include the following:

- Improvements to school drop off zones
- Address gaps in the route to the school
- Constructing bicycle and pedestrian facilities (lanes, paths, bike racks, support facilities, etc.) that are not exclusively recreational and reduce vehicle trips
- Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas
- New construction and major reconstructions of paths, tracks, or areas solely for the use by pedestrian or other non-motorized means of transportation
- Traffic calming and speed reduction improvements
- Sidewalk improvements
- Pedestrian and bicycle crossing improvements
- Traffic control devices
- Traffic diversion improvements

The funding is available for programming in FFY 2011/12, so proposed projects would need to be obligated by April 30, 2012 per the Metropolitan Transportation Commission's (MTC) Regional Project Funding Delivery Policy (MTC Resolution No. 3606). Readiness will be a primary consideration as authorizing FFY 11/12 CMAQ funds will require submittal of the complete federal authorization (E-76) request package to Caltrans Local Assistance by February 1, 2012.

The Call for Projects is proposed to be released on July 29, 2011. The time required to process TIP amendments and submit requests for federal authorizations necessitates an accelerated programming schedule. Applications are proposed to be due to the Alameda CTC by Friday, August 19, 2011. Staff is working with MTC on the schedule / process to include the selected projects into the TIP. MTC staff has provided the option of rolling over the funds to FFY (2012/13). It is recommended that programming be deferred to FFY 2012/13 if proposed projects cannot meet FFY 2011/12 deadlines. The draft and final SR2S capital program is scheduled to be considered by the Alameda CTC Committees and Board in September and October 2011, respectively.

Proposed Schedule

Date	Activity				
July 29, 2011	Release Call for Projects				
August 19, 2011	Applications due to Alameda CTC				
September 2011	Approve Draft Project list				
October 2011	Approve Final Project list				
February 1, 2012	E-76 Requests due to Caltrans Local Assistance				

Fiscal Impact

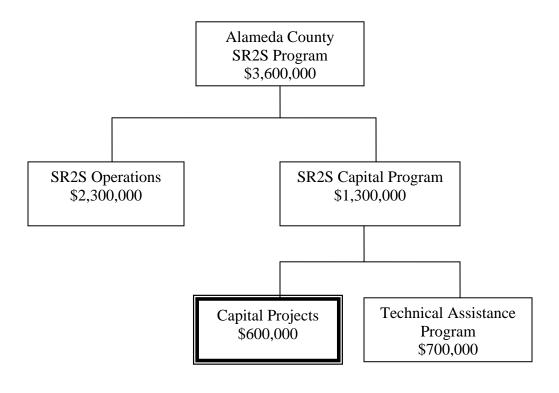
Approval of the recommended action will have no significant fiscal impact. Funds to implement the project are assumed in the FY 2011/12 Alameda CTC budget.

Attachments

Attachment A:	Alameda County Safe Routes to School Program Summary
Attachment B:	Principles for Alameda County Safe Routes to School Program Capital
	Projects Element

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Alameda County Safe Routes to School Program Summary



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Principles for Alameda County Safe Routes to School Program Capital Projects Element

<u>Project Eligibility</u> - Proposed Capital Projects will need to be eligible for federal CMAQ funding Eligibility

<u>Project Readiness</u> – Readiness will be a primary consideration as authorizing FFY 11/12 CMAQ funds requires submittal of the complete federal authorization (E-76) request package to Caltrans Local Assistance by February 1, 2012. Projects environmentally cleared; Ready to go into Construction

<u>Minimum Grant Size</u> - Grants requested per project cannot be programmed for less than \$250,000 (MTC Policy).

<u>Local Match</u> - Projects funded with STP or CMAQ funding requires a non-federal local match. Project sponsors are required to provide the non-federal match, which is subject to change. Currently, the local match for the RBP and LSR Program is 11.47% of the total project cost. The FHWA will reimburse up to 88.53% of the total project cost.

<u>SR2S Efforts</u> - Proposed project identified through a prior SR2S planning effort or included in an existing walking audit.

ACTAC Discussion

ACTAC unanimously approved the staff recommendation with an option to defer programming to Federal Fiscal Year (FFY) 2012/13 if projects that can meet FFY 2011/12 deadlines are not available. ACTAC also discussed pros and cons of programming the available funds in the current Federal Fiscal Year (FFY 2011/12) or rolling over the funds to the next FFY 2012/13. Follow up actions include Alameda CTC staff polling agencies regarding potential candidate projects.

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Memorandum

DATE: July 15, 2011

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

RE: Review of the 2012 State Transportation Improvement Program (STIP) Fund Estimate

Recommendation

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

Summary

The California Transportation Commission (CTC) updates the STIP biennially, in evennumbered years. Each coordinated statewide STIP update is roughly a one-year process, with the 2012 STIP update starting spring 2011. The STIP is a five-year programming document adopted by the CTC which identifies transportation projects for state transportation funds. Projects that have been funded through the STIP include State highways, local roads, transit, intercity rail, pedestrian and bicycle facilities, intermodal facilities, and safety. Each STIP cycle makes available two new years of funding to program. The 2012 STIP will cover fiscal years 2012/2013 -2016/17.

The overall process for the development of the STIP begins with the development of the STIP Fund Estimate. The STIP Fund Estimate serves as the basis for determining the county shares for the STIP and the amounts available for programming each fiscal year during the five-year STIP period. Typically, the county shares represent the amount of new STIP funding made available in the last two years of a given STIP period. The California Transportation Commission (CTC) approved the final assumptions for the 2012 STIP Fund Estimate in May 2011.

At the June 2011 meeting, the CTC approved a Statewide 5-year summary forecast of the Draft 2012 STIP Fund Estimate (Attachment A). The fund estimate indicates negative balances in the first year (FY 2012/13) and is subject to change based on the State Budget that is approved. The information released by the CTC did not include a county level detail of funds available. Attachment B is the Metropolitan Transportation Commission (MTC) staff estimate of the STIP funding anticipated in the Bay Area Region. Alameda County's STIP share ranges between a high of \$45 Million and a low of \$18 Million based on different budget scenarios.

The Transportation Enhancement (TE) funds will be included in the overall amount received and would range from 25% to 60% of the STIP amount received (based on range of budget scenarios).

The CTC is scheduled to adopt a final Fund Estimate in August 2011.

Fiscal Impact

There is no fiscal impact at this time.

Attachments

Attachment A:	Draft 2012 Fund Estimates
Attachment B:	Estimated 2012 STIP County Shares

Attachment A

DRAFT 2012 FUND ESTIMATES

5 12 -

The Department of Transportation (Department) is providing the California Transportation Commission (Commission) with a five year estimate of available state and federal funds on June 22, 2011. Due to timing constraints, this is 23 days before the due date as required by Section 14524(a) of the Government Code. Because the State Budget is not currently in place, there may be significant changes between this Draft Fund Estimate and the adopted 2012 Fund Estimate. The enclosed packet contains a draft summary of the total funding available and program capacities over the 2012 Fund Estimate period, and the Draft 2012 Fund Estimate tables for the State Highway Account and Federal Trust Fund, the Public Transportation Account, and the Aeronautics Account.

The Draft 2012 Fund Estimate displays a forecast of \$11.5 billion of program capacity for the State Highway Operation & Protection Program and \$3.5 billion of program capacity for the State Transportation Improvement Program for the five-year period covering 2012-13 through 2016-17.

This estimate does not include Assembly Bill (AB) 115 as this bill has not been signed into law as of June 17, 2011. AB 115 would forgive about \$1 billion in loans from transportation funds to the General Fund.

The Department will continue to work with Commission staff to consider and implement suggestions prior to the adoption of the Fund Estimates at the Commission's August 10-11, 2011, meeting. Once the 2011-12 Budget Act is signed, the final Fund Estimates will be updated as needed.

Draft Estimated Program Capacity Available, All Funds Fund Estimate Five-Year Period (\$ millions)

	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	5-Year Total	6-Year Total
2012 FE SHOPP Target Capacity	\$2,050	\$2,000	\$2,300	\$2,400	\$2,400	\$2,400	\$11,500	\$13,550
2010 SHOPP Program ¹	2,045	1,950	2,005	0	0	0	3,955	6,000
Net Difference	\$5	\$50	\$295	\$2,400	\$2,400	\$2,400	\$7,545	\$7,550
Cumulative Difference	\$5	\$55	\$350	\$2,750	\$5,150	\$7,550		
					· · · · ·		5-Year	6-Year
2012 FE STIP Target Capacity	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	Total	Total
SHA Program Capacity	\$550	\$550	\$550	\$600	\$650	\$650	\$3,000	\$3,550
TE Program Capacity	83	83	83	83	83	83	416	499
PTA Program Capacity	25	25	25	25	25	25	125	150
TFA Available Capacity ²	229	0	0	0	0	0	0	229
Total 2012 FE STIP Target Capacity	\$887	\$658	\$658	\$708	\$758	\$758	\$3,541	\$4,427
2010 STIP Program ³	763	792	499	612	· 0	0	1,902	1,902
Net Difference	\$123	(\$133)	\$159	\$96	\$758	\$758	\$1,638	\$2,525
Cumulative Difference	\$123	(\$10)	\$149	\$245	\$1,003	\$1,762		

Notes:

General note: Program capacity includes construction, right-of-way, and capital outlay support.

¹ 2010 SHOPP Program totals from Transportation Programming as of May 16, 2011.

² TFA available capacity represents unallocated funding available for commitment to STIP projects.

³ 2010 STIP Program estimates as of June 30, 2011 (provided by Commission staff).

۹,

Attachment B

5-Year FE

Estimated 2012 STIP County Shares (as of 6/23/11) Metropolitan Transportation Commission Preliminary Draft Based On June 2011 Draft Fund Estimate Based on 5-year Fund Estimate Period FY 2012-13 through FY 2016-17 All numbers in millions

			Low Range (all AB 115 from STIP)	Mid Range (AB 115 split between STIP and SHOPP)	High Range (all AB 115 from SHOPP, or no AB 115)
Estimated Fi	und Estimate	e for STIP	666	1,152	1,638
	75%	for RTIP	500	864	1,229
		MTC	88	152	216
County	% State %	% Region	Low Shares	Mid Shares	High Shares
Alameda	3.6%	20.6%	18	31	45
Contra Costa	2.4%	13.3%	12	20	29
Marin	0.7%	3.9%	3	6	8
Napa	0.4%	2.4%	2	4	5
San Francisco	1.9%	10.5%	9	16	23
San Mateo	1.9%	11.0%	10	17	24
Santa Clara	4.3%	24.1%	21	37	52
Solano	1.1%	6.3%	6	10	14
Sonoma	1.4%	7.8%	7	12	17
Totals	17.6%	100.0%	88	152	216

Estimated 2012 RTIP-TE County Shares (as of 6/23/11)

Based on 5-year Fund Estimate Period FY 2012-13 through FY 2016-17

(TE funds included in amounts shown above)

All numbers in millions

	•		TE	TE	TE
Estimated Fi	und Estimate	e for STIP	416	416	416
	75%	for RTIP	312	312	312
		MTC	55	55	. 55
County	% State %	% Region	TE Shares	МТС	County
Alameda	3.6%	20.6%	11	6	6
Contra Costa	2.4%	13.3%	7	4	4
Marin	0.7%	3.9%	2	1	1
Napa	0.4%	2.4%	1	1	1
San Francisco	1.9%	10.5%	6	3	3
San Mateo	1.9%	11.0%	6	3	3
Santa Clara	4.3%	24.1%	13	7	7
Solano	1.1%	6.3%	3	2	2
Sonoma	1.4%	7.8%	4	2	2
Totals	17.6%	100.0%	55	27	27

J:\PROJECT\Funding\RTIP\12 RTIP\[Est 2012 STIP Shares Jun-11.xls]MTC ShareCalc - 6 years

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Memorandum

DATE: July 21, 2011

TO: Alameda County Transportation Commission

FROM: Programs and Project Committee

SUBJECT: Update on Programs and Vehicle Registration Fee Master Funding Agreements

Recommendation

This item is for information only and no action is requested. This item provides an update on the development of integrated master funding agreements for Measure B Programs pass-through and Vehicle Registration funds with transit operators, Alameda County, and 14 local jurisdictions.

Background

Transit agencies, Alameda County, and local jurisdictions receive Measure B "pass-through funds" for four types of programs: bicycle and pedestrian, local streets and roads, mass transit, and paratransit. Transit agencies include the Alameda-Contra Costa Transit District (AC Transit), the San Francisco Bay Area Rapid Transit District (BART), the Water Emergency Transportation Authority, the San Joaquin Regional Rail Commission (the operator of the Altamont Commuter Express service), the Livermore Amador Valley Transit Authority (LAVTA), and Union City Transit. Other Measure B Pass-Through Funding recipients include all cities in Alameda County (Alameda, Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, Pleasanton, San Leandro, and Union City) and the County itself.

The Alameda County Transportation Improvement Authority (ACTIA) executed funding agreements with these agencies/jurisdictions shortly after the measure began in 2000 as follows:

- Bicycle and Pedestrian Safety: Agreements with Alameda County and 14 cities began in 2002.
- Local Streets and Roads: Agreements with Alameda County and 14 cities began in 2002.
- Mass Transit: Agreements with five transit agencies began in 2002.
- Paratransit: Agreements with three transit agencies and 11 cities began in 2002. In 2003, ACTIA revised these agreements, and in 2007, ACTIA again revised the agreements with the agencies and cities.

The majority of these agreements expire in mid-2012.

Vehicle Registration Fee Program Considerations

The Measure F Alameda County Vehicle Registration Fee (VRF) Program was approved by the voters on November 2, 2010, with 63 percent of the vote. The fee will generate about \$11 million per year through a \$10 per year vehicle registration fee. As the congestion management agency for Alameda County, the Alameda CTC will distribute these funds to four main types of programs:

- Local streets and roads (60 percent)
- Transit (25 percent)
- Local transportation technology (10 percent)
- Bicycle and pedestrian projects (5 percent)

Rather than create separate agreements with the agencies and jurisdictions that will receive these funds as well as Measure B funds, staff will incorporate language in the master funding agreements that specify the types of funds that the agencies/jurisdictions can receive from the Commission, including grant funds and VRF funds, and funding and reporting requirements.

Master Agreement Update Schedule and Process

The schedule below shows the timeline for production and execution of the master funding agreements. Before finalizing the agreements, staff plans to bring the master funding agreement policies and templates for review and input to the Alameda County Technical Advisory Committee, the Paratransit Technical Advisory Committee, a Citizens Watchdog Committee Compliance subcommittee, the Paratransit Advisory and Planning Committee, as well as to the Commission standing committees and the Commission as a whole.

Because there will be policy-level implications regarding proposed changes in the agreements, staff will bring policy considerations for discussion in September. Once those are vetted in September, draft agreements will be prepared for review in October by the committees with the aim of receiving final approval of the master funding agreement templates in December and full execution by February/March 2012. The proposed development schedule is below:

Master Funding Agreement Development Tasks	COMPLETION DATE	
Update Committees on Master Funding Agreements Schedule	July 2011	
Review Draft Policy Considerations for the Master Agreements	September 2011	
Review Draft Master Agreement Templates	October 2011	
Review Final Draft Master Agreement Templates	November 2011	
Commission Adoption of Master Funding Agreement Templates	December 2012	
Execute Master Funding Agreements	January – March 2012	
Allocation of Funds Pursuant to Master Agreements	March-April 2012	

Fiscal Impact

There is no fiscal impact at this time.

Alameda CTC Commission Meeting 07/28/11 Agenda Item 5G

The Pothole **Report: Can the Bay Area** Have **Better Roads?**

June 2011



METROPOLITAN TRANSPORTATION COMMISSION



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The Pothole Report: Can the Bay Area Have Better Roads?

June 2011

Metropolitan Transportation Commission

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Executive Summary

The condition of pavement on the Bay Area's local streets and roads is fair at best. The typical stretch of asphalt shows serious wear and will likely require rehabilitation soon. At 66 out of a possible 100 points, the region's average pavement condition index (PCI) score is now far closer to the 60-point threshold at which deterioration accelerates rapidly and the need for major rehabilitation becomes much more likely than to the 75-point score that MTC established as a target for roadway quality in its long-range *Transportation 2035 Plan* adopted in 2009. Indeed, despite efforts by the Commission and the region's local governments, overall conditions on our 42,500 lane-miles of city streets and county roads essentially are the same as they were in 2001, a decade ago.

Improved pavement quality can play a small but important role in meeting state targets for curbing greenhouse gas emissions. Not only does better pavement promote better vehicle fuel economy (and hence fewer emissions), but low-cost preventive maintenance also requires less asphalt and fewer heavy truck trips than major roadway rehabilitation projects, and new, cleaner application methods can also cut down on emissions. As the Bay Area works to achieve state targets for greenhouse gas emission reductions and to develop the Sustainable Communities Strategy mandated by state Senate Bill 375 (Steinberg, 2008), the time is right for an updated analysis of the region's local streets and roads.

Fresh Data, New Developments

Building on the foundation established in MTC's original *Pothole Report*, published in 2000, this update includes both a primer on the cost and life cycle of pavement and a comprehensive look at the current state of the Bay Area's local streets and roads network, featuring a jurisdiction-by-jurisdiction ranking of the 2010 PCI scores of the region's nine counties and 101 cities. This report also provides a briefing on two important new developments in the pavement management field:

- **Cold In-Place Recycling:** a relatively new and highly promising technique that has been shown to cut asphalt rehabilitation costs by 20 percent to 40 percent, and to reduce greenhouse gas emissions from pavement repair projects by eliminating the need to produce new paving material or transport it to the worksite; and
- **Complete Streets:** a design approach for urban neighborhoods in which the entire streetscape, from sidewalk to sidewalk, is geared for safe access and use by pedestrians, bicyclists and transit riders as well as motorists. Common ele-



ments typically include bike lanes, sidewalk bike racks, transit stops, pedestrian signals, street trees and curb ramps. Building Complete Streets requires a somewhat larger construction investment, but the benefits of this spending are spread to a wider spectrum of road users.

Scarce Funding Puts Premium on Prevention Practices

Funding for roadway maintenance typically comes from a range of sources, including the state gasoline tax, county sales taxes, and local sources such as city or county general funds, bonds and traffic-impact fees. But as the need for maintenance grows, the available funding from these sources has been shrinking. Not only are general fund contributions declining, but the state gas tax loses an average of 3 percent of its purchasing power each year due to inflation. County transportation sales taxes typically dedicate less than 25 percent of revenues to local street and road maintenance, and receipts from these taxes have fallen sharply in recent years due to the deep economic recession that began in 2007.

To help cities and counties get the biggest bang for their buck, MTC has long advocated pavement preservation. A municipality that spends \$1 on timely maintenance to keep a section of roadway in good condition would have to spend \$5 to restore the same road if the pavement is allowed to deteriorate to the point where major rehabilitation is necessary. All 109 Bay Area jurisdictions — and over 300 additional public agencies nationwide — now use MTC's StreetSaver® pavement management software to inventory their street networks, determine maintenance needs and devise maintenance programs based on available revenues.

Fixing the Fiscal Pothole

While pavement quality has rebounded slightly in recent years and now stands about where it did a decade ago, the challenge of boosting the regional average to "good" (a goal of MTC's *Transportation 2035 Plan*) is more daunting — and more expensive — than ever.

MTC estimates that meeting the Transportation 2035 goal of a local street and road network in "good" condition (average PCI score of 75) will require \$25 billion, or \$1 billion a year through 2035. This level of investment is nearly three times higher than the current \$351 million spent annually by all sources on roadway maintenance. Fixing this fiscal pothole will be a local and regional challenge as we move toward adoption (in 2013) of *Plan Bay Area*, the comprehensive regional plan that will guide transportation investment in the nine Bay Area counties through 2040.





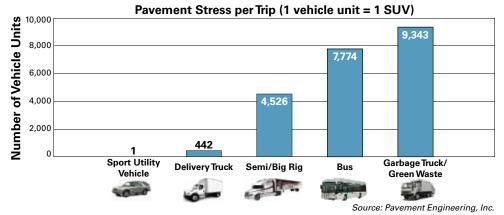
Pavement Preservation and Pavement Management

Streets and roads take a beating under the weight of traffic. The first sign of distress on surface pavement is usually cracking. While cracks may not immediately alter the pavement's ride quality, they expose the sub-base of the roadway to water leaking through the surface layer. In time, water erodes pavement strength and cracks begin to lengthen and multiply, forming networks of interconnected cracks referred to as "alligator cracking."

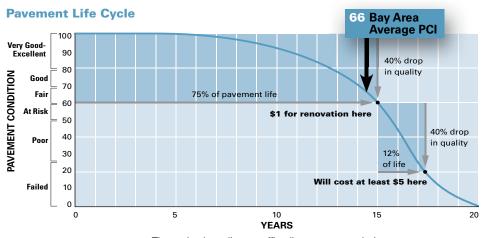
At this point, the pavement is no longer able to sustain the weight of traffic and the cracked pavement disintegrates, forming depressions more familiarly known as potholes. Since potholes result from damage to the roadway's sub-base, once they appear — regardless of whether or not they are patched — the roadway will continue to deteriorate until it reaches a failed state.

Heavy vehicles such as trucks and buses put far more stress on pavement than does a passenger car. A bus exerts more than 7,000 times the stress on pavement than does a typical sport utility vehicle. And a garbage truck exerts more than 9,000 times as much stress as an SUV. Not surprisingly, cracks appear more quickly on streets with large traffic volumes and/or heavy use by trucks and buses. And these roadways need maintenance more frequently than residential streets with comparatively light vehicle traffic.

Relative Impact of Vehicle Types on Pavement Conditions



About 28 percent of the Bay Area's local road mileage consists of arterial and collector roadways, which are heavily used by both trucks and buses. The pounding that pavement receives from trucks and buses can be especially problematic in more rural parts of the Bay Area, where many roadways have not been designed to accommodate heavy vehicles but which are nonetheless used by growing numbers of trucks carrying goods between farms and cities. Page 42



Time varies depending on traffic, climate, pavement design, etc. The most cost-effective way to maintain a roadway is to address cracks in the pavement as soon as they surface. Just as regular oil changes are far less expensive than a complete engine rebuild, it is five to 10 times cheaper to properly maintain streets than to allow them to fail and then pay for the necessary rehabilitation (see chart above). Deteriorating pavement carries private costs as well. A 2010 report by TRIP, a nonprofit organization that researches, evaluates and distributes technical data on highway transportation issues, estimated that drivers in the San Francisco-Oakland area pay an extra \$706 in annual operating costs for each vehicle as a result of roadway conditions¹.

The Importance of Early Intervention

The Bay Area has long emphasized the importance of early intervention through the adoption of proactive maintenance strategies, better education in pavement preservation concepts, and regional policies that give cities and counties incentives to practice pavement preservation on their street and road networks. MTC's *Transportation 2035 Plan* reaffirms this overall approach by conditioning regional funds for local street and road maintenance not only on need and level of system usage but also on preventive-maintenance performance.

By contrast, cities and counties that spend almost all of their paving budgets to fix only a handful of failed roadways, instead of proactively maintaining a much larger percentage of their network that is still in good condition, are practicing what is known as a "Worst First" strategy. With this approach, the good roads for which maintenance is deferred soon fall into disrepair and require more extensive and costly treatments.

Best and Worst Bay Area Roads

Many factors affect a city's or county's pavement condition index, or PCI score. These include pavement age, climate and precipitation, traffic loads and available maintenance funding. A municipality with new housing developments and new streets may have a high overall PCI, while an older, urbanized jurisdiction may have a much lower PCI, even though both are practicing pavement preservation. Cities and counties that practice preventive maintenance will have lower longterm pavement costs and will safeguard their investment in local streets and roads. For a full listing of Bay Area jurisdictions' pavement conditions, please go to page 15.

Bay Area Jurisdictions With Best and Worst Pavement Conditions in 2010, Based on 3-Year Average PCI Scores

Best PCI Ratings	Worst PCI Ratings
Brentwood – 86	Rio Vista – 42
Belvedere – 84	Larkspur – 45
Dublin – 82	Sonoma County – 45*
Los Altos - 82	St. Helena – 46
Foster City – 81	Orinda – 49

*Unincorporated area



- MTC pavement management software designed specifically for cities and counties.
- Over 400 users including Seattle, Portland, San Francisco, San Jose, Stanford University, US Forest Service
- Available online anytime, and anywhere with Internet access at www.streetsaveronline.com



El Cerrito streets have had a major makeover, funded in part by revenues from a voter-approved sales tax.

Bay Area governments' support for the preventive-maintenance philosophy — and their shift away from the ineffective "Worst First" strategy — has helped cities and counties squeeze the most out of existing resources. Indeed, the quality of Bay Area pavement (on average) actually increased slightly from 2005 to 2008, despite the fact that growth in maintenance revenues failed to keep pace with increases in the cost of paving materials.

El Cerrito: A Pavement Success Story

In 2006, the city of El Cerrito's local street network was in poor condition (single-year PCI score of 48) and the city had a backlog of more than \$21 million in maintenance work. Four years later, the city had boosted its single-year PCI score to 85 and had trimmed its maintenance backlog to just \$500,000. How did El Cerrito improve pavement conditions so much and so quickly?

After launching a public outreach campaign that included citizens, city council members and public works staff, El Cerrito won passage of a half-cent sales tax measure in 2008 for a Street Improvement Program. With \$2.1 million in sales tax revenues, augmented by \$10.5 million in bond proceeds and \$1.8 million in grant funds, the city improved pavement conditions and created a direct, local source of revenue for future maintenance. The biggest impact of the Street Improvement Program was El Cerrito's ability to reduce its maintenance backlog. The city also resurfaced 68 percent of its streets, built over 400 new curb ramps and replaced 50 storm drain crossings.

El Cerrito's Pavement Program and Conditions, 2006 vs. 2010

	2006	2010
Single-year PCI score	48 (Poor)	85 (Very Good)
PCI: 3-year moving average	53 (At Risk)	62 (Fair)
Maintenance backlog	\$21.2 million	\$500,000
Annual budget needed to maintain PCI	\$1.3 million	\$500,000
Annual average funding level	\$250,000	\$500,000

Pavement Management Boosts Preservation Returns

Building on pavement preservation principles established by the Federal Highway Administration², MTC developed a pavement management software package called StreetSaver® to assist local agencies in maintaining their roadways. StreetSaver® integrates the three main pavement preservation components: preventive maintenance, minor rehabilitation (non-structural) and routine maintenance activities, as well as pavement rehabilitation and reconstruction.

Today, all 109 Bay Area jurisdictions — and more than 300 additional public agencies nationwide — use StreetSaver[®]. The software allows cities and counties to inventory their street networks, determine their maintenance needs and devise maintenance programs based on available revenues. The software develops a list of recommended treatments,

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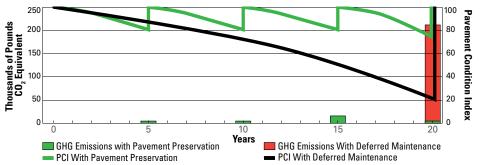
classified as preventive maintenance, minor rehab or major rehab, or reconstruction, and prioritizes treatments based on a weighted effectiveness ratio. Within the constraints of each jurisdiction's budget, the software selects the most cost-effective treatments for implementation and defers the remainder.

As with any other software package, StreetSaver[®]'s effectiveness depends on the input of reliable data. So for StreetSaver[®] to work, public works staff must promptly enter updated information about maintenance treatments once the treatments have been applied.

Reduced Greenhouse Gas Emissions

In addition to long-term cost savings, pavement preservation and pavement management strategies pay dividends by reducing the greenhouse gas emissions associated with both vehicle use and roadway construction. According to a June 2009 Caltrans report, *Prioritization of Transportation Projects for Economic Stimulus with Respect to Greenhouse Gases*, smooth pavement reduces GHG emissions by improving vehicles' fuel economy. The report also notes that more-frequent, low-cost treatments produce fewer emissions than do major rehabilitation projects made necessary by deferred maintenance (see graph below). This is due to the need to produce less asphalt or other paving materials, and the need for fewer truck trips to transport materials to and from the worksite.

Pavement rehabilitation and reconstruction requires large amounts of energy to acquire and process raw materials, transport materials to the construction site, apply the materials, and remove, haul away and discard old materials. Over a 20-year period, these processes combined produce an estimated 212,000 pounds of GHG emissions per lane mile of roadway. Pavement preservation treatments, by contrast, would emit about 30,100 pounds of GHGs over this time, even when done more frequently. This 20-year savings of more than 180,000 pounds of GHG emissions is equivalent to taking 15 cars off the road for a year for each lane mile that is properly maintained. And because preservation treatments keep the roadway in better condition, more motorists are able to travel at steady speeds — and fewer are required to slow down to avoid potholes — thus promoting better fuel economy and even lower GHG emissions.

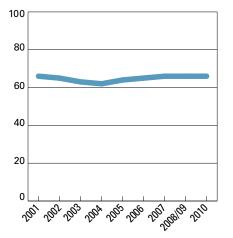


GHG Emissions With Pavement Preservation vs. Deferred Maintenance³

Benefits of a Pavement Management System

- Provide a systematic way of gauging pavement conditions, and present a series of steps for using this information to identify and schedule the most appropriate treatments.
- Help cities and counties make more efficient use of public funds by allowing them to immediately put any available new moneys to their most cost-effective use.
- Allow local governments to predict what conditions would be at different levels of funding, and to quantify the consequences of underfunded road maintenance.
- Allow local governments to establish performance-based funding allocation policies.
- Reduce governments' overall maintenance spending once the management system reaches its goal of getting all pavement segments to the condition where preservation is the primary strategy being applied.
- Build support for increased funding by systematically tracking pavement inventories, conditions and maintenance activities across multiple jurisdictions.

Bay Area Pavement Condition Index (PCI) Scores, 2001–2010*



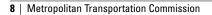
*PCI scores are 3-year moving averages, except for 2001 and 2002, which are singleyear scores, and 2008/09, which is a 3-year moving average computed from individualyear scores for 2006, 2007 and 2009.

Regional Pavement Condition Summary

The Bay Area's local street and road network comprises nearly 42,500 lane miles of roadway, and includes not only paved surfaces but also the curbs and gutters, side-walks, storm drains, traffic signs, signals and lights that are necessary for functioning roadways. To replace this network would cost at least \$50 billion. The roadway network provides access to jobs, homes, schools, shopping and recreation, and is vital to the region's livability and economic health. As with any asset, regular maintenance is required in order to ensure serviceability.

Every year, local jurisdictions analyze pavement conditions to help gauge their success in maintaining their local street and road networks. MTC, in turn, collects this information to determine regional state of repair. MTC and local jurisdictions use a Pavement Condition Index (PCI) score that rates segments of paved roadways on a scale from 0 to 100. MTC looks at the percentage of the region's roadways that fall into various condition categories, ranging from a low of "failed" to a high of "excellent." The classifications used in the regional pavement condition analysis are shown in the following table:

Very Good-Excellent (PCI = 80-100)	Pavements are newly constructed or resurfaced and have few if any signs of distress.
Good (PCI = 70-79)	Pavements require mostly preventive maintenance and have only low levels of distress, such as minor cracks or spalling, which occurs when the top layer of asphalt begins to peel or flake off as a result of water permeation.
Fair (PCI = 60-69)	Pavements at the low end of this range have signifi- cant levels of distress and may require a combination of rehabilitation and preventive maintenance to keep them from deteriorating rapidly.
At Risk (PCI = 50-59)	Pavements are deteriorated and require immediate attention including rehabilitative work. Ride quality is significantly inferior to better pavement categories.
Poor (PCI = 25-49)	Pavements have extensive amounts of distress and require major rehabilitation or reconstruction. Pave- ments in this category affect the speed and flow of traffic significantly.
Failed (PCI = 0-24)	Pavements need reconstruction and are extremely rough and difficult to drive.
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The 2010 pavement condition analysis shows that Bay Area streets and roads have a three-year moving average PCI score of 66, which is unchanged from the same calculation for 2009. This score falls in the "fair" range, indicating that the typical city street or county road is becoming worn to the point where rehabilitation may be needed to prevent rapid deterioration. The stability of the Bay Area's average PCI score is mirrored in the percentage of lane miles included in the various pavement quality classifications in recent years. As the bar graph below shows, roadways in the "excellent" or "very good" ranges account for about one-third of the paved lane miles in the nine-county region. Another one-third falls in the "good" or "fair" ranges, while the final third is classified as "at-risk," "poor" or "failed."

