

- 6E. Approval of the City of Oakland's Request to Extend the Agreement A
Expiration Date for Measure B Transit Center Development Grant
Agreement No. A07-0019, 7th Street, West Oakland Transit Village Project
– **Page 29**
- 6F. Approval of Transportation Fund for Clean Air (TFCA) Program Expenditure A
Deadline Extension Request for City of Hayward TFCA Project 10ALA04,
Traffic Signal Controller Upgrade and Signalization – **Page 35**
- 6G. Approval of TFCA Program Expenditure Deadline Extension Request for A
Alameda CTC TFCA Projects 08ALA01 and 09ALA01, Webster Street
Corridor Enhancements – **Page 39**
- 6H. Altamont Commuter Express Rail Project (ACTIA No. 01) Approval of A
Allocation of 2000 Measure B Capital Program Funding – **Page 43**
- 6I. Eastbound I-580 HOV Lane Project (RM2 Subproject 32.1d) – Approval of A
the Initial Project Report to Request MTC Allocation of Regional Measure 2
Funds for Construction of I-580 Eastbound Auxiliary Lane (Segment 3),
Project No. 420.5 – **Page 45**
- 6J. Webster St. SMART Corridor Project – Approval to Award a Construction A
Contract – **Page 61**
- 6K. Approval of Issuance of a Request for Proposals (RFP) for Design Services A
and Authorization to Negotiate and Execute a Contract for Landscape and
Hardscape Enhancements at I-880/Marina Boulevard and Davis Street
Interchanges in the City of San Leandro – **Page 63**
- 6L. Approval of Alameda CTC Fiscal Year End 2011-12 Consolidated Year-End A
Investment Report- **Page 73**
- 6M. Approval of the Semi-Annual Contract Equity Utilization Report and Contract A
Award Report for January 1, 2012 through June 30, 2012 – **Page 85**
- 6N. Approval of Issuance of a Request for Proposals for Financial Advisory A
Services and Authorization to Negotiate and Execute a Contract- **Page 101**
- 6O. Approval of Appointments for the Community Advisory Committees A
– **Page 103**

7 Community Advisory Committee Reports – (Time Limit: 3 minutes per speaker)

- 7A. Bicycle and Pedestrian Advisory Committee- Midori Tabata, Chair – **Page 137** **I**
- 7B. Citizens Advisory Committee – Cynthia Dorsey, Chair – **Page 139** **I**
- 7C. Citizens Watchdog Committee – James Paxson, Chair – **Page 145** **I**
- 7D. Paratransit Advisory and Planning Committee – Sylvia Stadmire, Chair – **Page 147** **I**

8 Planning, Policy and Legislation Committee Action Items

- 8A. Review of Legislative Update – **Page 149** **I**
- 8B. Review of Metropolitan Transportation Commission (MTC) Resolution 4035 and One Bay Area Grant Program (OBAG) Implementation in Alameda County– **Page 167** **I**
- 8C. Review of Draft Alameda CTC Complete Streets Policy Elements– **Page 239** **I**

9 Closed Session

- 9A. CLOSED SESSION: Pursuant to Government Code Section 54957: Public Employee Performance Evaluation: Executive Director
- 9B. Report on Closed Session

10 Other Business

- 10A. Overall Regional Planning Process Review and Input- Ezra Rapport, the Executive Director of the Association of Bay Area Governments (ABAG)

11 Member Reports (Verbal)**12 Adjournment: Next Meeting – October 25, 2012**

Key: A- Action Item; I – Information Item

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

(*) Materials will be distributed at the meeting.

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

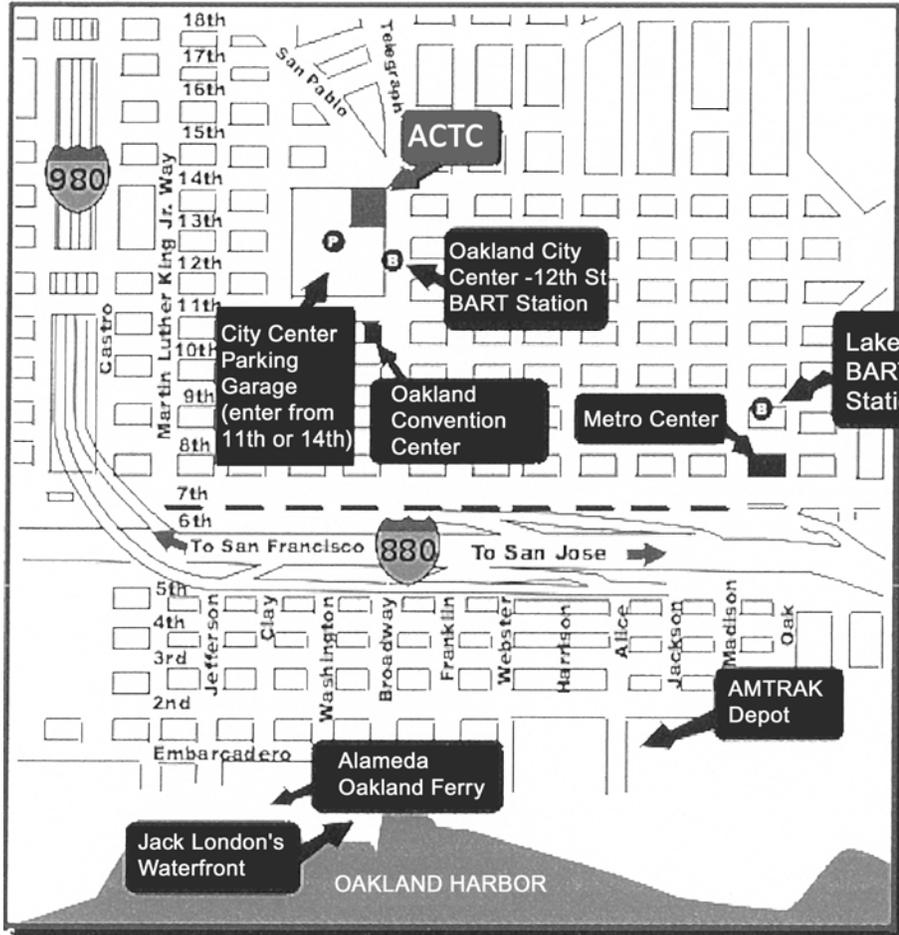
*Alameda County Transportation Commission
1333 Broadway, Suites 220 & 300, Oakland, CA 94612
(510) 208-7400 (New Phone Number)
(510) 836-2185 Fax (Suite 220)
(510) 893-6489 Fax (Suite 300)
www.alamedactc.org*

*October 2012 Meeting Schedule: Some dates are tentative.
Persons interested in attending should check dates with Alameda CTC staff.*

Alameda County Transportation Advisory Committee (ACTAC)	1:30 pm	October 2, 2012	1333 Broadway Suite 300
I-580 Policy Advisory Committee (PAC)	10:15 am	October 8, 2012	1333 Broadway Suite 300
I-680 SSCL JPA Committee (JPA)	10:00 am	October 8, 2012	1333 Broadway Suite 300
Planning, Policy and Legislation Committee (PPLC)	11:00 am	October 8, 2012	1333 Broadway Suite 300
Programs and Projects Committee (PPC)	12:15 pm	October 8, 2012	1333 Broadway Suite 300
Finance and Administration Committee (FAC)	1:30 pm	October 8, 2012	1333 Broadway Suite 300
Paratransit Technical Planning Committee (TAC)	9:30 am	October 9, 2012	1333 Broadway Suite 300
Paratransit Advisory and Planning Committee (PAPCO)/Paratransit Technical Planning Committee (TAC) Joint Meeting	1:00 pm	October 22, 2012	1333 Broadway Suite 300
Alameda CTC Commission Meeting	2:30 pm	October 25, 2012	1333 Broadway Suite 300

Glossary of Acronyms

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



Directions to the Offices of the Alameda County Transportation Commission:

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

Public Transportation Access:

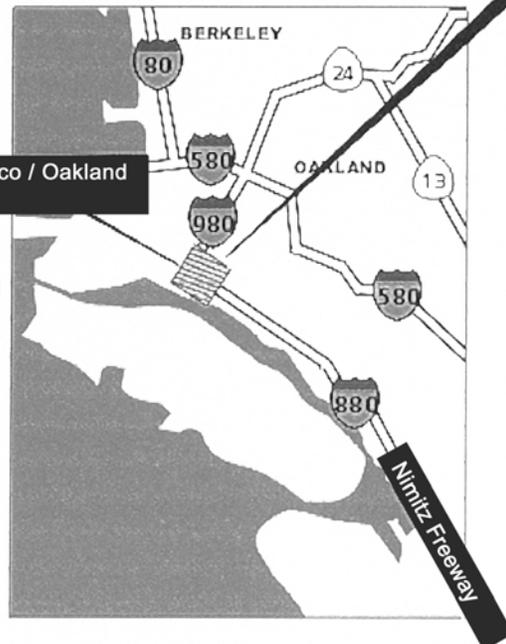
BART: City Center / 12th Street Station

AC Transit:

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

Auto Access:

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



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



**ALAMEDA COUNTY TRANSPORTATION COMMISSION
MINUTES OF JULY 26, 2012
OAKLAND, CALIFORNIA**

1. Call to Order/Pledge of Allegiance

Chair Green convened the meeting at 2:30 p.m.

2. Roll Call

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

3. Public Comment

There was no public comment.

4. Chair/Vice-Chair's Report

Chair Green informed the Commission that he and several fellow Commissioners attended the State Route 84 Isabel Widening Groundbreaking event in Livermore. He also informed the Commission that both he and Supervisor Haggerty attended the July 25, 2012 MTC Commission.

5. Executive Director Report

Chair Green presented Councilmember Joyce Starosciak with a certificate of appreciation for her contribution to the Alameda County Transportation Commission, staff and the constituents of San Leandro.

Art Dao informed the Commission that the November 12, 2012 Committee meetings would be moved to November 19, 2012. Mr. Dao informed the Commission that the South County Transportation Forum would be held July 26, 2012 in Union City. He concluded by stating that Ezra Rapport, Executive Director of the Association of Bay Area Governments (ABAG), would be presenting the overall regional planning process to the Commission after its September 27, 2012 Meeting.

6. Approval of Consent Calendar

6A. Minutes of June 26, 2012

6B. Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments Prepared by Local Jurisdictions

6C. Approval of Issuance of a Request for Proposals (RFP) for Southbound I-680 Express Lane Project Evaluation and Authorization to Negotiate and Execute a Contract

6D. Approval of Amendment No. 3 to the 2012 Level of Service (LOS) Monitoring Study Contract (#A09-024)

6E. Review of Plan Bay Area Notice of Preparation (NOP) for a Draft Environmental Impact Report (EIR)

- 6F. Approval of Resolutions of Local Support for Approved Lifeline Funding for Community-based Transportation Plan Updates**
- 6G. Review of Vehicle Registration Fee (VRF) Transportation Technology Program**
- 6H. Review of California Transportation Commission (CTC) June 2012 Meeting Summary**
- 6I. Approval of I-Bond Project Funding Plan Revisions and Amendments to Professional Service Agreements**
- 6J. Safe Routes to School Program – Approval of Amendment No. 1 to the Alta Consulting Professional Services Agreement (Agreement # A11-0019)**
- 6K. I-80 Gilman Interchange Project- Approval of Amendment No. 1 to Extend the PB Americas Inc. Professional Services Contract Expiration Date and Revise the Scope**
- 6L. I-580 off-ramp at 106th Project - Approval of Amendment No. 1 to Extend the URS Corporation Professional Services Contract Expiration Date**
- 6M. I-80 Integrated Corridor Mobility Project (ICM) Project – Approval to Execute a Contract for Project No. 2 to Provide Specialty Material and Equipment**
- 6N. I-580 San Leandro Soundwall Landscape Project – Approval to Execute a Contract for the Construction Contract**
- 6O. Central County Same Day Transportation Services – Award of Contract to St. Mini Cab Corporation**
- 6P. Approval of Amendment No. 1 to the Acumen Contract for Transportation Planning Services**
- 6Q. Approval of Issuance of a Request for Proposals (RFP) for Project Controls Services and Authorization to Negotiate and Execute a Contract**
- 6R. Approval of Appointments for the Community Advisory Committees**

Director Harper pulled Item 6I from the Consent Calendar. He specifically requested more information on the first three recommendations as they relate to the I-Bond Project Funding Professional service agreement. Art Dao informed the Commission that the Alameda CTC is renegotiating the agreements with several firms and that the individual contract amendments would be brought to the Commission at later meetings.

An individual vote was taken on recommendation #1 in the staff report for Item 6I, where Director Harper motioned to approve and Supervisor Haggerty seconded the motion. The motion passed 18-0.

An individual vote was taken on the remaining recommendations in the staff report for Item 6I, where Councilmember Kaplan motioned to approve and Councilmember Chan seconded the motion. Director Harper abstained. The motioned passed with 17 ayes and 1 abstention.

Supervisor Haggerty motioned to approve the remainder of the Consent Calendar. Councilmember Atkin seconded the motion. The motion passed 18-0.

7. Community Advisory Committee Reports

7A. Bicycle and Pedestrian Advisory Committee (BPAC)

Midori Tabata, BPAC Chair, informed the Commission that BPAC met on July 12, 2012. The Committee provided input to the draft Bicycle and Pedestrian Plans and also provided input to the annual Countywide Pedestrian and Bicycle Count Program. The next BPAC meeting is scheduled for July 4, 2012.

7B. Citizens Advisory Committee (CAC)

No one was present from the CAC.

7C. Citizens Watchdog Committee (CWC)

James Paxson, CWC Chair informed the Commission that the CWC met on July 9, 2012. This was the Annual Meeting where the Annual Report was finalized. Mr. Paxson informed the Commission that the CWC created an Audit subcommittee to meet with the auditors before and after the audits. The next CWC meeting will be held on November 12, 2012.

7D. Paratransit Advisory and Planning Committee (PAPCO)

Sylvia Stadmire, Chair of PAPCO, informed that Board that PAPCO held the Annual Mobility Workshop at Ed Roberts Campus on July 16, 2012, where Chair Green attended. She also stated that the PAPCO members are participating in outreach efforts at different events throughout Alameda County.

8. Planning, Policy and Legislation Committee Action Items

8A. Legislative Update

Tess Lengyel provided an update on legislative initiatives. On the federal side, Ms. Lengyel updated the Commission on MAP-21, Surface Transportation Program. She stated that the formula allocations were changed on the Surface Transportation Programs as well as the Workforce Developments Program. On the state side, Ms. Lengyel stated that the State went into recess on July 6, 2012 and will resume in early August. She stated that there were eleven tax propositions on the ballot and that staff was still waiting for information on the lettering of the ACTC Measure.

This Item was for information only.

8B. Review of Draft Countywide Bicycle and Pedestrian Plans

Rochelle Wheeler provided a review of the Draft Countywide Bicycle and Pedestrian Plans. Ms. Wheelers' presentation included a review of the projects timeline, input on plans development, capital projects and priorities, Bicycle & Pedestrian Programs including safety, education and technology. She concluded by providing an overview of cost and revenues for both plans, summarizing comments from the planning, policy and legislation committee (PPLC) and presenting the next steps.

Director Harper questioned if staff had factored in redevelopment funds into the plans. Beth Walukas informed the Commission that redevelopment funds were not factored in.

Mayor Javandel questioned if local master plans would take priority over the ACTC Bicycle & Pedestrian Plans. Ms. Walukas stated that the ACTC Bicycle & Pedestrian plans acted as a subset of local master

plans.

This Item was for information only.

9. Programs and Projects Committee Action Items

9A. Approval of Altamont Commuter Express (ACE) FY 2012/13 Baseline Service Plan Amendment

Matt Todd recommended that the Commission approve the Altamont Commuter Express FY 2012/13 Baseline Service Plan Amendment. The amendment includes a 10% ACE fair increase request from the San Joaquin Regional Rail Commission and the approval of \$833, 132 of Measure B Capitol Funds for the Locomotive Overhaul Project. Mr. Todd stated that statute requires SJRRC to get approval from VTA and ACCMA before changes are made to the Baseline ACE Service Plan. ACE staff is proposing a 10% increase to all fares, with all increases rounded to the nearest \$0.25 increment.

Supervisor Haggerty motioned to approve this Item. Supervisor Miley seconded the motion. The motion passed 18-0.

9B. Approval of Transportation Fund for Clean Air (TFCA) Final FY 2012/13 Program

Matt Todd recommended that the Commission approve the TFCA FY 2012/13 final program. Ms. Todd stated that \$364,982 in TFCA funding is remaining to program projects for FY 2012/13. A total of six applications were received and the final program is based on the evaluation for TFCA eligibility. Final selection was prioritized based on the required Air District project cost-effectiveness calculation. For the remaining FY 12/13 program, priority was given to requests for ongoing transit and program operations.

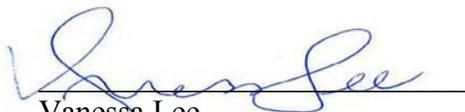
Councilmember Atkin motioned to approve this Item. Supervisor Haggerty seconded the motion. The motion passed 18-0.

10. Member and Staff Reports

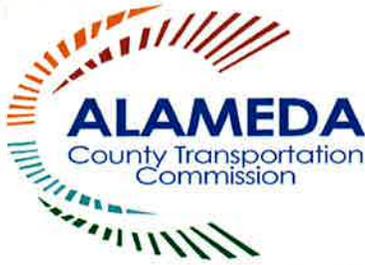
11. Adjournment: Next Meeting – September 27, 2012

The meeting ended at 3:45 pm. The next meeting will be held on September 27, 2012 at 2:30pm.