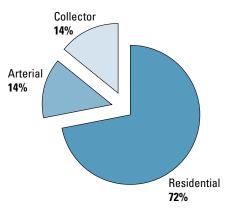
Functional Classifications

Just as there are different ranges of pavement quality, so too are there various classifications for local streets and roads. A roadway's "functional classification" is determined primarily by the number of vehicles that use it. About 70 percent of roadways are residential (see chart at right). These are the streets and roads that run through neighborhoods and carry few buses or trucks, other than waste management vehicles. Collector roadways serve to "collect" traffic from the residential streets and deposit them onto arterials, which carry the most car, truck and bus traffic, and which typically provide an outlet onto state highways or freeways. Arterials also function as alternatives to highways and freeways to relieve traffic congestion. Federal funding can be used only on roadways that have a functional classification of collector or arterial, or roughly 28 percent of the Bay Area street system.

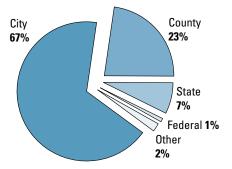
Local streets and roads, which are owned and maintained by cities or counties, account for 90 percent of the Bay Area's total lane mileage. State highways (including interstate highways) are maintained by Caltrans and comprise about 7 percent of total mileage. Roadways that fall under the responsibility of the federal government primarily include those in national parks, reserves, tribal lands and military installations. About 2 percent of roadways are either privately owned, or are owned and maintained by special districts such as the California Department of Parks and Recreation or the Golden Gate Bridge, Highway and Transportation District.

Bay Area Local Roadway Characteristics

Functional Classification of Local Street and Road Network, by Percentage of Mileage





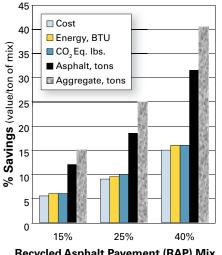


Pavement Conditions on Bay Area Local Roadways, 2006–2010 (% of lane miles)

2010	32%		34%	11%	23%
2008/09	33%		34%	11%	21%
2007	35%		32%	10%	22% 1%
2006	34%		31%	10%	25%
Excellent or Very Good	Good or Fair	At Risk	Poor or Failed	No Data	Page /7

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Cost, Energy, Materials and Greenhouse Gas Reduction Associated with Recycled Asphalt Pavement (RAP)⁴



Recycled Asphalt Pavement (RAP) Mix (RAP as a percentage of total pavement material mix)

Pavement Recycling: Seeing Green in New Technology

State law obliges MTC and other regional agencies to work together with local governments to reduce greenhouse gas emissions related to transportation. Promising innovations in pavement maintenance, including alternative methods of construction and the use of sustainable materials and technologies, highlight an opportunity to not only move the GHG needle in the right direction but to reduce cities' and counties' longterm maintenance costs as well. And unlike other strategies for reducing GHG emissions, these innovations can deliver immediate benefits — with no large-scale behavioral changes required.

Cold In-Place Recycling

Several Bay Area municipalities already are experimenting with a relatively new technology known as Cold In-Place Recycling (CIR), which eliminates the need for the extraction and processing of raw materials, as well as the transportation and lay-down of finished asphalt-concrete (the main material in pavement resurfacing). On average, each lane mile paved with CIR instead of conventional hot-mix asphalt reduces CO_2 emissions by 131,000 pounds — or more than 400 percent — at a cost 20 to 40 percent below that of conventional techniques.

Because CIR requires the use of specialized machinery, local governments typically bid out these jobs to contractors who are experienced in the use of this equipment. A CIR "train" travels down the roadway, cold-planing the existing pavement to a depth of two to eight inches. As soon as the first machine scoops up the pavement, a second pulverizes and mixes it with additives, while a third machine replaces and then smooths the mix back onto the roadway.

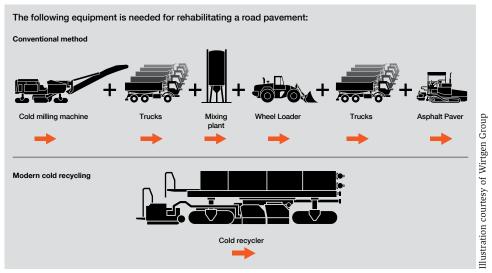
MTC recently awarded a \$2 million grant through its Climate Initiatives Program to help finance a joint CIR demonstration project by Sonoma County and the city of Napa, with the intention of piloting the use of this technology for possible applications elsewhere in the Bay Area. The grant includes funds for outreach to familiarize other jurisdictions with the benefits of CIR. Planned outreach elements include site visits, video and sample technical specifications for use by other cities and counties. All climate grants will be evaluated for effectiveness in reducing greenhouse gas emissions.

Off-Site Recycling

Another way in which road maintenance and construction are becoming more green is the off-site recycling of asphalt. In this process, workers remove asphalt and transport it to a plant for reprocessing, where machines grind up and mix the recycled material with fresh asphalt, and then apply the mix — known as recycled asphalt or RAP — to the roadways. (Graph at upper left shows cost, energy, materials and greenhouse reductions possible with RAP.)



Road Rehabilitation Equipment: Conventional vs. Cold In-Place Recycling



The image above shows the traditional paving equipment that would be replaced by Cold In-Place Recycling. Studies show that for each lane mile treated with CIR instead of conventional paving methods, the GHG emissions savings are equivalent to removing 11 cars from the road for one year. With 42,500 lane miles of local roadways in the Bay Area, the potential impact is enormous.

While off-site asphalt recycling does not deliver the scale of greenhouse gas reductions offered by CIR, it does limit the need to secure, process and transport virgin materials. The quality of recycled asphalt has improved greatly in recent years, and now meets or exceeds the quality of virgin materials. Caltrans has set a target of 15 percent recycled asphalt in highway paving projects statewide. Local jurisdictions across the nation are experimenting with even higher percentages of recycled asphalt.

Just as asphalt is being recycled and reused in roadway maintenance, other materials such as roofing shingles and rubber tires are getting second lives as roadway surfacing materials. Rubberized asphalt concrete — made with a combination of regular asphalt concrete and ground-up tires — produces highly durable, skid-resistant and quiet pavement surfaces while using a material that would otherwise end up in landfills. One lane mile of roadway paved with a two-inch-thick surface of rubberized asphalt concrete consumes about 2,000 scrap tires.

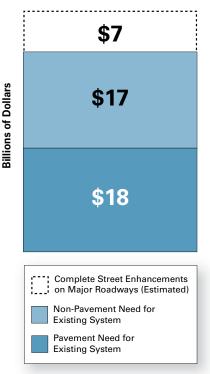
The state of California launched a Rubberized Asphalt Concrete (RAC) Grant Program through its CalRecycle initiative to decrease the environmental impacts from the illegal disposal and stockpiling of waste tires. Any California city or county is eligible to apply for a RAC grant through CalRecycle.⁵

According to the U.S. Environmental Protection Agency, about 12 million tires are converted into rubberized asphalt concrete annually.

Photos courtesy of CalR

Rubberized Asphalt Concrete

Cost to Maintain Bay Area Local Streets and Roads, 2010-2035, Including Complete Streets Enhancements



Complete Streets: Safer, More Livable

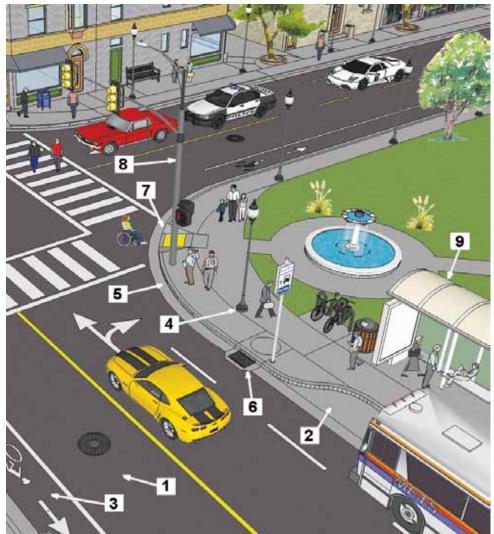
Pedestrians and bicyclists share the Bay Area's streets and roads with cars, trucks and buses. To make roadways — particularly those in urban areas more pedestrian- and bicycle-friendly, a new design approach known as Complete Streets has emerged in recent years. While there is no standard template, common elements typically include bike lanes, sidewalk bike racks, transit stops, pedestrian signals, street trees and curb ramps. By incorporating these elements into Complete Streets, transportation agencies help ensure that people of all ages and abilities can use the street safely.

MTC has embraced the Complete Streets concept. MTC Resolution 3765, adopted in 2006 to promote routine accommodation of non-motorized travelers in project planning and design, led to development of a Complete Streets checklist which Bay Area cities and counties must submit with applications for regional funding. At the state level, Caltrans adopted Deputy Directive 64-R-1 in 2008, recognizing bicycle, pedestrian and transit modes as integral elements of the transportation system and considering all transportation improvements as opportunities to improve safety, access and mobility for all travelers. And a Federal Highway Administration safety review found pedestrian safety is improved by streets designed with sidewalks, raised medians, optimal bus stop placement, trafficcalming measures and treatments for disabled travelers⁶. One study cited by the National Complete Streets Coalition found that designing for pedestrian travel by installing raised medians and redesigning intersections and sidewalks reduced pedestrian injury and fatality risk by 28 percent⁷.

Investing in Complete Streets

Because each street is unique, the cost of upgrading to a Complete Street can vary widely from project to project. But, on average, costs for Complete Street projects tend to run 15 percent to 25 percent higher than projects without these enhancements. This includes both the pavement (e.g., a bike lane) and nonpavement (e.g., street furniture and plantings) elements that make up a Complete Street. The illustration and table on page 13 show an example of a downtown Complete Street and its associated costs, as estimated by staff from the city of Santa Rosa.

Elements of an Urban Complete Street⁸



Based on *Transportation 2035 Plan* estimates of the cost to maintain existing pavement and non-pavement assets in the Bay Area, an additional \$7 billion would be required to upgrade to Complete Street status just the region's major roadways, which account for about 28 percent of the local street and road network. (See chart on page 12.)

Example: Estimated Construction Costs for Urban Complete Street

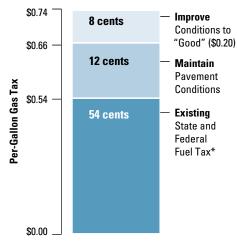
	Item	Total Cost Per Block Conventional Street	Total Cost Per Block Complete Street
1	Pavement Costs Attributed to Cars	\$152,533	\$152,533
2	Pavement Costs Attributed to Buses/Trucks	\$238,333	\$238,333
3	Pavement Costs Attributed to Bicycles		\$47,667
	Subtotal Pavement Costs	\$390,866	\$438,533
4	Lights/Signs/ Markings	\$41,600	\$41,600
5	Curb and Gutter	\$42,900	\$42,900
6	Storm Drain	\$153,439	\$153,439
7	Sidewalk and ADA Ramp	\$182,000	\$182,000
8	Traffic Signal	\$390,000	\$390,000
9	Street Furniture and Plantings**		\$187,590
	Subtotal Non-Pavement Costs	\$809,939	\$997,529
	Total Cost	\$1,200,805	\$1,436,062

* Estimate provided by city of Santa Rosa.

** Street Furniture and Plantings includes bike racks, street trees, lighted bus shelters, trash and recycle bins, benches and plant pots.

What Will It Take?

To improve the Bay Area's local streets and roads to a "good" pavement condition (PCI of 75), additional revenues roughly equal to a 20-cent increase in the gas tax — dedicated to local street and road maintenance — would be needed. The figure below illustrates the levels to which per-gallon gas taxes would need to rise in order to generate the funds necessary to maintain current pavement conditions, or to bring them up to a "good" level. To also improve the region's non-pavement assets to a "good" condition, an additional 18 cents per gallon would be required. (Note: These calculations do not include the cost of Complete Street-type upgrades.)



* Revenues from the existing fuel tax are dedicated to many purposes — streets and roads are only one of these.



Looking Forward: The Funding Picture

With a regionwide average PCI score of 66, the Bay Area's city streets and county roads are close to the tipping point on the pavement life-cycle curve, after which pavement may decline rapidly and repair costs increase (see illustration on page 5).

Predictable, long-term funding is imperative if cities and counties are to travel toward a pothole-free future. The Bay Area currently invests about \$351 million annually in maintaining local streets and roads. If investment continues at this level, local streets and roads will, on average, deteriorate to poor condition (PCI of 45) by 2035. In order to bring the region's pavement conditions up to good condition (PCI of 75), the region would need to triple current maintenance expenditures to nearly \$1 billion annually. The chart below details the average pavement conditions that are projected at each investment level.

Projected Pavement Conditions in 2035 Based on Annual Expenditure Level Scenarios

	Existing Funding	Maintain Current Pavement Condition	Improve Conditions*
Average Regional PCI** in 2035	45	66	75
Pavement Condition	Poor	Fair	Good
Average Annual Expenditure Level***	\$351 million	\$740 million	\$975 million
Annual Expenditure/ Lane Mile	\$8,000	\$17,000	\$23,000
Increase Over Current Expenditure Level (%)	0%	110%	177%

* Improvements do not include Complete Street-type upgrades.

** PCI is the Pavement Condition Index (Scale of 0 to 100, with 100 being the highest PCI).

*** Average Annual Expenditure Level assumes a 3 percent inflation rate.

Currently, revenue sources typically used to pay for roadway maintenance include state gas taxes, federal highway funds, county sales taxes, city and county general funds, bonds and traffic fees. As the various levels of government look to renew and/or reauthorize funding measures and long-range plans, attention to the cost of maintaining streets and roads at a good state of repair should remain a high priority.

			3-Year Moving Average			e
Jurisdiction	County	Total Lane Miles	2006	2007	2009 ¹	2010 ²
	Ve	ery Good (PCI=80-8	39)			
Brentwood	Contra Costa	416	85	84	85	86
Belvedere	Marin	24	81	79	82	84
Dublin	Alameda	240	80	80	81	82
Los Altos	Santa Clara	226	85	84	83	82
Foster City	San Mateo	121	82	83	82	81*
Santa Clara	Santa Clara	597	83	82	82	80*
San Pablo	Contra Costa	104	67	72	76	80
		Good (PCI=70-79)				
Livermore	Alameda	655	79	79	78	78
Union City	Alameda	331	76	75	76	78
Contra Costa County	Contra Costa	1327	83	82	80	78
Redwood City	San Mateo	353	74	76	77	78*
Atherton	San Mateo	106	68	69	73	77
Brisbane	San Mateo	57	70	73	76	77
Daly City	San Mateo	254	70	73	75	77*
Pleasanton	Alameda	498	74	75	76	77
Burlingame	San Mateo	162	68	72	75	77*
Morgan Hill	Santa Clara	259	71	75	76	77
Emeryville	Alameda	47	76	79	76	77
Los Altos Hills	Santa Clara	113	74	75	76	77
Sonoma	Sonoma	68	80	79	79	77
Oakley	Contra Costa	229	83	80	78	76
Gilroy	Santa Clara	243	82	80	79	76*
Mountain View	Santa Clara	331	74	74	75	76
Dixon	Solano	129	81	77	76	76
Concord	Contra Costa	713	78	78	78	76
Vacaville	Solano	533	78	79	77	76*
Clayton	Contra Costa	95	75	77	76	75
Campbell	Santa Clara	218	78	76	75	75*
Sunnyvale	Santa Clara	636	80	77	74	75

Pavement Condition Index (PCI) for Bay Area Jurisdictions, 2006–2010

3-Year Moving Average Total Jurisdiction County Lane Miles 2009¹ 2010² Marin San Rafael Santa Clara Santa Clara County San Ramon Contra Costa American Canyon Napa Contra Costa Hercules Windsor Sonoma Novato Marin 73* Portola Valley San Mateo 73* San Mateo San Mateo Palo Alto Santa Clara N/A N/A Danville Contra Costa Walnut Creek Contra Costa 73* 73* South San Francisco San Mateo Solano Fairfield Alameda County Alameda Contra Costa Lafayette 72* Corte Madera Marin Cloverdale Sonoma 71* 71** Saratoga Santa Clara Hillsborough San Mateo Piedmont Alameda Cupertino Santa Clara Pinole Contra Costa Tiburon Marin Fair (PCI=60-69) Fairfax Marin Yountville Napa Milpitas Santa Clara Alameda Hayward Antioch Contra Costa San Mateo County San Mateo Los Gatos Santa Clara

Pavement Condition Index (PCI) for Bay Area Jurisdictions, 2006-2010 (continued)

Pavement Condition Index (PCI) for Bay Area Jurisdictions, 2006–2010 (continued)

			3-Year Moving Average			
	_	Total				
Jurisdiction	County	Lane Miles	2006	2007	2009 ¹	2010 ²
Monte Sereno	Santa Clara	27	65	70	68	69
Newark	Alameda	252	75	71	69	69**
Rohnert Park	Sonoma	206	68	67	67	69
Ross	Marin	22	64	65	69	67
San Carlos	San Mateo	175	68	69	70	67
Pleasant Hill	Contra Costa	242	62	65	65	67
Solano County	Solano	932	58	61	64	67
Healdsburg	Sonoma	93	66	66	67	67
Alameda	Alameda	275	63	63	62	66
Colma	San Mateo	23	67	72	67	65
Santa Rosa	Sonoma	1090	64	64	65	65
Sebastopol	Sonoma	47	67	67	66	65
Fremont	Alameda	1063	70	68	66	64
Pittsburg	Contra Costa	319	65	64	64	64
San Jose	Santa Clara	4182	63	63	63	64
Cotati	Sonoma	46	66	66	64	64*
San Francisco	San Francisco	2130	64	64	64	64
San Bruno	San Mateo	178	62	64	63	63
Benicia	Solano	190	70	68	66	63
Sausalito	Marin	54	69	68	65	63*
Menlo Park	San Mateo	200	62	62	62	63
El Cerrito	Contra Costa	145	53	50	50	62
Half Moon Bay	San Mateo	55	55	59	61	62
Suisun City	Solano	150	53	50	55	62
Mill Valley	Marin	117	64	62	60	61
Albany	Alameda	59	62	63	63	60
Calistoga	Napa	29	57	57	59	60*
Berkeley	Alameda	453	62	60	60	60*
Belmont	San Mateo	135	61	61	61	60

Pavement Condition Index (PCI) for Bay Area Jurisdictions, 2006-2010 (continued)

			3	е		
Jurisdiction	County	Total Lane Miles	2006	2007	2009 ¹	2010 ²
		At-Risk (PCI=50–59))			
Millbrae	San Mateo	124	60	57	57	59*
Pacifica	San Mateo	189	64	60	59	59*
Martinez	Contra Costa	233	57	57	59	59**
Moraga	Contra Costa	110	61	60	59	58**
Napa County	Napa	840	54	51	55	57*
Woodside	San Mateo	97	62	60	57	57
San Leandro	Alameda	392	62	60	58	57*
Napa	Napa	464	52	53	55	57
Oakland	Alameda	1963	56	57	59	56
Richmond	Contra Costa	549	46	50	53	55*
San Anselmo	Marin	80	59	58	57	55**
Petaluma	Sonoma	390	60	57	55	55
East Palo Alto	San Mateo	80	60	56	52	53
Vallejo	Solano	681	54	54	53	53
Marin County	Marin	848	48	49	50	52
		Poor (PCI=25-49)				
Orinda	Contra Costa	193	46	47	48	49
St. Helena	Napa	51	58	53	48	46
Larkspur	Marin	64	51	48	47	45
Sonoma County	Sonoma	2718	44	44	44	45
Rio Vista	Solano	45	51	48	45	42***
Regional		42,499	64	65	66	66

Notes:

Where "NA" is indicated, the jurisdiction used pavement management software that does not use the PCI scale.

¹ Increased utilization of online reporting options by many jurisdictions in 2009 allowed MTC to collect and tabulate 2009 pavement condition data, even as 2008 data was still being compiled. To simplify reporting, MTC decided not to separately report 2008 data, electing instead to bring PCI data up to date as of 2009. The reported 2009 3-year moving average is computed from the individual-year scores for 2006, 2007 and 2009.

² The 2010 3-year moving average is computed from the individual-year scores for 2007, 2009 and 2010.

* 3-year moving average score is an estimate based on inspections done in 2008.

** 3-year moving average score is an estimate based on inspections done in 2007.

*** 3-year moving average score is an estimate based on inspections done in 2006.

Footnotes/Citations

¹ (Page 5) Press release reference: www.tripnet.org/national/Urban_Roads_PR_092210.pdf

- ² (Page 6) Pavement Preservation: a program employing a network-level, longterm strategy that enhances pavement performance by using an integrated, cost-effective set of practices that extend pavement life, improve safety and meet motorist expectations. (FHWA Pavement Preservation Expert Task Group; see Federal Highway Administration website: www.fhwa.dot.gov/pavement/preservation/091205.cfm)
- ³ (Page 7) Jim Chehovits & Larry Galehouse, "Energy Usage and Greenhouse Gas Emissions of Pavement Preservation Processes for Asphalt Concrete Pavements," *Proceedings of the International Conference for Pavement Preservation*, 2010
- ⁴ (Page 10) Source: Meyer, Wendall L., FHWA Update, *Proceedings of the North Dakota Asphalt Conference*, 2010. Based on data from: Robinette, C. and J. Epps, "Energy, Emissions, Material Conservation and Prices Associated with Construction, Rehabilitation and Materials Alternatives for Flexible Pavement," *Proceedings of the 89th Annual TRB Meeting*, 2010
- ⁵ (Page 11) More information about Cal Recycle and the Rubberized Asphalt Concrete Grant Program is available at www.calrecycle.ca.gov
- ⁶ (Page 12) Federal Highway Administration website: safety.fhwa.dot.gov/ped_bike/ped_transit/ped_transguide/ch3.cfm
- ⁷ (page 12) National Complete Streets Coalition, www.completestreets.org/complete-streets-fundamentals/factsheets/safety
- ⁸ (Page 13) Urban Complete Streets graphic courtesy of Pavement Engineering, Inc., CA

Project Staff

The Pothole Report: Can the Bay Area Have Better Roads? was produced by MTC's Programming and Allocations Section.

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Memorandum

DATE:	July 15, 2011
	July 15, 2011

TO: Alameda County Transportation Commission

FROM: Programs and Project Committee

SUBJECT: I-580 San Leandro Sound Wall Landscape Project – Approval of Authorization to Execute All Necessary Agreements for the Construction Element of the Project.

Recommendations

It is recommended that the Commission take the following actions in support of delivering the I-580 San Leandro Sound Wall Landscape Project:

- 1. Authorize the Executive Director, or his designee, to negotiate and execute all necessary agreements for the Construction element of the Project.
- 2. Authorize staff to prepare and issue a request for proposals (RFP) and proceed with the contract procurement process to obtain a consultant construction management team for the Project.
- 3. Authorize the Executive Director, or his designee, to execute all necessary agreements with the selected consultant for construction management services for the I-580 Landscape Project in San Leandro for an amount not to exceed \$80,000. This contract will be funded with existing federal funds programmed to the project.

Summary

The Alameda CTC is the sponsor of the I-580 San Leandro Sound Wall Landscape Project. This Project is a follow on contract to the recently completed I-580 San Leandro Sound Wall Project in the City of San Leandro. The Alameda CTC is also responsible for the advertise, award and administration (AAA) component of the construction contract for the project. The detailed design plans, specifications, and estimates (PS&E) documents for the project have been completed. The Alameda CTC has programmed \$350,000 in State Transportation Improvement Program - Transportation Enhancement (STIP-TE) Funds to repair the existing irrigation system, plant new plants and additional irrigation system.

Background

The Alameda CTC is the sponsor of the I-580 San Leandro Landscape Project. This project is a follow on contract to the recently completed I-580 San Leandro Sound Wall Project in the City of San Leandro and will repair the existing irrigation system, plant new plants and add an additional irrigation system around the sound walls.

At the December 2009 meeting, the ACCMA Board approved programming \$350,000 of STIP TE funds to the I-580 San Leandro Landscape Project. Alameda CTC would need to submit a Request for Funds Authorization (E-76) package and Allocation request to the California Transportation Commission (CTC) in order to access these funds.

Caltrans has prepared draft cooperative agreements for the Construction of the project. The execution of the cooperative agreement with Caltrans will permit the work by Alameda CTC staff and its contractors in the Caltrans Right of Way.

The Alameda CTC is also responsible for the Advertise, Award and Administration (AAA) component of the project. The Alameda CTC will contract with a qualified consultant to provide the necessary support for the construction administration, management and inspection of this project. The consultant contract will be initiated prior to the start of construction, which is anticipated to begin in Spring 2012, to assist with bid packaging, quality assurance and constructability reviews. The estimated cost for these services is \$80,000 and is included in the \$350,000 programmed STIP-TE funds.

The consultant services may include the following:

- Constructability and reasonableness reviews of the plans, specifications and estimate;
- Assist with the bidding process (including preparation of bid package, advertisement, pre-bid meeting, responding to requests for information during the bid period), bid evaluation and contract award;
- Construction administration, management, inspection and testing services; and
- Construction closeout services.

Fiscal Impact

Approval of the recommended actions will encumber \$350,000 for the project which will be reimbursed by Federal and State funding sources. Funds to implement the project are assumed in the FY 2011/12 Alameda CTC budget.



Memorandum

DATE: July 21, 2011

TO: Alameda County Transportation Commission

FROM: Programs and Project Committee

SUBJECT: Eastbound I-580 Express Lane and Auxiliary Lane Projects – Approval to Revise Funding Plan and Authorization to Execute Agreements and Contracts for Environmental and Design Utilizing TVTC Funds

Recommendations

It is recommended that the Commission take the following actions in support of the combined I-580 Eastbound Express Lanes/Auxiliary Lane Project:

- Approve the revised funding plan for the combined I-580 Eastbound Express Lanes/Auxiliary Lane Project. The funding plan has been revised to move \$1.45 million in Tri-Valley Transportation Council (TVTC) funds from first year operations and maintenance to the design, right of way and construction support phases, including system integration. \$1.45 Million in funds to be determined has been moved from the design, right of way and construction support phases to first year operations and maintenance.
- 2. Authorize the Executive Director, or his designee, to negotiate and execute all necessary agreements and contracts to continue design and right of way phase activities, including system integration, utilizing \$1.275 million in TVTC funds shifted from first year operations and maintenance to the design and right of way phases. \$175,000 will be held in reserve for construction support.

Summary

The combined I-580 Eastbound Express Lane/Auxiliary Lane Project will construct a double express (HOT) lane from Hacienda to Greenville and will construct auxiliary lanes between Isabel Avenue and North Livermore Avenue and between North Livermore Avenue and First Street in Livermore. The I-580 Eastbound Auxiliary Lane Project was delayed pending an agreement between the Alameda CTC and Caltrans on the scope of the I-580 Eastbound Express Lane Project as changes to the Express Lane project would require changes to the Auxiliary Lanes project. In December 2010, the Alameda CTC and Caltrans reached an agreement on the scope of the Express Lane project requiring an additional six (6) feet of widening within the limits of the Auxiliary Lanes project, and some spot widening at other locations. The two projects will be combined for construction.

As reflected in the approved funding plan for the combined project, this additional scope has resulted in an \$8.5 million shortfall. The approved funding plan also identified \$1.45 Million in TVTC funds for the express lanes' first year operations and maintenance expenses. By exchanging \$1.45 million of the shortfall from design, right of way and construction support with \$1.45 million of TVTC funds in operations and maintenance the design revisions may continue. Other minor changes have been made to the funding plan to reflect current expectations; these changes are limited to shifting funds between project phases. Staff will prepare a plan to fund the shortfall for a future Commission Agenda.

11	0								
	Total Costs (\$ x1, 000)	Funding (\$ x 1,000)							
Components		TVTC	CMIA	RM2	I-580 Corridor - EB HOV	ARRA	Fed	TRD	Total Funding
PE/Env	\$3,604.3	\$918.1	0	\$2,686.2	0	0	0	0	\$3,604.3
Final Design – PS&E	\$2,302.9	\$343.7	0	\$733.8	0	120.4	\$225.0	880.0	\$2,302.9
System Integrator	\$7,667.8	\$288.2	0	0	0	\$7,379.6	0	0	\$7,667.8
Right of Way	\$900.0	0	0	\$700.0	0	0	0	200.0	\$900.0
Construction Engineering	\$4,295.0	0	\$2,535.0	\$965.0	0	0	0	\$795.0	\$4,295.0
Major Contract Capital	\$38,717.0	0	\$19,028.0	\$8,075.0	\$4,989.0	0	0	\$6,625.0	\$38,717.0
Operations & Maintenance	\$1,450.0	\$1,450.0	0	0	0	0	0	0	\$1,450.0
Total	\$58,937.0	\$3,000.0	\$21,563.0	\$13,160.0	\$4,989.0	\$7,500.0	\$225.0	\$8,500.0	\$58,937.0

Approved Funding Plan:

Proposed Funding Plan

	Total	Funding (\$ x 1,000)							
Project	Costs (\$ x1, 000)	TVTC	CMIA	RM2	I-580 Corridor - EB HOV	ARRA	Fed	TBD	Total Funding
PE/Env	\$3,429.6	\$1,081.5	0	\$2,348.1	0	0	0	0	\$3,429.6
Final Design – PS&E	\$2,841.2	\$1,244.3	0	\$1,371.9	0	0	\$225.0	0	\$2,841.2
System Integrator	\$7,799.2	\$299.2	0	0	0	\$7,500.0	0	0	\$7,799.2
Right of Way	\$600.0	\$200.0	0	\$400.0	0	0	0	0	\$600.0
Construction Engineering	\$4,100.0	\$175.0	\$2,535.0	\$965.0	0	0	0	\$425.0	\$4,100.0
Major Contract Capital	\$38,717.0	0	\$19,028.0	\$8,075.0	\$4,989.0	0	0	\$6,625.0	\$38,717.0
Operations & Maintenance	\$1,450.0		0	0	0	0	0	\$1,450.0	\$1,450.0
Total	\$58,937.0	\$3,000.0	\$21,563.0	\$13,160.0	\$4,989.0	\$7,500.0	\$225.0	\$8,500.0	\$58,937.0

Action 1:

It is recommended that the Commission approve the revised funding plan for the combined I-580 Eastbound Express Lanes/Auxiliary Lane Project to move \$1.45 million in TVTC funds from first year operations and maintenance to the design, right of way and construction support phases, including system integration. \$1.45 Million in shortfall will be moved from the design, right of way and construction support phases to first year operations and maintenance.

Action 2:

It is recommended that the Commission authorize the Executive Director, or his designee, to negotiate and execute all necessary contracts and agreements for the allocation and use of the TVTC funds not to exceed \$1,275 million. \$175,000 will be held in reserve for construction support.

Fiscal Impact

The Alameda CTC's Consolidated FY 2011-12 budget will be revised to reflect the expenditure of an additional \$1.275 million of TVTC funds in FY 2011/2012. This expenditure of these funds is currently budgeted for FY 2012/2013.

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Memorandum

DATE: July 21, 2011

TO: Alameda County Transportation Commission

- **FROM:** Programs and Projects Committee
- SUBJECT: Northbound I-680 Express Lane Project (ACTIA No. 8) Approval of Consultant Team to Provide Project Approval and Environmental Document and Authorization to Execute a Contract

Recommendation

Staff recommends that the Committee approve the selection of the top-ranked team, WMH Corporation (WMH), to prepare a Combined Project Study Report/Project Report and Environmental Document for the delivery of the I-680 Northbound High Occupancy Vehicle (HOV)/Express Lane Project, and authorize execution of a consultant contract for these services.