Attest by:



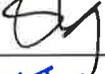
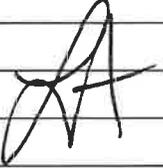
Vanessa Lee
Clerk of the Commission



**ALAMEDA COUNTY TRANSPORTATION COMMISSION BOARD MEETING
 ROSTER OF MEETING ATTENDANCE
 July 26, 2012
 1333 Broadway, Suite 300, Oakland CA 94612**

JURISDICTION/AGENCY	COMMISSIONERS	Initials	ALTERNATES	Initials
AC Transit	Greg Harper	<i>GH</i>	Elsa Ortiz	
Alameda County, District 1	Scott Haggerty, Vice Chair	<i>SH</i>	William Harrison	
Alameda County, District 2	Richard Valle		Barbara Halliday	
Alameda County, District 3	Wilma Chan		Michael Gregory	<i>MG</i>
Alameda County, District 4	Nate Miley	<i>NM</i>		
Alameda County, District 5	Keith Carson	<i>KC</i>	Kriss Worthington	
BART	Thomas Blalock	<i>TB</i>	John McPartland - BART	
City of Alameda	Rob Bonta	<i>RB</i>	Beverly Johnson	
City of Albany	Farid Javandel	<i>FJ</i>	Peggy Thomsen	
City of Berkeley	Laurie Capitelli	<i>LC</i>	Kriss Worthington	
City of Dublin	Tim Sbranti	<i>TS</i>	Don Biddle	
City of Emeryville	Ruth Atkin	<i>RA</i>	Kurt Brinkman	
City of Fremont	Suzanne Chan	<i>SC</i>	William Harrison	
City of Hayward	Marvin Peixoto	<i>MP</i>	Mark Salinas	
City of Livermore	John Marchand	<i>JM</i>	Stuart Gary	
City of Newark	Luis Freitas	<i>LF</i>	Maria Collazo	
City of Oakland	Larry Reid		Patricia Kernighan	
	Rebecca Kaplan	<i>RB</i>	Jane Brunner	
City of Piedmont	John Chiang	<i>JC</i>	Garrett Keating	
City of Pleasanton	Jennifer Hosterman	<i>JH</i>	Cheryl Cook-Kallio	
City of San Leandro	Joyce R. Starosciak	<i>JS</i>	Pauline Russo Cutter	
City of Union	Mark Green, Chair	<i>MG</i>	Emily Duncan	
LEGAL COUNSELS	Zack Wasserman – WRBD	<i>ZW</i>		
	Neal Parish – WRBD	<i>NP</i>		
	Geoffrey Gibbs - GLG	<i>GG</i>		

**ALAMEDA COUNTY TRANSPORTATION COMMISSION BOARD MEETING
 ROSTER OF MEETING ATTENDANCE
 July 26, 2012
 1333 Broadway, Suite 300, Oakland CA 94612**

STAFF	Initials	STAFF/CONSULTANT	Initials
Arthur L. Dao – Executive Director		Gladys Parmelee – Office Supervisor	
Tess Lengyel – Deputy Director of Policy, Public Affairs and Legislation		Beth Walukas- Deputy Director of Planning	
Patricia Reavey – Director of Finance		Vanessa Lee – Clerk of the Commission	
Stewart Ng- Director of Programming and Project Management		Lily Balinton -Accounting Manager	
Matt Todd - Manager of Programming		Sammy Ng – Senior Accountant	
Saravana Suthanithira - Senior Transportation. Planner		Seung Cho – Contract Procurement Analyst	
John Hemiup – Senior Transportation Engineer		Patty Seu - Accountant	
Vivek Bhat - Senior Transportation Engineer		Linda Adams – Executive Assistant	
Arun Goel – Project Controls Engineer		Victoria Winn – Administrative Assistant III	
Jacki Taylor – Programming Analyst		Claudia Leyva - Administrative Assistant III	
Laurel Poeton – Assistant Transportation Planner		James O’Brien-	
James Richards-		Stefan Garcia-	
Connie Fremier-		Kanda Raj-	
Raj Murphy-		Gary Sidhu-	

**ALAMEDA COUNTY TRANSPORTATION COMMISSION BOARD MEETING
 ROSTER OF MEETING ATTENDANCE
 July 26, 2012
 1333 Broadway, Suite 300, Oakland CA 94612**

NAME	JURISDICTION / AGENCY	TELEPHONE	E-MAIL
1. Jane Kramer	STAND	(570) 522-6423	jane@jrkramer.com
2. Miodori Tabata	ACTC BPAC		
3. Rachelle Wheeler	Consultant to Alameda CTC	510-208-7471	rwheeler@alamedactc.org
4. Donna Lee	BART	510 464-6282	dlee@bart.gov
5. John Mahoney	Faithful + Good	925 784 3972	John.Mahoney@fgwb.com
6. Bob Vinn	Livermore	(925) 960 4516	bgrinn@city.livermore.net
7. Mike Tassano	Pleasanton	925 931-5670	mtassano@ci.pleasanton.ca.us
8. Chris Miley	Ala Co. BOSD2	510-277-6676	Christopher.Miley@acpp.org
9. JOHN NGUYEN	Alameda CTC	510-208-7419	JNGUYEN@alamedactc.org
10. Heather Seuse	Alameda CTC	510 208 7439	hbarber@alamedactc.org
11. Aaron Goldsmith	Highschool Intern (Alameda CTC)	510.289.4099	
12. James Paxson	ACTC CWL	925.734.6500	james@hamuda.org
13. Patricia Cantley		510-326-7399	pcantley10@gmail.com
14. Lyra Stadniew	PARCO Chair		
15. George Fink	ACTC		
16. George Fink	SJPRC/ACE	209-944-8235	george@ccrail.com
17. Victoria Eisen	Eisen/Letunic	510-525-0220	victoria.eisen@letunic.com

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Memorandum

DATE: September 17, 2012

TO: Alameda County Transportation Commission

FROM: Planning, Policy and Legislation Committee

SUBJECT: **Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments**

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 the regional transportation system.

Since the last monthly update on July 17, 2012, staff reviewed and commented on four NOPs and/or EIRs. Comments were submitted for two of them. The comment letters are attached.

Attachments

Attachment A: Comment letter for City of Oakland, The Shops at Broadway
Attachment B: Comment letter for the City of Dublin, Moller Ranch Development

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August 17, 2012

Darin Ranelletti
Planner III
City of Oakland
Department of Planning, Building and Neighborhood Preservation
250 Frank H. Ogawa Plaza, Suite 3315
Oakland, CA 94612
dranelletti@oaklandnet.com

SUBJECT: Comments on the Notice of Preparation of a Draft Environmental Impact Report (DEIR) for the Shops at Broadway Development Project in the City of Oakland (Case Number ER 10007)

Dear Mr. Ranelletti:

Thank you for the opportunity to comment on the Notice of Preparation of a Draft Environmental Impact Report (DEIR) being prepared by the City of Oakland. The project site is located at 3001-3039 Broadway in the proposed Broadway Valdez District Specific Plan area and is bounded by Broadway to the east, 30th Street to the south, Webster Street to the west and a car dealership to the north. The proposed project would construct approximately 35,750 square feet of single-story commercial development, including a grocery store, retail/restaurant space and 171 parking spaces.

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 comments:

- The City of Oakland adopted Resolution No.69475 on November 19, 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.
 - 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 has a Countywide model that is available for this purpose. The City of Oakland and the Alameda CTC signed a Countywide Model Agreement on May 28, 2009. 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.

- 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. The MTS roads in the city of Oakland in the project study area are: I-980, San Pablo Avenue, Telegraph Avenue, Broadway, Harrison Street, West Grand Avenue and 14th Street. (See 2011 CMP Figure 2). Potential impacts of the project must be addressed for 2020 and 2035 conditions.
 - Please note that the Alameda CTC has *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 2011 CMP for more information).
 - For the purposes of CMP Land Use Analysis, 2000 Highway Capacity Manual is used.
- The adequacy of any project mitigation measures should be discussed. On February 25, 1993, the Alameda CTC 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 2011 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 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 2011 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 DEIR should consider opportunities to promote countywide bicycle and pedestrian routes identified in the Alameda Countywide Bicycle and Pedestrian Plans, which were approved in October 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.

Thank you for the opportunity to comment on this Notice of Preparation. Please do not hesitate to contact me at 510.208.7405 if you require additional information.

Sincerely,



Beth Walukas
Deputy Director of Planning

Cc: File: CMP – Environmental Review Opinions – Responses - 2012

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August 20, 2012

Michael A. Porto
Consulting Planner
City of Dublin
Community Development Department
100 Civic Plaza
Dublin, CA 94568

SUBJECT: Comments on the Notice of Preparation of a Draft Supplemental Environmental Impact Report (DSEIR) for the Moller Ranch Development and Moller Creek Culvert Replacement Project in the City of Dublin

Dear Mr. Porto:

Thank you for the opportunity to comment on the Notice of Preparation of a Draft Supplemental Environmental Impact Report (DSEIR) being prepared by the City of Dublin for the Moller Ranch Development and Moller Creek Culvert Replacement Project. The project site is located on the east side of Tassajara Road, north of the Fallon Crossing property and south of the Alameda County boundary line. The proposed project would develop up to 382 single family detached dwelling units and would include neighborhood park and semi-public land uses. The project also includes replacement of an existing Tassajara Road culvert over Moller Creek, west of the Moller Ranch property.

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 comments:

- The City of Dublin adopted Resolution No.120-92 on September 28, 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.
 - 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 has a Countywide model that is available for this purpose. The City of Dublin and the Alameda CTC signed a Countywide Model Agreement on July 17, 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.

- The DSEIR 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 LAVTA. The MTS roads in the city of Dublin in the project study area are: I-580, Tassajara Road and Dublin Boulevard (see 2011 CMP Figure 5). Potential impacts of the project must be addressed for 2020 and 2035 conditions.
 - Please note that the Alameda CTC has *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 2011 CMP for more information).
 - For the purposes of CMP Land Use Analysis, 2000 Highway Capacity Manual is used.
- The adequacy of any project mitigation measures should be discussed. On February 25, 1993, the Alameda CTC Board adopted three criteria for evaluating the adequacy of DSEIR 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 DSEIR should include a discussion on the adequacy of proposed mitigation measures relative to these criteria. In particular, the DSEIR 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 2011 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 DSEIR should address the issue of transit funding as a mitigation measure in the context of the Alameda CTC policies discussed above.
- The DSEIR 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 2011 CMP, Chapter 5). The DSEIR 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 DSEIR should consider opportunities to promote countywide bicycle and pedestrian routes identified in the Alameda Countywide Bicycle and Pedestrian Plans, which were approved in October 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.

Thank you for the opportunity to comment on this Notice of Preparation. Please do not hesitate to contact me at 510.208.7405 if you require additional information.

Sincerely,



Beth Walukas
Deputy Director of Planning

Cc: File: CMP – Environmental Review Opinions – Responses - 2012

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Memorandum

DATE: September 17, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **Review of California Transportation Commission (CTC) August 2012 Meeting Summary**

Recommendation

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

Background

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

The August 22, 2012 CTC meeting was held at Sacramento, CA. There are three (3) items on the agenda pertaining to Projects / Programs within Alameda County (Attachment A).

Attachment

Attachment A: August 2012 CTC Meeting Summary for Alameda County Projects /Programs

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August 2012 CTC Summary for Alameda County Projects/ Programs

Sponsor	Program / Project	Item Description	CTC Action / Discussion
Port of Oakland	Trade Corridors Improvement Fund (TCIF) / Outer Harbor Intermodal Terminals (OHIT)	Amend the TCIF Project Baseline Agreement for Project 3, OHIT to expand the scope, split the project into six segments, and update the delivery schedule, cost, and funding plan.	Approved
Alameda CTC	Corridor Mobility Improvement Account (CMIA) Program / I-580 Westbound HOV Lane (Segment 1).	Approve technical correction to correct the Project ID from 0400020210 to 0400021248	Approved
Alameda CTC	Corridor Mobility Improvement Account (CMIA) Program / I-580 Westbound HOV Lane (Segment 2).	Approve technical correction to correct the Project ID from 0400020211 to 0400021249	Approved

http://www.dot.ca.gov/hq/transprog/ctcbooks/2012/0812/000_Timed.pdf

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Memorandum

DATE: September 17, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **Approval of City of Newark's Request to Extend Expiration Date for Measure B Bicycle and Pedestrian Countywide Discretionary Fund Grant Agreement No. A09-0022, Newark Pedestrian and Bicycle Master Plan**

Recommendation

It is recommended the Commission approve the City of Newark's request to extend the agreement expiration date for Measure B Bicycle and Pedestrian Countywide Discretionary Fund Grant Agreement No. A09-0022, Newark Pedestrian and Bicycle Master Plan, to October 31, 2013 to allow for full completion of the project. This action will not change the grant funding amount.

Background

In 2009, the City of Newark (City) was awarded \$119,000 of Measure B Countywide Discretionary Cycle 4 funds for the Newark Pedestrian and Bicycle Master Plan Project (Agreement # A09-0022). The intent of the City's Project consists of developing the City's first Pedestrian and Bicycle Master Plan. Specifically, the primary goal of the plan is to put forth recommendations for making walking and biking more viable alternatives to automobile use for recreational, school, and work trips, while reducing traffic congestion and improving overall community health.

The original expiration date for this agreement was October 31, 2011, but the City experienced significant delays in completion and distribution of the final draft of the master plan. The delays were primarily due to a lack of staff time to finalize the draft document with the addition of specific plan components, including detailed bicycle and pedestrian project lists and estimates. In light of these delays, the project sponsor requested an extension to the agreement expiration date from October 31, 2011 to October 31, 2012, which was administratively approved on September 16, 2011.

The City Engineering Division has experienced extraordinary staffing issues beyond their control over the course of the last two years. The City is requesting extending the project completion and the agreement expiration deadlines as detailed below to allow adequate time to complete the project and submit a final invoice and final report.

Project: Newark Pedestrian and Bicycle Master Plan (Agreement A09-0022)			
Sponsor: City of Newark			
Date Bicycle and Safety CDF Grant Awarded: June 2009 (Cycle 4)			
	Original Grant Agreement	Approved Extension	Recommended Extension
Project Completion	June 30, 2011	June 30, 2012	July 31, 2013
Agreement Expiration	October 31, 2011	October 31, 2012	October 31, 2013

It is recommended the Commission approve the requested new project completion date of July 31, 2013, and a one-year extension to the grant agreement expiration date from October 31, 2012 to October 31, 2013.

Fiscal Impacts

There are no fiscal impacts at this time.

Attachments

Attachment A: City of Newark’s Extension Request for Agreement A09-0022



CITY OF NEWARK, CALIFORNIA

37101 Newark Boulevard • Newark, California 94560-3796 • (510) 578-4000 • FAX (510) 578-4306

July 30, 2012

Mr. Matthew Todd, P.E.
 Alameda CTC Manager of Programming
 1333 Broadway, Suite 300
 Oakland, CA 94612

Subject: Request No. 6 for Administrative Change to
 Grant Agreement No. A09-022 for
 Newark Pedestrian and Bicycle Master Plan

Dear Mr. Todd:

We are hereby requesting an administrative change to the grant agreement in the subject line as per Section IV Part 8 of said agreement. We have attached the appropriate exhibits to reflect our requested change(s) as follows:

Attached (Yes or No)	Documentation for Change Request	
Yes	Exhibit A	Written Explanation for Change Request (<i>Required</i>)
No	Exhibit B	Revised Attachment A: Project Description and Task Breakdown
No	Exhibit C	Revised Attachment B: Task Budgets and Other Funding
Yes	Exhibit D	Revised Attachment C: Task Deliverables and Project Milestone Schedule
No	Exhibit E	Revised Attachment D: Project Performance Measures

We have signed each of the exhibits showing the requested changes and understand that Alameda CTC will review our requested changes and, if agreeable, will also sign the exhibits and return copies of the approved exhibits. The approved exhibits signed by both parties will become the current agreement information on file at Alameda CTC.

If you have any questions or need additional information please contact Soren Fajeau at telephone number (510)578-4286.

Sincerely,

Soren Fajeau, P.E.
 Senior Civil Engineer

WRITTEN EXPLANATION FOR CHANGE REQUEST

Project Sponsor: CITY OF NEWARK

Project Title: Newark Pedestrian and Bicycle Master Plan

Agreement Number: A09-0022

Reason for Change: We have continued to experience delays in completing our final draft of the Newark Pedestrian and Bicycle Master Plan due to significant staff shortages over the last two years in the City's Engineering Division. Forty percent (40%) of the entire staff had been on extended leave due to serious illnesses and one individual unfortunately passed away. This significantly impacted the ability of the remaining staff members to make the final additions and modifications to the document within the most recently adjusted project schedule. As of June 2012, we have finally returned to a full staffing level and our expectation is that the final draft of the document will be completed in the next several months.

We are requesting a one-year extension of the end-date of the funding agreement to October 31, 2013. This will allow staff to complete the final draft of the Newark Pedestrian and Bicycle Master Plan that is consistent with the Alameda Countywide Pedestrian Plan and Alameda Countywide Bicycle Plan updates and incorporates new Complete Streets Policy requirements from the Metropolitan Transportation Commission and Alameda County Transportation Commission. Newark is simultaneously undertaking some important General Plan revisions and this extension would allow for appropriate coordination between both documents. Following preparation of a final draft by staff, the document will be reviewed by our Bicycle and Pedestrian Advisory Committee and Planning Commission prior to formal adoption by the City Council.