Summary

On April 28, 2011, the Alameda CTC Board approved the issuance of an RFP for consultant services to prepare a Combined Project Study Report/Project Report (PSR/PR) and Environmental Document. Staff released an RFP on May 9, 2011. A mandatory pre-proposal meeting was held on May 19, 2011, and a total of forty-two (42) firms attended. Five (5) teams submitted proposals to the Alameda CTC by the due date of May 27, 2011, and after careful review of each proposal and with consideration of the interview process by an independent consultant selection panel, the WMH team was unanimously selected as the top-ranked team.

Background

The I-680 Corridor is a primary north-south transportation corridor between Alameda and Santa Clara Counties, which serves commuter, commercial, and recreation traffic. Previously the corridor was considered the second most congested corridor in the San Francisco Bay Area. Recently constructed improvements to southbound I-680 along with the slower economy have reduced the southbound congestion levels between Route 84 in Alameda County and Route 237 in Santa Clara County. The improvements include the interim HOV lane which was followed by the more standard HOV lane combined with the Express Lane. There are now three general-purpose lanes, one HOV/Express Lane, a truck climbing lane, and auxiliary lanes in the southbound direction.

In 2005, Caltrans approved a Project Report/Environmental Document for a northbound HOV lane project with limits similar to the limits of the recently constructed southbound HOV/Express Lane project. The scope of the northbound project included in the 2005 Project Report has been changed by the late inclusion of the southbound Express Lane with the southbound HOV lane

project. The project footprint of the northbound project included in the 2005 Project Report and Environmental Document did not assume the addition of the southbound Express Lane, which may require a new environmental document to be developed for the I-680 Northbound Express Lane Project.

Given the 2005 timeframe for completion of the previous environmental studies related to the northbound HOV project and the undetermined extent of the impacts due to expanding the southbound HOV to include the Express Lane, it is anticipated that some of the preliminary engineering and environmental work will have to be revisited, and perhaps reworked. The recommended project delivery plan includes an assumption that a combined Project Study Report/Project Report (PSR/PR) will be acceptable to Caltrans as a project approval document. The PSR/PR approach is intended to streamline the typical Caltrans approach of the PSR being a separate document from the PR, but the approach is subject to approval by Caltrans. In effect, the recommended project delivery plan involves reevaluating the PE/Environmental work performed for the northbound HOV project by Caltrans for the 2005 PR/ED and adding the requirements related to developing a combined HOV/Express Lane in the northbound direction.

The northbound direction currently has three general-purpose lanes and a short truck climbing lane. The 2005 Project Report prepared by Caltrans included adding an HOV Lane within the project limits and paving the median. In most areas, the paved median would allow for the extra width required for an Express Lane; however there are areas within the project limits in which the northbound roadway alignment will need to change to accommodate the "as-built" condition of the southbound roadway and areas in which the requirements for the Express Lane features may require additional roadway width. The specifics of including an Express Lane and any reevaluation required due to the age of the 2005 PR/ED will need to be addressed in the project approval document for any project moving forward.

The recommended northbound Express Lane project is intended to improve safety, relieve congestion and provide the opportunity to generate revenues by tolling for the use of excess capacity in the HOV lane by non-HOV vehicles. It is possible to implement incremental improvements along the northbound roadway to provide the intended benefits, but any smaller projects within the larger corridor project will require analysis and approval by Caltrans to secure environmental clearance and project approval within the larger project. It is recommended that the PE/Environmental work be performed for the entire length of the project and include developing an implementation strategy for incremental improvements. The analysis and approval for any smaller projects can be secured in the context of the overall corridor analysis and approval.

An important element of the PE/Environmental work will be a traffic operational analysis report (TOAR). The TOAR will be used to establish the limits of any smaller, incremental improvements and to analyze the benefits of such improvements. The TOAR will also be the basis of the analysis to determine the feasibility of the Express Lane including a revenue study.

The PE/Environmental work will include updating the project cost estimate. The 2005 PR/ED prepared by Caltrans included a cost estimate of \$132.5 million. The cost estimate will need to be revised to reflect the recommended project scope, including the Express Lane, and to be updated to reflect the current project implementation schedule and the current cost environment.

Measure B funds have been allocated to the PE/Environmental phase of an I-680 Northbound Express Lane Project. A portion of the funding allocated for the southbound project being administered by Caltrans will not be needed. Twenty million (\$20 million) of Measure B funds were allocated to advance the Traffic Congestion Relief Program funds from the State that were not available at the time they were needed for the southbound project. The southbound HOV project is in the process of being closed out and the final TCRP share is estimated at \$12 million.

On April 28, 2011, the Alameda CTC Board approved the issuance of an RFP for consultant services to prepare a Combined Project Study Report/Project Report (PSR/PR) and Environmental Document. Staff released an RFP on May 6, 2011, and a mandatory pre-proposal meeting was held on May 19, 2011, where a total of thirty-eight (38) firms attended. Five (5) teams, collectively representing forty-two (42) individual firms, submitted proposals to the Alameda CTC by the due date of May 27, 2011 (see below):

Prime	Location	Agency Ce	ertification
rme	Location	LBE	SLBE
WMH Corporation	Oakland, CA	79%	49%
AECOM	Oakland, CA	99%	25%
BKF Engineers	Pleasanton, CA	97%	30%
Mark Thomas & Company, Inc.	Pleasanton, CA	97%	28%
Rajappan & Meyer Consulting Engineers, Inc.	Oakland, CA	98%	20%

An experienced panel made up of representatives from the Metropolitan Transportation Commission, California Department of Transportation, Santa Clara Valley Transportation Authority, City of Pleasanton, and Alameda CTC staff evaluated the five proposals. On June 16, 2011, interviews were held for the top three ranked teams. After careful review, the WMH team was unanimously selected as the top-ranked team.

The WMH team, which is comprised of eighteen (18) individual firms, exceeded ACTIA's Local Business Contract Equity Program goals of 70% for Local Business Enterprise and 30% for Small Local Business Enterprise. In addition, the WMH team included significant participation from Very Small Local Business Enterprise certified firms. The WMH team is committed to obtaining 79% LBE participation, 49% SLBE participation, and 43% VLSBE participation on this contract.

Staff is recommending the Committee approve the selection of the WMH team to prepare a Combined Project Study Report/Project Report (PSR/PR) and Environmental Document for the Alameda CTC and authorization to execute a contract. The schedule for the remaining activities is as follows:

Schedule	Date
Recommend PPC Committee approval	July 11, 2011
Recommend Alameda CTC Board approval	July 28, 2011
Contract Commencement	August 15, 2011

Fiscal Impacts

The fiscal impact of this recommendation would obligate \$3,661,366 in Measure B funds for the PSR/PR and Environmental Document for the I-680 Northbound High Occupancy Vehicle (HOV)/Express Lane Project.

Attachment

Attachment A: Score Sheet Summary

Attachment A

	Interview - June 16, 2011	Max Score			AECON	WC					Mark Thomas	as				M	/MH Corporation	ation		
			P1	P2	P3	P4	P5	P6	P1	P2	P3	P4	P5	P6 I	P1	P2 F	P3 I	P4 P5	9d	6
1	1 Knowledge and Understanding of the required services and scope of work.	25	25	18	20	21	20	23	25	20	22	18	23	22	25		22	16 23	22	0
2	Management Approach and Staffing Plan to perform scope of work efficiently and effectively. The ability and willingness to work within a managed contract budget,	25	24	20	22	13	23		22	20	22	22	22		25	20 2	24	20 20		
	scope of work, and schedule of deliverables							19						20					20	0
ę	Qualifications of the Proposer Firm and ability of the consultant team and key staff	25	25	18	21	17	20		23	18	22	15	22		25	20 2	22	20 23		
•	in performing the scope of work.	}				:		20						19					20	~
4	4 Effectiveness of interview - Overall interview discussions and presentation	25	20	18	20	12	20	18	22	20	20	18	20	20	23	20	24	20 22	21	_
тот	TOTAL INTERVIEW POINTS	100	94	74	83	63	83	80	92	78	86	73	87	81	86	80	92	76 88	83	_
FIRM	FIRM RANKING	Average			80						83						86			

1680 Preparation of Project Study Report, Project Report, Ed Documents Alameda CTC RFP No. A11-0034 Due Date : May 27, 2011

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DATE: July 21, 2011

TO: Alameda County Transportation Commission

- **FROM:** Programs and Projects Committee
- SUBJECT: Northbound I-680 Express Lane, Eastbound and Westbound I-580 Express Lane Projects- Approval of Consultant Team to Provide System Manager Services to Approved Express Lanes Network in Alameda County and Authorization to Execute a Contract

Recommendation

Staff recommends that the Committee approve the selection of the top-ranked team, Wilbur Smith Associates (WSA), to provide system manager services to the approved express lanes network in Alameda County, and authorize the execution of a contract for these services.

Summary

At its meeting in February 2011, the Alameda CTC Board authorized staff to prepare and issue an RFP for a System Manager for the I-580 Eastbound Express Lane Project. Staff determined that having a single system manager for all Alameda CTC managed Express Lanes Projects would provide consistency between the express lanes in the same corridors. On April 28, 2011, the Alameda CTC Board approved the issuance of an RFP for a single system manager to provide coordination support services to all express lanes networks. Staff released an RFP on May 9, 2011. A mandatory pre-proposal meeting was held on May 19, 2011, and a total of 13 firms attended. Two teams submitted proposals to the Alameda CTC by the due date of May 31, 2011, and after careful review of each proposal and with consideration of the interview process the WSA team was selected as the top-ranked team.

Background

The Alameda CTC currently manages the following express lane projects in Alameda County: the I-580 Westbound Express Lane Project, the Eastbound I-580 Express Lane Project, and the I-680 Northbound Express Lane Project.

- The I-580 Westbound Express Lane Project will convert the proposed westbound High-Occupancy Vehicle (HOV) lane to an express lane that meets the full geometrics standards and widen the freeway to allow the conversion of the HOV lane to a single express lane.
- The Eastbound I-580 Express Lane Project will convert one HOV lane to Express Lane between Hacienda Boulevard in the City of Pleasanton and Greenville Road in the City of

Livermore. The project will add another express lane on I-580 between Santa Rita Road and First Street in the City of Livermore. The project is in the environmental phase and all tasks needed to bring the system integrator on board were completed and approved by the appropriate agency.

• The I-680 Northbound Express Lane Project will construct an HOV/Express Lane on I-680 between State Route (SR) 237 in the City of Milpitas and SR 84 in the City of Pleasanton. A Southbound Express Lane between SR 84 and SR 237 was opened in September, 2010.

On April 28, 2011, the Alameda CTC Board approved the issuance of an RFP for a single system manager to provide coordination support services to all Express Lanes networks. Staff released an RFP on May 9, 2011, and a mandatory pre-proposal meeting was held on May 19, 2011, where a total of thirteen (13) firms attended. Two teams, collectively representing nine (9) individual firms, submitted proposals to the Alameda CTC by the due date of May 31, 2011 (see below):

Prime	Location	AC Certifi	TIA ication	DBE	UDBE
		LBE	SLBE		
Jacobs Engineering Group, Inc.	Oakland, CA	86.29%	-	6.38%	6.38%
Wilbur Smith Associates	Walnut Creek, CA	-	-	6.50%	6.50%

An experienced and independent panel made up of representatives from the Bay Area Toll Authority, the Federal Highway Administration, and Alameda CTC staff evaluated the two proposals. On June 14, 2011, interviews were held for both teams. After careful review of each proposal, and with consideration of the interview process, the WSA team was selected as the top-ranked team.

The WSA team, comprised of four individual firms, met the Underutilized Disadvantage Business Enterprise (UDBE) goal of 6.17 percent in compliance with federal-aid project rules.

Staff is recommending the Committee approve the selection of the WSA team as the system manager to all express lanes network for the Alameda CTC and authorization to execute a contract for an amount not to exceed \$1,433,934. The schedule for the remaining activities is as follows:

Schedule	Date
Recommend PPC Committee approval	July 11, 2011
Recommend Alameda CTC Board approval	July 28, 2011
Contract Commencement	Issued upon completion of Caltrans' Pre-award Audit survey

Fiscal Impacts

The fiscal impact of this recommendation would obligate \$1,433,934 for the system manager services to the I-580 Westbound Express Lane Project, Eastbound I-580 Express Lane Project, and I-680 Northbound Express Lane Project.

Attachment

Attachment A: Score Sheet Summary

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System Manager Alameda CTC RFP No. A11-0033 Due Date : May 31, 2011

		Max Score		Wilbur Smith	Smith			Jacobs E	Jacobs Engineering	
			Gray Bowe& (Company, Aven	Gray Bowe& Company, Aven Solutions, and Novani LLC	Novani LLC	Frank Wilson	& Associates,S Soli	Frank Wilson & Associates, Solerm & Associates, Iteris, Ave Solutions	ttes, Iteris, Ave
			P1	P2	Ed	ħd	Ы	24	P3	P4
1	Knowledge and Understanding - Demonstrated understanding of the RFP objectives and work requirements. Methods of approach, work plan, understanding of Alameda CTC RFP. Description and experience with similar projects related to type of services.	30	20	25	27	0E	25	25	25	25
3	Management Approach and Staffing Plan - Qualifications of project staff, particularly key personnel, especially the project manager, and key personnel's level of involvement in performing related work.	25	20	20	22	25	20	17	18	22
3	Qualifications of the Proposer Firm - Technical experience in performing work related to type of services; experience working with public agencies; record of completing work on schedule; strenght and stability of the firm; technical experience and strenght and stability of proposed subconsultants; and assessments by client references.	25	23	23	23	25	20	18	20	25
4	Schedule and Capacity to provide qualified personnel.	10	8	8	8	10	8	9	9	10
5	Local Participation - (Will be determined by Alameda CTC Staff)	10	0	0	0	0	4	4	4	4
TOT	TOTAL TECHNICAL POINTS	100	71	76	80	06	17	70	73	86
FIRI	FIRM RANKING	Average		79.25	25			7	76.5	
	Interview - June 14, 2011	Max Score		Wilbur Smith	Smith			Jacobs E	Jacobs Engineering	
			P1	P2	P3		Ы	52	P3	
1	Knowledge and Understanding of the required services and scope of work.	25	24	18	25		20	23	20	
7	Management Approach and Staffing Plan to perform scope of work efficiently and effectively. The ability and willingness to work within a managed contract budget, scope of work, and schedule of deliverables	25	20	20	20		20	20	24	
e	Qualifications of the Proposer Firm and ability of the consultant team and key staff in performing the scope of work.	25	20	23	22		20	20	20	

	Interview - June 14, 2011	Max Score		Wilbu	Wilbur Smith			Jacobs E	Jacobs Engineering	
			P1	2d	БЗ		Ъł	P2	Ed	
1	Knowledge and Understanding of the required services and scope of work.	25	24	18	25		20	23	20	
2	Management Approach and Staffing Plan to perform scope of work efficiently and effectively. The ability and willingness to work within a managed contract budget, scope of work, and schedule of deliverables	25	20	20	20		20	20	24	
3	Qualifications of the Proposer Firm and ability of the consultant team and key staff in performing the scope of work.	25	20	23	22		20	20	20	
4	4 Effectiveness of interview - Overall interview discussions and presentation	25	20	23	20		22	17	15	
TOT	TOTAL INTERVIEW POINTS	100	84	84	87	0	82	80	62	0
FIR	FIRM RANKING	Average		8	85			~	80	

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DATE:	July 21, 2011	
	July 21, 2011	

TO: Alameda County Transportation Commission

FROM: Programs and Project Committee

SUBJECT: Southbound I-880 HOV Lane Project – Approval to Execute Agreements and Contracts for Landscaping and Davis Street Improvements

Recommendations

It is recommended that the Commission take the following actions in support of the I-880 Southbound HOV Lane Project – South Segment:

- 1. Approve the revised funding plan for the I-880 Southbound HOV Lane Project. The revised funding plan incorporates \$400,000 in Federal Transportation Enhancement funds for aesthetic features at the Davis Street and Marina Boulevard Interchanges. The funding plan already includes \$1,149 million for intersection improvements on Davis Street at the I-880 Interchange.
- 2. Authorize the Executive Director, or his designee, to negotiate and execute all necessary agreements and contracts to incorporate enhanced aesthetic features at the Marina Boulevard and Davis Street Interchanges and for operational improvements on Davis Street at the I-880 Interchange.

Summary

I-880 Southbound HOV Lane Project – South Segment is located in the City of San Leandro. The Project, in combination with the I-880 Southbound HOV Lane Project – North Segment will extend the existing Southbound HOV Lane from its current beginning point approximately 1000 ft. south of the Marina Boulevard overcrossing in San Leandro to just south of Hegenberger Road in Oakland. In order to accommodate the widening required for the HOV lane, the Project will reconstruct bridges over I-880 at Davis Street and Marina Boulevard. Reconstruction will eliminate existing bridge columns that conflict with the widening of I-880 to accommodate standard mainline lane widths, standard shoulders, and the proposed HOV lane, which will be extended by almost three miles. The design of the I-880 Southbound HOV Lane Project – South Segment is underway and bid documents are expected to be completed in late 2011.

The Alameda CTC has secured \$400,000 in Federal Transportation Enhancement Funds to provide enhanced architectural features on I-880 in the City of San Leandro. The enhancements

will help to delineate the city entrance using special aesthetic treatment at the Marina Boulevard and Davis Street Overcrossings.

The project includes scope to accommodate City of San Leandro improvements on Davis Street at the I-880/Davis Street interchange. An agreement with San Leandro will be required to transfer \$1,149 million of funds from San Leandro to the project. A draft agreement has been prepared and a final agreement will be executed following Commission approval.

Proposed Fi	inding r									
		Funding (\$ x 1,000)							
Project Components	Total Costs (\$ x1, 000)	Fed STP	Fed CMAQ	CMA TIP	San Leandro Davis St.	San Leandro Marina Blvd.	CMIA	TE	Short-Fall	Total Funding
Scoping/PA&ED	\$4,116.8		\$2,634.9	\$971.3		\$510.6				\$4,116.8
PS&E	\$10,871.0	\$198.0	\$4,947.1	\$5,015.0	\$145.7	\$165.2		\$400.0		\$10,871.0
Right of Way	\$1,063.7			\$1,063.7						\$1,063.7
Utilities	\$525.0			\$275.0	\$250.0					\$525.0
Construction Support	\$10,600.0						\$10,600.0			\$10,600.0
Design Support During Const.	\$925.0				\$600.0	\$325.0				\$925.0
Construction	\$91,232.5				\$153.3	\$3999.2	\$83,700.0		\$3,380.0	\$91,232.5
Contengency	\$3,750.0								3,750.0	\$3,750.0
Total	\$123,084.0	\$198.0	\$7,582.0	\$7,325.0	\$1,149.0	\$5,000.0	\$94,300.0	\$400.0	\$7,130.0	\$123,084.0

Proposed Funding Plan:

Action 1:

It is recommended that the Commission approve the revised funding plan for the I-880 Southbound HOV Lane Project to incorporate \$400,000 in Federal transportation Enhancement funds.

Action 2:

It is recommended that the Commission authorize the Executive Director, or his designee, to negotiate and execute all necessary contracts and agreements for the allocation and use of Transportation Enhancement funds and for operational improvements on Davis Street at the I-880 Interchange as identified in the revised funding plan.

Fiscal Impact

The Alameda CTC's Consolidated FY 2011-12 budget will be revised to reflect the addition of \$400,000 of Federal Transportation Enhancement funds in FY 2011/2012.



DATE:	July 15, 2011
DATE.	July 13, 2011

TO: Alameda County Transportation Commission

FROM: Programs and Project Committee

SUBJECT: I-880/23rd/29th Operational Improvement Project – Approval to Execute Agreements for Project Right-of-Way Requirements.

Recommendations

It is recommended that the Commission authorize the Executive Director to execute the necessary agreements to acquire real property, both fee and easements, and utility agreements required to deliver the I-880/23rd/29th Operational Improvements Project.

Summary

I-880/23rd/29th Operational Improvement Project proposes to construct operational and safety improvements on Interstate 880 at the existing overcrossings of 29th Avenue and 23rd Avenue in the City of Oakland. The project will improve the vertical clearance of the structures as well as recurring congestion in the area and improve safety related features such as ramp lengths/design and shoulder widths with \$73 million in Proposition 1B Trade Corridor Improvement Funds programmed to complete the project. The Environmental Document and the Project Report were completed in April 2010 and the design and ROW phases are underway.

To continue to advance the project, staff is requesting the Commission to authorize the Executive Director to execute necessary Agreements for Project Right-of-Way requirements. The Alameda CTC has contracted with RBF Consulting to provide design and right-of-way engineering, and Associated Right of Way Services, Inc. (ARWS), a subconsultant to RBF Consulting, for Right-of-way acquisition services.

Background

In December 2010, the Alameda CTC Board approved an amendment to the RBF Consulting contract to complete the PS&E for the project. Associated Right of Way Services, Inc. (ARWS) is a subconsultant to RBF Consulting for Right-of-way acquisition services.

At this time, it is anticipated that 15 parcels will be affected through fee takes, utility easements or temporary construction easements. Utility agreements will also be required for this project. As with any right-of-way process, condemnation may be required if negotiations are not successful. Early planning for the right-of-way acquisition is underway, as the right-of-way certification process is on the project delivery critical path schedule.

Staff is requesting the Commission to authorize the Executive Director to execute necessary Agreements for Project Right-of-Way requirements.

Fiscal Impact

Approval of the recommended action will have no significant fiscal impact. Funds to implement the project are assumed in the FY 2011/12 Alameda CTC budget.



DATE: July 21, 2011

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: Grand – MacArthur Transportation Management System Project - Approval of CMA TIP Funds to Supplement the Project Budget

Recommendation

It is recommended that the Commission approve the allocation of \$200,000 in CMA TIP funds for the completed Grand – MacArthur TMS Project. These funds are included in the approved project budget but a request for the CMA Board to allocate these funds was never prepared. With this allocation, the project will be closed out.

Discussion

The Grand – MacArthur TMS project was developed by the Alameda County Congestion Management Agency in association with AC Transit and the City of Oakland. The project implemented an integrated, multi-modal advanced transportation management system consistent with previous SMART Corridors projects on two major and critical arterials in the City of Oakland, Grand Avenue and MacArthur Boulevard.

Project Development Phase of this project began in 2005 and the construction phase began in 2008. The total cost of the project is \$4,420,000. The cost of each phase of the project is as follow:

Project Scoping	\$ 210,000.00
Project Approval and Environmental Document	\$ 525,000.00
Final Design and System Integration	\$ 1,345,192.00
ACCMA Staff	\$ 572,853.00
Construction Management	\$ 360,808.00
Construction Capital	\$ 1,406,147.00
Funding for the project was as follow:	
Regional Measure 2 (RM2)	\$ 3,515,000.00
Federal - CMAQ	\$ 500,000.00
TFCA	\$ 205,000.00
CMA TIP	\$ 200,000.00

Project was completed and the CMA Board accepted contract on September 24, 2009. All invoices from the consultants and contractor were paid. Requests for reimbursement were submitted and

payments were received from RM 2, TFC and CMAQ. Request for reimbursement from CMA TIP was denied due to absence of CMA Board approval.

In order to reimburse CMA general funds and close the project, the Commission is requested to approve the allocation of \$200,000 of CMA TIP to Grand – MacArthur TMS project.

Fiscal Impact

The CMA TIP program can accommodate the proposed programming, but the revenues and costs associated with this change will reduce the Transportation Improvement Program (TIP) capacities by \$200,000. The approved Alameda CTC budget will be adjusted accordingly.



Date: July 21, 2011

To: Alameda County Transportation Commission

From: Programs and Projects Committee

Subject: I-80 ICM Project - Approval of System Manager Services Contract and Approval of Amendment to the Design Contract for the San Pablo Corridor Arterial and Transit Improvement Project No. 6 and the Traffic Operations Systems Project No. 3

Recommendations

Staff recommends that the Commission:

- 1. Approve a contract with Kimley Horn & Associates for System Manager Services to support the San Pablo Corridor Arterial and Transit Improvement Project No. 6; and
- 2. Approve an amendment to the existing design contract with Kimley Horn & Associates for providing Design Services during construction for the San Pablo Corridor Arterial and Transit Improvement Project No. 6 (491.6) and for the Traffic Operations Systems (TOS) Project No. 3 (491.3).

Discussion

The I-80 ICM Project will reduce congestion and delays in the 20-mile I-80 corridor and San Pablo Avenue from Emeryville to the Carquinez Bridge through the deployment of intelligent transportation system (ITS) and transportation operation system (TOS), without physically adding capacity through widening of the corridor. This \$93 million project is funded with the Statewide Proposition 1B bond funds (\$76.7 million), and a combination of funding from Alameda and Contra Costa counties sales tax programs, as well as federal and other local and regional funds. The I-80 ICM Project has been divided into seven sub-projects in order to stage the delivery of contracts, take advantage of the good construction bidding climate of recent years, and minimize project delivery risk to these projects by narrowing each contract's scope. The seven projects are:

Project #1: Software & Systems Integration Project #2: Specialty Material Procurement Project #3: Traffic Operations Systems (TOS) Project #4: Adaptive Ramp Metering (ARM) Project #5: Active Traffic Management (ATM) Project #6: San Pablo Corridor Arterial and Transit Improvement Project Project #7: Richmond Parkway Transit Center The California Transportation Commission (CTC) allocated over \$23 million in State bond funds for the implementation of Project No. 3 and Project No. 6. Under an agreement with Caltrans, the Alameda CTC is responsible for the construction administration and management of the Projects 1, 2, 3, and 6. Implementation of Project No. 6 requires two (2) professional services:

- 1. To provide Design Services during Construction phase including Request for Information (RFI), Submittal review, Design changes, etc.
- 2. To provide System Management services to manage and oversee System Integration functions performed by the System Integrator.

Implementation of Project No. 3 requires following professional service:

1. To provide Design Services during Construction phase including Request for Information (RFI), Submittal review, Design changes, etc.

In 2007, the Alameda County Congestion Management Agency (ACCMA) had previously retained Kimley Horn & Associates to provide design services for the I-80 ICM project through RFP No. A07-007. Said RFP had provisions granting ACCMA/ACTC the option to retain Kimley Horn & Associates for the System Integrator/System Manager role for the project.

Staff is recommending that the Commission approve a Contract with Kimley Horn & Associates to provide System Manager Services for Project No. 6 for an amount not to exceed \$700,000.

Staff is also recommending that the Commission approve an amendment with Kimley Horn & Associates to provide Design Services during Construction Phase for Project No. 6 and Project No. 3 for an amount not to exceed \$470,000.

Fiscal Impacts

The revenues and costs associated with these projects will be funded through the Traffic Light Synchronization Program (TLSP) and the Corridor Mobility Improvement Account (CMIA) both within the State Infrastructure Bond Program (Proposition 1B) and are included in the approved Alameda CTC budget.



DATE: July 21, 2011

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: I-680 Sunol Express Lanes (ACTIA No. 8) Project - Approval of Amendment No. 2 to the Cooperative Agreement with Caltrans to Allow the Payback of the Letter of No Prejudice (LONP)

Recommendation

It is recommended that the Commission approve amendment No. 2 to cooperative agreement number 04-2138 with Caltrans to allow the payback of the LONP to Alameda CTC and to authorize the Executive Director to execute this amendment. Upon execution of the agreement, Caltrans will reimburse Alameda CTC for Measure B funds that have been expended to construct the Express Lane. These funds will be part of ACTIA No. 8 project and will be spent on developing the northbound express lane project.

Summary

Caltrans, the Alameda County Congestion Management Agency and the Sunol Smart Carpool Lane JPA executed a cooperative agreement effective April 8, 2008 to define the terms and conditions under which the project is to be constructed and financed. The agreement was then amended to include Measure B funds as a loan to the project in lieu of Traffic Congestion Relief Program (TCRP) that was not available when the project was ready to begin construction. The first amendment did not include the terms for the reimbursement process. Amendment number 2 will stipulate the terms for reimbursement of Measure B that have been expended in the construction of the Express Lane.

Discussion/Background

The I-680 Express Lane project allows carpools to travel free of charge and charges a toll for single occupancy vehicles to use the excess capacity in the High Occupancy Toll (HOT) lane. The project widened the southbound I-680 to accommodate the exiting High Occupancy Vehicle (HOV) lane and HOT lane; constructed improvements to provide a HOT lane along southbound I-680 from State Route (SR) 84 to Santa Clara County SR 237; and rehabilitated the existing pavement. The capital cost of project has several sources of funds. TCRP funds contributed \$36 million to the project. However, in 2008 when the project was ready to receive allocation form California Transportation Commission (CTC) so that the project could proceed to construction, TCRP funds were not totally available. A shortfall of \$20 million in TCRP was identified. CTC approved a LONP request allowing the use of \$20 million of Measure B funds to be used for the I-680 project with reimbursement of

TCRP funds at a later date. CTC also approved the payback schedule of two \$10 million payments of TCRP to take place in FY 10/11 and FY 11/12.

At their May 2011 meeting, the CTC authorized reimbursement of \$10 million in Measure B expenditures related to the I-680 Project from TCRP funds programmed for I-680. An amendment to the Cooperative Agreement with Caltrans is needed prior to processing the reimbursement of the Measure B funds that were expended.

Upon execution of the agreement, Caltrans will reimburse Alameda CTC \$10 million. These funds will used to develop the I-680 Northbound Express Lane Project.

On June 13, 2011 the Sunol Smart Carpool Lane JPA took an action approving the amendment and authorizing the Express Lane Executive Director to execute this amendment.

Fiscal Impact

The TCRP reimbursement will be included in the funding plan for the I-680 Northbound Express Lane Project. Alameda CTC budget will be amended to reflect the inclusion of these funds.



DATE: July 21, 2011

TO: Alameda County Transportation Commission

- **FROM:** Programs and Projects Committee
- SUBJECT: Route 238/Mission-Foothill-Jackson Corridor Improvement Project (ACTA No. 238) – Authorization to Execute Amendments to Project Funding Agreements to Transfer Funds from the Right-of-Way to the Construction Phase of the Project

Recommendation

It is recommended that the Commission authorize the Executive Director to execute amendments to project funding agreements with the City of Hayward for the Route 238/Mission-Foothill-Jackson Corridor Improvement Project (ACTA No. 238) to transfer funds from the Right-of-Way to the Construction phase of the project.

Summary

On June 2, 2011, staff received a letter from the City of Hayward (Attachment A) requesting amendments to two existing Project Funding Agreements with the Alameda CTC for the Route 238/Mission-Foothill-Jackson Corridor Improvement Project (ACTA No. 238).

The recommended actions will allow the project sponsor (City of Hayward) to use remaining, previously allocated Right-of-Way phase funds to complete the Construction phase of the project.

Table 1 below summarizes the Measure B commitment to this project.

Table 1: Summary of Mea Route 238/Mission-Foothill-Jackson (ACTA No.	Corridor Improvem	
Description	Amount (\$ x 1,000)	Balance (\$ x 1,000)
Total Measure B Commitment (from Adopted 2011-12 Strategic Plan)	NA	\$ 80,000
Previously Allocated Total	\$ 80,000	\$ 0
Remaining Prog	rammed Balance	\$ 0

Discussion/Background

The Route 238/Mission-Foothill-Jackson Corridor Improvement project in the City of Hayward is included in the amended 1986 Measure B Expenditure Plan and in the adopted 2011-12 Strategic Plan. The plan identifies \$80 million in Measure B funds for this project.

On June 2, 2011, staff received a letter from the City of Hayward (Attachment A) requesting amendments to two existing Project Funding Agreements with the Alameda CTC for the Route 238/Mission-Foothill-Jackson Corridor Improvement project to transfer funds from the Right-of-Way to the Construction phase of the project. The project is sponsored by the City of Hayward and is funded by Measure B, local sources and future State Local Alternative Transportation Improvement Program (LATIP) funds.

The project was advertised and awarded by the City of Hayward and is currently under construction by Top Grade Construction Inc. The project is expected to be completed and open to traffic by December 2012.