Signature of Person Requesting Change

7/30/12

Date

Alameda CTC Approval

Date

REVISED ATTACHMENT C
TASK DELIVERABLES AND PROJECT MILESTONE SCHEDULE

Project Sponsor: CITY OF NEWARK

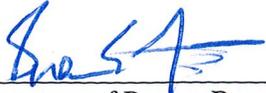
Project Title: Newark Pedestrian and Bicycle Master Plan

Agreement Number: A09-0022

Project Task Deliverables and Due Dates: The following Revised Table C-1 is intended to replace the current, approved Table C-1 in its entirety.

Table C-1: Task Deliverables and Due Dates			
Task No. (from Table A-1)	Deliverable	Previously Approved Deliverable Due Date	Revised Deliverable Due Date to Alameda CTC
1	Copy of RFP	December 31, 2009	December 31, 2009
1	Copy of executed consultant contract	June 30, 2010	June 30, 2010
2	Council Resolution to create the BPAC	June 30, 2010	June 30, 2010
3	Copy of Draft Master Plan	September 30, 2011	September 30, 2011
4	Copy of Final Master Plan	January 31, 2012	July 31, 2013
5	Invoices submitted to Alameda CTC	Ongoing	Ongoing
6	Final Report/Presentation to BPAC/Final Invoice	September 30, 2012	September 30, 2013
6	Grant Funding Agreement Expires	October 31, 2012	October 31, 2013

Note: Project Sponsor shall provide Alameda CTC with not less than 10 days advance notice of any public meetings or events related to implementation of this grant.



 Signature of Person Requesting Change

7/30/12

 Date

 Alameda CTC Approval

 Date

Project Milestone Schedule: The following Revised Table C-2 is intended to replace the current, approved Table C-2 in its entirety.

Table C-2: Project Milestone Schedule		
Project Milestone	Previously Approved Date	Revised Date
Award ACTIA Grant (Cycle 4)	July 1, 2009	N/A
Initiate Grant/Notice to Proceed Date	July 1, 2009	N/A
Issue Request for Proposals	December 15, 2009	N/A
Issue Notice to Proceed	May 31, 2010	N/A
Creation of BPAC	May 31, 2010	N/A
Draft Master Plan Complete	September 30, 2011	N/A
Final Master Plan Complete and Adopted	December 31, 2011	July 31, 2013
Complete Grant Funding Period	June 30, 2012	July 31, 2013
Close Out Project, Complete Final Report, Presentation to BPAC, Final Invoice	September 30, 2012	September 30, 2013
Grant Funding Agreement Expires	October 31, 2012	October 31, 2013



 Signature of Person Requesting Change

7/30/12

 Date

 Alameda CTC Approval

 Date



Memorandum

Date: September 17, 2012

To: Alameda County Transportation Commission

From: Programs and Projects Committee

Subject: **Approval of the City of Oakland’s Request to Extend the Agreement Expiration Date for Measure B Transit Center Development Grant Agreement No. A07-0019, 7th Street West Oakland Transit Village Project**

Recommendation

It is recommended the Commission approve the City of Oakland’s request to extend the agreement expiration date for Measure B Transit Center Development Grant Agreement A07-0019, 7th Street, West Oakland Transit Village project to allow for completion of the project. A one year extension from October 31, 2012 to October 31, 2013 is recommended. This action will not change the Measure B funding amount.

Background

A total of \$218,500 of Measure B TCD funds were programmed as the local matching funds for federal funds received through the Metropolitan Transportation Commission’s Transportation for Livable Communities (TLC) program. The City of Oakland’s 7th Street West Oakland Transit Village project consists of streetscape and various bicycle and pedestrian access improvements in the West Oakland BART Station area. Improvements include installation of street and pedestrian lights, traffic signal improvements and landscaping; and construction of bike and pedestrian facilities, raised medians, gateway element and bus shelter. The Measure B funds were programmed Currently, construction is scheduled for completion in spring 2013.

This is the second agreement extension request for this project. The need for the first extension to October 31, 2012 was due to a delay in receiving federal funding. The current, second extension request is due to a delay in a BART-implemented seismic retrofit project in the vicinity of the West Oakland BART Station which prevented the City from working on approximately one-third of the project. The delay has been resolved and the City has resumed work on the remaining portion of its project. The project sponsor is requesting an extension to the agreement expiration date from October 31, 2012 to October 31, 2013, to reflect the revised project schedule, as detailed in the table below, to allow adequate time to complete the project and submit a final invoice and final report. The below table summarizes the original, amended and proposed milestone schedule:

Project: 7 th Street, West Oakland Transit Village (Agreement A07-0019)				
Sponsor: City of Oakland				
Date TCD Grant Awarded: June 2007 (Cycle 2)				
Project Milestones	Original Grant Agreement	Approved Extension #1	<i>Sponsor's Requested Extension #2</i>	Staff Recommended Extension #2
Project Completion	June 30, 2010	June 30, 2012	<i>March 30, 2013</i>	June 30, 2013
Project Closeout	Sept. 30, 2010	Sept. 30, 2012	<i>June 30, 2013</i>	Sept. 30, 2013
Agreement Expires	Oct. 31, 2010	Oct. 31, 2012	<i>July 31, 2013</i>	Oct. 31, 2013

It is recommended the Commission approve the recommended one-year extension to the grant agreement expiration date from October 31, 2012 to October 31, 2013, based on the revised project completion and close out dates.

Fiscal Impacts

There are no fiscal impacts at this time.

Attachments

Attachment A: City of Oakland's Extension Request for Agreement A07-0019



CITY OF OAKLAND

COMMUNITY & ECONOMIC DEVELOPMENT AGENCY • 250 FRANK H. OGAWA PLAZA • SUITE 4314 •
 OAKLAND, CALIFORNIA 94612-2033
 Engineering Design and Right of Way Management

Phone :(510) 238-3171
 FAX :(510) 238-7227
 TDD (510) 238-7644

August 15, 2012

Mr. Matthew Todd, P.E.
 Alameda CTC Manager of Programming
 1333 Broadway, Suite 300
 Oakland, CA 94612

Subject: Request No. **2** for Administrative Change to
 Grant Agreement No. **A07-0019** for
7th Street, West Oakland Transit Village Improvement

Dear Mr. Todd:

We are hereby requesting an administrative change to the grant agreement in the subject line as per Section IV Part 8 of said agreement. We have attached the appropriate exhibits to reflect our requested change(s) as follows:

Attached (Yes or No)	Documentation for Change Request	
Yes	Exhibit A	Written Explanation for Change Request <i>(Required)</i>
No	Exhibit B	Revised Attachment A: Project Description and Task Breakdown
No	Exhibit C	Revised Attachment B: Task Deliverables and Deliverable Due Dates, including Project Milestone Schedule
Yes	Exhibit D	Revised Attachment C: Task Budgets and Other Funding
No	Exhibit E	Revised Attachment F-1: Project Performance Measures

We have signed each of the exhibits showing the requested changes and understand that Alameda CTC will review our requested changes and, if agreeable, will also sign the exhibits and return copies of the approved exhibits. The approved exhibits signed by both parties will become the current agreement information on file at Alameda CTC.

If you have any questions or need additional information please contact **Mohammad Barati** at telephone number **(510) 238-7280**.

Sincerely,



Jaime Heredia, P.E.
Supervising Civil Engineer

Request for Administrative Amendment

WRITTEN EXPLANATION FOR CHANGE REQUEST

Project Sponsor: City of Oakland

Project Title: 7th Street, West Oakland Transit Village

Agreement Number: A07-0019

Reason for Change: *The BART Seismic Retrofit Project in the vicinity of the 7th Street, West Oakland Transit Village project was delayed due to unforeseen conditions. For this reason, the City could not work on almost 1/3 of the project until BART completed their work. This caused a delay in completion of the 7th Street project and changed the schedule and some of the milestones of the project. The attached Request for Administrative Amendment forms reflect these changes.*

Signature of Person Requesting Change

Date

Alameda CTC Approval

Date

Request for Administrative Amendment

Project Milestone Schedule: The following Revised Table B-2 is intended to replace the current, approved Table B-2 in its entirety.

Table B-2: Project Milestone Schedule		
Project Milestone	Previously Approved Date	Revised Date
Award ACTIA Grant (Cycle 2)	November 30, 2006	N/A
Initiate Grant / Notice-to-Proceed Date	October 1, 2007	N/A
Obligate Federal Funds for Con Phase	August 4, 2009	August 4, 2009
Grant Funding Period Complete	June 30, 2012	March 30, 2013
Close Out Project – Complete Final Report and Final Invoice	September 30, 2012	June 30, 2013
Grant Funding Agreement Expires	October 31, 2012	July 31, 2013


Signature of Person Requesting Change

8/20/12
Date

Alameda CTC Approval

Date



Memorandum

DATE: September 17, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **Approval of Transportation Fund for Clean Air (TFCA) Program Expenditure Deadline Extension Request for City of Hayward TFCA Project 10ALA04, Traffic Signal Controller Upgrade and Signalization**

Recommendation

It is recommended the Commission approve the City of Hayward's request for a one-year extension to the expenditure deadline from October 28, 2012 to October 28, 2013, for the TFCA Project 10ALA04, Traffic Signal Controller Upgrade and Signalization project.

Summary

The City of Hayward is requesting a one-year extension to the expenditure deadline for TFCA project 10ALA04. The Air District allows TFCA county program managers to approve up to two one-year extensions per project. This will be the first one-year extension for 10ALA04. A third extension request would require written approval from the Air District.

Background

The CMA programmed \$614,000 of TFCA funding to the Traffic Signal Controller Upgrade and Signalization project through the 2010/11 TFCA Program. The TFCA funds were programmed for City of Hayward traffic coordination on Tennyson Road, Hesperian Boulevard, and Winton Avenue. Improvements include upgrading existing controllers and closing the gap between the existing signal interconnect system. In the attached extension request letter (Attachment A) the project sponsor credits unforeseen troubleshooting issues with the communication lines and during the installation of the new controllers and video detection systems as the main reason for the delay in project implementation.

An approval of this request would extend the expenditure deadline for 10ALA04 from October 28, 2012 to October 28, 2013. This is the first extension request for 10ALA04 and TFCA program managers are allowed to approve up to two one-year extensions per project. A third extension request would require written approval from the Air District.

Fiscal Impact

The resources associated with the project are funded through revenues received from the Air District for the TFCA Program. The proposed schedule revision to the program does not affect the Alameda CTC Budget.

Attachments

Attachment A: Alameda CTC Extension Request Letter for TFCA Project 10ALA04



CITY OF
HAYWARD
HEART OF THE BAY

August 10, 2012

Mr. Matthew Todd
Manager of Programming
Alameda County Transportation Commission
1333 Broadway Street, Suite 220
Oakland, CA 94612

Subject: Request for a 12-month extension to the Expenditure Deadline for TFCA Project Number 10-ALA04
– Traffic Signal Controller Upgrade and Synchronization

Dear Mr. Todd,

The City of Hayward is requesting a 12-month extension to the expenditure deadline be granted from October 28, 2012 to October 28, 2013 for TFCA project number 10-ALA04, the Traffic Signal Controller Upgrade and Synchronization Project. This project is funded by \$614,000 in TFCA funds and \$38,000 in the City's Transportation System Improvement Funds. The City's Transportation System Improvement funds rollover, and will therefore be unaffected by an extension of the TFCA funds.

The project is currently 70% complete. The project delay was due to unforeseen troubleshooting issues in the field with communications lines and during the installation of the new controllers and video detection systems.

The table below shows a project schedule with current and remaining milestones.

Milestone	Current Due Date	Status/ Revised Due Date
Project Start	December 2010	Completed
Complete PS&E	June 2011	Completed
Begin construction on communications systems	June 2011	Completed
Install video detection systems	December 2011	Completed
Install signal controllers	December 2011	September 2012
Complete communications work	December 2011	December 2012
Implement signal timing and conduct monitoring	February 2012	February 2013
Project completion	March 2012	March 2013
Final Report and monitoring requirements	March 2014	March 2015

Should you have any questions regarding this extension request, please do not hesitate to contact me at (510) 583-4762 or Yaw.Owusu@hayward-ca.gov.

Sincerely,

Yaw Owusu
Assistant City Engineer

DEPARTMENT OF PUBLIC WORKS
ENGINEERING & TRANSPORTATION

777 B STREET, HAYWARD, CA 94541-5007
TEL: 510/583-4730 • FAX: 510/583-3620 • TDD: 510/247-3340

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Memorandum

DATE: September 17, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **Approval of TFCA Program Expenditure Deadline Extension Request for Alameda CTC TFCA Projects 08ALA01 and 09ALA01, Webster Street Corridor Enhancements**

Recommendation

It is recommended the Commission: 1) Approve a one-year extension to the expenditure deadline from December 22, 2012 to December 22, 2013 for the Alameda CTC's Webster St. Corridor Enhancements project, TFCA project numbers 08ALA01 and 09ALA01, and 2) Authorize the Executive Director, or a designee of the Executive Director, to execute an amendment to the existing funding agreement with the Air District to reflect the extension.

Summary

It is requested that the expenditure deadline for TFCA projects 08ALA01 and 09ALA01 be extended one year. The Air District allows TFCA county program managers to approve up to two one-year extensions for a project. This will be the second one-year extension for TFCA project 09ALA01 and the third for 08ALA01. If approved, the third extension request for 08ALA01 will also require written approval from the Air District.

Background

The ACCMA programmed \$420,000 and \$400,000 of TFCA funding to the Webster St. Corridor Enhancements project through the 2008/09 and 2009/10 TFCA Programs, respectively. The project will implement a SMART Corridor along the Webster Corridor which connects the City of Alameda to I-880 and the City of Oakland. The project to improve safety and operations of transit and vehicular modes; enhance mobility and safety and includes the installation of Emergency Vehicle Preemption (EVP), Transit Signal Priority (TSP) and Advanced Traveler Information System (ATIS) systems.

As described in the attached extension request letter, the federal funding added to the project funding package required additional steps to be completed such as obtaining NEPA environmental clearance. Additional public outreach in the City of Alameda prior to contract advertisement, also added time to the project schedule. A public meeting was held in June 2012

and the contract is scheduled to be awarded in September 2012. Construction is scheduled to commence October 2012 and end March 2013.

An approval of this request would extend the expenditure deadlines for both 08ALA01 and 09ALA01 from December 22, 2012 to December 22, 2013. TFCA program managers are allowed to approve up to two one-year extensions for a project. This is the second extension request for project number 09ALA01 and third extension request for 08ALA01. Per the Air District TFCA Policies, the extension for project 08ALA01 will also require the Air District's written approval as well as an amendment to TFCA funding agreement 08-ALA between the Air District and Alameda CTC. The recommendation includes authorization for the Executive Director, or a designee of the Executive Director, to execute the amendment.

Next Steps

Upon Alameda CTC approval, an extension request for 08ALA01 will be submitted to the Air District for approval and the amending of the TFCA funding agreement.

Fiscal Impacts

The resources associated with the project are funded through revenues received from the Air District for the TFCA Program. The proposed schedule revision to the program does not affect the Alameda CTC Budget.

Attachments

Attachment A: Alameda CTC Extension Request Letter for TFCA Projects 08ALA01 and 09ALA01



August 22, 2012

Mr. Matthew Todd
Manager of Programming
Alameda County Transportation Commission
1333 Broadway, Suite 220
Oakland, CA 94612

**RE: Request for a 12-month extension to the Expenditure Deadline for TFCA
Project Number 08ALA01 and 09ALA01 - Webster Street Corridor
Enhancement Project**

Dear Mr. Todd;

A 12-month extension to the TFCA expenditure deadline, from December 22, 2012 to December 22, 2013, is requested for the \$820,000 of TFCA funding programmed to the Webster Street Corridor Enhancement Project, under TFCA project numbers 08ALA01 and 09ALA01. This is the second extension request for 09ALA01 and the third for 08ALA01. It is understood that because this is the third extension request for 08ALA01, an extension will also require written approval from the Air District.

Project Information and Status:

The scope of the project is to implement an Intelligent Transportation System (ITS) or SMART Corridor to improve safety and operations of transit and vehicular modes; enhance mobility and safety in this vital corridor which connects the City of Alameda to I-880 and the City of Oakland. The project includes implementation of an Emergency Vehicle Preemption (EVP) system to improve emergency response time for police and fire departments, implementation of a Transit Signal Priority (TSP) system to promote transit use and implementation of an Advanced Traveler Information System (ATIS) to inform public of the street, freeway and tunnel conditions in real-time.

Reason for Project Delay:

The introduction of federal funds to this project added additional steps to approve the project at the federal level, including obtaining the National Environmental Protection Act (NEPA) approval of the environmental document which required additional studies to meet the NEPA requirements. The federal process added almost a year to the project schedule. NEPA approval was received in March 2011 and the federal Earmark funds were authorized in September 2011. Additionally, the citizens of Alameda requested a

public meeting to discuss the project and hence the City of Alameda requested that the public meeting be held before advertisement of the construction contract. Subsequent to the public meeting in June 2012, the City of Alameda Transportation Committee passed a motion to approve advertisement of the construction contract on June 27th, which cleared the way to advertise the contract for construction.

Revised Schedule:

Contract Award: September 2012

Construction Start: October 2012

Construction End/ Project Closeout: March 2013

Should you require further details or have any questions, please contact me at 510-208-7414.



John Hemiup
Project Manager

Cc: Jacki Taylor, Alameda CTC
Raj Murthy, Alameda CTC



Memorandum

DATE: September 17, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **Altamont Commuter Express Rail Project (ACTIA No. 01)**
Approval of Allocation of 2000 Measure B Capital Program Funding

Recommendation

It is recommended that the Commission approve the following actions related to the Altamont Commuter Express Rail Project (ACTIA No. 01):

- Allocate \$3,513,000 of 2000 Measure B Capital Program funding from the current Remaining Measure B Programmed Balance of \$5,513,000. This action is required by the voters' mandate when the ACTIA Measure B Sales Tax Program was approved by Alameda County voters in November 2000, and is consistent with the executed funding agreements and procedure approved by the former Alameda County Transportation Improvement Authority; and,
- Authorize an amendment to the existing Project Specific Funding Agreement (PSFA) between the Alameda County Transportation Improvement Authority and the Alameda County Congestion Management Agency (Agreement No. ACTIA 2003-01) which was converted to an internal encumbrance document following the merger of the two agencies.

Summary

The Altamont Commuter Express Rail Project (ACTIA No. 01) is one the 27 capital projects included in the 2000 Measure B Expenditure Plan, approved by the voters in 2000. The project is comprised of the Alameda County share of various phases of various capital projects related to the Altamont Commuter Express (ACE) service. The Measure B capital funding has primarily been used as the Alameda County funding contribution for the various ACE related projects.

Each year the Alameda CTC confirms its commitments to specific projects proposed by the San Joaquin Regional Rail Commission (SJRRRC). The Alameda CTC commitments are based on the Alameda County share of the improvements along the ACE line and at appurtenant facilities such as stations, parking lots, and maintenance facilities. The PSFA for the project encumbers the allocated 2000 Measure B Capital Program funding to make the funding available for expenditure on, or reimbursement of, eligible project costs.

The recommended allocation will increase the total amount allocated for this project to \$11,184,000 which is sufficient to accommodate the Alameda CTC commitments to individual

capital projects. Table 1 summarizes the total 2000 Measure B commitment to the ACE Rail Project and the remaining Programmed Balance of \$2,000,000.

Table 1: Summary of Altamont Commuter Express Rail Project (ACTIA No. 01) 2000 Measure B Commitment		
Description	Allocation Amount	Remaining Measure B Programmed Balance (Un-Allocated) (\$ x 1,000)
Total Measure B Commitment (FY11/12 Dollars)	NA	\$ 13,184
Previously Allocated Amount	\$ 7,671	\$ 5,513
Recommended Allocation (This Agenda Item)	\$ 3,513	\$ 2,000
Remaining 2000 Measure B Programmed Balance		\$ 2,000

The New Project Commitments that will utilize the recommended funding allocation include the following two ongoing projects:

1. Locomotive Overhaul Project; and
2. Maintenance Layover Facility.

Fiscal Impact

The recommended actions will allow for the encumbrance and subsequent expenditure of \$3,513,000 of 2000 Measure B Capital Project funding. The recommended allocation is consistent the FY 2012/2013 Strategic Plan Allocation Plan, and the subsequent expenditures of the allocated funds are consistent with the 2000 Measure B Capital Program financial model.



Memorandum

DATE: September 17, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **Eastbound I-580 HOV Lane Project (RM2 Subproject 32.1d) - Approval of the Initial Project Report to Request MTC Allocation of Regional Measure 2 Funds for Construction of I-580 Eastbound Auxiliary Lane (Segment 3), Project No. 420.5.**

Recommendation

It is recommended that the Commission take the following actions in support of the Eastbound I-580 HOV Lane Project – Eastbound HOV Segment 3, Eastbound Auxiliary Lane (Regional Measure 2 (RM2) Subproject 32.1d)

1. Approve the IPR Update for the Eastbound I-580 HOV Lane Project – Eastbound HOV Segment 3 Project, Eastbound Auxiliary Lane (RM2 Subproject No. 32.1d). The IPR Update is a requirement for requesting the Metropolitan Transportation Commission (MTC) to allocate \$3,650,279 in RM2 funds for the project. The requested RM2 funds will be used to fund design support and construction of the Eastbound I-580 HOV Lane Project, which is to construct eastbound auxiliary lanes from Isabel Avenue to North Livermore Avenue and from North Livermore Avenue to First Street in Livermore.
2. Approve Resolution 12-031 required for MTC to allocate RM2 funds.

Summary

The requested allocation of \$3,650,279 in RM2 funds will provide funding towards design support and construction of the I-580 Eastbound HOV- Auxiliary Lane project. This project achieved design and right of way work completion in May 2012. The California Transportation Commission allocated Corridor Mobility Improvement Account (CMIA) and State Highway Operations and Protection Program (SHOPP) funds at their May 2012 meeting. The project was advertised on July 9, 2012 and bid opening is scheduled for October 5, 2012. California Department of Transportation (CALTRANS) will be administering the construction phase of this project. A cooperative agreement has been executed with Caltrans which provides Measure B and RM-2 funding for construction.

Construction for Eastbound I-580 HOV Segments 1 and 2 (Project No. 420.0) is already complete. No further allocations are expected for the Eastbound I-580 HOV Project

Action 1:

An IPR update is required for the allocation of RM2 funds. It is recommended that the Commission approve the IPR update requesting an allocation of \$3,650,279 to fund design support and construction of the Eastbound I-580 HOV Lane Project and specifically fund the construction of the eastbound auxiliary lanes from Isabel Avenue to North Livermore Avenue and from North Livermore Avenue to First Street in Livermore.

Action 2:

In order to comply with MTC's RM2 policies, a Commission Resolution is required to adopt the revised IPR and current allocation request. It is recommended that the Commission approve Alameda County Transportation Commission Resolution 12-031 which may be found in Attachment C.

Fiscal Impact

The budget for these services is included in the Alameda CTC's Consolidated FY 2012-13 budget.

Attachments

Attachment A: I-580 Eastbound HOV Project Fact Sheet

Attachment B: Initial Project Report update

Attachment C: Alameda County Transportation Commission Resolution 12-031

FACT SHEET – Subproject 32.1d – Eastbound I-580 HOV Lane Project.

Subproject Description:

Eastbound I-580 HOV Project provides one HOV lane in the eastbound direction from Greenville Road to Hacienda Drive. This project is divided into three segments. Segment 1 provides HOV lane from Greenville Road to Portola Avenue. Segment 2 provides HOV lane from Portola Avenue to Hacienda Drive. Segment 3 provides an auxiliary lane from Isabel Avenue to First Street. Other improvements include some bridge widening, retaining walls, soundwall and pavement rehabilitation.

Need and Purpose:

I-580 corridor in the Tri-Valley area is currently ranked as one of the most congested in the Bay area. The corridor serves commuters and freight traffic between the Central Valley and various Bay area destinations. Route 580 experiences congestion in the morning and evening commute hours. The travel forecasts for I-580 Corridor indicate significant future traffic growth. This project address congestion resulting from current and projected traffic growth, saves travel time, encourages use of carpool, improves air quality and improves traffic operations & safety.

Subproject Status:

Construction of Segment 1 started in August 2008 and the HOV lane was opened to traffic in September 2009. The contract was accepted in February 2010. Construction of Segment 2 began in July 2009 and the contract was accepted in September 2011. Design and right of way work for Segment 3 was completed in May 2012. California Transportation Commission (CTC) allocated CMIA and SHOPP funds at the May meeting. Segment 3 was advertised on July 9, 2012 and the bid opening is scheduled for October 5, 2012. The contract is expected to be awarded at the end of November 2012. Construction is expected to be completed by Fall 2014.

Subproject Cost and Funding:

PHASE	COST	PROPOSED FUNDING-RM2
Prelim Eng/Environmental (Scoping only)	\$7,142,000	\$6,500,000
Design	\$3,097,740	\$1,835,279
Right-of-Way	\$595,000	\$200,000
Construction Capital/Support	\$127,215,847	\$5,650,753
TOTAL	\$138,050,587	\$14,186,032

Subproject Schedule:

PHASE	BEGIN	END
Prelim Engr/Environmental	December 2001	December 2011
Design	March 2005	May 2012
Right-of-Way	November 2007	May 2012
Construction Capital/Support	July 2008	Nov 2014

Regional Measure 2

**Initial Project Report
(IPR)**

**I-580 – Tri-Valley
Rapid Transit Corridor Improvements**

**#32.1d
Eastbound I-580 HOV Lane Project**

**Submitted by
Alameda County Transportation Commission**

September 2012

Regional Measure 2 Initial Project Report (IPR)

Project Title:

Eastbound I-580 HOV Lane Project

RM-2 Project No.

32.1d

Allocation History:

Project 32 was allocated a total of \$6,000,000 in 2004 prior to the definition of sub-projects. In 2006 specific sub-projects were defined and the 2004 allocations along with new allocations were divided amongst the sub-projects IPRs including the IPR for I-580 Eastbound Improvements.

In October 2004, \$2,600,000 was allocated to sub project 32.1d for environmental studies and preliminary engineering as part of \$6,000,000 allocation for Project 32 before sub-projects were defined. In July 2006, \$2,400,000 was allocated to sub-project 32.1d for environmental studies and preliminary engineering for I-580 eastbound HOV lane project. In September 2007, \$500,000 was allocated to sub project 32.1d for environmental studies and preliminary engineering for I-580 eastbound HOV lane project. In December 2007, \$500,000 was allocated to sub project 32.1d to fund design work for I-580 eastbound HOV lane project. In April 2008, \$9,182,000 was allocated to fund construction for I-580 eastbound HOV lane project but \$6,000,000 was rescinded due to CMAQ funding and \$846,246.81 rescinded due to TCRP payback, resulting in net allocation of \$2,335,753.19. In Jan 2009, \$700,000 was allocated to fund the environmental studies and preliminary work for the I-580 eastbound auxiliary lane (segment # 3). In February 2010, \$300,000 was allocated to fund environmental and preliminary engineering work for I-580 eastbound auxiliary lane (segment # 3). In February and March of 2012, \$1,200,000 was allocated to fund design, environmental and right of way costs for I-580 eastbound auxiliary lane (segment #3).

Previous allocations to Subproject 32.1d are summarized in the table below:

Previous Allocation Requests: Eastbound I-580 HOV Lane Project (#32.1d)

Allocation Date (No.)	Amount Allocated	Phase Requested
Oct. 27, 2004 (05366401 & 06366402)	\$400,000	Environmental (FY 2004-05)
Oct. 27, 2004 (06366402)	\$2,200,000	Environmental (FY 2005-06)
Jul 26, 2006 (07366406)	\$2,400,000	Environmental (FY 2006-07)
Sep 28, 2007 (08366413)	\$500,000	Environmental (FY 2007-08)

Dec 19, 2007 (08366415)	\$500,000	PSE (FY 2007-08)
Apr 23, 2008 (08366416)	\$9,182,000	CON (FY 2007-08)
Jan 28, 2009 (09366422)	\$700,000	Environmental (FY 2008-09)
Sep 23, 2009 (08366416)	(\$6,000,000)	CON (FY2007-08)
Feb 24, 2010 (10366426)	\$300,000	Environmental (FY 2009-10)
Nov 16, 2011 (08366416)	(\$846,247)	CON (FY 2007-08)
Feb 22, 2012 (12366428)	\$800,000	PSE (FY 2011-12)
Feb 22, 2012 (12366429)	\$200,000	R/W (FY 2011-12)
Mar 28, 2012 (12366430)	\$200,000	PSE (FY 2011-12)
TOTAL:	\$10,535,753	

Current Allocation Request: Construction for Eastbound I-580 HOV Lane- Eastbound Auxiliary Lane, Segment 3 (#32.1d)

An allocation of \$3,650,279 is requested to fund design support and construction for subproject 32.1d, the Eastbound I-580 Auxiliary Lane, Segment 3.

New Allocation IPR Revision Date	Amount Requested	Phase Requested
Oct 24, 2012	\$335,279	PSE (FY 12/13)
Oct 24, 2012	\$3,315,000	CON (FY 12/13)

I. OVERALL PROJECT INFORMATION

A. Project Sponsor / Co-sponsor(s) / Implementing Agency

The Alameda County Transportation Commission (Alameda CTC), acting on behalf of the Alameda County Congestion Management Agency (CMA) is the Project Sponsor for the I-580 Tri-Valley Rapid Transit Corridor Improvements. The Alameda CTC is the lead agency for the PA&ED, design and right of way phases. Construction will be administered by Caltrans.

B. Project Purpose: The I-580 corridor in the Tri-Valley area is currently ranked as one of the most congested in the Bay area. The corridor serves commuters and freight traffic between the Central Valley and various Bay area destinations. Route 580 experiences congestion in the morning and evening commute hours. The travel forecasts for I-580 Corridor indicate significant future traffic growth. This project address congestion resulting from current and projected traffic growth, saves travel time, encourages use of carpool, improves air quality and improves traffic operations & safety.

C. Project Description (please provide details)

Project Graphics to be sent electronically with This Application

This project will construct an eastbound I-580 HOV Lane from Hacienda Drive to Greenville Overcrossing (10 miles) and associated auxiliary lanes and roadway improvements. The HOV Lane will be constructed in the existing median of I-580. While the core of the project is to provide an HOV lane, the following elements are added to the scope of this project; i) Additional pavement for future HOT Lane; ii) Rehabilitation of the existing pavement; iii) Replacing and upgrading of the pavement embedded and sideline hardware for the existing truck-scale station; and iv) Constructing

the foundation for median bent and other improvements to facilitate the delivery of the near future Isabel/I-580 Interchange project. Funding for these elements is provided by other sources than RM-2.

D. Impediments to Project Completion

No impediments to project completion have been identified.

E. Operability

California Department of Transportation as owner and operator of the state highway system will operate and maintain the facility.

II. PROJECT PHASE and STATUS

F. Environmental –

Does NEPA Apply: Yes No

The environmental document IS/EA, for Segment 1 and 2 of EB HOV was approved in November 2007. The environmental document for EB Auxiliary Lane Segment 3 was completed in December 2011. A mitigation agreement was executed with Eagle Ridge Preserve in May 2012 to implement environmental mitigation needed due to the proposed improvements for Segment 3. On July 2, 2012, the U.S. Fish and Wildlife Service issued an updated Biological Opinion for Segment 3 to reflect the additional mitigation requirements due to impact of temporary construction easements, not considered in the original mitigation determination. ACTC is working with Caltrans and Eagle Ridge Preserve to develop a mitigation agreement

G. Design –

Final design work for Subproject 32.1d, the eastbound HOV lane Segment 1 and 2 was completed in April and June 2008 respectively. Final design (RTL milestone) for Segment 3, the eastbound auxiliary lane project was completed in May 2012. The California Transportation Commission (CTC) allocated construction funds at their May 2012 meeting. The project was advertised on July 9, 2012. The target bid opening is October 5, 2012.

H. Right-of-Way Activities / Acquisition –

Right-of-Way activities/Acquisition for EB HOV Segment 1 was completed in January 2008 and for Segment 2 in February 2008. Temporary and permanent easement Right-of-Way acquisition for EB Auxiliary Lane, Segment 3 was completed in May 2012.

I. Construction / Vehicle Acquisition -

Construction for EB HOV Segment 1 was completed in October 2009 and for Segment in September 2011. EB Auxiliary Lane, Segment 3 is currently in advertisement with a target bid opening on September 5, 2012. The construction is expected to begin in October 2012 and completion expected in November 2014.

III. PROJECT BUDGET

J. Project Budget (Escalated to year of expenditure)

Phase	Total Amount
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	- Escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED) (Scoping only)	\$7,142
Design - Plans, Specifications and Estimates (PS&E)	\$3,097
Right-of-Way Activities /Acquisition (R/W)	\$595
Construction (CON)	\$127,216
Total Project Budget (in thousands)	\$138,050

K. Project Budget (De-escalated to current year)

Phase	Total Amount - De-escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED) (Scoping only)	\$7,142
Design - Plans, Specifications and Estimates (PS&E)	\$3,097
Right-of-Way Activities /Acquisition (R/W)	\$595
Construction / Rolling Stock Acquisition (CON)	\$127,216
Total Project Budget (in thousands)	\$138,050

IV. OVERALL PROJECT SCHEDULE (Schedule covers phases for all three segments)

Phase-Milestone	Planned (Update as needed)	
	Start Date	Completion Date
Preliminary Engineering/Environmental (Scoping Only)	May 2000	June 2001
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	December 2001	December 2011
Final Design - Plans, Specs. & Estimates (PS&E)	March 2005	May 2012
Right-of-Way Activities /Acquisition (R/W)	November 2007	May 2012
Construction (Implement Mitigation Plan) (CON)	July 2008	November 2014

V. ALLOCATION REQUEST INFORMATION

L. Detailed Description of Allocation Request

This allocation is required for construction phase of the EB Auxiliary Lane, Segment 3. Design and Right-of-Way activities/acquisition for this segment was completed in May 2012. CTC allocated CMIA and SHOPP funds at their May 2012 meeting. Other non-RM2 funding in construction phase

include Measure B funds which have already been approved by the Alameda County Transportation Commission. The project was advertised on July 9, 2012 and target bid opening date is October 5, 2012. The project is expected to be awarded by end of November 2012 .