Staff recommends approval of the proposed action to authorize the administrative actions and agreement amendments necessary to transfer funds as requested.

Fiscal Impact

Approval of the recommended actions is fiscally neutral, as the requested action reassigns existing allocation authority to other eligible project phases.

Attachment

Attachment A: City of Hayward letter dated June 2, 2011



Attachment A

June 2, 2011

Alameda County Transportation Improvement Authority 1333 Broadway, Suite 300 Oakland CA 94612

Attention: Stefan Garcia

SUBJECT: PHASE FUNDING CHANGE REQUEST ACTA – PROJECT SPECIFIC FUNDING AGREEMENTS No. A08-0001 and No. A09-0002 CITY OF HAYWARD (MB 238) MISSION/FOOTHILL CORRIDOR PROJECT

Dear Mr. Garcia:

In accordance with our Project Specific Funding Agreements for the Mission/Foothill Corridor Project (MB 238), we are requesting a redistribution of funds within the PS&E/ROWS/ROWC agreement and a transfer of funds from that agreement to the ConSup/ConCap agreement. We have attached two documents entitled Exhibit I that detail our request to change the Measure B Funding Obligation distribution within each agreement's project phases.

Because work on the PS&E phase of the project is complete, this request will provide for the actual expenses to date for this phase. It increases the ROW Support phase amount by \$0.2 million to address any remaining PUE and acquisition issues and the future sale of surplus lands. The ROW Capital phase allocation is decreased significantly while retaining a sufficient balance to complete the acquisition of a Caltrans property, two parcels near Mission/Broadway and miscellaneous PUEs, as well as any remaining demolition and abatement. There is a \$6.7 million reduction in the funding obligation for our agreement as shown on the Exhibit I for A08-0001. We are requesting that these funds be transferred to the ConSup/ConCap agreement and have shows the funds as a new prior year obligation on the attached Exhibit I for A09-0002.

There is no change to the overall project phase funding obligation.

DEPARTMENT OF PUBLIC WORKS ENGINEERING & TRANSPORTATION DIVISION

June 2, 2011 Page 2

Any questions should be directed to our Project Manager, Kevin S. Briggs. You may contact Mr. Briggs at 510-583-4760.

Sincerely,

MORAD FAKHRAI Deputy Director of Public Works

KB/fr Enclosures cc: Kevin Briggs Yaw Owusu Chron File The tables in Section I(6) of ACTA A09-0002 are replaced with the following tables:

CONSTRUCTION		Measure B Funding Obligations	ing Obligations	
SUPPORT PHASE	Prior Years	10/11	11/12	TOTAL
Contracts		2,445,000	555,000	3,000,000
SPONSOR Staff		1,200,000	1,200,000	2,400,000
PHASE TOTAL		3,645,000	1,755,000	5,400,000

CONSTRUCTION CAPITAL		Measure B Funding Obligations	ing Obligations	
PHASE	Prior Years	10/11	11/12	TOTAL
Contracts	6,700,000	21,025,000	13,675,000	41,400,000
PHASE TOTAL	6,700,000	21,025,000	13,675,000	41,400,000

SASYNA IIY	- - - -	Measure B Funding Obligations	ing Obligations	
ALL I HASES	Prior Years	10/11	11/12	TOTAL
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TOTAL	vvv,vvv		000,004,010	40,000,004

		Measure B Fun	Measure B Funding Obligations	
РЭ&Е РНАЗЕ	07/08	60/80	09/10	TOTAL
Contracts	\$ 100,000	\$ 6,608,869	- ج	\$ 6,708,869
Sponsor Staff	\$ 100,000	\$ 200'000 \$	\$ 247,899	\$ 847,899
PHASE TOTAL	\$ 200,000	\$ 7,108,869 \$	\$ 247,899	\$ 7,556,768

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The tables in Section I(6) of ACTA A08-0001 are replaced with the following table
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RIGHT-OF-WAY			Σ	Measure B Funding Obligations	lding	Cobligations	-	
SUPPORT PHASE	07/08			60/80		09/10	TO	TOTAL
Contracts	\$ 140	140,000	Ş	290,000	Ş	270,000	Ŷ	700,000
Sponsor Staff	\$ 80	80,000	Ş	180,000	Ş	440,000	Ş	700,000
PHASE TOTAL	\$ 220	220,000	Ş	470,000	Ş	710,000	Ŷ	1,400,000

RIGHT-OF-WAY		Measure B Fund	Measure B Funding Obligations	
CAPITAL PHASE	07/08	08/09	09/10	TOTAL
Contracts		\$ 22,743,232		\$ 22,743,232
Sponsor Staff		÷ د		
PHASE TOTAL		\$ 22,743,232		\$ 22,743,232

			2	Measure B Funding Obligations	ding Obligat	ions	
ALL PHASES		07/08		08/09	09/10		TOTAL
FUNDING AGREEMENT							
TOTAL	Ŷ	420,000 \$		30,322,101	\$ 957,899		\$ 31,700,000



DATE: July 21, 2011

TO: Alameda County Transportation Commission

- **FROM:** Programs and Projects Committee
- SUBJECT: Webster Street SMART Corridor Project Approval of Amendment No. 1 to Extend the Expiration Date of the Contract with Harris & Associates to Provide Construction Management Services

Recommendation

It is recommended that the Commission approve Amendment No. 1 to extend the expiration date from June 30, 2011 to June 30, 2012 of the contract with Harris & Associates, CMA contract number: A 10-010. The contract time extension is needed to allow for the Commission to continue to providing construction management services to the construction of the Webster Street SMART Corridor Project.

Approval of the contract expiration date will not increase the contract budget and will not have a fiscal impact.

Summary

The CMA entered into a construction management services agreement with Harris & Associates in August 2010 with an expiration date of June 30, 2011. The construction phase of the project was scheduled to go to construction in summer of 2010. However, during the process of allocating federal funds, it was determined that the project needed to obtain FHWA approval of the design and environmental documents to be eligible for Federal funding. The National Environmental Policy Act (NEPA) and the Right of Way certification were approved in May 2011. The request to allocate federal funds has been submitted to the Department of Transportation. The contract will be advertised for construction soon after the allocation of federal funds is made. The extension of the expiration date will allow Harris & Associates to provide construction management services during the construction phase of the project.

Discussion/Background

The Alameda County Transportation Commission (Alameda CTC), in partnership with the City of Alameda, Metropolitan Transportation Commission (MTC), Caltrans, and AC Transit are implementing a full design and implementation of the Webster Street SMART Corridor Project. This project would be an expansion of the existing East Bay SMART Corridors System. The project will install Closed Circuit Television Cameras (CCTV) for monitoring, Video Image Detection (VID) Systems for actuating pre-timed traffic signals, and Microwave Vehicle Detection System (MVDS)

devices along various corridors leading to the Webster/Posey Tubes on the City of Alameda. The field elements will connect to a communications network that will transmit the data to the City of Alameda Traffic Management Center (TMC). The project is also being coordinated with the City of Oakland.

In September 2008 the CMA Board authorized the execution of a professional services contract to provide construction management services for the Webster Street SMART Corridor Project. Harris & Associates was selected and a contract was executed in August 2010. Due to delays in obtaining FHWA approval of the project and the allocation of Federal funds, amendment to the expiration date to the Harris & Associates contract is needed to provide construction management services during the construction phase of the project.

Fiscal Impact

Approval of the requested action will have no impact on the approved Alameda CTC budget. This action will extend contract time only.



DATE: July 21, 2011

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: I-580 Castro Valley Interchange Improvements Project (ACTIA No. 12) --Approval of Various Actions to Complete and Close-Out Project

Recommendation

It is recommended that the Commission approve the following actions related to the I-580 Castro Valley Interchange Improvements Project (ACTIA No. 12):

- 1. Approval of the disposal of surplus right of way acquired for the I-580 Castro Valley Interchange Improvements Project and authorization for the Executive Director, or a designee of the Executive Director, to execute all agreements, amendments to existing agreements, and other documents as required for the disposal of the surplus properties;
- 2. Authorization to award a construction contract to Forster and Kroeger Landscape Maintenance, Inc., in the amount of \$231,820 for the landscaping maintenance "Extended Establishment Period" (EEP) required by Caltrans for the I-580 Castro Valley Interchange Improvements Project;
- 3. Approval of a total contract budget for the EEP contract (recommended for award under item two above) of \$255,000 based on the contract award amount plus a ten percent (10%) contingency; and,
- 4. Approval of Amendment No. 1 to Professional Services Agreement No. A07-0037 with S&C Engineers to extend the contract termination date to March 31, 2014 and to increase the contract amount by \$60,000 to allow for construction management services related to the EEP contract (recommended for award under item two above).

Approval of the recommended actions will allow for close out of the Right of Way and Construction Phases.

Discussion/Background

The I-580 Castro Valley Interchange Improvements Project (ACTIA No. 12) is one of the 27 capital projects receiving Measure B funding authorized by the 2000 Measure B Transportation Expenditure Plan. The reconfigured interchange area has been open to traffic for some time, but from the project delivery perspective, the project is still active. The project required acquisition of

right of way. The Right of Way Phase is in the process of being closed out concurrently with the Construction Phase. Right of way close out includes disposing of surplus properties. Construction close out involves settling any outstanding issues and processing the final payment to the contractor for the interchange construction contract, and satisfying the three-year landscaping maintenance "Extended Establishment Period" (EEP) requirement in the Cooperative Agreement between the Alameda CTC and Caltrans.

The following actions related to project closeout have recently been approved by the Alameda CTC:

- March 2011: The Alameda CTC approved the transfer of right of way required for the continuing operation of the State Highway System from the Alameda CTC to Caltrans;
- May 2011: The Alameda CTC approved three actions:
 - 1) Amending the professional services agreement with the project designer to support the right of way and construction close out activities;
 - 2) Issuing a request for bids to provide landscaping maintenance services for more than two years as required by the Cooperative Agreement between the Alameda CTC and Caltrans which allowed the construction of the project on the State Highway System; and
 - 3) Accepting the transfer of surplus right of way from Caltrans for disposal by the Alameda CTC. (Note: In March 2011, The Alameda CTC approved the transfer of property to Caltrans.)
- June 2011: The Alameda CTC approved accepting of the construction contract and making the final payment to the contractor up to the limits of the approved budget. (Note: The acceptance of the construction contract, which included the first portion of the required landscaping maintenance period, necessitated the separate contract to provide the remainder of the required landscaping maintenance, i.e. the EEP contract.)

Close out of the Right of Way Phase consists primarily of the disposal of the remaining, surplus properties owned by the Alameda CTC. A number of properties are being grouped for sale in an effort to expedite disposal, to minimize the Alameda CTC's risks related to owning property, and to eliminate ongoing expenditures related to owning property such as maintenance, insurance, etc. The disposal is expected to be complete by the end of 2011 with the net proceeds from the sales returning to the Measure B coffers to offset project expenditures.

Close out of the Construction Phase requires satisfying the provisions of the Cooperative Agreement between the Alameda CTC and Caltrans which authorized the Alameda CTC to construct the interchange reconfiguration project. The Cooperative Agreement included a provision for three years of landscaping maintenance within the project limits. The construction contract (approved for acceptance in June 2011 and currently being closed out) included the first year of the three-year EEP. The first year ends in November 2011, and the three-year EEP correspondingly ends in November 2013. Since the interchange construction contract will be closed out prior to November 2011, the follow on EEP contract recommended for award in this

agenda item will be for a period longer than two years. In other words, the interchange contract was shortened, and the EEP contract must be long enough to satisfy the overall three-year requirement in the Cooperative Agreement.

In May 2011, the Alameda CTC approved the issuance of a request for bids for the EEP contract. The bid opening occurred on June 30, 2011 at the Alameda CTC office in Oakland. Two bids were received: One from RMT Landscape Contractors, Inc.; and the second from Forster and Kroeger Landscape Maintenance, Inc. Shortly following the bid opening, RMT Landscape Contractors, Inc. contacted the Alameda CTC requesting relief from their bid citing a discovery on their part that they had made a mistake in their bid. Initial review of the information provided in support of the request for relief has led to the recommendation for the award of the EEP contract to Forster and Kroeger Landscape Maintenance, Inc. The relief of RMT Landscape Contractors, Inc. from their bid leaves Forster and Kroeger Landscape Maintenance, Inc. as the sole bidder determined to be responsive to the request for bids. The amount of the bid has been determined as reasonable for the services required, however the proposer, Forster and Kroeger Landscape Maintenance, Inc. did not meet the contract goal for Local Business Enterprises (LBE) of sixty percent (60%) or for Small Local Business Enterprises (SLBE) of twenty percent (20%). (Note: The SLBE percentage counts toward both the SLBE and LBE goals.) In light that the proposal did not meet the contract goals, the proposer provided documentation as evidence they performed a Good Faith Effort to include LBE and SLBE vendors in their proposal. The documentation has been determined to be adequate to substantiate a Good Faith Effort.

The Alameda CTC has an existing Professional Services Agreement (A07-0037) with S&C Engineers to provide construction management services for the project. S&C Engineers provided the construction management for the interchange construction contract and has assisted with the transition from that contract to the EEP contract. The recommended Amendment No. 1 to Agreement No. A07-0037 with S&C Engineers will extend the termination date to March 31, 2014 and increase the total amount of the contract by \$60,000 from the current contract value of \$2,800,000 to \$2,860,000. Table 1 below summarizes contract information related to Agreement No. A07-0037.

Table 1: Summary o v	f Alameda CTC (vith S&C Engine		-0037
Description	Contract Termination Date	Amendment Amount	Total Contract Not to Exceed Amount
Original Contract (dated April 26, 2007)	12/31/11	NA	\$ 2,800,000
Recommended Amendment No. 1 (This Agenda Item)	3/31/14	\$ 60,000	\$ 2,860,000
Т	otal Amended C	ontract Amount	\$ 2,860,000

Approval of the recommended actions will allow for close out of the Right of Way and Construction Phases.

Fiscal Impact

Approval of the recommended actions will make \$315,000 (\$255,000 + \$60,000) of Measure B funds available for encumbrance and subsequent expenditure. The total amount of Measure B funds allocated for the project (from project numbers ACTIA 12 and ACTA MB239) includes sufficient capacity for the recommended encumbrances.



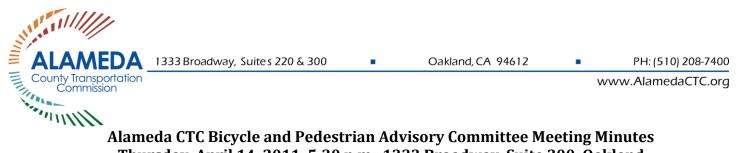
DATE: July 15, 2011

- **TO:** Alameda CTC Commission
- FROM:Arthur L. Dao, Executive Director
Patricia M. Reavey, Director of Finance

SUBJECT: FY2010-11 4th Quarter Investment Report Handout Notification

In order to comply with statutory requirements, the FY2010-11 4th Quarter Investment Report has been included for review as a handout in Commission member's folders. Per the California Government Code, staff is required to submit this report to the Commission within 30 days following the end of the quarter covered by the report. Due to timing constraints based on when information becomes available, staff was not able to prepare and submit a staff report along with the investment report for formal approval by the Commission at this meeting. A formal submission to the board for approval will be included in the next Commission meeting packet for the September 22nd Commission meeting.

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Thursday, April 14, 2011, 5:30 p.m., 1333 Broadway, Suite 300, Oakland

Attendance Key (A = /	Absent, P = Present)
Members:	
<u> </u>	P Preston Jordan
<u>A</u> David Boyer	<u> </u>
Alex Chen	<u>A</u> Anthony Salomone
<u>A</u> Lucy Gigli	<u>P</u> Tom Van Demark
P Jeremy Johansen	PAnn Welsh
Staff:ATess Lengyel, Deputy Director of Policy, Public Affairs and LegislationPBeth Walukas, Deputy Director of PlanningPRochelle Wheeler, Bicycle and Pedestrian Coordinator	<u>P</u> Diane Stark, Senior Transportation Planner <u>P</u> Angie Ayers, Acumen Building Enterprise, Inc.

1. Welcome and Introductions

Midori Tabata, BPAC Chair, called the meeting to order at 5:35 p.m. The meeting began with introductions and a review of the meeting outcomes.

Guests Present: Alex Evans, EMC Research, Inc.; Jason Huertas, EMC Research, Inc.; Bonnie Wehmann, EBBC

2. Public Comments

There were no public comments.

3. Approval of December 9, 2010 and February 10, 2011 Minutes

Preston Jordan requested a change on page 5 of the December 9, 2010 minutes to reflect "Active Transportation Master Plan."

Preston Jordan moved to approve the December 9, 2010 minutes with the above change and the February 10, 2011 minutes as written. Tom Van Demark seconded the motion. The motion carried unanimously (6-0).

4. Countywide Pedestrian and Bicycle Plan Updates: Input on Capital Project Prioritization Rochelle Wheeler gave a presentation on the Countywide Pedestrian and Bicycle Plan Updates capital project prioritization approach. Rochelle encouraged the members to submit comments using the comment form by Wednesday, April 20, 2011.

Rochelle and Diane Stark led the discussion and presented the following:

- A review and discussion on changes to the vision networks
- A review of 2006 prioritization processes
- An overview of the proposed prioritization processes

Staff also asked BPAC to comment on specific questions detailed in slide 8 of the presentation. See Attachment A for members' comments/feedback on the specific questions.

5. Recommendation on Measure B Bicycle/Pedestrian Countywide Discretionary Fund Program

A. Extension of Two Current Program Grants

Rochelle stated that this topic carried forward from the last agenda, because the BPAC did not have a quorum to approve the recommendations. She informed the committee that staff is recommending extending the Bicycle Safety Education Program for one year with up to \$100,000 from the Countywide Discretionary Fund (CDF). In the February meeting, the BPAC members agreed by consensus that Alameda CTC should continue to fund the Bicycle Safety Program. Chair Tabata stated that she wants to see this program be funded in the future through a Request for Proposal process and to have guidelines for what the program should include.

Staff recommended BPAC approve funding for up to \$25,000 to continue the Tri-City Senior Walk Program for one year as a pilot and evaluate how to expand it countywide.

Jeremy Johansen moved to approve staff's recommendations to provide additional CDF monies of \$100,000 for the Bicycle Safety Education Program and \$25,000 for the Tri-City Senior Walk Program. Tom Van Demark seconded the motion. The motion passed unanimously (6-0).

B. Proposed Matching Funds Policy

Rochelle reiterated that BPAC members requested that staff develop a draft policy for using the CDF as matching funds. Staff is recommending setting aside \$100,000 annually for matching funds. BPAC members inquired if a ceiling amount is recommended for matching funds or if they are distributed on a case-by-case basis. Rochelle stated that the ceiling is recommended to be \$100,000, and funds would be distributed as noted in the guidelines.

Preston Jordan moved to approve staff's recommendations on the proposed matching funds guidelines. Tom Van Demark seconded the motion. The motion passed unanimously (6-0).

6. Evaluation of Bike to Work Day and Get Rolling Campaigns

Diane Stark stated that Alex Evans and Jason Huertas with EMC Research, Inc. will present the outcomes from two surveys conducted in 2010 about the Bike to Work Day/Get Rolling Campaign. She stated that another survey will be conducted later this year. Chair Tabata requested that the BPAC review the questionnaire to provide input prior to conducting the next survey.

Alex gave a presentation on the survey results. He stated that 400 interviews took place via a telephone survey of Alameda County adult residents. EMC Research conducted the survey of residents from November 30, 2010 through December 5, 2010. Alex stated that 656 respondents took the web survey of bicyclists in Alameda County. This survey was conducted from December 7, 2010 through January 17, 2011. Alex reviewed the following key findings and gave a highlight on the responses to the questionnaire:

- Recall of the Get Rolling advertising campaign is low, but the ads do communicate the message effectively.
- Many participants in Bike to Work Day are already regular bicycle commuters, and most who participate are inclined to continue to do so.
- The safety of riding a bicycle is of top concern for many current and would-be bicyclists, particularly on shared roadways. Distance is also a significant barrier for many residents.
- More bike paths and lanes and intersection safety measures are the most appealing improvements.

It was noted by a member of the pubic that awareness is needed for residents to know that Alameda County offers free bike safety classes and that 511.org will provide bike buddies.

7. Review TDA Article 3 Projects

Rochelle informed the committee that a memo regarding the TDA Article 3 projects is in the packet. She stated that BPAC is responsible for reviewing and providing input on TDA Article 3 projects in Alameda County, if requested. Rochelle stated that the Alameda County Public Works Agency (ACPWA) requested BPAC provide input on the Pedestrian Improvements at Various Locations project mentioned in the memo. The BPAC inquired how the ACPWA determines and prioritizes locations for improvements. Diane and Chair Tabata said that a pedestrian plan exists for this area, and Rochelle stated that she would pose this question to the project sponsor.

8. Review of BPAC Officer Roles and Upcoming Elections

Rochelle informed the committee that at the June meeting, BPAC will elect a chair and vice chair for the next fiscal year. She also noted that last year, the BPAC voted to remove the term limits on the positions. A quorum is required to elect BPAC officers in June.

9. Board Actions/Staff Reports

- A. Countywide Transportation Plan and Transportation Expenditure Plan Beth Walukus gave an update on the Countywide Transportation Plan (CWTP) and the Transportation Expenditure Plan (TEP). The highlights of the updates are follows:
 - MTC issued a call for projects in March, and the Alameda County jurisdictions submitted applications to the Alameda CTC by April 12. Alameda CTC is in the process of screening the applications and is developing a preliminary list of CWTP projects and programs to submit to MTC by April 29. Staff will present the CWTP and the Regional Transportation Plan projects and programs lists to Alameda CTC committees in May, and the selection process will culminate in a public hearing at the May 26 CWTP-TEP Steering Committee meeting and a recommendation for approval by the Commission on the same day. Beth stated that the projects that move forward will be modeled via packages based on the vision and goals adopted by the CWTP-TEP Steering Committee in March.
 - Beth said that a lot of emphasis was placed on transportation and the topics of housing and jobs are being addressed now. She stated that a workshop is being held in Supervisorial Districts 1 and 2 on May 14 to review the development of the Sustainable Communities Strategy and how it can be done effectively in Alameda County. The East Bay Economic Development Alliance (EBEDA) is invited to this workshop to discuss jobs, and the EBEDA will release a report on the needs for housing, transportation, and other resources that support the attraction of retention of jobs. The May 14 workshop will be held at the Sunol Golf Course.
 - The first poll was completed in early March, and the results were encouraging for the renewal of the sales tax measure. The second poll will take place in the fall.
 - The five public outreach workshops were completed in March. The outreach outcomes and the poll results validated each other.

B. Other

Rochelle stated that staff is recommending changes to the committee structure and will submit a proposal to the Commission in May that will come to BPAC at its June meeting. She mentioned to the committee that the community advisory committee bylaws are currently being reviewed and modified to be consistent in structure and language. BPAC members will review the BPAC Bylaws at the June BPAC meeting.

Rochelle stated that the Bike to Work Day campaign name changed to *Ride into Life*. The advertisements will be displayed throughout the county starting the week of April 18, 2011.

10. BPAC Member Reports

Preston Jordan stated that the East Bay Regional Park District voted to authorize staff to pursue eminent domain to complete the San Francisco Bay Trail between Buchanan Street and Gilman Street in the Albany/Berkeley area.

Chair Tabata stated that the new BART Director, Robert Raburn, requested that the county BPAC appoint a representative to fill a vacant position on the BART Bicycle Task Force. She

stated that the task force meets twice a month. This item will be placed on the BPAC agenda in June.

Chair Tabata encouraged the members to seriously think about the election of officers in June.

Midori mentioned that the East County Transportation Forum is scheduled for April 21, 2011 at Dublin City Hall.

11. Adjournment

The meeting adjourned at 8:15 p.m.

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Alameda CTC BPAC Meeting April 14, 2011

Discussion of Capital Project Prioritization Approach for Countywide Bicycle and Pedestrian Plans: BPAC Comments

The BPAC comments focused on the questions presented in the staff report.

Trails (Priority Project Type)

- Q: Should the San Francisco Bay Trail be a pedestrian priority?
 - The Bay Trail is not a transportation corridor for pedestrians; it has more of a recreational focus. Unlike the East Bay Greenway, there is population only on one side of the trail, not on two.
 - Leave the Bay Trail in both plans.
 - Even if recreational, it should be in both plans.
- Q: Should the priority be on spines over other trail segments?
 - Leave it open There may be an important spur or connector.
 - Include the spine and connectors, since much of the spine is built, and connectors are needed to access the trail; but don't prioritize spurs, since these are not transportation focused.
 - The spine may be top priority, but connectors could be secondary.

Mulit-Agency Routes/Links (Priority Project Type)

- *Q: Should this be a priority area?*
 - Members are nervous to move away from "inter-jurisdictional" to "multiagency." Why would crossing San Pablo Avenue in one city, for instance, be a higher priority than a border crossing?
 - This category only makes sense if Alameda CTC (unlike in the past) is proactive about partnering with other agencies, in other words, assisting with policy development and/or project implementation. If it's purely a funding priority, it doesn't make sense.
- Q: Should maintenance be included in this category?
 - See the discussion of maintenance under "General Comments." By and large, the BPAC wanted to include funding for maintenance.

Transit Priority Zones, Downtowns and Major Commercial Centers (Priority Geographies)

- *Input:* Need connections *between* the activity centers, like between downtowns and parks.
- Q: Should all of the proposed activity centers be priority areas?
 - BPAC wants a more quantitative approach. The activity centers included should be based on the number of trips generated by the center not just certain types of centers. It would be good to develop a list based on

quantitative criteria, and then evaluate it to see if the list needs to be tweaked or further refined.

- Refine the definition of commercial areas.
- *Q: Should other activity centers be added?*
 - See the response to the previous question.
 - Add colleges and universities.
- *Input:* In the Ped Plan, add access to downtowns and major commercial areas, include a one-fourth-mile walking distance, so people can get to these areas.
- *Input:* Be consistent with 2006 Ped Plan language: Use "commercial districts" not "centers."

General Comments

- *Q: Should the prioritization methodologies be similar for both plans?* The general agreement is yes, they should.
- Q: Should maintenance costs be included as a priority?
 - Overall, the general agreement is that they should be, but not as a higher priority than other facilities.
 - o [CWTP] polls show that maintenance is important to people.
 - For trails, consider an "adopt a trail" program, like in Santa Clara County.
 We need to be creative about funding.
 - Sidewalk maintenance is deficient.
- *Q*: Is there any priority missing?
 - See the input on activity centers.
- *Q:* Does the idea of "highest" priority projects make sense, particularly for the Ped Plan?
 - As with the Plans Working Group, the BPAC would like to see how this looks on the maps first where the overlap occurs.

Alameda County Transportation Commission <u>Bicycle and Pedestrian Advisory Committee</u> Roster and Attendance Fiscal Year 2011/2012

	Suffix	Last Name	First Name	City	Appointed By	Term Began	Re- apptmt.	Term Expires	Mtgs Missed Since July '11*
1	Ms.	Ms. Tabata, Chair	Midori	Oakland	Councilmember Rebecca Kaplan, City of Oakland	Jul-06	Sep-08	Sep-10	0
2		Ms. Welsh, Vice-Chair	Ann	Pleasanton	Mayor Jennifer Hosterman, Pleasanton	Oct-09		Oct-11	0
3		Mr. Chen	Alexander	Fremont	Supervisor Scott Haggerty, District 1	Oct-09		Oct-11	0
4		Ms. Gigli	Lucy	Alameda	Supervisor Wilma Chan, District 3	Jan-07	60-ua∟	Jan-11	0
5	Mr.	Mr. Johansen	Jeremy	San Leandro	Councilmember Joyce Starosciak, San Leandro	Sep-10		Jan-12	0
6	Mr.	Mr. Jordan	Preston	Albany	Supervisor Carson, District 5	Oct-08	Sep-10	Sep-12	0
7	Mr.	Mr. Kirby	Glenn	Hayward	Supervisor Nadia Lockyer, District 2	Oct-03	Jan-10	Jan-12	0
8		Mr. Van Demark	Tom	Oakland	Supervisor Miley, District 4	Oct-04	Jan-09	Jan-11	0
6		Vacancy							
10		Vacancy							
11		Vacancy							

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1333 Broadway, Suites 220 & 300

Oakland, CA 94612

PH: (510) 208-7400

www.AlamedaCTC.org

Alameda CTC Citizens Advisory Committee Meeting Minutes Thursday, April 21, 2011, 5:30 p.m., Hayward City Hall, 777 B Street, Hayward, CA

Attendance Key (A = Absent, P = Present) Members: P Barry Ferrier, Chair A Brad Hottle P Clara Sample P Cynthia Dorsey, Vice P Alton Jefferson A Nicholas Sebastian A____ Mike Sedlak Chair A Roop Jindal A Meredith Brown A Dimitris Kastriotis A Gerarda Stocking <u>A</u> Norbert Castro P Audrey LePell A Brenda Walker P____ Val Chinn Ρ _ Pilar Lorenzana-Campo <u>A</u> Ronald Washington P Joseph Collier P Harpal Mann A Darren White P Frances Hilliard P Hale Zukas P John Repar A Joseph Hilson A Frank Rose Staff: <u>P</u> Arthur L. Dao, Executive Director <u>P</u> Angie Ayers, Acumen Building Enterprise, Inc. P Tess Lengyel, Programs and Public Affairs P Lou Hexter MIG Manager

1. Welcome and Introductions

Chair Barry Ferrier called the meeting to order at 5:30 p.m. The meeting began with introductions and a review of the meeting outcomes.

Guests Present: Shawn Costello, PAPCO; Katie Balh; Tom Blalock, BART; James Fong; Jane Lewis, PAPCO

2. Public Comment

There were no public comments.

3. Approval of October 21, 2010 Minutes

Members requested to correct the minutes to reflect that John Repar attended the meeting as a guest and to add Clara Sample to the attendance roster on the minutes template.

John Repar moved to approve the January 20, 2011 minutes as written. Joseph Collier seconded the motion. The motion carried unanimously (12-0).

4. Staff Overview of Outreach Materials and Website Report

Lou Hexter reviewed the Alameda CTC website analytics and e-news database report with the committee. He stated that total visits to the Alameda CTC website were up by 33 percent. He contributed the increase in traffic to the public workshops in Alameda County for the Countywide Transportation Plan and Transportation Expenditure Plan (CWTP-TEP) and the number of Requests for Proposals issued by the Alameda CTC. Lou stated that the Constant Contact Database has grown to over 2,000 due to the certification lists.

Questions/feedback from the members:

- A member suggested that it would be good to know where the people in the contact list are from, which will allow the CAC members to focus on areas with lower numbers of contacts. Possibly, Alameda CTC can require the zip code when people sign in and/or sign up to show the demographics.
- A member stated that the bounce-back rate is very high. Lou responded that it's time to perform maintenance on the website/database, which is causing the bounce-back rate to be high.
- The committee requested that when Alameda CTC updates the tri-fold card to include the e-notifier and website address.

Chair Ferrier stated that CAC members should work on increasing the counts shown on the Alameda CTC Contacts Report, on page 12 in the packet.

5. Countywide Transportation Planning and Outreach Opportunities

Tess Lengyel gave an update on the Countywide Transportation Plan (CWTP), the Transportation Expenditure Plan (TEP), the Regional Transportation Plan (RTP) processes and the development of the Sustainable Communities Strategy (SCS). The highlights of the updates are follows:

- The Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) are responsible for producing the RTP and the SCS through 2040, has a role in integrating transportation and land use. She mentioned that these efforts are being reflected in the CWTP update.
- MTC issued a call for projects in March, and the Alameda County jurisdictions submitted applications to the Alameda CTC by April 12. Alameda CTC screened the applications and is developing a preliminary list of CWTP projects and programs to submit to MTC by April 29. Staff will present the CWTP and RTP projects and programs lists to Alameda CTC committees in May, and the selection process will culminate in a public hearing at the May 26 CWTP-TEP Steering Committee meeting, and a Steering Committee recommendation for approval by the Commission on the same day. Tess stated that the projects that move forward will be modeled via packages based on the vision and goals adopted by the CWTP-TEP Steering Committee in March.
- Alameda CTC completed the first poll in early March, and the results were encouraging for the sales tax measure renewal. The second poll will take place in the fall.
- Alameda CTC completed the five public outreach workshops in March. The outreach outcomes and the poll results validated each other.
- The first draft of the CWTP will be complete in September 2011, and the first draft of the TEP will be complete in November 2011.
- The Briefing Book gives a lot of detailed information on the development of CWTP-TEP.

• Alameda CTC is also developing transportation issue papers that will provide a detailed focus on transportation needs.

Tess stated that in May, Alameda CTC will begin looking at the financial projections and parameters for the sales tax renewal. She informed the committee members that if they sign up for e-notifier, they will know when staff adds new documents to the website for the CWTP-TEP.

Questions/feedback from members:

- Will local businesses benefit from the projects and programs submitted? Tess stated that the Alameda CTC has a Local Business Enterprise and Small Local Business Enterprise (LBE/SLBE) program and a high percentage of its contractors are local firms. She stated that every six months, Alameda CTC looks at the LBE/SLBE program to ensure Alameda CTC is utilizing local firms. She stated that Alameda CTC has goals for certification of local and small local businesses. These firms get 10 extra points for submitting proposals to Alameda CTC.
- A member stated that the perception of a small contractor in San Leandro is that it will not receive a contract award through the Alameda CTC. Tess noted that there is a lot of support for local business contracting and encouraged businesses to become certified with Alameda CTC or to simply sign up for upcoming contracting opportunities on the website.
- Do you have projects submitted for trails and maintenance of trails? Tess stated that a project was submitted for the Iron Horse Trail and East Bay Greenway Trail, and it will be included in the programmatic category.
- Who submitted applications on page 59 in the packet without sponsors? Tess stated that some of the projects came out of the outreach process. The list in the packet is a preliminary list.

Chair Ferrier stated that the workshop attendance was mentioned in the packet (page 89), and as an outreach committee, we can make these numbers larger with the next poll.

6. CAC Outreach Goals and Objectives

Chair Ferrier suggested that the Alameda CTC may want to use the Pennysavers advertisement to promote the CAC meetings and the Transportation Forums. He stated that 75,000 residential units receive the Pennysavers.

7. CAC Member/Outreach Reports

Chair Ferrier mentioned that he is a member of the Dumbarton Rail Policy Advisory Committee, and if you are interested in the Dumbarton Rail Corridor, he can provide you with a packet.

Audrey LePell mentioned that the I-880/I-92 corridor is a project of frustration. She stated that Caltrans changed a route coming from San Mateo and the Downtown Hayward sign is missing. Mission Boulevard is torn up, and many folks are complaining.

Cynthia Dorsey invited the committee to a public meeting on Wednesday, April 27 at 6 p.m. regarding the fare policy. If you can't attend the meeting, you can go to <u>www.actransit.org</u> and submit your comments.

8. Staff Reports

Tess stated that staff is recommending changes to the committee structure and will submit a proposal to the Commission in May that will come to the CAC at its June meeting. She mentioned that staff will also review and modify the community advisory committee bylaws for the four committees to be consistent in structure and language. CAC members will review the CAC Bylaws at the June CAC meeting.

9. Adjournment

The meeting adjourned at 6:30 p.m. to the East County Transportation Forum and open house. The next meeting is at 5:30 p.m. on June 16, 2011, at the Alameda CTC offices.

Alameda County Transportation Commission <u>Citizen Advisory Committee</u> Roster and Attendance Fiscal Year 2011/2012

Mtgs Missed Since July '11* 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 May-12 Expires Feb-12 Feb-13 Sep-12 Mar-12 Jan-12 Mar-13 Mar-13 Feb-13 Feb-12 Oct-12 Sep-12 Mar-11 Jan-12 Apr-11 Feb-12 Dec-11 Mar-13 Term Re-apptmt. Mar-09 Feb-10 Feb-10 Sep-10 Mar-10 Apr-09 Feb-10 Feb-11 Jan-10 Mar-11 Feb-11 Jan-10 Term Began May-10 Sep-10 Feb-02 Jan-04 Dec-07 Dec-99 Dec-09 Dec-06 Sep-08 May-04 Mar-11 Sep-08 Apr-07 Jun-02 Oct-10 Oct-03 Dec-07 Mar-11 Mayor Jennifer Hosterman, Pleasanton Councilmember Joyce Starosciak, San Leandro Councilmember Joyce Starosciak, San Leandro Mayor Marshall Kamena, Livermore Mayor Marshall Kamena, Livermore Councilmember Rebecca Kaplan Mayor Mark Green, Union City Supervisor Keith Carson, D-5 Supervisor Scott Haggerty, D-1 Supervisor Nadia Lockyer, D-2 Supervisor Nadia Lockyer, D-2 Supervisor Nadia Lockyer, D-2 Mayor Mark Green, Union City Mayor Mark Green, Union City Appointed By Supervisor Wilma Chan, D-3 Supervisor Wilma Chan, D-3 Supervisor Nate Miley, D-4 Supervisor Nate Miley, D-4 San Leandro San Leandro San Leandro Pleasanton Union City Union City Union City Union City City Hayward Hayward Hayward Oakland Oakland Hayward Oakland Oakland Oakland Sunol First Name Meredith Frances Cynthia Norbert Dimitris Joseph Joseph Audrey Harpal Barry Frank Roop Alton Clara Brad John Pilar Val Mr. Ferrier, Vice-Chair Ms. Lorenzana-Campo Last Name Dorsey, Chair Jefferson Kastriotis Sample Hilliard Castro Brown Collier Hilson Hottle Ms. LePell Repar Jindal Ms. Chinn Mann Rose Ms. Ms. Ms. Mr. Mr. D. Mr. Mr. Ms. <u>M</u>۲. Mr. <u>M</u>۲. <u>٦</u> Mr. Title 18 2 З 4 5 6 7 8 6 10 11 12 13 14 15 16 17 ~

Alameda County Transportation Commission <u>Citizen Advisory Committee</u> Roster and Attendance Fiscal Year 2011/2012

	Title	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '11*
19	Mr.	Mr. Sebastian	Nicholas	Emeryville	Vice Mayor Rob Bonta, Alameda	Sep-07	Sep-09	Sep-11	0
20	Ms.	Ms. Stocking	Gerarda	Livermore	Supervisor Scott Haggerty, D-1	Oct-03	Mar-10	Mar-12	0
21	Ms.	Ms. Walker	Brenda	Oakland	Supervisor Nate Miley, D-4	Oct-09		Oct-11	0
22	Mr.	Mr. Washington	Ronald	Berkeley	Supervisor Keith Carson, D-5	Feb-02	Mar-09	Mar-11	0
23	Mr.	Mr. White	Darren	San Leandro	Councilmember Joyce Starosciak, San Leandro	Sep-08	Sep-10	Sep-12	0
24	Mr.	Mr. Zukas	Hale	Berkeley	Supervisor Keith Carson, D-5	Feb-02	Mar-09	Mar-11	0



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www.AlamedaCTC.org

Alameda CTC Citizens Watchdog Committee Meeting Minutes Monday, June 13, 2011, 5:30 p.m., 1333 Broadway, Suite 300, Oakland

Attendance Key (A = Absent, P = Present)

Mem	bers:			
<u> </u>	James Paxson, Chair	<u>P</u>	Thomas Gallagher	<u> </u>
<u> </u>	Jo Ann Lew, Vice Chair	Α	Arthur Geen	
Α	Pamela Belchamber	P	James Haussener	
<u> </u>	Roger Chavarin	Α	Erik Jensen	
<u>A</u>	_ Mike Dubinsky	<u>P</u>	Harriette Saunders	
Staff:				
<u> </u>	Arthur L. Dao, Executive Director		<u> </u>	Patricia Reavey, Director of Finance
<u>P</u>	Tess Lengyel, Deputy Director of Po	olicy	<u> </u>	Angie Ayers, Acumen Building Enterprise, Inc.
	Public Affairs and Legislation			

1. Welcome and Introductions

James Paxson, CWC Chair, called the meeting to order at 6:35 p.m. The meeting began with introductions, and James listed the desired meeting outcomes.

2. Public Comments

There were no public comments.

3. Approval of March 14, 2011 Minutes

James Haussener moved to approve the March 14, 2011 minutes as written. Roger Chavarin seconded the motion. The motion carried unanimously (7-0).

4. Election of Officers for Fiscal Year 2011-2012 and Approval of CWC Bylaws

Tess Lengyel explained to the committee that staff updated the bylaws primarily in response to the recent merger of the Alameda County Transportation Improvement Authority (ACTIA) and the Alameda County Congestion Management Agency. She stated that this was also an opportunity to make the bylaws between the agency's four community advisory committees as uniform as possible.

Questions/feedback from the members:

- Replace Article 2.2.2 with language from the 2000 Expenditure Plan "The Committee will have full access to the Agency's independent auditor and will have authority to request and review specific information and to comment on the auditor's reports."
- Update Article 3.5 Attendance add after more than three absences "during a fiscal year."

- Delete Article 3.6.2.
- Update Article 4.1.1 to change committees to subcommittees.

James Haussener moved to approve the CWC Bylaws with corrections to the aforementioned articles. Tom Gallagher seconded the motion. The motion passed unanimously (7-0).

Election of officers:

Tom Gallagher nominated James Paxson for chair and Jo Ann Lew as vice chair. Jo Ann declined the nomination. Jo Ann Lew nominated Harriette Saunders as the vice chair. James Haussener seconded the motion. The motion passed unanimously (7-0).

5. CWC Subcommittee Reports

A. Review of Draft CWC Annual Report and Discussion of Publication Methods and Costs Chair Paxson thanked the individuals who participated in the Annual Report Subcommittee meetings.

Questions/feedback from members:

 A CWC member inquired about where the \$3 billion number on page 29 came from, since the 2000 Expenditure Plan mentions \$1.4 billion. Art Dao and Hale Zukas stated that if the Alameda CTC collects \$100 million annually starting in 2002 for 20 years, due to inflation of the dollar, the gradual increase will result in a total of \$3 billion versus the \$1.4 billion.

Recap of changes for the draft report content:

- Place "Commission" in the parentheses with Alameda CTC because it is being used interchangeably for Alameda County Transportation Commission.
- Check for consistency in comma usage after a year.
- Jo Ann will send additional comments via e-mail.
- In the CWC Activities section, mention CWC is continuing to watch the two projects that have not cleared the environmental impact report stage (Telegraph Avenue Corridor Bus Rapid Transit and Dumbarton Rail Corridor).
- In the "Plan, Fund, Deliver" section, add a comment stating the accomplishments of Measure B, and direct readers to a URL for more information.
- To feature projects and programs to the public, select photos for positive projects and programs, and place captions below the photos.
- Place the "Revenue Totals for All Programs for Each Agency/Jurisdiction" chart or a subset of the chart in the annual report. The chart is located on page 6 of the Compliance Report and Audit Summary.
- In the second paragraph of "The Future of Transportation in Alameda County" section, add "at the end of the measure" at the end of the first sentence.

Recap of changes for the Capital Projects Summary:

• Add dates to the prior-year and current-year headings.

- Merge cells with the same content in the prior-year and current-year project phases.
- Change the dollar amount from \$1,940.0 to \$1.94 for project 27D Countywide Transportation Plan/Transportation Expenditure Plan.

The next step is for the subcommittee to review and finalize the annual report.

Publications methods and costs:

Tess explained the publications costs handout. The CWC committee suggested that Alameda CTC use electronic formats as part of the outreach approach. The committee inquired how much effort goes into outreach and what the value of outreach is. The members also would like to know how many additional people will receive the CWC annual report. The committee wants Alameda CTC to provide, in the future, the number of unique hits on the website for individuals who view the annual report online.

Tess stated that Alameda CTC did outreach in the spring on the Countywide Transportation Plan (CWTP) and the Transportation Expenditure Plan (TEP), which also included an online survey e-mailed to Alameda CTC contacts and various agencies. She noted that staff will try to get this information to provide the committee with the number of unique hits on the website for last year's CWC Annual Report to the Public. In regards to social media, Alameda CTC is looking into this now. Tess suggested that we can make the annual report look like an e-newsletter and hyperlink every jurisdiction using the Revenue Totals for All Programs for Each Agency/Jurisdiction chart, and the public will see the accomplishments of the city as well as for each project fact sheet. She also mentioned that in terms of printing, the Alameda CTC can generate a public notice with a URL to the full report, which is cheaper than printing the full report.

Chair Paxson stated that the Publication Costs spreadsheet needs to help the committee determine the effectiveness of the distribution/outreach of the report both from a print perspective and the results from the placement of the banner advertisements. He suggested we take a more grass-roots approach to disseminating the annual report information to the community and various organizations.

B. EOY Compliance Summary

Tess reviewed the CWC compliance report subcommittee summary from the May 11, 2011 meeting. She stated that two issues exist: 1) The physical report utilized by the jurisdictions. 2) Measure B reserves. The subcommittee discussion was around the numbers tied between three report documents used by the jurisdictions: the audit, compliance report, and Table 1 Attachment. She stated that the numbers between the three documents are often different, and they should be the same. The discussion around additional modifications for the reports is included in the memo. A request was made to have the CWC chair and vice chair receive a copy of the letters sent to the agencies and jurisdiction. The chair and vice chair will also attend the Compliance Workshop held in September.

Tess stated that the subcommittee discussed creating a master funding agreement between Alameda CTC and the agencies and jurisdictions that will include the passthrough funds, the Vehicle Registration Fee (VRF) funds, and grants. The members inquired about how Alameda CTC will handle the agreements if a new measure passes. Staff stated that these discussions are taking place now with the CWC Subcommittee, the Technical Advisory Committee (TAC), the Paratransit Advisory and Planning Committees (PAPCO), and the Commission. The modifications to the process and the compliance report forms must be completed in September. Staff will finalize the agreements before the end of the calendar year. Art informed the committee that a recommendation will go to the Planning, Policy, and Legislation Committee (PPLC) and then to the Commission. He also stated that the VRF will be included, and staff will involve the Alameda County Technical Advisory Committee (ACTAC), CWC, PAPCO, PPLC, TAC, and the Commission in the process.

The CWC members discussed that the jurisdictions are entitled to the money in their reserves, and Alameda CTC should not take the money from the cities. Tess stated that Alameda CTC has the right to withhold funds if the jurisdictions are not spending it appropriately. She stated that Alameda CTC wants to ensure that the jurisdictions spend the funds in a timely manner. Art mentioned that Alameda CTC is not taking the money away from the jurisdictions; the agency is asking them to use it more effectively. The jurisdictions are reporting over \$50 million in reserves.

The next steps for the subcommittee is to meet on Thursday, June 30 at 2 p.m. to review more information on the master agreements and the suggested changes to the compliance report. Chair Paxson stated that if any member wants to participate in the subcommittee to notify him or Alameda CTC staff.

6. Final Strategic Plan Review

Art provided a handout of the Strategic Plan presentation, and he focused on the ACTIA portion of the plan. He stated that pages 116 to 118 in the agenda packet are ACTIA's Strategic Plan commitment. Art informed the committee that the Commission approved the Strategic Plan in May.

Art provided the committee with the definition of "allocation" and stated that out of the 10 Capital Projects with commitments, Alameda CTC is will allocate to five of them:

- Altamont Commuter Express Capital Improvements
- Telegraph Avenue Corridor Bus Rapid Transit
- I-680 Sunol Express Lanes Northbound
- I-880/Route 92/Whitsell Drive Interchange
- Westgate Parkway Extension

7. ACTIA's Third Quarter Budget and Statement of Revenues and Expenditures

Due to time constraints, the topic will come before the committee again in July.

Art informed the committee that the consolidated budget went to the Finance and Administration Committee (FAC) for approval before the Commission. He stated that the Alameda CTC expects a \$3 million savings (\$1 million in salaries and \$2 million in annual renewed contracts) in fiscal year 2011-2012. Due to time constraints, this topic will come before the committee again in July.

9. CWC Member Reports/Issues Identification

Harriette mentioned that she attended an Ethics Committee and learned more about serving on committees and about the form 700.

Tom Gallagher notified the committee that he must resign due to personal issues. He stated that it has been a pleasure to serve the last three years on the CWC for Measure B, representing District 1.

10. Staff Reports/Board Actions

A. Countywide Transportation Plan and Transportation Expenditure Plan Update Tess encouraged the committee to review the information in the packet.

B. General Items

Tess informed the committee that the Board Action Items are on page 161 of the agenda packet for review.

11. Adjournment/Next Meeting

The meeting adjourned at 8:40 p.m. The next meeting is July 11, 2011 at the Alameda CTC offices.

Alameda County Transportation Commission <u>Citizens Watchdog Committee</u> Roster and Attendance Fiscal Year 2011-2012

		Last	First	City	Appointed By	Term Began	Re- apptmt.	Term Expires	Mtgs Missed Since July '11*
-	Mr.	Mr. Paxson, Chair	James	Pleasanton	East Bay Economic Development Alliance	Apr-01		N/A	0
2		Ms. Saunders, Vice-Chair	Harriette	Alameda	Paratransit Advisory and Planning Commission	Jul-09		N/A	0
3	Ms.	Belchamber	Pamela	Berkeley	Alameda County Mayor's Conference, D-5	Mar-09	Apr-11	Apr-13	1
4	Mr.	Mr. Chavarin	Roger	Oakland	Alameda Labor Council AFL-CIO	Dec-08		N/A	0
2	Mr.	Mr. Dubinsky	Peter "Mike"	Fremont	Supervisor Nadia Lockyer, D-2	Oct-10		Oct-12	0
9	Mr.	Mr. Geen	Arthur B.	Oakland	Alameda County Taxpayers Association	Jan-01		N/A	1
7	Mr.	Mr. Haussener	James	Castro Valley	Supervisor Nate Miley, D-4	Feb-10		Feb-12	0
8	Mr.	Mr. Jensen	Erik	Oakland	East Bay Bicycle Coalition	May-10		May-12	1
0		Ms. Lew	Jo Ann	Union City	Alameda County Mayors' Conference, D-2	Oct-07	Feb-10	Feb-12	0
10		Mr. Zukas	Hale	Berkeley	Supervisor Keith Carson, D-5	Jun-09		Jun-11	0
11		Vacancy			Alameda County Mayors' Conference, D-1				
12		Vacancy			Alameda County Mayors' Conference, D-3				
13		Vacancy			Alameda County Mayors' Conference, D-4				
14		Vacancy			League of Women Voters				
15		Vacancy			Sierra Club				
16		Vacancy			Supervisor Scott Haggerty, D-1				
2 2 2 2 3 2 3		Vacancy			Supervisor Wilma Chan, D-3				



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www.AlamedaCTC.org

Paratransit Advisory and Planning Committee Meeting Minutes Monday, May 23, 2011, 1 p.m., 1333 Broadway, Suite 300, Oakland

Att	Attendance Key (A = Absent, P = Present)					
Members:						
<u>P</u> Sylvia Stadmire,	<u> </u>	ohnson-	<u> </u>			
Chair	Simon		<u> </u>			
<u>P</u> Carolyn Orr,	P_Jane Lew	vis	Saunders			
Vice-Chair	<u>P</u> Jonah M	arkowitz	P_ Will Scott			
<u> </u>	<u>P_</u> Betty Mu	ulholland	<u>A</u> Maryanne Tracy-			
<u> </u>	Sharon P	owers	Baker			
<u>A</u> Herb Clayton	P_Vanessa	Proee	P_ Esther Waltz			
P Shawn Costello	P Carmen	Rivera-	<u>A</u> Renee Wittmeier			
<u>A</u> Herb Hastings	Hendrick	kson	<u>P</u> Hale Zukas			
<u>A</u> Joyce Jacobson	<u>P_</u> Michelle	Rousey				
Staff:						
P Tess Lengyel, Deputy D	irector of	A Angie	Ayers, Acumen Building			
Policy, Public Affairs an	d	Enterp	prise, Inc.			
Legislation		•	e Pasco, Paratransit			
<u>P</u> Naomi Armenta, Paratr	ansit	,	ination Team			
Coordinator						

1. Welcome and Introductions

Sylvia Stadmire called the meeting to order at 1:05 p.m. The meeting began with introductions and a review of the meeting outcomes.

Guests Present: Jennifer Cullen, Senior Support Services; Shawn Fong, City of Fremont; Kim Huffman, AC Transit; Hakeim McGee, City of Oakland; Patricia Osage, Satellite

2. Public Comments

Esther wished Jennifer Cullen's son a happy early 18th birthday.

3. Approval of April 25, 2011 Minutes

Betty Mulholland moved that PAPCO approve the minutes as written. Sandra Johnson-Simon seconded the motion. The motion carried unanimously (15-0).

4. Base Program and MSL Funding Recommendation

Naomi Armenta informed the committee that the Paratransit Coordination Team sent them the Program Plan Review results from the two separate subcommittee reviews of all the base paratransit programs and which form the recommendations for the FY 2011/12 base paratransit programs before PAPCO today. She commended PAPCO members for their thorough, thoughtful and exhaustive reviews of each paratransit program plan, as well as the jurisdictions for providing the necessary information for PAPCO's review. She went over the recommendation and explained the Measure B, Minimum Service Level (MSL) and other funding that each paratransit program has applied for.

Naomi asked the committee members if they would like to review any program application further. There were no requests for additional reviews.

Will Scott moved that PAPCO approve the Base Program and MSL Funding recommendation. Shawn Costello seconded the motion. The motion carried unanimously (15-0).

5. Establishment of Bylaws Subcommittee Membership

Naomi stated that PAPCO reviews its bylaws annually. She mentioned that staff is reviewing all four community advisory committees' bylaws for similarities and plans to standardize them where possible. The Bylaws Subcommittee will meet on June 1. The chair called for volunteers for the Bylaws Subcommittee, and the following PAPCO members volunteered:

- Shawn Costello
- Sandra Johnson-Simon
- Betty Mulholland
- Rev. Carolyn Orr
- Sharon Powers
- Vanessa Proee
- Clara Sample
- Will Scott
- Sylvia Stadmire

• Esther Ann Waltz

6. Stabilization Funding Report

Naomi gave an update on the stabilization funding process. She mentioned that in June 2009, the ACTIA Board, at PAPCO's request, set aside \$820,000 from gap funding for stabilization funding to mitigate service cuts due to the reduction in Measure B revenue. Due to the projected decrease in revenue, the service providers proposed service cuts in the following year, totaling about 30,000 fewer rides and 7,500 fewer meals for that year. The stabilization funding was established to address those proposed cuts to service by providers.

To receive stabilization funding, service providers had to demonstrate that they had or were about to exhaust their revenues and were looking to make service cuts. ACTIA awarded stabilization funding to AC Transit, BART, LAVTA, the City of Oakland and the City of San Leandro, and approved extending the remaining stabilization funding for another year to avoid further service cuts.

Naomi mentioned that no programs applied for stabilization funding in FY 10-11 because the economy had improved and the projections had increased. In April 2011, the Commission approved the recommendation by PAPCO not to authorize additional Stabilization for FY 11-12. The Commission also approved TAC and PAPCO's recommendation that AC Transit and BART, in support of East Bay Paratransit, be eligible to apply for the remaining funding of \$163,090.

Naomi stated that the stabilization funding was meant to ease the landing for the programs during the hard economic times but eventually this led to the delay in the Cycle 5 grant funding release. However, as revenue projections have increased for this coming year, staff does not recommend setting aside further stabilization funding for FY 11-12.

7. Report from East Bay Paratransit

Mark Weinstein, the general manager of Veolia (the consultant group that oversees the operations for East Bay Paratransit (EBP) on behalf of AC Transit and BART), gave a report on East Bay Paratransit. He reported that EBP saw an increase in ridership of 200 more rides each day due in part to budget cuts to other agencies that are now shifting their patrons onto EBP. Nonetheless, their on-time performance is currently at 93.8 percent compared to last year, which was at 94 percent.

Mark reported that in December, EBP finished installing Mobile Data Computers (MDCs) in its entire fleet, funded in large part by a Measure B Gap grant. The MDCs helped drivers navigate with additional audio instructions and minimize drivers getting lost. Mark mentioned that EBP now has the capability to monitor the driving of the vehicles. This helps in complaint management by providing information such as vehicle locations and speeds. EBP can cross check complaints against vehicle location data.

East Bay Paratransit is also looking into establishing satellite offices in both San Pablo and Fremont for the eligibility certification interviews. This will be finalized soon.

8. Gap Grant Reports – Varied Volunteer Programs

Naomi introduced two gap grant recipients that extended their grants.

Jennifer Cullen presented on the Senior Support Services Program of the Tri-Valley that services the Dublin, Pleasanton, Livermore and Sunol residents. This program started in 1981 and serves approximately 1,600 seniors a year. Currently, a core of over 100 volunteers provides over 4,000 visits and 5,000 phone visits a year.

The program is designed to meet the needs of seniors who have an urgent medical appointment and have exhausted all other options to obtain a ride. The program supplements existing public and paratransit services by providing rides via volunteer drivers. Seniors 60 and older may be eligible for this program if the seniors need to get to a medical appointment out of the traditional service area and/or are unable to use paratransit locally. This program is free to riders; although, donations are accepted.

Shawn Fong gave an update on the VIP Rides Program that services the Fremont, Newark, and Union City areas. This program is supervised by Life Eldercare through which the volunteers are recruited, trained, and supervised. VIP Rides is primarily a door-to-door assisted service for both seniors and people with disabilities for a variety of trips such as medical appointments, grocery shopping, or errands. The volunteers are all community members who are interested in helping seniors and people with disabilities.

Program participants are expected to fill out an application, and they must make a reservation three days in advance for a ride. Riders can request a ride in a volunteer's vehicle, or they can request that a volunteer accompany them on a ride using local paratransit vehicles. There is a requested donation of \$5 for each ride.

The VIP Rides Program also works on service linkages to other transit agencies. The program is on mark to meet its goals for the year and provides a cost savings to the base fund and paratransit program of over \$70,000.

9. Member Reports on PAPCO Mission, Roles, and Responsibilities Implementation

Vanessa stated that she will go to Sacramento on Wednesday, May 25 with Community Resources for Independent Living (CRIL) to advocate for paratransit issues.

Sylvia wanted to thank Carmen and the other PAPCO members involved for doing great work to get transportation to the fair grounds for the Alameda County Fair.

Carmen stated that the AC Transit Route 8 bus will run from the Dublin/Pleasanton BART station to the county fairgrounds. This will only be available for the duration of the fair, but they are working on getting that bus line running for the entire year. Carmen also mentioned the availability of \$7.6 billion in federal transportation grants, and encouraged Alameda CTC to apply for grants. She mentioned that legislators are also worried about paratransit and people with disabilities with regard to transportation. Sylvia attended the San Leandro Senior Commission meeting, and the Commission was appreciative of the funds granted by Alameda CTC. She also attended the Meals on Wheels Gala as well as Nate Miley's 60th birthday celebration and promotion as the president of the Board of Supervisors at the Claremont. She also passed around an invitation to the Broadmoor housing open house on June 11 from 9 to 11 a.m., which will include a pancake breakfast open house. Sylvia also reported that she received an award from the City of San Leandro.

Sandra attended an Elks oratorical contest, and she volunteered for a poverty walk for children that included a free lunch and a T-shirt if you donated a canned good.

Betty reported that she is now a commissioner for Oakland on the Commission for People with Disabilities.

10.Committee Reports

- A. East Bay Paratransit Service Review Advisory Committee (SRAC)
 - a. Sharon reported that the meeting was cancelled, and the next meeting is on June 7.
- B. Citizens Watchdog Committee (CWC)
 - a. Tess reported that the last CWC meeting was in March, the CWC is beginning work on the 9th Annual Report to the Public, and the next meeting is in June. CWC members are currently looking at the compliance reports and focusing on the reserves reported in the data.

11.Staff Updates

A. Mobility Management

Naomi noted the packet attachment regarding the One Call, One Click transportation service fact sheet.

B. 2011 Annual Mobility Workshop Update

Rachel Ede gave an update on the 2011 Annual Mobility Workshop including the new date, time and venue change. She will mention more details at the next meeting.

C. Countywide Transportation Plan Transportation Expenditure Plan Update Tess gave an update on the Countywide Transportation Plan and Transportation Expenditure Plan. MTC issued a call for projects in March, and the Alameda County jurisdictions submitted applications to the Alameda CTC by April 12. Alameda CTC screened the applications and developed a preliminary list of CWTP projects and programs to submit to MTC by April 29. Staff is presenting the final CWTP and the Regional Transportation Plan projects and programs lists to Alameda CTC committees in May.

Tess mentioned the three committees working on this effort: Technical Advisory Working Group, Community Advisory Working Group and the Steering committee. She also mentioned the public hearing at the May 26 Steering Committee meeting from 12 to 12:30 p.m. at the Alameda CTC offices. The Steering Committee will review the final projects and programs list that Alameda CTC will submit to the MTC, and make a recommendation for approval by the Commission on the same day.

The next steps for this process are performing evaluation of the projects and programs in relation to the goals adopted for the plan. The committees will also discuss the parameters for the Transportation Expenditure Plan. They will evaluate different scenarios that each offer different amounts of money. Alameda CTC aims to have an adopted transportation plan by the end of this year. There will be more updates at the next meeting.

D. Outreach Update

Krystle gave an update on the outreach events coming up and the new promotional items that recently came in. She will attend the 5th Annual Health and Resource Fair on Thursday, June 23 at the North Oakland Senior Center and on Friday, July 15, she will attend the United Seniors of Oakland and Alameda County's Healthy Living Festival at the Oakland Zoo.

E. Other Staff Updates

Naomi gave an update on the Superfest disabilities film festival in which she was a film judge. This year, they will focus on youth with disabilities; more information is available on the flyer on the back table.

Mandated Program and Policy Reports

Members were asked to review the attachments in their packets.

12.Draft Agenda Items for June 27, 2011 PAPCO

- A. Approval of Bylaws
- B. Election of Officers for FY 11-12 (Chair, Vice-Chair, SRAC, CWC)
- C. Input on the Pedestrian Plan "Priority Programs" Chapter
- D. Coordination Mobility Management Program Update
- E. Gap Grant Reports Travel Training; Shuttles
- F. Annual Mobility Workshop Update
- G. Countywide Transportation Plan and Transportation Expenditure Plan Update
- H. TAC Report

13.Adjournment

The meeting adjourned at 3:20 p.m.