Amount being requested (in escalated dollars)	\$3,650,279
Project Phase being requested	Design & Construction
Are there other fund sources involved in this phase?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Date of anticipated Implementing Agency Board approval the RM2 IPR Resolution for the allocation being requested	September 27, 2012
Month/year being requested for MTC Commission approval of allocation	October 2012

M. Status of Previous Allocations (if any)

A total of \$10,535,753 RM-2 funds have been allocated to date for I-580 Eastbound HOV project (Segments 1, 2 and 3), RM-2 Project 32.1d. Out of this total amount, \$2,200,000 has been allocated for environmental studies, Preliminary Engineering, design and Right-of-Way activities/acquisition for I-580 EB Auxiliary Lane, Segment 3. Environmental, Design and Right-of-Way phases are all complete for Segments 1, 2 and 3. Construction phase is also complete for Segments 1 and 2.

N. Workplan

Workplan in Alternate Format Enclosed

TASK NO	Description	Deliverables	Completion Date
1	Scoping Phase	Project Study Report (PSR)	June 2001
2	Preliminary Engineering/ Environmental Document	Project Approval and Environmental Document (PA&ED)	December 2011
3	PS&E	Construction Contract Ready to List	May 2012
4	Right of Way	Right of Way Acquisition	May 2012
5	Construction	Construction Complete	Nov 2014

O. Impediments to Allocation Implementation

No impediments to allocation implementation have been identified.

VI. RM-2 FUNDING INFORMATION

P. RM-2 Funding Expenditures for funds being allocated

The companion Microsoft Excel Project Funding Spreadsheet to this IPR is included

Next Anticipated RM-2 Funding Allocation Request

RM-2 funds will be requested for the I-580 HOT Lane Project phase in Spring 2013.

VII. GOVERNING BOARD ACTION

Check the box that applies:

Governing Board Resolution attached

Governing Board Resolution to be provided on or before: October 1, 2012

VIII. CONTACT / PREPARATION INFORMATION

Contact for Applicant's Agency

Name: Stewart D. Ng

Phone: 510-208-7400

Title: Deputy Director of Programming and Projects

E-mail: stewartng@alamedactc.org

Information on Person Preparing IPR

Name: Gary Sidhu

Phone: 510-208-7421

Title: Project Manager

E-mail: gsidhu@alamedactc.org

Applicant Agency's Accounting Contact

Name: Lily Balinton

Phone: 510-208-7416

Title: Accounting Manager

E-mail: LBalinton@alamedactc.org



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Commission Vice Chair

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AC Transit

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Alameda County

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BART

Thomas Blalock, Director

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City of San Leandro

Joyce R. Starosciak, Councilmember

Executive Director

Arthur L. Dao

ALAMEDA COUNTY TRANSPORTATION COMMISSION

RESOLUTION 12-031

**Allocation Request for the Subproject 32.1d:
Eastbound I-580 HOV Lane Project (Segment # 3)**

Whereas, SB 916 (Chapter 715, Statutes 2004), commonly referred as Regional Measure 2, identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

Whereas, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 2 funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

Whereas, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 2 funding; and

Whereas, allocations to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 2 Policy and Procedures; and

Whereas, the Alameda County Transportation Commission (Alameda CTC) is an eligible sponsor of transportation projects in Regional Measure 2, Regional Traffic Relief Plan funds; and

Whereas, the Subproject 32.1d: Eastbound I-580 HOV Lane Project is eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

Whereas, the Regional Measure 2 allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, describes the project, purpose, schedule, budget, expenditure and cash flow plan for which Alameda CTC is requesting that MTC allocate Regional Measure 2 funds.

Now, Therefore, Be It Resolved, that the Alameda CTC and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636); and be it further

Resolved, that the Alameda CTC certifies that the project is consistent with the Regional Transportation Plan (RTP);

Resolved, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project;

Resolved, that the Regional Measure 2 phase or segment is fully funded, and results in an operable and useable segment;

Resolved, that the Alameda CTC approves the updated Initial Project Report, attached to this resolution; and be it further

Resolved, that the Alameda CTC approves the cash flow plan, attached to this resolution; and be it further

Resolved, that the Alameda CTC has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the updated Initial Project Report, attached to this resolution; and be it further

Resolved, that the Alameda CTC is an eligible sponsor of projects in the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(c); and be it further

Resolved, that the Alameda CTC is authorized to submit an application for Regional Measure 2 funds for the Subproject 32.1d: Eastbound I-580 HOV Lane (Segment #3) Project as part of the Project 32: I-580 – Tri-Valley Rapid Transit Corridor Improvements, in accordance with California Streets and Highways Code 30914(c); and be it further

Resolved, that the Alameda CTC certifies that the project and purposes for which RM2 funds are being requested are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et seq. and the applicable regulations there under; and be it further

Resolved, that there is no legal impediment to the Alameda CTC making allocation requests for Regional Measure 2 funds; and be it further

Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of the Alameda CTC to deliver such project; and be it further

Resolved, that Alameda CTC indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of the Alameda CTC, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

Resolved, that the Alameda CTC shall, if any revenues or profits from any non-governmental use of property (or project) are collected, that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

Resolved, that assets purchased with RM2 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's

option) based on MTC’s share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 2 funds were originally used; and be it further

Resolved, that the Alameda CTC shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 2 Toll Revenues; and be it further

Resolved, that the Alameda CTC authorizes its Executive Director, or his designee, to execute and submit an allocation request for the following phase of the following subproject with MTC for Regional Measure 2 funds for a total of \$3,650,279 for the project, purposes and amounts included in the project application attached to this resolution;

Project	Phase	Previous Allocation Authorized	Additional / New Allocation Need	Total for Phase	Total Subproject (previous and new allocation)	Allocation Request
Value in \$ Thousands						
32.1d Eastbound I-580 HOV Lane Project	PA/ED	6,500		6,500	6,500	
	Design	1,500	335	1,835	1,835	335
	Construction	2,336	3,315	5,651	5,651	3,315
	Right of Way	200		200	200	
	Total	10,536	3,650	14,186	14,186	3,650

Resolved, that the Executive Director, or his designee, is hereby delegated the authority to make non-substantive changes or minor amendments to the IPR as he/she deems appropriate;

Resolved, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the Alameda CTC application referenced herein;

Duly passed and adopted by the Alameda County Transportation Commission at the regular meeting of the Commission held on Thursday, September 27, 2012 in Oakland, California by the following votes:

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

SIGNED:

 Mark Green, Chairperson

ATTEST:

 Vanessa Lee, Clerk of the Commission

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Memorandum

DATE: September 17, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **Webster Street SMART Corridor Project - Approval to Award a Construction Contract**

Recommendation

It is recommended that the Commission authorize the Executive Director, or his designee, to award a contract for the construction of the Webster Street SMART Corridor Project.

Summary

The Alameda County Transportation Commission (Alameda CTC) is the sponsor of the Webster Street SMART Corridor Project and is responsible for the advertisement, award and administration (AAA) of the construction contract for this project. The Commission authorized the advertisement of the construction contract at the April 28, 2012 meeting. The project was advertised on July 20, 2012, a pre-bid meeting was conducted on August 9, 2012 and the bids were opened on August 28, 2012. The lowest, responsive, and responsible bidder for the Webster Street SMART Corridor Project is Amland Corp.

Background

The 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. 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) at the Public Works Department and the Alameda Police Department. The project is also being coordinated with the City of Oakland.

The project is being funded with a combination of federal funds. MTC has provided \$278,000 of Congestion Mitigation and Air Quality (CMAQ) funds and the California Department of Transportation (Caltrans) has provided \$359,960 of federal earmark. The total funding for the construction contract is \$637,960. Other construction phase expenses will be funded by TFCA funds.

The Commission authorized the advertisement of the construction contract at the April 28, 2012 meeting and the City of Alameda Transportation Commission unanimously endorsed advancing the project to construction at the June 27, 2012 meeting.

The project was advertised on July 20, 2012 (Contract No. A11-0062) and a pre-bid meeting was conducted on August 9, 2012 at the Alameda CTC offices. The bids were opened on August 28, 2012 at the Alameda CTC offices and four (4) qualified bids were received. The four (4) bids, and the comparison of the bids to the Engineers Estimate for construction work, are as follows:

Firm	Bid	Amount and % compared to Engineer's Estimate
<i>Engineers Estimate (EE)</i>	<i>\$625,000</i>	<i>0</i>
Amland Corp	\$634,000.00	\$9,000.00 (1.44%) over EE
Steiny	\$651,109.00	\$26,109.00 (4.18%) over EE
Aegis ITS	\$694,529.78	\$69,529.78 (11.13%) over EE
Republic ITS	\$808,702.00	\$183,702 (29.39%) over EE

The bid results are consistent with the current trend of low bids received on recent similar construction contracts. The project is 100% federally funded and therefore all bidders are required to meet the minimum Underutilized Disadvantaged Business Enterprise (UDBE) goal of 3.74% which all bidders met or exceeded. Staff has received confirmation from the Engineer of Record, the Construction Manager and from Legal Counsel that Amland Corp.'s bid for the Webster Street SMART Corridor Project is responsive and responsible.

The Notice of Intent to Award the construction contract for the Webster Street SMART Corridor Project was sent to the Amland Corp, and all other Bidders following verification of bid documents. The Bid Protest Period will end by September 10th. If a written Bid Protest is received by the Alameda CTC during this period, staff will inform the Committee of the outcome at the meeting.

Fiscal Impact

Approval of the recommended action will encumber \$697,400 (including contingencies) for the project which will be reimbursed by Federal and local TFCA funding sources. Funds to implement the project are assumed in the FY 2012/2013 budget.



Memorandum

DATE: September 17, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **Approval of Issuance of a Request for Proposals (RFP) for Design Services and Authorization to Negotiate and Execute a Contract for Landscape and Hardscape Enhancements at the I-880/Marina Boulevard and Davis Street Interchanges in the City of San Leandro**

Recommendation

It is recommended that Commission approve the following actions to proceed with the project development for the above subject project:

- Authorization for an issuance of an RFP to procure a professional engineering service contract for the preparation of the Caltrans-required Project Report, an Environmental Document, and the Plans, Specifications and Estimates (PS&E) for the project; and,
- Authorize the Executive Director, or designee of the Executive Director, to negotiate and execute a professional services agreement in accordance with Alameda CTC procurement procedures.

Summary

The City of San Leandro is implementing a project to install architectural aesthetic treatments at the I-880 interchanges at Marina Boulevard and Davis Street. These treatments include installation of special patterns insert and relief on the slope paving at the interchanges, decorative lighting, fencing and City logo on the overcrossing structure and overcrossing corbels. The proposed work will also include installation of landscaping and associated hardscape at the two interchanges and along the freeway.

The estimated cost for this City beautification project is \$1,359,000, which will be funded with \$45,000 of Measure B funds, \$400,000 of State Transportation Improvement Program Transportation Enhancement (STIP TE) funds (currently programmed in the 2010 STIP), \$375,000 of CMA TIP funds, and \$539,000 federal earmark funds.

These improvements are within the limits of the Alameda CTC-sponsored I-880 Southbound HOV project (Southern Segment). The construction contract for the Southern Segment of the I-880 HOV project is expected to be awarded by the end of September 2012, with construction scheduled to start in November 2012.

Though the City's Landscape and Hardscape Enhancement Project is being developed as a separate project from the freeway widening project, staff is pursuing the integration of the construction of the two projects wherever possible to save costs. Depending upon the scheduling flexibility and final sequencing of the various construction components of the HOV project, some of the City's hardscape improvements may be constructed as part of the HOV project through a contract change order. The landscaping work will begin later following the completion of the HOV project.

Fiscal Impact

Approval of this item will require the encumbrance of \$1,359,000 which is reimbursable from the funding sources cited in this staff report. The encumbrance amount has been included in the Alameda CTC Adopted FY 2012-13 Operating and Capital Program Budget.

Attachments

Attachment A: Scope of Work

SCOPE OF WORK**I-880 Landscape and Hardscape Enhancements at Marina Blvd and Davis Street****Project Improvements**

This project will have two key elements – aesthetic/architectural features at I-880/Marina Blvd & I-880/Davis Street Interchanges and Bay Friendly landscaping at Marina Blvd & Davis Street and along the freeway between these two interchanges.

Aesthetic Features (See attached conceptual details): The general scope of these elements include design of slope paving, lighting & fence on the overcrossing structure and corbels with City logo. Specific conceptual features are listed below:

I-880/Marina Blvd Overcrossing will have the following aesthetic/architectural features:

Hills pattern inset into slope paving and precast concrete butterflies in relief on slope paving.

Roadstar LED overcrossing light on the overcrossing structure

Green powder coated tubular metal pipe in hills pattern on the fence over the overcrossing structure.

Type 7 Green chain link fence fabric, frame and posts for the fence on the overcrossing structure.

Overcrossing corbel with City logo hills pattern and fractured fin.

I-880/Davis Street Overcrossing will have the following aesthetic/architectural features

Hills pattern inset into slope paving and precast concrete cherries in relief on slope paving.

Roadstar LED overcrossing light on the overcrossing structure

Green powder coated tubular metal pipe in hills pattern on the fence over the overcrossing structure.

Type 7 Green chain link fence fabric, frame and posts for the fence on the overcrossing structure.

Overcrossing corbel with City logo hills pattern and fractured fin

Landscape/hardscape:

Landscape work will be based on “Bay Friendly” theme and will consist of landscaping and associated hardscape at I-880/Marina Blvd & I-880/Davis Street Interchanges and along the freeway between these two interchanges. The type of landscaping selected should require no or minimum irrigation and minimal maintenance.

SCOPE OF WORK ASSUMPTIONS:

A PSR/PR (Landscaping/aesthetic) and a Categorical Exemption/Exclusion will be used for project approval.

Design will be prepared using Customary (English) units.

Tree and other planting survey will be conducted for the entire project limits.

All Preliminary Engineering field surveys will be completed for the project.

All work will be performed within state and City of San Leandro right of way.

Latest arial mapping will be utilized as plan background.

Separate approval for the use of a proprietary item may be required.

One public meeting for the City of San Leandro is anticipated.

WORK PERFORMED BY OTHERS (assumed responsibility in parenthesis):

A cooperative agreement between ACTC and Caltrans (Caltrans/ACTC).

A new maintenance agreement or an update to the existing agreement between Caltrans and the City of San Leandro (Caltrans/City of San Leandro).

SCOPE OF WORK

Phase 1 – Project Approval & Environmental Document

Consultant will complete all work necessary to complete the Project Approval and Environmental Document process.

Phase 2 – Final Design (PS&E)

Task 1 – Project Management and Coordination

1.1 Project Management

- a) Supervise the design team, coordinate the various elements of the project, and monitor product development for conformance with Caltrans standards and policies.
- b) Coordinate in-house design staff and subconsultants to assure timely flow of information.
- c) Assure compliance with other agency codes and standards as acceptable to Caltrans and approved by ACTC.
- d) Assure that documents requiring Caltrans' oversight review are prepared in accordance with Caltrans' standards, guidelines, and procedures.
- e) Prepare a Critical Path Method (CPM) schedule using MS-Project and update monthly.
- f) Prepare and submit correspondence and memos to ACTC.

1.2 Project Administration

- a) Prepare and submit monthly progress reports identifying work performed and percent complete.
- b) Prepare a monthly summary of total charges made to each task.
- c) Provide a summary table of LBE and SLBE firm participation each month.
- d) Provide a monthly invoice by task and support documentation.

1.3 Quality Assurance / Quality Control

ACTC will establish and implement a quality control procedure for design activities by in-house and subconsultants.

The Consultant will develop and submit their QA/QC process for this project to ACTC as part of their proposal. The QA/QC procedure set forth for the project shall be consistent with Caltrans' Draft "Guidelines for Quality Control / Quality Assurance for Project Delivery" dated August 24, 2001.

1.4 Agency Coordination

The consultant firm will perform coordination with the following agencies during the project:

- a) Caltrans District 4 and, if applicable, Caltrans Headquarters
- b) Coordinate with affected utility companies such as PG&E, SBC, and EBMUD
- c) The City of San Leandro
- d) Other permitting agencies as identified in the beginning of the project

1.5 Project Meetings and Reporting

- a) Project Kick Off Meeting with Caltrans, ACTC and City of San Leandro to review the project
- b) Monthly Project Development Team (PDT) Meetings with ACTC, Caltrans District 4 staff, and other stakeholders. This task will include:
 - Preparation and submittal of agenda for PDT Meetings
 - Preparation and submittal of Status of Submittals Register
 - Preparation and distribution of meeting minutes after each PDT Meeting
- c) Technical workshop meetings with Caltrans District 4 staff to resolve design issues
- d) Design coordination meetings with in-house design team and subconsultants
- e) Meetings with the City of San Leandro to review the project and obtain input
- f) Coordination meetings with affected utility owners
- g) One public meeting or open house in San Leandro

1.6 Project Research

- a) Assemble available project related information and as built drawings from Caltrans District 4
- b) Assemble available project related information and as built drawings from the City of San Leandro
- c) Assemble available record drawings from owners of known utilities within the project limits

Task 2 – Preliminary Engineering

2.1 Initial Project Coordination

- a) Prepare and submit a Caltrans Encroachment Permit to perform field design work
- b) Meet with Caltrans survey staff to obtain survey control.

2.2 Base Mapping

The Caltrans aerial topographic mapping will be supplemented by field surveys for design as follows:

- a) Existing edge of shoulder, top and toe of slope, right-of-way, drainage facilities, light standards, signs, bridge railings, bridge abutments and supports, and other freeway and roadway features necessary to implement scope of project.
- b) Existing private property features adjacent to the freeway right of way as needed
- c) Existing utility surface features for known utilities

2.3 Geotechnical Report

This task will include soil data review and collection etc. to determine engineering properties, and preparation of a Draft and Final Geotechnical Design and Materials Report. The extent of data collection and review will be need based to determine the nature and type of planting and other features of the project.