Alameda County Transportation Commission <u>Paratransit Advisory and Planning Committee</u> Roster and Attendance Fiscal Year 2011/2012

	Title	Last	First	City	Appointed By	Term Began	Re- apptmt.	Term Expires	Mtgs Missed Since July-11
-	Ms.	Stadmire, Chair	Sylvia J.	San Leandro	Supervisor Wilma Chan, D-3	Sep-07	Feb-10	Feb-12	0
2	Mr.	Scott, Vice Chair	Will	Berkeley	Supervisor Keith Carson, D-5	Mar-10		Mar-12	F
3	Ms.	Aysoy	Aydan	Berkeley	City of Berkeley	60-InL		Jul-11	0
4	Mr.	Bunn	Larry	Union City	Union City Transit	Jun-06	Sep-10	Sep-12	0
5	Mr.	Clayton	Herb	Hayward	Supervisor Nadia Lockyer, D-2	Sep-03	Mar-11	Mar-13	-
9	Mr.	Costello	Shawn	Dublin	City of Dublin	Sep-08	Sep-10	Sep-12	0
7	Mr.	Hastings	Herb	Dublin	Supervisor Scott Haggerty, D-1	Mar-07	Mar-09	Mar-11	0
8	Ms.	Jacobson	Joyce	Emeryville	City of Emeryville	Mar-07	Mar-09	Mar-11	0
o	Ms.	Johnson-Simon	Sandra J.	Oakland	Supervisor Nate Miley, D-4	Sep-10		Sep-12	0
Pag	Ms.	Lenahan	Gaye	Piedmont	City of Piedmont	May-11		May-13	-
e 13 1	Ms.	Lewis	Jane	Dublin	City of Livermore	Sep-09		Sep-11	0
12	Mr.	Markowitz	Jonah	Berkeley	Supervisor Keith Carson, D-5	Dec-04	Mar-09	Mar-11	0

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Alameda County Transportation Commission <u>Paratransit Advisory and Planning Committee</u> Roster and Attendance Fiscal Year 2011/2012

13	Ms.	Mulholland	Betty	Oakland	Supervisor Nate Miley, D-4	Sep-09		Sep-11	0
14	Rev.	Orrr	Carolyn M.	Oakland	Councilmember Rebecca Kaplan	Oct-05	May-10	May-12	-
15	Ms.	Powers	Sharon	Fremont	City of Fremont	Dec-07	Jan-10	Jan-12	0
16	Ms.	Proee	Vanessa	Hayward	City of Hayward	Mar-10		Mar-12	0
17	Ms.	Rivera-Hendrickson	Carmen	Pleasanton	City of Pleasanton	Sep-09		Sep-11	0
18	Ms.	Rousey	Michelle	Oakland	Supervisor Nadia Lockyer, D-2	May-10		May-12	0
19	Ms.	Sample	Clara	Union City	City of Union City	Mar-07	Mar-09	Mar-11	0
20	Ms.	Saunders	Harriette	Alameda	BART	Jun-08	Sep-10	Sep-12	0
21	Ms.	Tracy-Baker	Maryanne	San Leandro	Supervisor Scott Haggerty, D-1	Oct-08		Oct-10	L
8	Ms.	Waltz	Esther Ann	Livermore	LAVTA	Feb-11		Feb-13	0
agế 13	Ms.	Wittmeier	Renee	San Lorenzo	Supervisor Wilma Chan, D-3	May-09		May-11	0
2 ⁷	Mr.	Zukas	Hale	Berkeley	A. C. Transit	Aug-02	Mar-09	Mar-11	0

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Memorandum

DATE: July 21, 2011

TO: Alameda County Transportation Commission

FROM: Planning, Policy and Legislation Committee

SUBJECT: Discussion of MTC Potential Block Grant Policies and Implications for Alameda CTC

Recommendation

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

Summary

This item provides information on 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 three fiscal years (2012/2013, 2013/2014, 2014/2015). MTC has named this funding cycle the "OneBayArea" grant. 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 overview of MTC's grant program concepts, illustrate potential policy considerations for the Alameda CTC that could position the county well for these funds, and to share MTC's implementation timeline.

Discussion

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

As planning continues on the SCS, MTC is also looking at how 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. Some of the federal funding sources available to support implementation of the SCS are STP/CMAQ funds. MTC will more fully define the OneBayArea grant proposal in the coming months, and released its initial draft proposal on July 8, 2011 (Attachment A). As this program becomes more fully defined, the Alameda CTC can address several policy level issues in the preliminary MTC grant proposal. The following summarizes the OneBayArea grant and Alameda CTC policy considerations.

OneBayArea Grant Proposal Overview

The OneBayArea grant proposal objectives are to expand the amount of funds that go into supporting PDA's and to create more flexibility by eliminating program funding silos, expanding opportunities for leveraging funds, and ultimately offering more discretion at the local level for program implementation. This is consistent with the MTC federal legislative advocacy efforts regarding reauthorization of the Federal surface transportation bill.

The OneBayArea grant program proposal to includes a number of funding categories and a majority of which would be implemented at the county level. The following summarizes potential funding distributions, policy outcomes and implementation issues.

Funding Distributions

<u>Funding Formula</u>: MTC has identified scenarios for funding formula allocations that link transportation funding to housing investments, including distributions to counties based on 50% population and 50% based upon housing production numbers of actual housing construction data over a quantifiable period (1999-2006) combined with Regional Housing Needs Allocation (RHNA) numbers. This would provide funding based upon past performance as well as projected required housing numbers (RHNA numbers). The RHNA numbers will require housing production at all income levels and will therefore implicitly address low income housing needs. MTC is proposing a funding floor so no county would receive less funding that originally anticipated in Cycle 2 STP/CMAQ funds.

<u>Minimum PDA Requirement</u>: At this point, MTC is proposing that 70% of the funds are allocated to PDAs (planned and potential) and GOAs.

<u>Priority Conservation Areas</u>: MTC's proposal includes \$2 million for a pilot program to develop PCA plans and potentially implement some recommendations.

<u>Local Planning Funding</u>: MTC proposes continuing planning funds to the counties to support station area and CEQA planning.

Policy Outcomes

MTC has included some desired policy outcomes of this increased funding and expanded flexibility proposal to help support the implementation of the SCS, including:

- Housing Production: Incentivizing housing production through its funding formula allocations. This would include having an approved housing element in the General Plan consistent with RHNA and SB375 as a proposed condition of funding. There would be two ways to meet this as follows:
 - a) Adoption of a housing element that meets the current RHNA; or
 - b) Adoption of a housing element that meets the new RHNA, which must be done prior ot September 2014, 18 months after the RHNA is adopted, per SB 375
- 2) <u>Eligibility</u>: Require local agency adoption of two or more of the items below to be eligible for the funds:
 - a) Establishment of parking/pricing policies and employer trip reduction strategies

- b) Develop Community Risk Reduction Plans (CRRP) as defined by the Air District per CEQA guidelines. CRRPs allow a comprehensive, community-wide approach to reducing air pollution emissions and exposures, and can assist jurisdictions with CEQA compliance by supporting a programmatic approach to reducing local air quality impacts.
- c) Create affordable housing policies to ensure that new development does not displace low income housing
- d) Require adoption of local bicycle and pedestrian plans and complete streets policies pursuant to the Complete Streets Act of 2008.

Implementation Considerations

While MTC aims to increase county share funding amounts and flexibility for implementing the SCS, there is uncertainty regarding the authorization of the new surface transportation bill. MTC indicates that it will closely monitor the federal bill development to ensure that Cycle 2 STP/CMAQ policies are responsive to any new federal program, eligibility or funding distributions.

In addition, MTC is working with the Air District to potentially expand the OneBayArea grant program by pooling funds into the grant cycle for regional Air District Transportation Fund for Clean Air (TFCA) funds (potentially \$6 million). Discussions around this topic will include whether only the regional funds are applied to this funding pool, or if the county program manager funds are expected to be included.

Eligibility, performance and accountability will be important factors in distributing and monitoring the Cycle 2 STP/CMAQ funds. MTC is proposing that the same eligibility requirements are used as in Cycle 1, and that both housing and transportation performance measures be included in monitoring efforts.

Alameda CTC Policy Considerations

While MTC is in the process of developing program funding structures linked to implementation of the SCS, Alameda CTC is poised to address many of the policy level considerations in the proposed grant program.

Funding Allocation Formulas and PDA Readiness in Alameda County: Alameda County currently has 34 PDAs (both planned and potential), 14 GOAs, and 18 PCAs located throughout the county (see Attachment B). This ranks Alameda County as having the highest number of PDAs in the Bay Area, and second highest of total PDAs and GOAs combined behind Santa Clara County, which has 14 PDAs (planned and potential) and 40 GOAs. In addition, Alameda County has the highest number of transit operators operating in a single county in the Bay Area, the highest number of BART stations, and a large number of operating and planned bicycle and pedestrian networks. These are components of a potentially highly integrated system that could support housing, transportation and job linkages. With 20% of the Bay Area's population in Alameda County and a large number of planned housing units and focused growth in the PDA areas, Alameda County is well suited to receive a significant amount of funds through the OneBayArea grant program. The planning funds that MTC proposes to continue for each of the counties may also be used in Alameda County for additional technical studies that can support PDA implementation.

Policy Considerations: Funding for on-going maintenance and operations has been echoed in public outreach efforts, by many Commission members and through previous Commission funding actions. If the OneBayArea Grant program does not have any prescribed funding percentage allocations by program type, Alameda CTC may consider establishing minimums for certain types of funding to ensure on-going support for many different types of transportation programs. For example, local streets and roads, Safe Routes to Schools and TOD would compete for the same funding pot without any specific set-aside percentages required by MTC.

Alameda CTC action: Staff has initiated a process to evaluate the recent housing construction and construction readiness of transit oriented developments in each of the PDA's, and to overlay the current and planned transit, roadway, and walking and biking investments in each of these areas. This work will help illustrate the level of readiness and funding each of the PDAs requires and can help facilitate the Commission in making priority decisions on funding allocations out of the OneBayArea grant program, particularly since the program may require that 70% of the funds are used to support the PDAs and GOAs in the county.

MTC Policy Outcomes

As described earlier, MTC has proposed desired policy outcomes as a condition of the increased funding and flexibility of the OneBayArea grant program and would require that more than two of them are met to be eligible for the funds. The Alameda CTC could address many of these policy outcomes through upcoming efforts as described below:

1) <u>MTC Policy outcome</u>: Establishment of parking/pricing policies and employer trip reduction strategies

Alameda CTC policy consideration: An outcome of the update of the current Countywide transportation plan could include recommendations for countywide guidelines for parking and pricing policies as well as other Transportation Demand Management (TDM) programs. Alameda CTC currently funds and administers a TDM program – the Guaranteed Ride Home program.

Alameda CTC action: Work with Alameda County jurisdictions to determine what parking or pricing and TDM programs are in place and what are in the planning stages.

2) <u>MTC Policy outcome</u>: Develop Community Risk Reduction Plans (CRRP) as defined by the Air District per CEQA guidelines.

Alameda CTC policy consideration: The Alameda CTC could fund the development of large area CRRPs to cover many of the PDAs and GOAs throughout the County. This could be funded through some of the Measure B Transit Center Development Funds and would need to be done in close coordination and collaboration with the Planning Directors.

Alameda CTC action: Work with Alameda County jurisdictions and the Air District to assess the opportunities and constraints for development of CRRPs.

3) <u>MTC Policy outcome</u>: Create affordable housing policies to ensure that new development does not displace low income housing

Alameda CTC policy consideration: The Alameda CTC would seek the guidance and direction from each of the cities and the county on this issue and would look to them to serve as the experts in this area. The Alameda CTC would not partake in policy-level issues on this topic, unless requested to provide resources to do so, since the cities and counties deal directly with these types of land use decisions.

4) <u>MTC Policy outcome</u>: Require adoption of local bicycle and pedestrian plans and complete streets policies pursuant to the Complete Streets Act of 2008.

Alameda CTC policy consideration: The Alameda CTC is beginning the process of developing new master funding agreements for Measure B pass-through funds and grants and the Vehicle Registration Fee (VRF) program. A potential new requirement in the funding agreements could be to demonstrate adoption, or the process and timeline for adoption, of the Complete Streets Act policies, and to report annually on funding complete streets projects and programs. In addition, the Alameda CTC has historically funded bicycle and pedestrian plans through the discretionary Measure B Bicycle and Pedestrian Program. Future grant funding cycles could also incorporate the VRF bicycle and pedestrian funds and prioritize funding for bicycle and pedestrian plans and plan updates.

Alameda CTC action: Work with Alameda County jurisdictions to identify how many have updated their General Plans to adopt Complete Streets policies, and identify how many jurisdictions have adopted bicycle and pedestrian plans.

MTC OneBayArea Preliminary Timeline

MTC has identified a preliminary grant program development timeline that includes MTC adoption of the program after the approval of the draft preferred SCS and at the same time as the final RHNA numbers in spring 2012.

Timeline	MTC Actions	Alameda CTC-Related planning efforts
July-September	Conceptual discussion of	First draft of the Countywide
2011	OneBayArea Grants	Transportation Plan (CWTP)
Fall 2011	Presentation of Cycle 2 Approach	First draft of Transportation Expenditure
		Plan (TEP)
December	Adoption of Cycle 2 funding	Second draft of the CWTP
2011	commitments for MTC regional	
	programs	
February 2012	Adoption of draft preferred SCS	Full adoption of TEP and seek approvals
		from cities and the County
March 2012	Adoption of Cycle 2, OneBayArea	Finalization of CWTP, and TEP approvals
	grant, with final RHNA numbers	
April 2012-	Delegation to CMAs for project	Approval of final plans, placement of TEP
Feb. 2013	selection process	on ballot, approval of measure and
		implementation of county-level

		OneBayArea Program
April 2013 Committee	Adoption of final SCS	Plans implementation

Comments from ACTAC and PPC, PPLC Commissioners

This item was presented to ACTAC on July 5th and members made the following comments:

- Can form based codes be used for credit in lieu of a complete streets program?
- More definition of parking, pricing and trip reduction policies is necessary.
- Provide a minimum of local streets and roads funding of +/- 5% of what jurisdictions received before.
- How will complete streets and bike and pedestrian plan implementation be tracked?

This item was presented to PPLC and PPC on July 11, 2011 and members made the following comments:

- Per the discussions at a joint MTC Planning Committee and ABAG's Administrative Committee where this item was heard and released on July 8th, allow counties to flex up to 5% of their 70% investment requirement to PDAs to PCAs
- Regarding MTC policy outcomes for housing policies that don't allow displacement of lowincome housing, consider this outcome a "given" and something already done by jurisdictions. However, a requirement for <u>quality</u> affordable housing should be included. The requirement of two other policy outcomes is fine.
- There is concern over the ability to perform fix it first for streets and roads if 70% of the funds have to be spent in PDAs; a baseline funding amount for streets and roads is necessary.
- Regarding funding for PCA's from the regional funds, increase the grant amount from \$2 million to \$5 million, providing a baseline for the smaller counties whereby the larger counties don't compete for those funds, and eliminating a funding threshold amount for the smaller counties (it has been \$500,000 minimum). For the remainder of the funds, allow larger counties to compete.
- Regarding the policy outcomes for the parking/pricing and employer trip reduction, change this from all inclusive to allow for one or the other, not all.
- Policies for parking/pricing and employer trip reduction programs needs to be more defined.

Fiscal Impact

None at this time.

Attachments:

A: MTC OneBayArea Grant Proposal, Released July 8, 2011

B: Map of Alameda County Priority Development Areas and Priority Conservation Areas



TO: MTC Planning Committee / ABAG Administrative Committee

DATE: July 8, 2011

- FR: Deputy Executive Director, Policy, MTC Executive Director, ABAG
- RE: <u>OneBayArea Grant Cycle 2 STP/CMAQ Funding</u>

Staff recommends the initial release of the OneBayArea Grant proposal as outlined in this memorandum for public review and discussion.

Federal Transportation Funding and Program Policies (Attachment A)

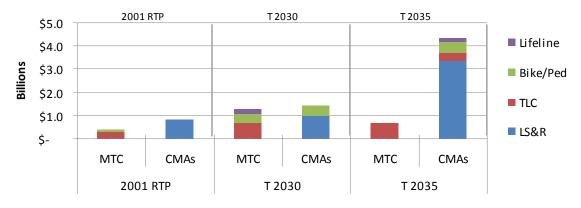
Approximately every six years, U.S. Congress enacts a surface transportation act. The current act (SAFETEA) originally scheduled to expire on September 30, 2009 is still in effect through several legislative extensions. The funding provided to our area through this legislation includes Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds.

In December 2009 the Commission adopted an overall framework directing how approximately \$1.4 billion in STP and CMAQ funds were to be allocated over the following six years (2010-2015). The first three years (Cycle 1) of this period were committed to projects and programs and the overall framework provided policy direction for the second three years (Cycle 2).

Staff proposes an alternative to the current Cycle 2 framework that better integrates the region's federal transportation program with land-use and housing policies by providing incentives for the production of housing with supportive transportation investments. Attachment A summarizes this framework and proposal for Cycle 2.

OneBayArea Grant Program

As shown in the chart below, over time the county congestion management agencies (CMAs) have been given increased responsibility for project selection for an increasing share of funding coming to the region.



Program and Project Selection Evolves over Past Two Decades

Past Long Range Plan Discretionary Funding Assignments

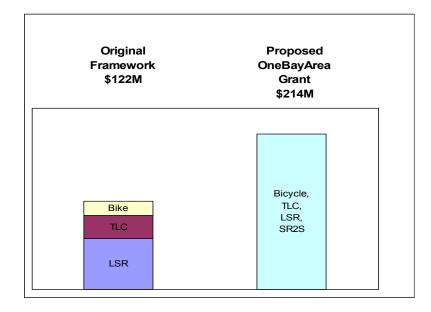
For Cycle 2, staff proposes to continue this trend by shifting a larger portion of discretionary federal funding to local jurisdictions for taking on a larger share of the region's housing production. Further, additional flexibility is proposed for CMAs to address their respective transportation needs. Specifically, the proposal would:

<u>Shift more Funding to Locally Managed OneBayArea Grant Program</u>: Dedicate \$214 million or roughly 40% of the Cycle 2 funding program to a new OneBayArea Grant. The funding for the OneBayArea Grant is the result of merging many of the programs in the Cycle 2 framework into a single flexible grant program and is roughly a 70% increase in the funding distributed to the counties as compared to the Cycle 2 framework adopted by the Commission. By comparison, the status quo approach for Cycle 2 would result in

22% going to County Congestion Management Agency (CMA) programs down from

30% in Cycle 1

<u>Add Flexibility by Eliminating Program Categories</u>: The One Bay Grant proposal provides additional flexibility under Cycle 2 by eliminating required program categories and combining funding for TLC, Bicycle, Local Streets and Roads Rehabilitation, and Safe Routes to School. See figure illustrating this change on the following page. Project selection will be limited to a degree by the project eligibility limitations of CMAQ which will make up approximately half of the funds that each county will receive.



- <u>Leverage Outside Funds to Grow Program and Meet More Objectives</u>: Additional opportunities could be sought through other regional programs, other non-federal sources for affordable housing, and other local funds to augment program objectives. As a start, the Air District proposes \$6 million from its Regional Transportation for Clean Air (TFCA) Program. TFCA eligibility considerations will be guiding the use of these funds in the overall program.
- <u>Continue Key Regional Programs</u>: The remaining funding is targeted to continue regional programs such as Regional Operations, Freeway Performance Initiative, and Transit Capital Rehabilitation. Refer to Attachment A-2 for a description of these regional programs.
- <u>Establish a Priority Conservation Area Planning Program:</u> This new \$2 million program element will provide financial incentives for counties with populations under 500,000 for preservation of resource area and farmland, as defined in California Government Code Section 65080.01.

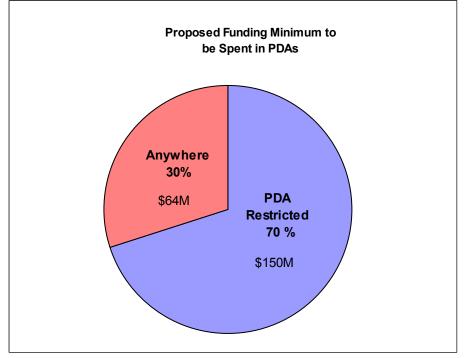
Distribution Formula for the OneBayArea Grant (Attachments B, C, D)

Staff proposes a distribution formula for OneBayArea Grant funding (Attachment B) that includes housing incentives to support the SCS and promote effective transportation investments that support focused development. In order to ease the transition to this new funding approach, staff is also recommending a 50% population share factor in the formula:

 Formula to Counties: The proposed distribution formula to the counties includes three components: 50% population, 25% Regional Housing Needs Allocation (RHNA) for 2007-2014, and 25% actual housing production. This approach provides incentives for both future housing commitments and actual housing production. The fund distribution will be refined using the new RHNA to be adopted by ABAG next spring along with the SCS. The new RHNA being developed, which covers years 2015-2022, places a greater emphasis on city centered growth. As a result, refinements are likely to result in modest

revisions to the funding distribution consistent with these revised development patterns. The proposed OneBayArea Grant formula also uses actual housing data from 1999-2006, and has been capped such that each jurisdiction receives credit for housing up to its RHNA allocation. Subsequent funding cycles would rely on housing production from ABAG's next housing report to be published in 2013.

2. <u>Priority Development Area (PDA) Minimum</u>: Require that at least 70% of funding be spent on projects in Priority Development Areas (planned, potential and growth opportunity areas). Growth opportunity areas are tentatively considered as PDAs until ABAG completes final PDA designations next fall. See Attachment C for PDA program minimums for each county and Attachment D for a map and a list of the PDAs.



The OneBayArea Grant supports Priority Development Areas while providing flexibility to fund transportation needs in other areas.

Performance and Accountability

As noted at the outset, housing allocation according to RHNA and housing production will be the primary metric for distributing the OneBayArea Grant funding. In addition, staff recommends the following performance and accountability requirements.

- 1. <u>Supportive Local Transportation and Land-Use Policies</u>: Staff recommends that local agencies be required to have at least two of the following four policies adopted in order to be eligible for grant funds:
 - a) Parking/pricing policies (e.g. cash out, peak pricing, on-street/off street pricing differentials, eliminate parking minimums, unbundled parking) and adopted city and/or countywide employer trip reduction ordinances
 - b) Adopted Community Risk Reduction Plans (CRRP) per CEQA guidelines
 - c) Have affordable housing policies in place or policies that ensure that new development projects do not displace low income housing

- d) Adopted bicycle/pedestrian plan and complete streets policy in general plans pursuant to Complete Streets Act of 2008
- 2. <u>Approved Housing Element:</u> Also, a HCD-approved housing element consistent with RHNA/SB375 law is a proposed condition for any jurisdiction receiving Cycle 2 OneBayArea grants. This may be met as follows: 1) adoption of a housing element that meets the current RHNA before the new RHNA is adopted, or 2) the adoption of a housing element that meets the new RHNA after its approval early in 2012. Jurisdictions have 18 months after the adoption of the SCS to meet the new RHNA; therefore, compliance is expected and required by September 2014. Any jurisdiction failing to meet either one of these deadlines will not be allowed to receive grant funding. Lastly any jurisdiction without adopted housing elements addressing the new RHNA by September 2014 will be ineligible to receive any funding after Cycle 2 until they have adopted a housing element.

Implementation Issues

Below are issues to be addressed as we further develop the OneBayArea Grant concept:

- 1. <u>Federal Authorization Uncertainty:</u> We will need to closely monitor development of the new federal surface transportation authorization. New federal programs, their eligibility rules, and how money is distributed could potentially impact the implementation of the OneBayArea Grant Program as proposed.
- <u>Revenue Estimates:</u> Staff assumes a steady but modest nominal revenue growth rate of 4% annually. Given the mood of Congress to downsize federal programs, these estimates are potentially overly optimistic if there are significant reductions in STP / CMAQ apportionments over the Cycle 2 time period. Staff recommends continuing to move forward with the conservative revenue assumptions and make adjustments later if needed.

Preliminary Timeline and Next Steps

Staff recommends the Committees release the OneBayArea Grant proposal for public review. Staff will seek feedback from stakeholder and technical working groups over the next several months. The preliminary timeline for development and approval of the OneBay Area Grant is shown on the next page.

July – Sept. 2011	 The Joint MTC Planning Committee / ABAG Administrative Committee release of OneBay Area Grant proposal for public review
	 ABAG releases preliminary draft concepts for RHNA methodology
	 Working Group Discussions of Cycle 2/OneBay Area Grant approach
Fall 2011	Follow-up Committee Presentation of OneBayArea Grant and Cycle 2 approach
	 ABAG releases draft RHNA methodology
December 2011	 Adoption of Cycle 2 approach based on draft RHNA methodology
	 MTC/ABAG releases draft Preferred SCS
	 Commission adoption of Cycle 2 funding commitments for MTC Regional Programs
February 2012	 MTC/ABAG approves draft preferred SCS
March 2012	Commission adoption of Cycle 2/OneBay Area Grant with Final RHNA
April 2012 – Feb. 2013	CMA Project Selection Process
April 2013	Final SCS adopted

Inn Flemer

Ann Flemer

Ezra Rapport

Attachments

J. COMMITTE\Planning Committee 2011\July 011\Planning Committee Memo 7-8-11\2a_PlanningCommittee Memo 7-8-11 doc

OneBayArea Grant Proposal

New Act STP / CMAQ Cycle 2 Draft Funding Proposal June 22, 2011

(amounts in millions \$)							
	Existing Framework						
Funding Available:	Сус	le 1	Cyc Status			ele 2 ay Area	
Cycle 1: \$466M (after \$54M Carryover) Cycle 2: \$548M Air District: \$6M		CMA Block Grant	мтс	CMA Grant	МТС	One Bay Area Grant*	Cycle 2 Total
1 Regional Planning *	23		26		5	21	26
2 Regional Operations	84	0	74	0	74	0	74
3 Freeway Performance Initiative (FPI)	51	0	66	0	66	0	66
4 Transit Capital Rehabilitation *	0	0	125	0	125	0	125
5 Local Streets and Roads Rehabilitation*	6	94	7	70	3	74	77
6 Climate Initiatives *	80		40		25	15	40
7 Regional Bicycle Program *	0	20	0	20	0	20	20
8 Transportation for Livable Communities (TLC) *	51	28	64	32	15		
9 Transportation Oriented Development (TOD) Fund	10	0	0	0	15	85	102
10 Priority Conservation Area Planning Pilot					2		
11 MTC Res 3814 Transit Payback Commitment	6	0	25	0	25	0	25
Total	324	142	426	122	340	214	554
	70%	30%	78%	22%	61%	39%	

Grant Totals:	Cycle Block Gr		Cycle Status (Cycle One Bay		
	142	30%	122	22%	214	39%	
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* Air District funding of \$6 million adds capacity to suppport OneBay Area Grant.

1) Regional Planning:

\$21M (\$7M per year) for CMA Planning to be distributed to CMAs through OneBayArea Grant.

4) Transit Capital Rehabilitation:

100% Transit Rehab assigned as Regional Transit Rehabilitation, as Transit is network based and regional

5) Local Streets and Roads Rehabilitation

\$3M for a scaled back PTAP program

6) Climate Initiative:

\$5M for SFGo in Regional. Eastern Solano CMAQ to Solano TA part of OneBayArea Grant.

7) Regional Bicycle Program:

\$20M as CMAQ rather than TE as originally proposed in Framework

8) Transportation for Livable Communities (TLC)

TLC program eliminated - All TLC funds to OneBayArea grant

Attachment A-2: Regional Programs

<u>Regional Planning</u> to support planning activities in the region carried out by the Association of Bay Area Governments (ABAG), the San Francisco Bay Area Conservation and Development commission (BCDC), and MTC. CMAs would access their OneBayArea grant to fund planning activities.

<u>Regional Operations</u>: This program includes Clipper, 511, Incident Management and a scaledback Pavement Technical Assistance Program (PTAP).

<u>Freeway Performance Initiative</u> This program emphasizes the delivery of ramp metering projects on the State Highway System throughout the Bay Area to gain the most efficiency out of the existing highway network.

<u>Priority Conservation Area Planning</u>: Staff is recommending a new pilot for the development priority conservation area (PCA) plans for counties with populations under 500,000 to ameliorate outward development expansion and maintain their rural character.

<u>Transportation for the Livable Communities (TLC) and the Affordable Transportation Oriented</u> <u>Development (TOD) Housing Fund</u>: The bulk of the TLC Program's funding will shift to the OneBayArea Grant. The remaining funds under MTC's management are proposed to continue station area planning and/or CEQA assistance to PDAs and support additional investments in affordable housing.

<u>Climate Initiatives</u>: The objective of the Climate Initiatives Program launched in Cycle 1 was to make short-term investments that reduce transportation-related emissions and vehicle miles traveled, and encourage the use of cleaner fuels. Through the innovative projects selected and evaluation process, the region is building its knowledge base for the most effective Bay Area strategies for the Sustainable Communities Strategy and next long-range plan. The proposed funding for the Cycle 2 Climate Initiative Program would allow some continuation of these efforts at the regional level and protect a prior commitment to the SFGo project.

<u>Transit Capital Rehabilitation</u>: The Commission deferred transit rehabilitation needs from Cycle 1 to Cycle 2 in order to allow more immediate delivery of some of the other programs. The program objective, as in the past, is to assist transit operators to fund major fleet replacements, fixed guideway rehabilitation and other high-scoring capital needs that cannot be accommodated within the FTA Transit Capital Priorities program.

<u>MTC Resolution 3814 Transit Payback Commitment:</u> Consistent with the Cycle 2 framework, MTC is proposing to program \$25 million to Lifeline, small operators, and SamTrans right-ofway settlement to partially address a commitment originally envisioned to be met with state spillover funds.

Attachment B PROPOSAL

OneBayArea Grant Distribution Formula Cycle 2 (FYs 2013, 2014, 2015)

County	50%-25%-25% (Pop. RHNA - Housing Production Capped)	Status Quo Grant Program
Alameda	\$43.0	\$25.4
Contra Costa	\$31.9	\$16.6
Marin	\$6.4	\$5.0
Napa	\$4.2	\$2.9
San Francisco	\$25.0	\$11.8
San Mateo	\$17.4	\$11.1
Santa Clara	\$56.1	\$28.1
Solano	\$14.0	\$9.0
Sonoma	\$16.0	\$12.3
Bay Area Total	\$214.0	\$122.1

Difference From Status Quo Grant Program

County	50%-25%-25% (Pop. RHNA - Housing Production Capped)	Status Quo Grant Program
Alameda	\$17.7	-
Contra Costa	\$15.3	-
Marin	\$1.5	-
Napa	\$1.3	-
San Francisco	\$13.2	-
San Mateo	\$6.3	-
Santa Clara	\$28.0	-
Solano	\$5.0	-
Sonoma	\$3.7	-
Bay Area Total	\$91.9	

% Change From Status Quo Grant Program

County	50%-25%-25% (Pop. RHNA - Housing Production Capped)	Status Quo Grant Program
Alameda	70%	-
Contra Costa	92%	-
Marin	29%	-
Napa	45%	-
San Francisco	112%	-
San Mateo	57%	-
Santa Clara	100%	_
Solano	55%	-
Sonoma	30%	-
Bay Area Total	75%	-

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Notes:

Status quo program based on framework for Cycle 2 adopted by the Commission and continuation of Cycle 1 county block grant policies.

RHNA is based on current 2007-20014 targets

Population data from Department of Finance, US Census 2010

Housing production 1999-2006 is capped at 1999-2006 RHNA thresholds

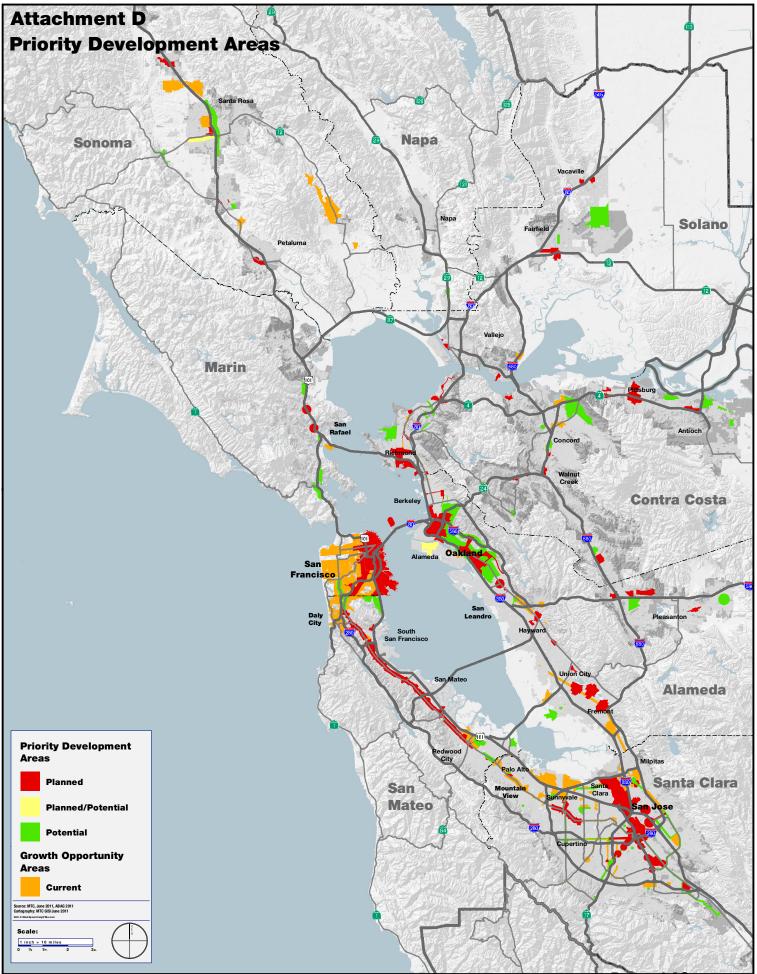
Attachment C

PROPOSAL

PDA Investments for the OneBayArea Grant

50%-25%-25% (Pop.- RHNA - Actual Housing Production Capped) Distribution

		Allocation Areas	
Apportionment Area	County Grant Amount	PDA 70% Minimum	Anywhere in County
Alameda	\$43.0	\$30.1	\$12.9
Contra Costa	\$31.9	\$22.4	\$9.6
Marin	\$6.4	\$4.5	\$1.9
Napa	\$4.2	\$2.9	\$1.3
San Francisco	\$25.0	\$17.5	\$7.5
San Mateo	\$17.4	\$12.2	\$5.2
Santa Clara	\$56.1	\$39.3	\$16.8
Solano	\$14.0	\$9.8	\$4.2
Sonoma	\$16.0	\$11.2	\$4.8
Regional Total	\$214.0	\$149.8	\$64.2



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Attachment D: Priority Development Areas

Alameda County

Alameda County	
Jursidiction or Area Name	PDA Status
Alameda	
Naval Air Station	Planned/Potential
Northern Waterfront	Growth Opportunity Area
Albany	· · · ·
San Pablo Avenue & Solano Avenue	Growth Opportunity Area
Berkeley	· · ·
Adeline Street	Potential
Downtown	Planned
San Pablo Avenue	Planned
South Shattuck	Planned
Telegraph Avenue	Potential
University Avenue	Planned
Dublin	
Downtown Specific Plan Area	Planned
Town Center	Planned
Transit Center	Planned
Emeryville	
Mixed-Use Core	Planned
Fremont	
Centerville	Planned
City Center	Planned
Irvington District	Planned
Ardenwood Business Park	Growth Opportunity Area
Fremont Boulevard & Warm Springs Boulevard Corridor	Growth Opportunity Area
Fremont Boulevard Decoto Road Crossing	Growth Opportunity Area
South Fremont/Warm Springs	Growth Opportunity Area
Hayward	
Downtown	Planned
South Hayward BART	Planned
South Hayward BART	Planned
The Cannery	Planned
Carlos Bee Quarry	Growth Opportunity Area
Mission Corridor	Growth Opportunity Area
Livermore	
Downtown	Planned
Vasco Road Station Planning Area	Potential
Newark	
Dumbarton Transit Oriented Development	Potential
Old Town MIxed Use Area	Potential
Cedar Boulevard Transit	Growth Opportunity Area
	Growth Opportunity Area

Oakland

Coliseum BART Station Area	Planned
Downtown & Jack London Square	Planned
Eastmont Town Center	Planned
Fruitvale & Dimond Areas	Planned
MacArthur Transit Village	Planned
Transit Oriented Development Corridors	Potential
West Oakland	Planned
Pleasanton	
Hacienda	Potential
San Leandro	
Bay Fair BART Transit Village	Potential
Downtown Transit Oriented Development	Planned
East 14th Street	Planned
Union City	
Intermodal Station District	Planned
Mission Boulevard	Growth Opportunity Area
Old Alvarado	Growth Opportunity Area
Alameda County Unincorporated	
Castro Valley BART	Growth Opportunity Area
East 14th Street and Mission Boulevard Mixed Use Corridor	Growth Opportunity Area

Contra Costa County

Jursidiction or Area Name	PDA Status
Antioch	
Hillcrest eBART Station	Planned
Rivertown Waterfront	Potential
Concord	
Community Reuse Area	Potential
Community Reuse Area	Potential
Downtown BART Station Planning	Growth Opportunity Area
North Concord BART Adjacent	Growth Opportunity Area
West Downtown Planning Area	Growth Opportunity Area
El Cerrito	
San Pablo Avenue Corridor	Planned
Hercules	
Central Hercules	Planned
Waterfront District	Planned
Lafayette	
Downtown	Planned
Martinez	
Downtown	Planned
Moraga	
Moraga Center	Potential
Oakley	
Downtown	Potential
Employment Area	Potential
Potential Planning Area	Potential
Orinda	
Downtown	Potential
Pinole	
Appian Way Corridor	Potential
Old Town	Potential
Pittsburg	
Downtown	Planned
Pittsburg/Bay Point BART Station	Planned
Railroad Avenue eBART Station	Planned
Pleasant Hill	
Buskirk Avenue Corridor	Potential
Diablo Valley College	Potential
Richmond	
Central Richmond	Planned
South Richmond	Planned
23rd Street	Growth Opportunity Area
San Pablo Avenue Corridor	Growth Opportunity Area
San Ramon	
City Center	Planned
North Camino Ramon	Potential
	-

Walnut Creek Walnut Creek: West Downtown	Planned
Contra Costa County Unincorporated	
Contra Costa Centre	Planned
Downtown El Sobrante	Potential
North Richmond	Potential
Pittsburg/Bay Point BART Station	Planned
West Contra Costa Transportation Advisory Committee: San Pablo Aver	nue

Planned/Potential

Corridor

Marin County

Jursidiction or Area Name

San Rafael

Civic Center/North Rafael Town Center Downtown Marin County Unincorporated

Urbanized 101 Corridor San Quentin

Napa County

Jursidiction or Area Name

American Canyon Highway 29 Corridor

San Francisco County

Jursidiction or Area Name PDA Status San Francisco 19th Avenue Potential Balboa Park Planned Bayview/Hunters Point Shipyard/Candlestick Point Planned Downtown-Van Ness-Geary Planned Planned Eastern Neighborhoods Market & Octavia Planned **Mission Bay** Planned Mission-San Jose Corridor Planned Planned Port of San Francisco Planned San Francisco/San Mateo Bi-County Area (with City of Brisbane) Planned **Transbay Terminal Treasure Island** Planned Citywide Growth Opportunity Area

PDA Status

Planned Planned

Potential Growth Opportunity Area

PDA Status

Potential

June 6, 2011

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San Mateo County

Jursidiction or Area Name	PDA Status
Brisbane	
San Francisco/San Mateo Bi-County Area (with San Francisco)	Potential
Burlingame	
Burlingame El Camino Real	Planned
Daly City	
Bayshore	Potential
Mission Boulevard	Potential
Citywide	
East Palo Alto	
Ravenswood	Potential
Woodland/Willow Neighborhood	
Menio Park	
El Camino Real Corridor and Downtown	Planned
Millbrae	
Transit Station Area	Planned
Redwood City	
Downtown	Planned
Broadway	Growth Opportunity Area
Middlefield	Growth Opportunity Area
Mixed Use Waterfront	Growth Opportunity Area
Veterans Corridor	Growth Opportunity Area
San Bruno	
Transit Corridors	Planned
San Carlos	
Railroad Corridor	Planned
San Mateo	
Downtown	Planned
El Camino Real	Planned
Rail Corridor	Planned
South San Francisco	
Downtown	Planned
Lindenville Transit Neighborhood	Growth Opportunity Area
CCAG of San Mateo County: El Camino Real	Planned/Potential

Santa Clara County

Jursidiction or Area Name

Cambell

Central Redevelopment Area Winchester Boulevard Master Plan Gilroy

Downtown

Los Altos

El Camino Real Corridor

Milpitas

Transit Area Hammond Transit Neighborhood McCandless Transit Neighborhood McCarthy Ranch Employment Center Midtown Mixed-Use Corridor Serra Center Mixed-Use Corridor Tasman Employment Center Town Center Mixed-Use Corridor Yosemite Employment Center Morgan Hill Morgan Hill: Downtown Mountain View Whisman Station Downtown East Whisman El Camino Real Corridor Moffett Field/NASA Ames

Palo Alto

North Bayshore

San Antonio Center

Palo Alto: California Avenue Palo Alto: El Camino Real Corridor Palo Alto: University Avenue/Downtown

San Jose

Berryessa Station Communications Hill Cottle Transit Village Downtown "Frame" East Santa Clara/Alum Rock Corridor Greater Downtown North San Jose West San Carlos and Southwest Expressway Corridors Bascom TOD Corridor Bascom Urban Village Blossom Hill/Snell Urban Village Camden Urban Village Capitol Corridor Urban Villages

PDA Status

Planned Growth Opportunity Area

Planned

Growth Opportunity Area

Planned

Growth Opportunity Area Growth Opportunity Area

Planned

Potential

Growth Opportunity Area Growth Opportunity Area

Planned Growth Opportunity Area Growth Opportunity Area

Planned Planned Planned Planned Planned Planned Planned Growth Opportunity Area Growth Opportunity Area Growth Opportunity Area Growth Opportunity Area Growth Opportunity Area

MTC/ABAG Internal Communication/Deliberation

June 6, 2011 Page 156 Capitol/Tully/King Urban Villages Oakridge/Almaden Plaza Urban Village Saratoga TOD Corridor Stevens Creek TOD Corridor Westgate/El Paseo Urban Village Winchester Boulevard TOD Corridor

Santa Clara

Central Expressway Focus Area El Camino Real Focus Area Great America Parkway Focus Area Lawrence Station Focus Area Santa Clara Station Focus Area Tasman East Focus Area

Sunnyvale

Downtown & Caltrain Station El Camino Real Corridor Lawrence Station Transit Village East Sunnyvale ITR Moffett Park Peery Park Reamwood Light Rail Station Tasman Station ITR

VTA Cores, Corridors, and Station Areas (estimate)

Growth Opportunity Area Growth Opportunity Area

Growth Opportunity Area Growth Opportunity Area Growth Opportunity Area Growth Opportunity Area Growth Opportunity Area Growth Opportunity Area

Planned Planned Potential Growth Opportunity Area Growth Opportunity Area Growth Opportunity Area Growth Opportunity Area

Potential

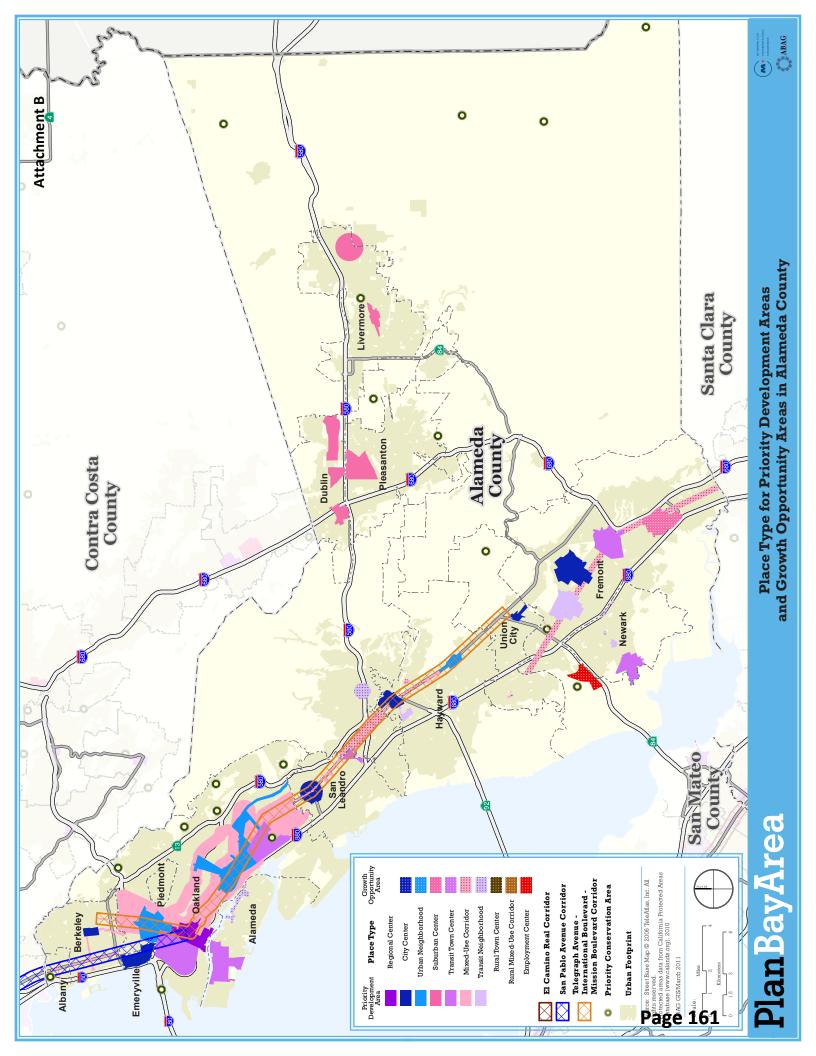
Solano County

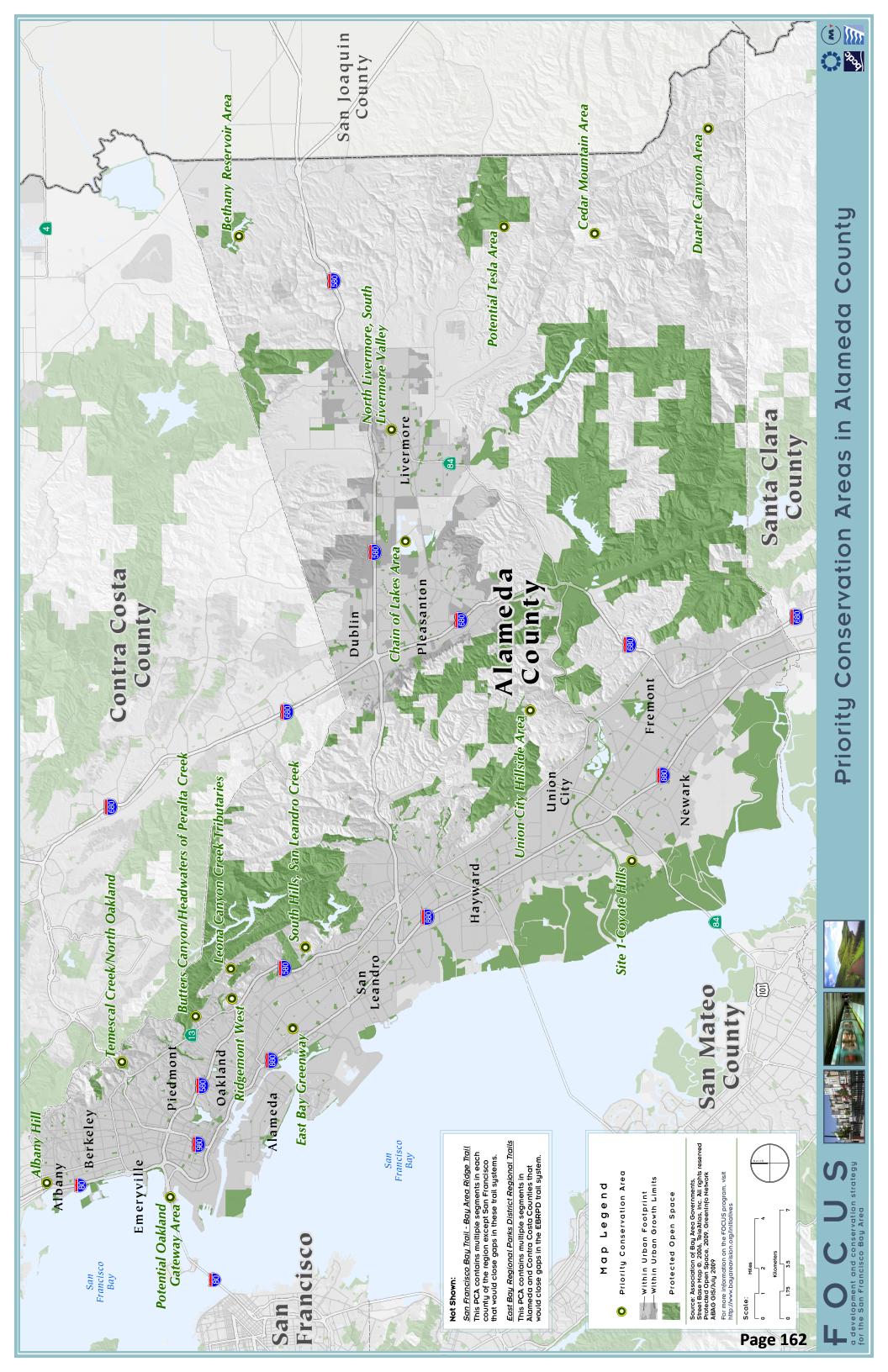
Jursidiction or Area Name	PDA Status
Benicia	
Downtown	Planned
Northern Gateway	Growth Opportunity Area
Dixon	
Fairfield	
Downtown South (Jefferson Street)	Planned
Fairfield-Vacaville Train Station	Potential
North Texas Street Core	Potential
West Texas Street Gateway	Planned
Rio Vista	
Suisun City	
Downtown & Waterfront	Planned
Vacaville	
Allison Area	Planned
Downtown	Planned
Vallejo	
Waterfront & Downtown	Planned
Solano County Unincorporated	

Sonoma County

Jursidiction or Area Name	PDA Status
Cloverdale	
Downtown/SMART Transit Area	Planned
Cotati	
Downtown and Cotati Depot	Planned
Healdsburg	
Petaluma	
Central, Turning Basin/Lower Reach	Planned
Rohnert Park	
Sonoma Mountain Village	Potential
Santa Rosa	
Downtown Station Area	Planned
Mendocino Avenue/Santa Rosa Avenue Corridor	Potential
Sebastopol Road Corridor	Planned/Potential
North Santa Rosa Station	Growth Opportunity Area
Sebastopol	
Nexus Area	Potential
Sonoma	
Windsor	
Redevelopment Area	Planned
Sonoma County Unincorporated	
8th Street East Industrial Area	Growth Opportunity Area
Airport/Larkfield Urban Service Area	Growth Opportunity Area
Penngrove Urban Service Area	Growth Opportunity Area
The Springs	Growth Opportunity Area

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KEY
Jursidiction or Area Name
Alameda
Naval Air Station
Northern Waterfront
Albany
San Pablo Avenue & Solano Avenue
Berkeley
Adeline Street
Downtown
San Pablo Avenue
South Shattuck
Telegraph Avenue
University Avenue
Dublin
Downtown Specific Plan Area
Town Center
Transit Center
Emeryville Mixed-Use Core
Fremont
Centerville
City Center
Irvington District
Ardenwood Business Park
Fremont Boulevard & Warm Springs Boulevard Corridor
Fremont Boulevard Decoto Road Crossing
South Fremont/Warm Springs
Hayward
Downtown
South Hayward BART
South Hayward BART
The Cannery
Carlos Bee Quarry
Mission Corridor
Livermore
Downtown
Vasco Road TOD
Newark
Dumbarton Transit Oriented Development
Old Town Mixed Use Area
Cedar Boulevard Transit
Civic Center Re-Use Transit
Oakland
Coliseum BART Station Area
Downtown & Jack London Square
Eastmont Town Center
Fruitvale & Dimond Areas
MacArthur Transit Village
Transit Oriented Development Corridors
West Oakland
Piedmont

PleasantonHaciendaSan LeandroBay Fair BART Transit VillageDowntown Transit Oriented DevelopmentEast 14th StreetUnion CityIntermodal Station DistrictMission BoulevardOld AlvaradoAlameda County UnincorporatedCastro Valley BARTEast 14th Street and Mission Boulevard Mixed Use Corridor

Priority Conservation Areas Alameda County

Priority Conservation Areas (PCAs)

As part of a regionwide strategy to support protection of important natural resources in the San Francisco Bay Area, in 2008, the Association of Bay Area Governments (ABAG) adopted 98 Priority Conservation Areas, including 17 in Alameda County. PCAs are natural lands that provide important agricultural, natural resource, historical, scenic, cultural, recreational, and/or ecological values and ecosystem functions throughout the San Francisco Bay Area. Their designation as PCAs focuses their protection within the short-term through purchase or conservation easements. PCAs were selected based on over 100 nominations from local governments, public agencies, and nonprofit organizations based on the following criteria:

- 1) regionally signification conservation values,
- 2) demonstrate community support, and
- 3) have an urgent need for protection..

PCAs are part of a multi-agency, regional planning initiative led by ABAG and the Metropolitan Transportation Commission in coordination with the Bay Area Air Quality Management District (and Bay Conservation and Development Commission. The goal of the planning effort, called the FOCUS Program, is to create a shared concept of where growth and conservation areas can be accommodated in the Bay Area. The areas focused for future growth are Priority Development Areas or PDAs, while the areas to be protected are PCAs. The regional strategy helps target investments and assistance in these areas to address growth and conservation needs for future generations.

The designation of the Priority Conservation Area increases their visibility as near-term land conservation opportunities, helps attract funding to these areas, and encourages partnerships to support these areas critical to the region's quality of life and ecological diversity.

Conservation will be promoted through regional designation by:

- Coordinating conservation efforts within a regional framework of near-term priorities
- Providing a strong platform on which to leverage public and private resources
- Building upon prior and existing land protection efforts and investments
- Providing opportunities for forging new partnerships

For more information, see ABAG's website at http://www.bayareavision.org/pca/

Priority Conservation Areas (PCAs)

Alameda County Approved by ABAG, 2008

	PCA Sponsor	Name of PCA	City	Comments
1	Butters Land Trust	Butters Canyon/Headwaters of Peralta Creek	East Oakland	Headwaters of the Peralta Creek - hills of East Oakland above Highway 13.
				Northwestern corner of the City of Albany -
				above interstate I-80 adjacent to Cities of
2	City of Albany	Albany Hill	Albany	Richmond and El Cerrito
-				Coyote Hills - tidal marsh, grassland, and
3	City of Fremont	Site 1 – Coyote Hills	Fremont	wetland.
				Provides wildlife habitat and corridors, buffers
				waterways and regional parks and protected
4	City of Livermore	North Livermore, South Livermore Valley	Livermore	areas, provides an open space separation between the Cities of Livermore and Pleasanton
		Roral Eliterniole, Bouar Eliterniole Taley	Livermore	Bike/pedestrian paths extend from Oakland to
			Oakland, San	Hayward under the elevated BART tracks. 13-
			Leandro,	mile greenway through 4 jurisdictions and
			unincorporated	connects 5 BART stations. Will follow major
_			County,	transportation corridors that link homes, job
5	City of Oakland	East Bay Greenway	Hayward	centers and schools in East Bay.
				Oakland Hills just south of Skyline Boulevard and adjacent to Leona Canyon Regional Open
6	City of Oakland	Leona Canyon Creek Tributaries	Oakland	Space Preserve.
		Bronk Carlyon Creek Thousanes		Located in the hills of City of Oakland, on the
				southern edge of Leona Heights Park and
				adjacent to Merritt College. Also headwaters
				within Lion Creek Watershed, covers 2,677
7	City of Oakland	Ridgemont West	Oakland	acres.
				San Leandro Creek PCA is adjacent to the 143-
				acre Dunsmuir Ridge Open Space and is connected through the Lake Chabot Municipal
8	City of Oakland	South Hills, San Leandro Creek	San Leandro	Golf Course to Anthony Chabot Regional Park
				Located in the hills of City of Oakland, along
				the ridge above the Caldecott Tunnel. Critical
				linkage between open spaces to the north and
9	City of Oakland	Temescal Creek/North Oakland	Oakland	south of Highway 24.
				Hillside is adjacent to the Dry Creek Pioneer
				Park and hillside areas in neighboring Fremont, and is an important link in the preferred
				alignment of the Bay Area Ridge Trail segment
				between the Vargas Plateau and Garin/Dry
10	City of Union City	Union City Hillside Area	Union City	Creek Pioneer Regional Parks
				Northeastern corner of Alameda County - vital
				for soil and water quality, plant and animal
11	East Day Davis and Davis Distant	Dethema Decomposing America	Alamada Country	diversity - link in the California Aqueduct and
11	East Bay Regional Park District	bemany Reservoir Area	Alameda County	feeds the South Bay Aqueduct. Eastern edge of Alameda County east of Del
				Valle Regional Park - privately owned land -
				includes threatened species, Alameda
12	East Bay Regional Park District	Cedar Mountain Area	Alameda County	Whipsnake
				In addition to environmental and outdoor
			Pleasanton and	recreation significance, it is important for
	East Bay Regional Park District		Livermore	protecting water quality in the reservoirs.
14	East Bay Regional Park District	Duarte Canyon Area	Alameda County	Southeastern corner of Alameda County Waterfront along the Oakland Estuary -
15	East Bay Regional Park District	Potential Oakland Gateway Area	Oakland	Regional Shoreline
15	und Disult			Eastern Alameda County surrounding Carnegie
				State Vehicular Recreation Area. Corral Hollow
				Valley is the northernmost point - includes the
16	East Bay Regional Park District	Potential Tesla Area	Alameda County	towns of Tesla and Carnegie
			Oakland to	Two significant and complementary long-
			Union City and	distance trails; San Francisco Bay Trail along
17	East Des Davies 1D 1 D' 1 1	Designed Tasile Sectors C	Oakland and	the shoreline and the Bay Area Ridge Trail
17	East Bay Regional Park District	Regional Trails System Gaps	Berkeley Hills	along the ridgeline overlooking the Bay.



Memorandum

DATE: July 18, 2011

TO: Alameda County Transportation Commission

FROM: Planning, Policy and Legislation Committee

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

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

ACTAC; the Planning, Policy and Legislation Committee (PPLC); the Alameda CTC Board; the Citizen's Watchdog Committee; the Paratransit Advisory and Planning Committee; the Citizen's Advisory Committee; and the Bicycle and Pedestrian Advisory Committee receive monthly updates on the CWTP-TEP and RTP/SCS. 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.

July 2011 Update:

This report focuses on the month of July 2011. 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 Attachment B and Attachment C respectively. Highlights include MTC and ABAG's alternative scenario and performance assessment and the release of Alameda CTC's first round evaluation results of the transportation investment packages.

1) MTC/ABAG Development of Alternative Land Use and Transportation Scenarios

MTC and ABAG have released draft alternative land use and transportation scenarios, which were presented to the MTC Planning and ABAG Administration Committees and the MTC Commission at their June 10 and June 22 meetings and are being presented at the July meetings. The MTC

Commission and ABAG Administrative Committee after much discussion and public comment approved five land use options and two transportation options and directed staff to bring back additional information on how social equity will be accomplished in the analysis. MTC staff will begin its performance assessment with result anticipated to be released in October.

2) RTP/SCS Work Element Proposals

MTC continues to refine their proposals and guidance for the following work elements of the RTP/SCS including:

- Releasing draft 25-year revenue projections (county budgets are not anticipated to be available until Fall 2011, but draft budgets could be available by the end of July); and
- Developing draft transit capital, local streets and roads maintenance needs, and transit operation needs estimates.

Committee	Regular Meeting Date and Time	Next Meeting
CWTP-TEP Steering Committee	4 th Thursday of the month, noon	July 28, 2011
	Location: Alameda CTC	No August Meeting
		September 22, 2011
CWTP-TEP Technical Advisory	2^{nd} Thursday of the month, 1:30 p.m.	July 14, 2011
Working Group	Location: Alameda CTC	No August Meeting
		September 8, 2011
CWTP-TEP Community Advisory	1 st Thursday of the month, 3:00 p.m.	July 7, 2011
Working Group	Location: Alameda CTC	No August Meeting
		September 1, 2011
SCS/RTP Regional Advisory Working	1 st Tuesday of the month, 9:30 a.m.	July 5, 2011
Group	Location: MetroCenter,Oakland	August 2, 2011
		September 6, 2011
SCS/RTP Equity Working Group	Location: MetroCenter, Oakland	July 13, 2011
		August 10, 2011
		September 14, 2011
SCS Housing Methodology Committee	10 a.m.	September 22, 2011
	Location: BCDC, 50 California St.,	
	26th Floor, San Francisco	

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

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:	One Bay Area SCS Planning Process

Summary of Next Quarter Countywide and Regional Planning Activities (July through September)

Countywide Planning Efforts

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 July through September time period, the CWTP-TEP Committees will be focusing on:

- Coordinating with ABAG and local jurisdictions to provide comments on the Initial Vision Scenario and to define the Alternative Land Use Scenarios for the Sustainable Communities Strategy;
- Evaluating transportation investment packages against a Future Land Use scenario;
- Reviewing the results of the evaluation and developing a constrained transportation network;
- Identifying a preliminary list of Transportation Expenditure Plan projects and programs;
- Developing countywide 25-year revenue projections and opportunities that are consistent and concurrent with MTC's 25-year revenue projections;
- Continuing the discussion on Transportation Expenditure Plan strategic parameters and funding scenarios;
- Developing a Locally Preferred SCS land use scenario to test with the constrained transportation network; and
- Developing a public outreach strategy for Fall 2011.

Regional Planning Efforts

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

In the three month period for which this report covers, MTC and ABAG are focusing on

- Receiving input on the Initial SCS Vision Scenario released March 11, 2011;
- Developing the Alternative Land Use and Transportation Scenarios based on that input;
- Developing draft 25-year revenue projections; and
- Conducting a performance assessment.

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),
- Participating on regional Sub-committees (Equity sub-committee); and
- Assisting in public outreach.