2.4 Aerially Deposited Lead Report

The Aerially Deposited Lead Survey will evaluate the potential for aerially deposited lead to affect development of the project. Additional analyses of soluble lead and soil pH will be performed to determine whether it may be possible to invoke the Caltrans-DTSC Aerially Deposited Lead Variance during construction of the project.

a) Documentation

A written report will document the activities and findings of the soil investigation. The report will include recommendations for additional investigation, if warranted, and for soil management and disposal procedures or remedial measures and other health and safety information that may be pertinent to project contractors.

2.5 Tree Survey

Conduct a tree survey and record the species, trunk diameter, and tree health rating and structural integrity. Make recommendations regarding which trees can and cannot be saved and what measures will need to be taken for tree preservation.

2.6 Lane Closure Report

All the construction work is expected to be performed without any lane closure. If lane closure deems necessary, a lane closure report should be prepared. Collect 7 day 24 hour traffic counts from Caltrans. If counts are not available, perform 7 day 24 hour traffic count at mainline and for all ramps where closures are required, including local streets. Perform lane closure calculations per Caltrans' standard methodology and submit draft lane closure report to Caltrans for review. Issue 10 copies of the final report.

2.7 Drainage Report

A draft drainage report will be prepared for review and approval by ACTC and by Caltrans (for those portions within State right-of-way). Elements of this report will include, but not be limited to existing conditions, drainage mapping, erosion control methodology, unusual and special conditions, hydraulic calculations and analysis, alteration of existing facilities, report preparation.

2.8 Storm Water Data Report

Prepare a project level Storm Water Data Report for approval. Report will document existing and proposed drainage features, proposed erosion control features, and proposed water quality BMPs to be used on the project.

2.9 Public Involvement

The public involvement program will identify and inform interested and potentially affected parties about the proposed improvements in a timely, efficient manner. .

A PowerPoint presentation will be developed describing the key project elements of the project.

A mailing list will be developed for the project. Public Meetings will be scheduled and coordinated by ACTC and the City of San Leandro Staff.

Task 3 – Interim PS&E – 65%

Prepare 65% complete construction plans, specifications, and estimate for the project improvements in accordance with Caltrans specifications and standards. This work will include:

3.1 Highway Design Plans

Preparation of the 65% complete highway design plans will include but not limited to the following specific items of work.

- a. Landscape Plans
- b. Architectural/aesthetic Plans
- c. Contour grading plans
- d. Drainage and Irrigation Plans
- e. Utility Plans
- f. Construction Area Signs
- g. Construction details
- h. Quantity sheets
- i. Planting list
- j. Irrigation layout
- k. Erosion control plans
- l. Slope paving details

3.2 Standard Special Provisions

Draft special provisions will be prepared consisting of marked-up Caltrans Standard Special Provisions (SSP's), and new special provisions for items not covered under the Caltrans SSP's.

3.3 Construction Quantities and Cost Estimate

Prepare a quantity estimate and preliminary construction cost estimate

Task 4 – Draft Final PS&E – 95%

4.1 Draft Plans (95%)

Respond to comments and prepare 95% complete plans

4.2 Project Specifications

Draft project specifications will be prepared for the project consisting of Caltrans Special Provisions, with new specials and inserts clearly marked. These will be combined with boilerplate specifications to form a set of construction bid documents.

4.3 Construction Quantities and Cost Estimate

Respond to comments and update the quantity and preliminary construction cost estimate

Task 5 – Final PS&E

5.1 Final Plans

Respond to comments and prepare final plans.

5.2 Project Specifications

Respond to comments and prepare final project specifications for the project improvements.

5.3 Construction Quantities and Cost Estimate

Respond to comments and prepare final quantity and construction cost estimate for the project improvements.

5.4 RE Files and Survey Files

Prepare a set of Resident Engineer Files and Survey Files.

a) Monumentation / Record of Survey:

GTS will coordinate with Caltrans Survey Staff and Alameda County staff to determine the quantity and location of right of way monumentation to be set per Caltrans policy. It is proposed that the existing monumentation within the local streets immediately adjoining the project would satisfy the requirement of setting R/W corners. These monuments will be shown appropriately on the record of survey and referencing Caltrans R/W as required using coordinate geometry.

Phase 3 – Design Services During Construction

Task 1 – Project Management and Coordination

1.1 Project Management

- a) Supervise the design team and coordinate in-house design staff and subconsultants
- b) Prepare a Critical Path Method (CPM) schedule using MS-Project update the schedule monthly based on input from the construction manager, and submit an electronic file to ACCMA
- c) Prepare and submit correspondence and memos to ACCMA.

1.2 Project Administration

- a) Prepare and submit monthly progress reports for work performed by the design team
- b) Prepare a monthly invoice and summary of total charges made to each task. .

Task 2 – Bidding Support Services

- 2.1 Attend a pre-bid meeting and site visit with ACTC and Caltrans staff and prospective bidders to answer questions.
- 2.2 Respond to bidders questions during the bid period and provide clarification of the contract documents
- 2.3 Prepare bid addendum to clarify the contract documents as necessary
- 2.4 Prepare conform drawings if necessary

Task 3 – Construction Support Services

- 3.1 Assist the construction manager with coordination with Caltrans during the construction of the project
- 3.2 Attend the following meetings with the construction manager as requested
 - a) Weekly construction meetings at the project site
 - b) Meetings with ACTC and City of San Leandro
 - c) Coordination meetings with affected utility owners.
- 3.3 Review project submittals and forward comments to the construction manager
- 3.4 Respond to RFI's and provide information to clarify the contract documents
- 3.5 Prepare as- built plans based on red line drawings provided by the contractor and the construction manager.
- 3.6 Convert as-built drawings to Microstation.

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Memorandum

DATE: September 17, 2012

TO: Alameda County Transportation Commission

FROM: Finance and Administration Committee

SUBJECT: **Cr rt qxc r d h / Alameda CTC Fiscal Year End 2011-2012 Consolidated [gct / ' Gpf ' Kpxguo gpv Report**

Recommendation

It is recommended that the Commission accept the attached Alameda CTC Fiscal Year End 2011-12 Consolidated Investment Report (Attachment A).

Summary

- As of June 30, 2012, total cash and investments held by the Alameda CTC were \$283.0 million. This total is a decrease of \$15.1 million or 5.1% from the prior year-end balance of \$298.2 million.
- The ACTA investment balance decreased \$33.7 million or 19.3% due to capital project expenditures. The ACTIA investment balance increased \$9.0 million or 8.6% primarily due to revenues out-pacing expenditures during the fiscal year. ACTIA's sales tax revenues for FY2011-12 totaled \$112.6 million or 2.3% over budget. The ACCMA investment balance increased \$9.6 million or 50.3% primarily due to an increase in TCRP and PTMISEA project revenues received prior to expenditures.
- Investment yields have declined with the return on investments for the Alameda CTC at 0.98% compared to the prior year's return of 1.55%. Return on investments were projected for the FY2011-12 budget year at varying rates ranging from 0 - 2.00% depending on investment type. Actual returns for the year were \$377,000 over budget.
- Based on the most current cash flow projections updated in April, 2012, ACTIA will require external financing by the 2nd quarter of FY2013-14 to satisfy capital project obligations. The cash flow projection scenario assumes a short term loan from ACTA capital funds, which would be paid back as soon as financing is executed. If approved by the Commission, the loan from ACTA would allow staff an additional nine months to arrange a financing mechanism for ACTIA.
- Alameda CTC investments are in compliance with the adopted investment policies.
- Alameda CTC has sufficient cash flow to meet expenditure requirements over the next six months.

Discussion

As of June 30, 2012, the Alameda CTC portfolio managed by investment advisors consisted of approximately 24.6% US Treasury Securities, 3.2% FDIC insured Corporate Bonds, 55.9% Federal Agency Securities, 2.0% Corporate Notes, 13.5% Commercial Paper and 0.8% Negotiable CDs (See Attachment B). The Alameda CTC portfolio is in compliance with both the adopted investment policy and the California Government Code.

The Alameda CTC's return on investments for FY2011-12 was approximately 1.0% and came in \$377,000 over budget. The investment advisors have developed strategies to match investments to ACTIA's and ACTA's cash flow needs which shortened investment terms therefore decreasing returns. This strategy ensures the ability to fund capital project cash flow requirements without the need to sell an investment short of its maturity date which can increase risk in a portfolio.

The Employment Development Department reported an unemployment rate in Alameda County for July, 2012 of 9.5%, down 0.2% from the previous quarter end statement, and between that of California, at 10.9%, and the United States, at 8.3% (per the US Department of Labor). Unemployment rates are still very high when compared to historical national rates which ranged from 4.0 – 5.0% in the years 2001 – 2007, hitting a peak in October, 2009 of 10.1%. Short-term interest rates remain near zero due to the Federal Reserve's commitment to keep the target rate between zero and .25%. Treasury yields also linger at record lows.

There was an announcement from the Treasury Department today, August 17th, of a new agreement to help wind down Fannie Mae and Freddie Mac. The Alameda CTC holds a significant amount of Fannie Mae and Freddie Mac investments in its portfolio. The announcement states that this new agreement will help achieve some important objectives including: making sure that earnings of Fannie Mae and Freddie Mac will be used to benefit taxpayers for their investment in those firms; ending the practice of the Treasury advancing funds to the Government Sponsored Enterprises or GSEs in an effort to pay dividends back to the Treasury; enforcing the commitment that the GSEs would not be allowed to retain profits, rebuild capital and return to the market in their prior form; supporting the continued flow of mortgage credit; and providing greater market certainty regarding the financial strength of the GSEs. Staff does not anticipate a significant change in investment strategies based on this announcement, but these changes may affect future assessments of relative values in the agency sector going forward.

Attachments

Attachment A: Consolidated Investment Report as of June 30, 2012

Attachment B: Detail of Investment Holdings (managed by PFM and Chandler)

Alameda CTC Consolidated Investment Report As of June 30, 2012									
	Un-Audited		Interest Earned				FY 2011		
	Investment Balance	Interest earned	As of June 30, 2012 Approx. ROI	Budget	Difference	Investment Balance June 30, 2011	Interest earned FY 2011		
ACTA									
Checking Account	\$ (275,282)	\$ 45	-0.02%			\$ 136,079	\$ 142		
State Treas. Pool (LAIF)	15,210,147	105,009	0.69%			30,579,638	117,381		
Investment Advisors (1)	115,361,268	2,139,191	1.85%			136,699,077	3,552,907		
Loan to ACCMA	10,000,000					5,000,000			
FMV Adjustment	799,352					2,345,732			
ACTA Total	141,095,485	\$ 2,244,245	1.59%	\$ 2,050,000	\$ 194,245	174,760,525	3,670,429	2.10%	
						<i>Approx. ROI</i>			
ACTIA									
Checking Account	\$ 8,541,855	\$ 147	0.00%			\$ 6,662,455	\$ 1,435		
State Treas. Pool (LAIF)	36,040,309	208,541	0.58%			42,027,371	270,521		
Investment Advisors (1)	68,742,558	218,683	0.32%			55,548,875	534,984		
Other							68,624		
FMV Adjustment	49,708					160,183			
ACTIA Total	113,374,429	\$ 427,371	0.38%	\$ 356,450	\$ 70,921	104,398,883	875,563	0.84%	
						<i>Approx. ROI</i>			
ACCMA									
Checking Account	\$ 2,909,286		0.00%			\$ 3,788,488	\$ -		
State Treas. Pool (LAIF)	17,538,153	45,846	0.26%			9,177,767	34,264		
Project Deferred Revenue (LAIF) (3)	18,087,486	66,302	0.37%			11,013,417	53,099		
Loan from ACTA	(10,000,000)					(5,000,000)			
FMV Adjustment	43,451					31,831			
ACCMA Total	28,578,375	\$ 112,147	0.39%	\$ -	\$ 112,147	19,011,503	87,363	0.46%	
						<i>Approx. ROI</i>			
ACTC TOTAL	\$ 283,048,290	\$ 2,783,764	0.98%	\$ 2,406,450	\$ 377,314	\$ 298,170,912	\$ 4,633,356		

Notes:

- (1) See attachments for detail of investment holdings managed by Investment Advisors.
- (2) The OPEB/Health Retirement account and related interest income is held in a irrevocable trust and does not appear on ACTIA's balance sheet.
- (3) Project funds in deferred revenue are invested in LAIF with interest accruing back to the respective project fund which include TVTC, San Leandro Marina, TCRP and PTMISEA funds.
- (4) All investments are marked to market on the financial statements at the end of the fiscal year per GASB 31 requirements.
- (5) Alameda CTC investments are in compliance with the currently adopted investment policies.
- (6) Alameda CTC has sufficient cash flow to meet expenditure requirements over the next six months.

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Managed Account Detail of Securities Held

For the Month Ending June 30, 2012

ALAMEDA CNTY TRANSPORTATION AUTHORITY - 03068500

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
U.S. Treasury Bond / Note										
US TREASURY NOTES DTD 03/31/2011 0.750% 03/31/2013	912828QL7	AA+	Aaa	03/31/11	04/01/11	1,499,121.09	0.78	2,827.87	1,499,669.09	1,506,034.50
US TREASURY NOTES DTD 03/31/2011 0.750% 03/31/2013	912828QL7	AA+	Aaa	03/22/12	03/27/12	3,015,468.75	0.24	5,655.74	3,011,457.78	3,012,069.00
US TREASURY NOTES DTD 06/30/2008 3.375% 06/30/2013	912828JD3	AA+	Aaa	03/22/12	03/27/12	18,394,526.76	0.28	1,623.76	18,250,568.60	18,252,049.09
US TREASURY NOTES DTD 09/30/2008 3.125% 09/30/2013	912828JM3	AA+	Aaa	03/22/12	03/27/12	4,064,531.25	0.32	30,635.25	4,036,016.40	4,037,716.80
Security Type Sub-Total						26,973,647.85	0.31	40,742.62	26,797,711.87	26,807,869.39
Federal Agency Bond / Note										
FHLB GLOBAL BONDS DTD 06/18/2010 0.875% 08/22/2012	3133XYWB7	AA+	Aaa	05/03/11	05/04/11	4,025,800.00	0.38	12,541.67	4,002,816.20	4,004,024.00
FFCB BONDS DTD 10/15/2008 3.650% 10/15/2012	31331GDH9	AA+	Aaa	10/07/08	10/15/08	4,691,547.70	3.64	36,139.06	4,690,118.99	4,736,656.12
FANNIE MAE GLOBAL NOTES DTD 10/08/2010 0.500% 10/30/2012	31398A4T6	AA+	Aaa	10/25/10	10/26/10	4,580,124.00	0.44	3,876.04	4,575,845.00	4,580,242.95
FHLB GLOBAL BONDS DTD 10/15/2009 1.625% 11/21/2012	3133XVEM9	AA+	Aaa	05/03/11	05/06/11	10,178,600.00	0.46	18,055.56	10,045,162.20	10,056,910.00
FHLMC GLOBAL NOTES DTD 12/02/2009 1.375% 01/09/2013	3137EACG2	AA+	Aaa	02/11/11	02/14/11	2,400,634.60	0.91	15,635.28	2,385,700.00	2,394,153.86
FHLMC GLOBAL REFERENCE NOTES DTD 01/17/2003 4.500% 01/15/2013	3134A4SA3	AA+	Aaa	03/25/10	03/30/10	6,058,575.00	1.66	116,718.75	5,710,264.54	5,753,345.63
FHLB GLOBAL BONDS DTD 08/01/2008 4.000% 09/06/2013	3133RX888	AA+	Aaa	03/22/12	03/27/12	4,629,680.00	0.37	56,222.22	4,588,160.41	4,591,972.00
Security Type Sub-Total						36,564,961.30	1.08	259,188.58	35,998,067.34	36,117,304.56
Corporate Note										



PFM Asset Management LLC

Account 03068500 Page 4



Managed Account Detail of Securities Held

For the Month Ending June 30, 2012

ALAMEDA CNTY TRANSPORTATION AUTHORITY - 03068500

Security Type/Description	Dated Date/Coupon/Maturity	CUSIP	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value	
Corporate Note												
GENERAL ELEC CAP CORP GLOBAL SR MTN	DTD 10/19/2007 5.250% 10/19/2012	36962G3K8	AA+	A1	05/03/11	05/06/11	690,235.00	0.95	6,825.00	658,346.79	659,099.35	
WELLS FARGO & COMPANY GLOBAL SR		949746NY3	A+	A2	08/26/08	08/29/08	959,600.00	5.41	18,350.69	994,147.87	1,021,928.00	
NOTES												
WELLS FARGO & COMPANY GLOBAL SR	DTD 01/31/2008 4.375% 01/31/2013	949746NY3	A+	A2	05/03/11	05/06/11	1,582,515.00	1.16	27,526.04	1,527,820.22	1,532,892.00	
NOTES												
WELLS FARGO & COMPANY GLOBAL SR	DTD 01/31/2008 4.375% 01/31/2013											
							3,232,350.00	2.47	52,701.73	3,180,314.88	3,213,919.35	
Security Type Sub-Total												
Managed Account Sub-Total							64,925,000.00	0.83	352,632.93	65,976,094.09	66,139,093.30	
Securities Sub-Total							\$66,770,959.15	0.83%	\$352,632.93	\$65,976,094.09	\$66,139,093.30	
Accrued Interest											\$352,632.93	
Total Investments											\$66,491,726.23	





**Alameda CTC- Alameda Cnty Trans Authority
Account #470**

**Holdings Report
As of 6/30/12**

CUSIP AGENCY	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss	Moody S&P	Maturity Duration
3137EAAZ2	FHLMC Note 4.625% Due 10/25/2012	2,500,000.00	07/09/2008 3.99 %	2,562,070.00 2,504,591.91	101.41 0.20 %	2,535,330.00 21,197.92	5.21 % 30,738.09	Aaa AA+	0.32 0.32
3137EABE8	FHLMC Note 4.125% Due 12/21/2012	2,100,000.00	05/05/2011 0.49 %	2,223,471.60 2,135,900.15	101.83 0.27 %	2,138,404.80 2,406.25	4.36 % 2,504.65	Aaa AA+	0.48 0.47
31398A6F4	FNMA Note 0.375% Due 12/28/2012	4,200,000.00	03/31/2011 0.70 %	4,176,438.00 4,193,341.98	100.12 0.14 %	4,204,846.80 131.25	8.57 % 11,504.82	Aaa AA+	0.50 0.49
3133XP2W3	FHLB Note 3.375% Due 2/27/2013	2,500,000.00	07/09/2008 4.02 %	2,432,425.00 2,490,380.64	102.03 0.29 %	2,550,752.50 29,062.50	5.26 % 60,371.86	Aaa AA+	0.66 0.65
880591CW0	Tennessee Valley Authority Note 6% Due 3/15/2013	4,000,000.00	Various 3.45 %	4,407,900.00 4,066,131.53	104.06 0.26 %	4,162,256.00 70,666.67	8.63 % 96,124.47	Aaa AA+	0.71 0.69
3133XXYX9	FHLB Note 1.875% Due 6/21/2013	2,480,000.00	06/18/2012 0.25 %	2,520,324.80 2,519,006.28	101.57 0.27 %	2,518,819.44 1,291.67	5.14 % (186.84)	Aaa AA+	0.98 0.97
31331JPK3	FFCB Note 1.375% Due 6/25/2013	2,500,000.00	06/18/2012 0.25 %	2,528,575.00 2,527,650.74	101.11 0.24 %	2,527,807.50 572.92	5.15 % 156.76	Aaa AA+	0.99 0.98
31398ASD5	FNMA Note 3.875% Due 7/12/2013	1,700,000.00	04/09/2009 2.24 %	1,811,683.20 1,727,074.72	103.75 0.24 %	1,763,676.90 30,924.65	3.66 % 36,602.18	Aaa AA+	1.03 1.00
880591DW9	Tennessee Valley Authority Note 4.75% Due 8/1/2013	4,000,000.00	Various 2.35 %	4,411,330.00 4,098,127.02	104.84 0.28 %	4,193,792.00 79,166.67	8.71 % 95,664.98	Aaa AA+	1.09 1.05
31331KZJ2	FFCB Note 0.35% Due 9/23/2013	1,500,000.00	03/22/2012 0.38 %	1,499,430.00 1,499,533.83	100.03 0.32 %	1,500,463.50 1,429.17	3.06 % 929.67	Aaa AA+	1.23 1.23
31331GCS6	FFCB Note 3.875% Due 10/7/2013	2,300,000.00	02/04/2009 2.89 %	2,397,934.00 2,326,594.39	104.47 0.34 %	2,402,879.00 20,795.83	4.94 % 76,284.61	Aaa AA+	1.27 1.24
3133XSAE8	FHLB Note 3.625% Due 10/18/2013	2,000,000.00	03/03/2009 2.69 %	2,080,600.00 2,022,619.54	104.25 0.35 %	2,084,980.00 14,701.39	4.28 % 62,360.46	Aaa AA+	1.30 1.27
3134AAUK8	FHLMC Note 4.875% Due 11/15/2013	2,500,000.00	01/08/2009 2.44 %	2,776,632.50 2,578,413.05	106.31 0.27 %	2,657,765.00 15,572.92	5.45 % 79,351.95	Aaa AA+	1.38 1.34
31398A5W8	FNMA Note 0.75% Due 12/18/2013	2,600,000.00	05/23/2012 0.34 %	2,616,822.00 2,615,706.40	100.66 0.30 %	2,617,180.80 704.17	5.34 % 1,474.40	Aaa AA+	1.47 1.46
Total Agency		36,880,000.00	1.95 %	38,445,636.10 37,305,072.18	0.26 %	37,858,954.24 288,623.98	77.75 % 553,882.06	Aaa AA+	0.92 0.91

COMMERCIAL PAPER

36959HJC2	General Electric Capital Corp Discount CP 0.31% Due 9/12/2012	1,000,000.00	03/15/2012 0.31 %	998,441.39 998,441.39	99.84 0.31 %	998,441.39 930.00	2.04 % 0.00	P-1 A-1+	0.20 0.20
69349JJD6	PNC Bank Discount CP 0.22% Due 9/13/2012	1,000,000.00	06/18/2012 0.22 %	999,468.33 999,468.33	99.95 0.22 %	999,468.33 79.44	2.04 % 0.00	P-1 A-1	0.21 0.21
89233GKB1	Toyota Motor Credit Discount CP 0.427% Due 10/11/2012	1,125,000.00	Various 0.46 %	1,122,128.75 1,122,128.75	99.83 0.46 %	1,122,128.75 1,443.96	2.29 % 0.00	P-1 A-1+	0.28 0.28



CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss	Moody S&P	Maturity Duration
COMMERCIAL PAPER									
4662J0LL4	JP Morgan Discount CP 0.3% Due 11/20/2012	1,000,000.00	05/22/2012 0.30 %	998,483.33 998,483.33	99.85 0.30 %	998,483.33 333.33	2.04 % 0.00	P-1 A-1	0.39 0.39
Total Commercial Paper		4,125,000.00	0.33 %	4,118,521.80 4,118,521.80	0.33 %	4,118,521.80 2,786.73	8.40 % 0.00	P1 A-1	0.27 0.27
FDIC INSURED US CORPORATE									
36967HAV9	GE Capital Corp FDIC Guaranteed Note 2.125% Due 12/21/2012	2,180,000.00	06/03/2009 2.10 %	2,182,071.00 2,180,277.31	100.86 0.31 %	2,198,791.60 1,286.81	4.48 % 18,514.29	Aaa AA+	0.48 0.47
481247AM6	JP Morgan Chase FDIC Guaranteed Note 2.125% Due 12/26/2012	3,250,000.00	04/22/2009 2.04 %	3,260,075.00 3,251,339.32	100.92 0.24 %	3,279,926.00 959.20	6.69 % 28,586.68	Aaa AA+	0.49 0.49
Total FDIC Insured US Corporate		5,430,000.00	2.06 %	5,442,146.00 5,431,616.63	0.27 %	5,478,717.60 2,246.01	11.17 % 47,100.97	Aaa AA+	0.48 0.48
MONEY MARKET FUND FI									
431114701	Highmark Govt Money Market Fund	63,773.72	Various 0.00 %	63,773.72 63,773.72	1.00 0.00 %	63,773.72 0.00	0.13 % 0.00	Aaa AAA	0.00 0.00
Total Money Market Fund FI		63,773.72	N/A	63,773.72 63,773.72	0.00 %	63,773.72 0.00	0.13 % 0.00	Aaa AAA	0.00 0.00
US TREASURY									
912828HG8	US Treasury Note 3.875% Due 10/31/2012	1,225,000.00	08/27/2008 2.88 %	1,272,616.41 1,228,809.31	101.22 0.21 %	1,239,978.08 7,997.45	2.54 % 11,168.77	Aaa AA+	0.34 0.33
Total US Treasury		1,225,000.00	2.88 %	1,272,616.41 1,228,809.31	0.21 %	1,239,978.08 7,997.45	2.54 % 11,168.77	Aaa AA+	0.34 0.33
TOTAL PORTFOLIO		47,723,773.72	1.84 %	49,342,694.03 48,147,793.64	0.27 %	48,759,945.44 301,654.17	100.00 % 612,151.80	Aaa AA+	0.80 0.79
TOTAL MARKET VALUE PLUS ACCRUED						49,061,599.61			



Managed Account Detail of Securities Held

For the Month Ending June 30, 2012

ALAMEDA CNTY TRANSPORTATION IMPROV AUTH - 03068510

Security Type/Description	Dated Date/Coupon/Maturity	CUSIP	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
U.S. Treasury Bond / Note											
US TREASURY NOTES	DTD 12/31/2010 0.625% 12/31/2012	912828PW4	AA+	Aaa	03/22/12	03/23/12	1,991,435.74	0.20	33.71	1,989,147.34	1,989,343.18
US TREASURY NOTES	DTD 04/30/2008 3.125% 04/30/2013	912828HY9	AA+	Aaa	04/26/12	04/27/12	9,857,013.67	0.20	50,411.85	9,807,609.98	9,804,273.38
Security Type Sub-Total							11,848,449.41	0.20	50,445.56	11,796,757.32	11,793,616.56
Commercial Paper											
RABOBANK USA FIN CORP COMM PAPER	-- 0.000% 07/20/2012	74977KGL7	A-1+	P-1	03/22/12	03/23/12	4,494,347.50	0.38	0.00	4,499,097.48	4,499,500.50
TOYOTA MOTOR CREDIT CORP COMM PAPER	-- 0.000% 09/19/2012	89233GJK3	A-1+	P-1	03/22/12	03/23/12	4,491,225.00	0.39	0.00	4,496,099.99	4,498,042.50
JP MORGAN CHASE & CO COMM PAPER	-- 0.000% 10/01/2012	4662J0K19	A-1	P-1	03/22/12	03/23/12	2,695,680.00	0.30	0.00	2,697,929.99	2,698,482.60
Security Type Sub-Total							11,681,252.50	0.37	0.00	11,693,127.46	11,696,025.60
Managed Account Sub-Total							23,529,701.91	0.28	50,445.56	23,489,884.78	23,489,642.16
Securities Sub-Total							\$23,529,701.91	0.28%	\$50,445.56	\$23,489,884.78	\$23,489,642.16
Accrued Interest											\$50,445.56
Total Investments											\$23,540,087.72





Alameda CTC- Alameda Cnty Trans Improv Authority
Account #471

Holdings Report
 As of 6/30/12

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss	Moody S&P	Maturity Duration
31331X3S9	FFCB Note 4.5% Due 10/17/2012	1,506,000.00	04/26/2012 0.16 %	1,536,850.41 1,525,259.22	101.26 0.25 %	1,525,002.71 13,930.50	4.96 % (256.51)	Aaa AA+	0.30 0.30
31398A4T6	FNMA Note 0.5% Due 10/30/2012	1,000,000.00	04/27/2012 0.16 %	1,001,700.00 1,001,124.04	100.11 0.16 %	1,001,146.00 847.22	3.23 % 21.96	Aaa AA+	0.33 0.33
313396M83	FHLMC Discount Note 0.155% Due 11/1/2012	1,500,000.00	04/26/2012 0.16 %	1,498,779.38 1,498,779.38	99.92 0.16 %	1,498,779.38 426.25	4.83 % 0.00	P-1 A-1+	0.34 0.34
3133MTZL5	FHLB Note 4.5% Due 11/15/2012	1,000,000.00	09/30/2011 0.26 %	1,047,586.00 1,015,823.50	101.58 0.29 %	1,015,757.00 5,750.00	3.29 % (66.50)	Aaa AA+	0.38 0.37
31331J2V4	FFCB Note 0.55% Due 11/19/2012	1,750,000.00	03/22/2012 0.20 %	1,754,019.75 1,752,351.80	100.14 0.18 %	1,752,528.75 1,122.92	5.65 % 176.95	Aaa AA+	0.39 0.39
31398AHZ8	FNMA Note 4.75% Due 11/19/2012	750,000.00	03/28/2012 0.18 %	771,854.25 763,112.55	101.75 0.21 %	763,119.00 4,156.25	2.47 % 6.45	Aaa AA+	0.39 0.39
31331G2R9	FFCB Note 1.875% Due 12/7/2012	1,750,000.00	Various 0.27 %	1,777,161.50 1,762,197.72	100.73 0.20 %	1,762,747.00 2,187.50	5.69 % 549.28	Aaa AA+	0.44 0.44
3137EABE8	FHLMC Note 4.125% Due 12/21/2012	1,750,000.00	03/22/2012 0.22 %	1,800,853.25 1,782,225.69	101.83 0.27 %	1,782,004.00 2,005.21	5.75 % (221.69)	Aaa AA+	0.48 0.47
31398A6F4	FNMA Note 0.375% Due 12/28/2012	1,175,000.00	03/31/2011 0.70 %	1,168,408.25 1,173,137.34	100.12 0.14 %	1,176,355.95 36.72	3.79 % 3,218.61	Aaa AA+	0.50 0.49
3133XW7L7	FHLB Note 1.5% Due 1/16/2013	1,200,000.00	04/30/2012 0.19 %	1,211,133.60 1,208,488.84	100.87 0.27 %	1,208,006.40 8,250.00	3.92 % (482.44)	Aaa AA+	0.55 0.54
3133XX7F8	FHLB Note 1.625% Due 3/20/2013	1,770,000.00	12/16/2011 0.21 %	1,801,169.70 1,787,948.27	100.98 0.27 %	1,787,285.82 8,069.48	5.79 % (662.45)	Aaa AA+	0.72 0.72
3137EABM0	FHLMC Note 3.75% Due 6/28/2013	1,750,000.00	12/27/2011 0.29 %	1,840,510.00 1,809,789.45	103.52 0.21 %	1,811,528.25 546.88	5.84 % 1,738.80	Aaa AA+	0.99 0.98
31398A2S0	FNMA Note 1% Due 9/23/2013	1,750,000.00	12/27/2011 0.35 %	1,769,600.00 1,763,858.90	100.83 0.32 %	1,764,575.75 4,763.89	5.70 % 716.85	Aaa AA+	1.23 1.22
313371UC8	FHLB Note 0.875% Due 12/27/2013	1,780,000.00	12/16/2011 0.39 %	1,797,461.80 1,792,889.04	100.79 0.34 %	1,794,124.30 173.06	5.78 % 1,235.26	Aaa AA+	1.49 1.48
Total Agency		20,431,000.00	0.27 %	20,777,087.89 20,636,985.74	0.24 %	20,642,960.31 52,265.88	66.72 % 5,974.57	Aaa AA+	0.65 0.65

COMMERCIAL PAPER

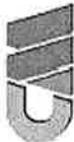
6937ZAGC0	Paccar Financial Discount CP 0.15% Due 7/12/2012	625,000.00	06/15/2012 0.15 %	624,929.69 624,929.69	99.99 0.15 %	624,929.69 41.67	2.01 % 0.00	P-1 A-1	0.03 0.03
02665JGH7	American Honda Corp Discount CP 0.16% Due 7/17/2012	700,000.00	04/27/2012 0.16 %	699,748.00 699,748.00	99.96 0.16 %	699,748.00 202.22	2.26 % 0.00	P-1 A-1	0.05 0.05
40427RHA2	HSBC USA Inc Discount CP 0.3% Due 8/10/2012	800,000.00	04/25/2012 0.30 %	799,286.66 799,286.66	99.91 0.30 %	799,286.66 446.67	2.58 % 0.00	P-1 A-1	0.11 0.11
36959HJC2	General Electric Capital Corp Discount CP 0.31% Due 9/12/2012	500,000.00	03/15/2012 0.31 %	499,220.70 499,220.70	99.84 0.31 %	499,220.70 465.00	1.61 % 0.00	P-1 A-1+	0.20 0.20