Key Dates and Opportunities for Input

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 Alternative SCS Scenarios Released: July 2011 Preferred SCS Scenario Released/Approved: December 2011/January 2012

RHNA

RHNA Process Begins: January 2011 Draft RHNA Methodology Released: September 2011 Draft RHNA Plan released: February 2012 Final RHNA Plan released/Adopted: July 2012/October 2012

RTP

Develop Financial Forecasts and Committed Funding Policy: Completed Call for RTP Transportation Projects: Completed Conduct Performance Assessment: May 2011 - October 2011 Transportation Policy Investment Dialogue: October 2011 – February 2012 Prepare SCS/RTP Plan: April 2012 – October 2012 Draft RTP/SCS for Released: November 2012 Prepare EIR: December 2012 – March 2013 Adopt SCS/RTP: April 2013

CWTP-TEP

Develop Land Use Scenarios: May – September 2011 Call for Projects: Completed Outreach: January 2011 - December 2011 Draft List of CWTP constrained Projects and Programs: July 2011 First Draft CWTP: September 2011 Preliminary TEP Program and Project list: September 2011 Draft CWTP and TEP Released: January 2012 Outreach: January 2012 – June 2012 Adopt CWTP and TEP: July 2012 TEP Submitted for Ballot: August 2012

Attachment B

Calendar Year 2010

							Meeting			-	ualengar tear 2010	
			2010	10			FY2010-2011			2010		
Task	January	February	March	April	Мау	June	July	August	Sept	Oct	Νον	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					Informati	on about upcoming	Information about upcoming CWTP Update and reauthorization	Ithorization				
Alameda CTC Technical Work												
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level						Board authorization for release of RFPs	Pre-Bid meetings	Proposals reviewed	ALF/ALC approves shortlist and interview; Board approves top ranked, auth. to negotiate or NTP		Technical Work	
Polling												
Sustainable Communities Strategy/Regional Transportation Plan	nsportation Plan											
Radional Sustainable Community Strateory Development			Local Land Use Update P2009 begins & PDA Assessment begins						Green House Gas Target approved by CARB.	Start Vis	Start Vision Scenario Discussions	suoissr
Process - Final RTP in April 2013										<u>م</u> ب <u>خا</u>	Adopt methodology for Jobs/Housing Forecast (Statutory Target)	Projections 2011 Base Case
												Performance Targets

Countywide Transportation Plan and Transportation Expenditure Plan Preliminary Development Implementation Schedule - Updated 6/27/11

Calendar Year 2011

			2011	11			FY2011-2012			2011		
Task	January	February	March	April	May	June	July	August	Sept	Oct	Νον	Dec
Alameda CTC Committee/Public Process												
Steering Committee	Adopt vision and goals; begin discussion on performance measures, key needs	Performance measures, costs guidelines, call for projects and prioritization process, approve polling questions, initial vision scenario discussion	Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update	Outreach and call for projects update (draft list approval), project and program packaging, county land use	Outreach update, project and program screening outcomes, call for projects final list to MTC, TEP strategic parameters, land use, financials, committed projects	No Meetings.	Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection	No Meetings	1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion		Meeting moved to December due to holiday conflict	Review 2nd draft CWTP; 1st draft TEP
Technical Advisory Working Group	Comment on vision and goals; begin discussion on performance measures, key needs	Continue discussion on performance measures, costs guidelines, call for projects, briefing book, outreach	Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update	Outreach and call for projects update, project and program packaging, county land use	Outreach update, project and program screening outcomes, call for projects update, TEP strategic parameters, land use, financials, committed projects	No Meetings.	Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection	No Meetings	1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion		Review 2nd draft CWTP, 1st draft TEP, poll results update	No Meetings
Community Advisory Working Group	Comment on vision and goals; begin discussion on performance measures, key needs	Continue discussion on performance measures, costs guidelines, call for projects, briefing book, outreach	Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update	Outreach and call for projects update, project and program packaging, county land use	Outreach update, project and program screening outcomes, call for projects update, TEP strategic parameters, land use, financials, committed projects	No Meetings.	Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection	No Meetings	1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion		Review 2nd draft CWTP, 1st draft TEP, poll results update	No Meetings
Public Participation	Public Workshops in two areas of County: vision and needs; Central County Transportation Forum	Public Workshops in all areas of County: vision and needs	all areas of County: I needs	East County Transportation Forum			South County Transportation Forum	No Meetings		2nd round of public workshops in County: feedback on CWTP,TEP; North County Transportation Forum	2nd round of public workshops in County: feedback on CWTP,TEP; orth County Transportation Forum	No Meetings
Agency Public Education and Outreach		Ongoing	Ongoing Education and Outreach through November 2012	ach through Novembe	er 2012			Ongoing Ed	lucation and Outrea	Ongoing Education and Outreach through November 2012	er 2012	
Alameda CTC Technical Work												
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level	Feedback or	Feedback on Technical Work, Modified Vision, Preliminary projects lists	fied Vision, Preliminar	y projects lists		Work with feedback on CWTP and financial scenarios	Tech	nical work refinem	ent and developmer	Technical work refinement and development of Expenditure plan, 2nd draft CWTP	in, 2nd draft CWTP	
Polling		Conduct baseline poll								Polling on possible Expenditure Plan projects & programs	Polling on possible Expenditure Plan projects & programs	
Sustainable Communities Strategy/Regional Trar												
Donional Custainable Community Strateory Daveloamont			Release Initial Vision Scenario	Detailed	Detailed SCS Scenario Development	nent	Release Detailed SCS Scenarios	Fechnical Analysis of SCS Sce Adoption of Regional Housing Allocation Methodology	Technical Analysis of SCS Scenarios; Adoption of Regional Housing Needs Allocation Methodology	SCS Scenario Results/and funding discussions	sults/and funding ssions	Release Preferred SCS Scenario
	Discuss Call for Projects	ojects	Call for Transportation Projects and Project Performance Assessment	ation Projects and nce Assessment	Project Evaluation	lation	Draft Regional Housing Needs Allocation Methodoligy					
	Develop Draf	Develop Draft 25-year Transportation Financial Forecasts and Committed Transportation Funding Policy	 Transportation Financial Forecasts a Transportation Funding Policy 	and Committed								

Countywide Transportation Plan and Transportation Expenditure Plan Preliminary Development Implementation Schedule - Updated 6/27/11

Calendar Year 2012

			6100				EV2044 2042				
			2012				F12011-2012				
Task	January	February	March	April	May	June	July	August	Sept	Oct	November
Alameda CTC Committee/Public Process											
Steering Committee	Full Draft TEP, Outcomes of outreach meetings	Finalize Plans	Meetings to be determined as needed Adopt Draft	mined as needed	Plans	Adopt Final Plans	Expenditure Plan on Ballot				VOTE: November 6, 2012
Technical Advisory Working Group	Full Draft TEP, Outcomes of outreach meetings	Finalize Plans	Meetings to be determined as needed	mined as needed							VOTE: November 6, 2012
Community Advisory Working Group	Full Draft TEP, Outcomes of outreach meetings	Finalize Plans	Meetings to be determined as needed	mined as needed							VOTE: November 6, 2012
Public Participation			Expenditure Plan City Council/BOS Adoption	ity Council/BOS ion							VOTE: November 6, 2012
Agency Public Education and Outreach	Ongoing	Education and Out	Dugoing Education and Outreach Through November 2012 on this process and	mber 2012 on this p	orocess and final plans	ans	Ongoing Educatio	n and Outreach thro	Dugoing Education and Outreach through November 2012 on this process and final plans	on this process a	nd final plans
Alameda CTC Technical Work											
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level		Finalize Plans									
Polling				8	Potential Go/No Go Poll for Expenditure Plan						
Sustainable Communities Strategy/Regional Trar											
Recional Sustainable Community Stratecy Development	Approval of Preferred SCS, Release of Regional Housing Needs Allocation Plan		Begin RTP Technical Analysis & Document Preparation			L	Prepare SCS/RTP Plan				Release Draft SCS/RTP for review
Process - Final RTP in April 2013											

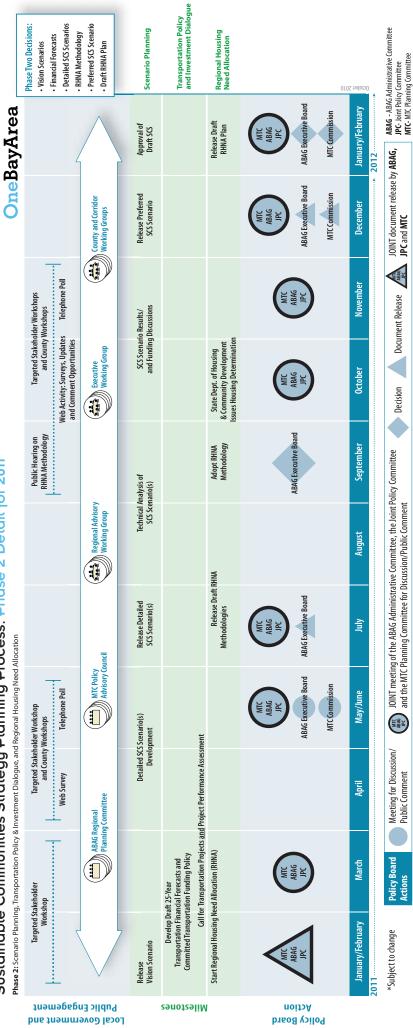
Countywide Transportation Plan and Transportation Expenditure Plan Preliminary Development Implementation Schedule - Updated 6/27/11

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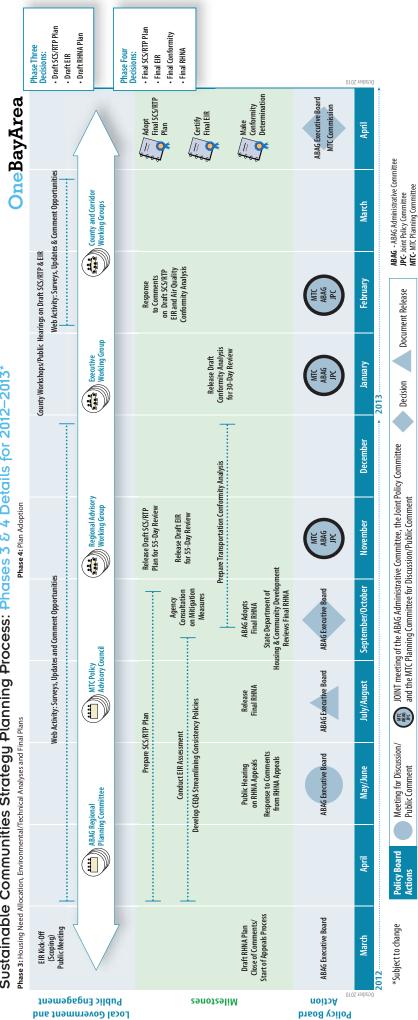






Sustainable Communities Strategy Planning Process: Phase 2 Detail for 2011*

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Sustainable Communities Strategy Planning Process: Phases 3 & 4 Details for 2012–2013

Page 177



Memorandum

DATE: July 21, 2011

TO: Alameda County Transportation Commission

FROM: Planning, Policy and Legislation Committee

SUBJECT: Legislative Update

Recommendations

This is an information item only.

Summary

State Update

<u>Budget</u>: A balanced \$86 billion state budget was passed by the legislature and signed by the Governor prior to the end of the state fiscal year, including several trailer bills. The budget included additional cuts, triggers for more cuts if an estimated \$4 billion in state revenues do not manifest by January 2012, realignment to counties for many criminal and court responsibilities, and the elimination of redevelopment agencies, unless they pay specific fees to schools. The overall state budget includes a \$500 million reserve. If the \$4 billion in revenues do not materialize by January, K-12 schools and the University of California and Cal State Universities will feel the brunt of the cuts. Democratic leaders have indicated that they aim to bring tax increases before voters on the 2012 ballot.

<u>Transportation and the Budget:</u> State Transit Assistance funds were untouched by the state budget and are currently estimated to support over \$400 million statewide (approximately \$150 million to the Bay Area), a doubling of the previous year's funding amount.

A trailer bill signed by the Governor (AB 115) includes postponement of loan repayments to the general fund for loans that were made prior to Proposition 22, including \$1.3 billion in State Highway Account (SHA) funds, as well as \$29 million in the Public Transportation Account. These repayments were originally scheduled for 2014 and are now expected by June 30, 2021. This delay results in reductions to transportation capital investments in the State Transportation Improvement Program ranging from \$60-\$130 million. In addition, AB 115 effectively reclassified a prior loan repayment requirement to the SHA of \$443 million as truck weight fees, which are the only source of state transportation funds that can be used to repay transportation bond debt service.

The Governor's line item vetoes affecting transportation include elimination of the state

funding for Caltrans to perform reviews of Project Initiation Documents (PIDs) for projects funded by the self-help counties. This is counter to what the Self-Help Counties Coalition was pushing for which would have had the State pay for the reviews since the counties are providing significant amounts of funds to construct projects on the State highway system. The Governor also vetoed \$147 million in High-Speed Rail Connectivity Funds indicating that many of the projects did not appear to have direct high-speed rail connectivity. This resulted in a \$32 million cut to BART's first phase of rail car replacements.

The attached memo from Suter, Wallauch, Corbett & Associates provides additional summary information on the budget.

Update on AB 1086, (Wieckowski) Transactions and use taxes: County of Alameda. Existing law authorizes various local governmental entities, to levy transactions and use taxes for specific purposes, and requires that the combined rate of all transactions and use taxes imposed in a county may not exceed 2 percent. This bill would allow the imposition of transactions and use taxes for certain purposes in excess of the combined rate. The Alameda CTC is the sponsor of this bill, which fully passed through all required State Assembly committees, was heard and passed in the Senate Governance and Finance Committee on July 6, and has been referred to the Senate Floor for its second reading. Staff will provide an update on the progress of this bill at the Commission meeting.

Federal Update

<u>FY2012 Budget</u>: In May, the House appropriations Chair, Hal Rodgers, announced subcommittee allocations reflecting a \$46 billion cut in programs that are non-security related, and an increase in defense programs of \$17 billion. This could potentially result in a 14% decrease in funds from the previous year, on top of the 18.5% cut for FY 2011 for Transportation – Housing and Urban Development (T-HUD). This is significantly lower that what President Obama proposed for the 2012 T-HUD allocation request of \$74.7 billion

The House subcommittee markup was scheduled for July 14^{th} and the full committee meeting is July 26^{th} .

<u>Surface Transportation</u>: The current extension of the surface transportation bill runs through the end of the fiscal year, September 30, 2011. House Transportation and Infrastructure (T&I) Chairman John Mica released a preview document to his proposed 6-year, \$230 billion Surface Transportation Bill, entitled A New Direction. The bill would only support authorization levels commensurate with the Highway Trust Fund revenues and would not allow any funding from the General Fund, as has been practiced over the past few years. This method results in a 30% decrease in federal transportation funding compared to current level. The bill would reduce 100 programs into 30, streamline environmental clearance and expand categorical exclusions, and expands the Transportation Infrastructure Finance Innovation Act (TIFIA) program, but only the HTF available fund.

Senate Environment and Public Works (EPW) Committee Chairwoman Barbara Boxer has indicated that she will release bill language in July for a 2-year reauthorization, totaling \$109

billion. This would require an increase of over \$12 billion in the HTF to meet the proposed funding amount in Senator Boxer's proposed bill.

Staff will provide updates at the Commission meeting on the process and progress of the surface transportation bill development.

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
Attachment B:	Federal Update



July 1, 2011

- TO: Art Dao, Executive Director Alameda County Transportation Commission
- FR: Suter, Wallauch, Corbett & Associates

<u>RE:</u> Legislative Update

It's Done: The Governor signed the budget and the remaining trailer bills yesterday afternoon. The \$85.9 billion general fund spending plan was reached by reducing state spending by \$15 billion, revenue increases of \$947 million, \$2.9 billion in other solution, such as loans and transfers, and \$8.3 billion from improvements to the state's fiscal outlook. The Governor also vetoed \$23.8 million in general funds spending from the budget. Nearly this entire hit was limited to one \$22.8 million cut to courts due to the delay in realigning revocation hearing responsibilities.

In special fund programs, the Governor line item vetoed Caltrans support staff cost by \$6.4 million because he maintains that state funds should not be used to subsidize locally funded projects on the state highway system. This veto shifts this cost to local reimbursements, which may affect the budget on Measure B funded projects.

The Governor also vetoed the appropriation of \$147 million in Prop 1A connectivity bond funds. These funds are from the \$950 million in the High Speed Rail Bond Act that is distributed to existing local, regional, and intercity rail based on a formula in the bond act. Governor Brown's veto is consistent with Governor Schwarzenegger's veto of this appropriation last year. The position is based on the perception that the project programmed for receive these bond funds are not adequately linked to high speed rail. Governor Brown's veto message urges the High Speed Rail Authority the work with local agencies to identify mutually beneficial projects. This veto will impact funding for BART's rehabilitation program.

This budget proposal pegs revenues at \$4 billion more than original projections, based upon the Controller's reports of a significant uptick in both sales and income taxes for May. If the projected revenues don't materialize, severe cuts amounting to \$2.6 billion will be triggered midyear, including \$650 million to UC, \$650 million to Cal State, cuts to K-12 school days, and hundreds of millions in cuts to judiciary.

The new budget includes the following:

- -- \$150 million cut each to University of California, California State University
- -- \$150 million cut to state courts

- -- \$200 million in Amazon online tax enforcement
- -- \$2.8 billion in deferrals to K-12 schools and community colleges
- -- \$300 million from \$12 per vehicle increase in DMV registration fee
- -- \$150 million from fire fee for rural homeowners
- -- \$1.7 billion from redevelopment agencies
- -- \$1.2 billion in higher May and June revenues

The new budget does not include the following proposals:

- -- \$1.2 billion from selling state buildings
- -- \$900 million from raising a quarter-cent local sales tax
- -- \$1 billion from First 5 commissions
- -- \$500 million cut in local law enforcement grants
- -- \$500 million deferral to University of California
- -- \$700 million in federal funds for Medi-Cal errors

New proposals in the budget include:

-- 1.06 percentage point sales tax swap that redirects money to local governments for Brown's "realignment" plan rather than to the state. Sales tax rate will still fall 1 percent on July 1.

-- \$4 billion in higher revenues in 2011-12, with triggered cuts if the revenue does not materialize. The trigger includes the following:

The Department of Finance Director, Ana Matosantos, must certify in January whether the \$4 billion projection is accurate. She will use revenue totals for July to December and economic indicators to project the remainder of the fiscal year. The triggered cuts categorized by tiers based on how far short the revenues are from reaching the \$4 billion.

- If the state gets \$3 billion to \$4 billion of the money, the state will not impose additional cuts and roll over any balance of problem into the 2012-13 budget.
- If the state gets \$2 billion to \$3 billion of the money, the state will impose about \$500 million of cuts and roll over the remainder into the 2012-13 budget. The \$500 million in cuts include a \$100 million cut to UC, a \$100 million cut to CSU, a \$100 million cut to corrections and a \$200 million cut to Health and Human Services.
- If the state gets \$0 to \$2 billion of the money, the state will also impose the cuts outlined above and up to \$2 billion in additional cuts, including a \$1.5 billion reduction to schools that assumes seven fewer classroom days. It also includes a \$250 million elimination of school bus transportation (except for that which is federally mandated).

Redevelopment: The saga of redevelopment temporarily stalled the budget on the Senate Floor when a group of Democratic Senators refused to vote the budget in an effort to save redevelopment. The Gov's office was earlier in the day with a group of pro-RDA Members pushing an option to securitize the tax increment revenues to the tune of \$2 (real) billion - - significantly more than the \$1.7 (flaky) billion being "scored" as savings for RDA elimination. Apparently those meetings ended in stalemate, evidenced by Dem Senators Lieu and Lowenthal

refusing to vote for the Budget Bill. Then, Senators Correa, Rubio, Wright, and Yee joining all the Rep Senators in voting NO. After a short recess, however, Pro Tem Steinberg managed to secure the last two votes for the budget from Senators Lieu and Lowenthal.

The two Redevelopment bills, ABX 26 and ABX 27 were approved the week before, and signed by the Governor on Wednesday. So—we are left with elimination of RDAs in one bill, and an escape hatch in the second bill. Steinberg stated that "reform of RDAs will go on . . ." which may leave room to pursue efforts to mitigate out-year RDA obligations to the state. Another fight, another day.

The League of Cities and the California Redevelopment Association will challenge the constitutionality of this RDA scheme. Expect a suit to be filed in the next two weeks, along with a request to go directly to the California Supreme Court.

AB 115 – Transportation Trailer Bill: The Governor signed the transportation trailer bill yesterday. While this measure appears innocuous by merely delaying the repayment date of existing loans from transportation programs to the general fund, it will have significant impact on transportation planning. Among the provisions in AB 115, the loans from transportation sources other than truck weight fees, totaling about \$357 million, the repayment would be asneeded and transferred back to the transportation special fund of but the loans are not required to be repaid until June 30, 2021. With respect to the \$970 million in truck weight fee loans, the repayment would also be asneeded, but the proceeds would be directed to debt service for transportation-related general obligation (GO) bonds, not the State Highway Account. These changes benefit the general fund by about \$1 billion, but this delay and redirection to bond debt could significantly impact the amount of funds available for programing in the 2012 STIP, particularly if the CTC cannot count on the state to repay these loans "as needed."

New Legislation – AB 1164 (Gordon): AB 1164 was gutted and amended on June 28th to include a proposal sponsored by Caltrans. The purpose of this bill is to provide Caltrans an additional tool to ensure the state obligates all federal funding before the end of the federal fiscal year. This bill would authorize Caltrans, with the approval of the Director of Finance, to loan federal funds in the State Highway Account (SHA) to accelerate Proposition 1B projects. Caltrans would repay the loans when Proposition 1B bonds are sold. The bill will be amended to include the CTC in this decision making process in order to coordinate the timing of the loans with STIP allocations. AB 1164 will be heard in Senate Transportation & Housing on July 5th.

SIMON AND COMPANY INCORPORATED

Washington Friday Report

Volume XIII, Issue 27

July 15, 2011

INSIDE THIS WEEK

- 1 Debt, THUD, SC2, Chairman Mica Replies
- 2 Senate Budget, D Block, Energy, Clean Air
- 2 Water, Jobs, Drugs, Homes, Waste, Auto Mayor

Daily debt ceiling negotiations have dominated the week, ranging from spirited meetings held in the White House to a surprise proposal from the Senate Minority Leaders. More on this and lots of other highlights below.

Debt Ceiling Crisis

As the White House negotiations on the debt ceiling proceeded daily this week, Senate Minority Leader Mitch McConnell surprised all involved by proposing that the debt limit be increased. The McConnell plan would allow Obama to raise the debt limit in three steps over the next year and a half, with or without spending cuts. This will grant President Obama new powers to request borrowing authority. House Speaker John Boehner has indicated he could support the McConnell plan if Congress and the White House are unable to reach a broader deficit reduction deal. In addition, on Thursday, Senate Majority Leader Harry Reid said he is working with McConnell to rewrite the plan so it would also require some spending cuts to be made. Also under discussion is adding language to the McConnell plan to create a commission that would recommend budget cuts - and set up an expedited process to force Congress to vote on them. You can read Senator McConnell's view on the debt limit crisis by clicking on Senator McConnell. We'll update you as events unfold by August 2nd --when the country runs out of borrowing authority looms- it is likely to go down to the wire!

Related to the debt limit crisis, Moody's Investors Service has placed the Aaa bond rating of the government of the United States on review for possible downgrade given the rising possibility that the statutory debt limit will not be raised on a timely basis, leading to a default on US Treasury debt obligations. Click on <u>Moody's Downgrade</u> for more information.

Finally, in light of the crisis over the debt limit extension, the House has cancelled its planned recess for next week. We thought you would be interested to see the note distributed by the House Republican Caucus: "Members are advised that the House will now be in session during the week of July 18.Members are further advised that the House is expected to consider H.J.Res. 1, a balanced budget amendment to the

Constitution, during the week of July 18 – one week earlier than originally scheduled".

House Transport-HUD Appropriations Bill Postponed

The planned mark-up this week of the FY12 House Transportation - HUD appropriations bill has been postponed as a result of the uncertainty regarding the "top-line' for domestic discretionary spending – a figure which will not be settled upon until an agreement is reached on debt and deficit. However, we did meet with the top staff member for the Senate Subcommittee which handles that same bill and he acknowledges regarding possible cuts for FY12, "We don't know where the bottom is" that FY12 is likely to be smaller than FY11 and that "stuff you could not imagine a year ago will happen". We'll keep you updated as that appropriations bill proceeds, most likely now in September.

Strong Cities, Strong Communities

On Monday, the Obama Administration launched a new pilot program designed to have Federal agencies collaborate more effectively with city governments to bring about economic development and break down the silos between agencies. Click on <u>White House, HUD</u>, and <u>DOT</u> for their statements on the new program.

Mr. Mica Replies

You'll recall that last week Rep. John Mica unveiled a summary of his proposal for surface transportation reauthorization which was met by stinging criticism from the minority of his House Transportation and Infrastructure Committee. This week Mr. Mica replied to that criticism by noting that "It is disappointing and sad that some Democrats have launched a personal and partisan attack on the Republican proposal for a six-year transportation reauthorization. The outline responsibly presents how we can dramatically leverage Highway Trust Fund dollars within the current spending rules and restrictions imposed by the Houseadopted budget. Despite his defense of his bill, the planned hearing and mark-up for it still have not been scheduled. Click on Chairman Mica to read his full comments.

In a related transportation development, on July 7, 2011 the Chairman of the Senate Banking, Housing and Urban Affairs Committee Chairman **Tim Johnson** (SD) and the Housing, Transportation and Community Development Subcommittee Chairman **Robert Menendez** (NJ) issued a Banking Committee analysis showing that Chairman Mica's House bill would cost more than 140,000 jobs as a result of cuts to transit funding. Click on <u>Senate Banking</u> for more information and a state-by-state breakout.

Senate Democrats Unveil Budget

In yet another sign of the fiscal gap between the parties, Senate Budget Chairman **Kent Conrad** detailed a fiscal 2012 budget resolution that comes in almost \$40 billion higher than the Houseadopted budget. A summary of Conrad's plan that was distributed Tuesday states that discretionary spending would be capped at \$1.058 trillion, compared to the \$1.019 trillion cap adopted by the House. Senator Conrad has no plans to hold a committee markup on the tax and spending blueprint. Instead, he has released a summary of the budget resolution with the hope it will influence negotiations on the debt limit. Click on <u>Senate</u> <u>Democratic Budget</u> for more information.

D Block

Rival "D Block" bills emerged this week from the majority and minority sides of the House Energy and Commerce Committee. Similar to the Senate bill (S.911) passed out of Committee last month, the Democratic bill would allocate D block to public safety officials to use in building a nationwide interoperable communications network for first responders. The House Republican bill draft reportedly would leave that spectrum to be auctioned by the FCC, as required under current law. *We'll keep you updated on D Block progress. Click on <u>D Block</u> for the Democratic discussion draft – we'll provide the Republican one when it is available.*

Cantwell Energy Fund

Senator Maria Cantwell (WA) has come up with an innovative approach to financing clean energy technologies and it was endorsed Thursday by the Senate Energy and Natural Resources Committee. The Clean Energy Deployment Administration (CEDA) Act would create an independent institution dedicated to providing affordable financing for clean energy technologies, especially breakthrough technologies that can make our nation's energy system more diverse and affordable. Click on <u>Cantwell Clean Energy</u> for more information.

Clean Air Regs

Earlier this week, EPA finalized additional Clean Air Act protections that in their view will "slash hundreds of thousands of tons of smokestack emissions that travel long distances through the air leading to soot and smog, threatening the health of hundreds of millions of Americans living downwind". Click on Air Pollution for the details and on Senator Boxer for her statement following release of the rule.

Drinking Water Oversight

The Senate Environment and Public Works Committee held a hearing this week on the implementation by EPA of the Unregulated Drinking Water Contaminants Program in the Safe Drinking Water Act. Click on <u>Drinking Water</u> to review.

Green Jobs

EPA has announced the awarding of more than \$6.2 million in national environmental workforce development and job training grants to 21 grantees to recruit, train, and place unemployed, predominantly low-income residents in polluted areas. Click on <u>Green Jobs</u> for details.

New National Drug Control Strategy

The Administration has released its 2011 *National Drug Control Strategy*, which serves as the Nation's blueprint for reducing drug use and its consequences. It emphasizes drug prevention and early intervention programs in healthcare settings, diverting non-violent drug offenders into treatment instead of jail, funding more scientific research on drug use, expanding access to substance abuse treatment, and supporting those in recovery. You can view it in detail by clicking on <u>National Drug Strategy</u>.

Help for Unemployed Homeowners

On Friday, the Administration announced adjustments to FHA requirements that will require servicers to extend the forbearance period for unemployed homeowners to 12 months. The Administration also intends to require servicers participating in the Making Home Affordable Program (MHA) to extend the forbearance period to 12 months wherever possible under regulator and investor guidelines. These adjustments will provide much needed assistance for unemployed homeowners trying to stay in their homes while seeking re-employment. Click on <u>Unemployed Homeowners</u> for details.

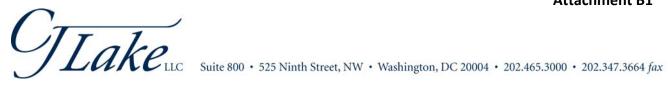
Hazardous Waste Recycling

EPA is proposing new safeguards for recycling hazardous materials to protect public health and the environment. The proposal modifies EPA's 2008 Definition of Solid Waste (DSW) rule, which revised hazardous waste regulations to encourage recycling of hazardous materials. Click on Hazardous Waste Recycling for more information.

Congratulations, Mayor Williams

Last week, Secretary of Labor **Hilda Solis** announced the appointment of **Jay Williams**, the Mayor of Youngstown Ohio as the new Director of the Office of Recovery for Auto Communities and Workers (ORACW). ORACW works with automotive communities to identify federal resources which may be used by these communities in their recovery efforts. Mayor Williams has been in office since 2006 and will begin next month. Click on <u>Auto Recovery</u> for more information on the Mayor and the Labor Department program.

Please contact Len Simon, Rukia Dahir or Stephanie Carter with any questions.



MEMORANDUM

TO:	Arthur Dao
	Alameda County Transportation Commission
FROM:	CJ Lake
RE:	Legislative Update
DATE:	June 29, 2011

The House is in recess this week while the Senate is in session. The House will be back next week on July 5, while the Senate will be in recess. The two chambers will not be in session at the same time again until the week of July 11. The only votes expected in the Senate this week relate to Department of Justice nominations and a bill that would streamline the Senate confirmations process. The fact that the two chambers' schedules are not aligned is making it that much more difficult to reach agreement on a way forward on the debt ceiling. Many believe the House Republican Leadership will not allow a surface transportation authorization bill to move forward until agreement can be reached on the debt limit.

Debt Ceiling and Deficit Reduction

The main focus in Washington over the last few weeks remains trying to reach an agreement on raising the debt ceiling and a long-term deficit reduction plan.

The Administration has warned Congress that failure to raise the \$14.3 trillion debt ceiling by August 2 could result in the United States defaulting on some of its borrowing obligations and risk a financial catastrophe. Since May, the Treasury Department has begun a series of "extraordinary" measures designed to prevent a potential government default until August 2, when Treasury will be faced with the need to cut \$125 billion in monthly spending or default on interest payments.

Negotiations between the Administration and Congressional leaders are ongoing on a debt-reduction compromise that would be acceptable to both Republicans and Democrats. Republicans are saying the only way they will support a debt increase is if it is coupled with a significant debt reduction plan. President Obama's deficit reduction commission led by Vice President Biden imploded late last week when House Majority Leader Cantor (R-VA) and Senator John Kyl (R-AZ) pulled out of the talks. Democrats continue to insist that revenues be part of a "balanced" approach to deficit reduction, indicating they won't agree to steep cuts in spending unless revenues are part of the solution, while Republicans are continuing to insist that tax increases won't be considered.

President Obama and Vice President Biden met earlier this week with both Senate Majority Leader Reid (D-NV) and Minority Leader McConnell (R-KY).

If a long term deal cannot be reached, we can likely expect a short-term debt limit increase, although Majority Leader Cantor has said he does not want to have multiple debt limit votes.

Appropriations

As we have reported previously, the House Appropriations Committee has begun moving its appropriations bills. The full House has now approved three bills: Homeland Security, Military Construction and Agriculture. The current schedule has a subcommittee mark up planned for Transportation HUD on July 14, with full committee consideration scheduled for July 26. Regardless, we do not expect Transportation HUD to come before the full House until at least September. Leader Cantor announced a few weeks ago that Transportation HUD would be one of the last bills considered by the full House.

One area of concern with bills moving later in the process, including Transportation HUD, is that their allocations could be cut even more should other subcommittees need additional funding above their allocations. We saw this happen when the Energy and Water bill was taken up by the Appropriations Committee earlier this month – unobligated High Speed Rail funding was used to offset emergency disaster funding for the Army Corps. The House Transportation HUD discretionary allocation is \$47.6 billion for FY12; a reduction of almost \$8 billion from current levels.

The Senate is moving much slower and plans to take up its first bill, Military Construction, at the committee level this week. It is unknown what other spending bills Senate appropriators may try to move in the absence of an agreement on top-line discretionary spending for the year – particularly since Democrats oppose the Republican cuts proposed for other spending bills. Senate Appropriations leaders have been waiting for debt reduction negotiators to reach an agreement on discretionary spending as part of those broader talks, but Appropriations Chairman Daniel K. Inouye, (D-HI), one of those negotiators, said it also was important to begin moving Senate spending bills given that the new fiscal year starts October 1. In a statement issued before the Biden talks broke down, Inouye expressed confidence that an agreement would eventually be reached.

Surface Transportation Authorization

House Transportation and Infrastructure Chairman John Mica has said he plans to release his bill on July 7. He is tentatively planning to hold a mark up the week of July 11, however many believe these dates could slip pending negotiations on the debt limit. We are also hearing that Senate EPW is planning to release its draft bill the week of July 11, will hold hearings the following week, with a markup scheduled for July 29. Senate Banking Committee staff has indicated it is ready to mark up a bill authorizing the transit piece, but will not move forward until the Senate Finance Committee provides funding levels for a Senate bill.

- The Administration has proposed a \$556 billion bill.
- The House is proposing a \$219 billion bill what is currently in the trust fund.

• The Senate is proposing a \$340 billion bill – this would fund programs at current levels (accounting for inflation).

Chairwoman Boxer has said she is willing to move a two-year bill if necessary, but Chairman Mica remains committed to moving a six-year bill. A two-year Senate bill would need \$12 billion in additional revenue, while a full six-year bill would require around \$70 billion in additional funds.