Alameda CTC- Alameda Cnty Trans Improv Authority
Account #471

Holdings Report
 As of 6/30/12

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss	Moody S&P	Maturity Duration
COMMERCIAL PAPER									
4662J0JC7	JP Morgan Discount CP 0.3% Due 9/12/2012	500,000.00	03/16/2012 0.30 %	499,250.00 499,250.00	99.85 0.30 %	499,250.00 445.83	1.61 % 0.00	P-1 A-1	0.20 0.20
69349JJD6	PNC Bank Discount CP 0.23% Due 9/13/2012	625,000.00	06/15/2012 0.23 %	624,640.63 624,640.63	99.94 0.23 %	624,640.63 63.89	2.01 % 0.00	P-1 A-1	0.21 0.21
9497F0JE3	Wells Fargo Corp. Discount CP 0.18% Due 9/14/2012	475,000.00	06/15/2012 0.18 %	474,783.88 474,783.88	99.95 0.18 %	474,783.88 38.00	1.53 % 0.00	P-1 A-1	0.21 0.21
06416JH7	Bank of Nova Scotia Discount CP 0.34% Due 9/17/2012	500,000.00	03/27/2012 0.35 %	499,178.34 499,178.34	99.84 0.35 %	499,178.34 453.33	1.61 % 0.00	P-1 A-1+	0.22 0.22
89233GKB1	Toyota Motor Credit Discount CP 0.4% Due 10/11/2012	600,000.00	Various 0.44 %	598,543.00 598,543.00	99.83 0.44 %	598,543.00 723.17	1.93 % 0.00	P-1 A-1+	0.28 0.28
89233GKP0	Toyota Motor Credit Discount CP 0.37% Due 10/23/2012	350,000.00	04/24/2012 0.38 %	349,345.30 349,345.30	99.81 0.38 %	349,345.30 244.61	1.13 % 0.00	P-1 A-1+	0.32 0.31
36959HKP1	General Electric Capital Corp Discount CP 0.33% Due 10/23/2012	350,000.00	04/24/2012 0.34 %	349,416.08 349,416.08	99.83 0.34 %	349,416.08 218.17	1.13 % 0.00	P-1 A-1+	0.32 0.31
4662J0KP6	JP Morgan Discount CP 0.3% Due 10/23/2012	350,000.00	04/24/2012 0.30 %	349,469.17 349,469.17	99.85 0.30 %	349,469.17 198.33	1.13 % 0.00	P-1 A-1	0.32 0.31
14912DM55	Caterpillar Finance Corp Discount CP 0.23% Due 12/5/2012	620,000.00	06/14/2012 0.23 %	619,314.73 619,314.73	99.89 0.23 %	619,314.73 63.38	2.00 % 0.00	P-1 A-1	0.43 0.43
Total Commercial Paper		6,995,000.00	0.28 %	6,987,126.18 6,987,126.18	0.28 %	6,987,126.18 3,604.27	22.54 % 0.00	P1 A-1	0.21 0.21
MONEY MARKET FUND FI									
43114701	Highmark Govt Money Market Fund	45,496.06	Various 0.00 %	45,496.06 45,496.06	1.00 0.00 %	45,496.06 0.00	0.15 % 0.00	Aaa AAA	0.00 0.00
Total Money Market Fund FI		45,496.06	N/A	45,496.06 45,496.06	0.00 %	45,496.06 0.00	0.15 % 0.00	Aaa AAA	0.00 0.00
NEGOTIABLE CD									
89112XMX0	Toronto Dominion Bank Negotiable CD 0.28% Due 7/30/2012	1,000,000.00	04/25/2012 0.25 %	1,000,077.84 1,000,024.01	100.00 0.25 %	1,000,024.01 1,190.00	3.23 % 0.00	P-1 A-1+	0.08 0.08
06417EK85	Bank of Nova Scotia Negotiable CD 0.25% Due 8/17/2012	350,000.00	04/25/2012 0.22 %	350,033.19 350,013.68	100.00 0.22 %	350,013.68 218.75	1.13 % 0.00	P-1 A-1+	0.13 0.13
Total Negotiable CD		1,350,000.00	0.24 %	1,350,111.03 1,350,037.69	0.24 %	1,350,037.69 1,408.75	4.36 % 0.00	Aaa AAA	0.09 0.09
US CORPORATE									
88579EAD7	3M Company Note 4.65% Due 12/15/2012	155,000.00	04/26/2012 0.32 %	159,237.70 158,050.41	102.01 0.27 %	158,109.61 320.33	0.51 % 59.20	Aa2 AA-	0.46 0.46
Total US Corporate		155,000.00	0.32 %	159,237.70 158,050.41	0.27 %	158,109.61 320.33	0.51 % 59.20	Aa2 AA-	0.46 0.46



CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss	Moody S&P	Maturity Duration
US TREASURY									
912828LR9	US Treasury Note 1.375% Due 10/15/2012	1,025,000.00	09/30/2011 0.18 %	1,037,775.90 1,028,554.45	100.35 0.17 %	1,028,603.90 2,965.08	3.33 % 49.45	Aaa AA+	0.29 0.29
912828MB3	US Treasury Note 1.125% Due 12/15/2012	740,000.00	05/24/2012 0.17 %	743,933.73 743,220.26	100.43 0.20 %	743,150.92 363.93	2.40 % (69.34)	Aaa AA+	0.46 0.46
Total US Treasury		1,765,000.00	0.17 %	1,781,709.63 1,771,774.71	0.18 %	1,771,754.82 3,329.01	5.72 % (19.89)	Aaa AA+	0.36 0.36
TOTAL PORTFOLIO		30,741,496.06	0.26 %	31,100,768.49 30,949,470.79	0.24 %	30,955,484.67 60,928.24	100.00 % 6,013.88	Aaa AA+	0.51 0.51
TOTAL MARKET VALUE PLUS ACCRUED		31,016,412.91							



Memorandum

DATE: September 17, 2012

TO: Alameda County Transportation Commission

FROM: Finance and Administration Committee

SUBJECT: **Approval of the Semi-Annual Contract Equity Utilization Report and Contract Award Report for January 1, 2012 through June 30, 2012**

Recommendation

It is recommended that the Commission approve the attached Semi-Annual Local Business Contract Equity (LBCE) Program Utilization Report and Contract Award Report, for the period of January 1, 2012 to June 30, 2012. The contracts and contract payment data which serve as a basis for this LBCE Program Report have been reviewed and accepted by Alameda CTC's contract equity consultant, L. Luster & Associates.

Based on a recommendation from the Finance and Administration Committee, the reporting period for the LBCE Program Utilization Report and Contract Award Report will increase from six months to one year and will follow the Alameda CTC's fiscal year schedule. The next annual LBCE Program Utilization Report and Contract Award Report will cover the period July 1, 2012 to June 30, 2013.

Summary

On a semi-annual basis, Alameda CTC staff prepares the LBCE Utilization Report to provide the status and progress on the utilization of:

1. Local Business Enterprise (LBE) / Small Local Business Enterprise (SLBE) on active Measure B funded contracts awarded by the Commission and Sponsoring agencies; and
2. Minority-Owned Business Enterprise (MBE) / Woman-Owned Business Enterprise (WBE) participation on active contracts awarded by the Commission and sponsoring agencies that were exempted from the application of the Agency's LBCE Program and goals. Those Measure B funded contracts exempted from the LBCE Program and goals were those that had additional Federal and/or State funds, non-local funds, or were less than \$50,000 in contract value.

Semi-Annual Local Business Contract Equity (LBCE) Program Report with Goals

In the current reporting period there were a total of 21 active contracts with LBCE Program goals. Of these contracts, approximately 79% of payments (\$1.3 million) went to administrative and engineering firms certified as LBE, and 36% of payments (\$0.6 million) went to administrative and engineering firms certified as SLBE. The LBE and SLBE goals of 70% and 30%, respectively, were

exceeded. For construction contracts, approximately 86% of the payments (\$3.5 million) went to LBE certified firms and 19% of the payments (\$0.8) went to SLBE certified firms. These contracts were awarded in October 2009 and July 2011 with Good Faith Efforts (GFE).

Additional information collected for contracts with LBCE Program goals include:

- Very Small Local Business Enterprise (VSLBE) – 18% of payments (\$0.3 million)
- Disadvantaged Business Enterprise (DBE) – 18% of payments (\$0.3 million)
- Minority-Owned Business Enterprise (MBE) – 4% of payments (\$0.1 million)
- Woman-Owned Business Enterprise (WBE) – 16% of payments (\$0.3 million)

Semi-Annual Local Business Contract Equity (LBCE) Program Report without Goals

There were 49 active contracts exempt from LBCE Program goals in this reporting period, of which approximately 58% of payments (\$4.8 million) went to LBE certified firms, 16% of payments (\$1.3 million) went to SLBE certified firms, 6% of payments (about \$0.5 million) went to VSLBE certified firms, 11% of payments (\$0.9 million) went to DBE certified firms, 8% of payments (\$0.7 million) went to MBE certified firms, and 3% of payments (\$0.2 million) went to WBE certified firms.

Contract Award Report

The Alameda CTC awarded a total of 28 administrative and engineering contracts in this reporting period for a combined total of over \$19.7 million. Approximately 17% of this total (\$3.3 million) came from local sources and these funds were able to leverage an additional \$16.4 million from federal and/or state sources (almost a fivefold increase!). Contracts to Alameda County businesses and sponsoring agencies accounted for roughly 58% (\$11.5 million) of the total funds.

Background

In 1989, a program for the procurement of professional services was established which set goals of 70% for LBE, 25% for MBE, and 5% for WBE.

In 1995, a program for construction contracts that set overall participation goals of 60% for LBE, 33% for MBE, and 9% for WBE was approved. Those goals were based on a disparity study in addition to extensive public input from both the prime and minority contracting communities. Specific goals are set for each construction contract, based on biddable items and the availability of LBE/MBE/WBE firms.

As a result of the passage of Proposition 209 in 1996, and the United States Department of Transportation's issuance of the final ruling on the Disadvantaged Business Enterprise program in 2000, the MBE/WBE program and goal requirements were suspended. In lieu of the suspended MBE/WBE program, two new programs were adopted: the LBE/SLBE program for contracts funded with local dollars, and the DBE program for contracts funded with federal dollars. In January 2008, a Revised LBE/SLBE Program was adopted and renamed as the Local Business Contract Equity Program.

Revisions to the LBCE Program were aimed at increasing SLBE participation in all areas of the Agency contracting opportunities, particularly in construction contracting. The revised program became effective for eligible Agency-led contracts as of February 2008 and for all eligible Sponsor-led projects awarded after July 2008.

Utilization of local dollars is determined semi-annually by collecting and analyzing financial data relative to the amounts awarded and paid to LBE, SLBE, VSLBE, DBE, MBE, and WBE prime and subcontractors in three contract categories:

- Administrative Services Contracts – many of the contracts in this group are annually renewed administrative services contracts to assist in the administration of the Measure B Program. These services include, but are not limited to, contract equity program support, general counsel, federal and state legislative advocacy, auditors, financial advisors, information technology and computer services, and project management and program support teams.
- Engineering Services Contracts – contracts in this group are primarily engineering services contracts to assist the Agency in the development and delivery of its capital program.
- Construction Contracts – contracts in this group are specific to construction contracts awarded to builders of transportation facilities such as roadway and transit improvements.

Key information monitored and reported includes LBE, SLBE, VSLBE, DBE, MBE, and WBE utilization on all active contracts as of June 30, 2012.

Summary of Results for Current Reporting Period

TABLE 1 – Measure B-Funded Contracts with LBCE Program Goal Requirements LBE/SLBE Contracts: Goals = 70% for LBE; 30% for SLBE								
Contract Type	Number of Contracts	Payments from January 1, 2012 through June 30, 2012						
		Payment Amount	LBE %	SLBE %	VSLBE %	DBE %	MBE %	WBE %
Administrative	7	\$331,560	76%	39%	21%	19%	18%	13%
Engineering	12	\$1,328,768	79%	36%	18%	18%	1%	17%
Professional Services	19	\$1,660,328	79%	36%	18%	18%	4%	16%

TABLE 2 – Measure B-Funded Contracts with LBCE Program Goal Requirements LBE/SLBE Contracts: Goals = 60% for LBE; 20% for SLBE								
Contract Type	Number of Contracts	Payments from January 1, 2012 through June 30, 2012						
		Payment Amount	LBE %	SLBE %	VSLBE %	DBE %	MBE %	WBE %
Construction ^{1,2}	2	\$4,131,848	86%	19%	0%	0%	0%	0%
Construction	2	\$4,131,848	86%	19%	0%	0%	0%	0%

¹ Includes construction contracts where Good Faith Efforts (GFE) were met and approved by the Commission.

² The first contract was approved in October 2009 with 53.32% LBE/15.52% SLBE and the second contract was approved in July 2011 with 0% LBE/ 0% SLBE.

TABLE 3 – Measure B-Funded Contracts Exempt from LBCE Program Goal Requirements

Contract Type	Number of Contracts	Payments from January 1, 2012 through June 30, 2012						
		Payment Amount	LBE %	SLBE %	VSLBE %	DBE %	MBE %	WBE %
Administrative	10	\$3,503,025	82%	35%	12%	24%	19%	6%
Engineering	36	\$3,355,809	51%	3%	2%	2%	0%	1%
Construction	3	\$1,392,222	15%	0%	0%	0%	0%	0%
All Industries	49	\$8,251,056	58%	16%	6%	11%	8%	3%

TABLE 4 – Contracts Awarded January 1, 2012 through June 30, 2012

Contract Type	Type of Funding	No. of Contracts	Total Contract Amount	Amount Awarded to Alameda County Firms	% LBE Award	Amount Awarded to DBE Firms	% DBE Award
Administrative/ Engineering	Federal	10	\$7,605,862	\$7,362,962	97%	\$550,646	7%
	State	2	\$8,747,618	\$1,372,095	16%	\$0	0%
	Local	16	\$3,346,906	\$2,732,906	82%	\$11,827	0.4%
Construction	Federal	0	\$0	\$0	0%	\$0	0%
	State	0	\$0	\$0	0%	\$0	0%
	Local	0	\$0	\$0	0%	\$0	0%
Total		28	\$19,700,386	\$11,467,963	58%	\$562,473	3%

Reporting Process

Data collection on all active and open contracts began on July 1, 2012, by surveying prime contractors and subcontractors for verification of payment amounts and timing. For the current reporting period, 32 payment verification survey forms were sent to prime contractors and subcontractors. Approximately 59% responded during the allotted time.

Staff utilized the same method of reporting from the last reporting period—July through December 2011—which included an automated summary of processed payments by vendor report and an automated utilization report generated from an in-house database (see Attachment A – Contract Equity Utilization Report).

Regarding billing and timely receipt of payments, approximately 90% of the respondents indicated that they had not experienced any billing-related issues and 100% of the respondents indicated they had received timely payments from the project sponsors and/or prime contractors. None of the billing and payment-related issues reported to the Commission required the assistance of the

Contract Equity consultant and all issues were resolved prior to the development of this report.

The participation, data, and statistics, which serve as a basis for this report, have been independently reviewed and verified by Alameda CTC’s contract equity consultant, L. Luster & Associates. As stated in the attached letter from L. Luster and Associates (see Attachment C – Letter of Independent Review of Alameda CTC Semi-Annual Contract Equity Utilization Report Data for the period January 1, 2012 through June 30, 2012), this report was found to be materially accurate and complete.

Certification Update

Table 5 – Certified Firms by Contract Types				
Contract Type	LBE¹	SLBE²	VSLBE	# of Firms Certified this Reporting Period
Administrative/Engineering	32	23	19	32
Commodities/Vendors	7	5	3	7
Construction	17	8	5	17
Total	56	36	27	56

¹ Includes SLBE and VSLBE certified firms

² Includes VSLBE certified firms

Fiscal Impacts:

Approval of this report has no fiscal impact.

Attachments:

Attachment A: Semi-Annual Local Business Contract Equity Utilization Report

Attachment B: Local Business Contract Equity Program Goals Attainment – July 2007-Present

Attachment C: Letter of Independent Review of Alameda CTC Semi-Annual Local Business Contract Equity Program Utilization Report for the period January 1, 2012 through June 30, 2012

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Contract Equity Utilization Report

ATTACHMENT A

Reporting Period End Date: 06/30/12

Current Reporting Period Start Date:

01/01/12

End Date:

06/30/12

Project Number	Company	Contract Amount	Total Payment to Date	Payment Current Period	Cumulative To Reporting End Date					Current Reporting Period				
					LBE	SLBE	VSLBE	DBE	MBE	WBE	LBE	SLBE	VSLBE	DBE

Contract Type: Administrative Contracts

Goal Requirements of 70% for LBE and 30% for SLBE

I-02	ACTIA	A10-0019 - Maze and Associates	\$113,140.00	\$107,305.00	\$1,322.50	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	ACTIA	A11-0001 - Nelson\Nygaard Consulting Associates	\$389,280.00	\$287,400.91	\$165,630.09	100.00%	33.89%	0.49%	33.40%	33.40%	0.00%	33.40%	33.40%	0.00%	35.88%	35.11%	0.77%	35.11%	35.11%	0.00%	35.11%	35.11%	0.00%	0.00%
	ACTIA	A11-0003 - Rochelle Wheeler	\$205,553.00	\$138,288.14	\$48,329.19	88.82%	88.82%	88.82%	6.59%	6.59%	0.00%	6.59%	6.59%	0.00%	88.93%	88.93%	88.93%	11.07%	11.07%	0.00%	11.07%	11.07%	0.00%	11.07%
	ACTIA	A11-0004 - St. Mini Cab Corporation	\$115,000.00	\$45,200.00	\$25,974.00	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	ACTIA	A11-0008 - PFM ASSET MANAGEMENT, LLC	\$120,000.00	\$68,551.65	\$40,454.38	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	ACTIA	A11-0009 - CHANDLER ASSET MANAGEMENT	\$120,000.00	\$60,473.00	\$31,613.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	ACTIA	A11-0012 - MV TRANSPORTATION INC	\$50,000.00	\$26,598.50	\$18,236.75	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

Summary for Administrative Contracts with Goal Requirements (7 detail records)

Total			\$733,817.20	\$331,559.91	\$331,559.91	65.69%	36.17%	23.09%	14.32%	13.08%	1.24%	76.25%	38.72%	21.18%	19.15%	17.54%	1.61%								
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Exempt of Goal Requirements

I-02	ACTIA	A11-0006 - CJ Lake, LLC	\$60,000.00	\$55,659.13	\$30,509.56	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	ACTIA	A11-0015 - Suter, Wallauch, Corbett & Associates	\$60,000.00	\$55,000.00	\$30,000.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	ACTIA	A11-0020 - Moore Iacofano Goltsman, Inc.	\$410,140.00	\$306,965.25	\$213,890.92	98.21%	34.98%	34.98%	30.86%	1.79%	29.07%	100.00%	37.74%	37.74%	31.58%	31.58%	0.00%	31.58%	31.58%	0.00%	31.58%	31.58%	0.00%	31.58%
I-03	ACTIA	A10-0005 - Bess Test Lab	\$100,000.00	\$9,787.50	\$9,787.50	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	ACTIA	A11-0002 - Wendel, Rosen, Black & Dean	\$1,025,500.00	\$593,798.84	\$406,832.24	93.33%	0.00%	0.00%	0.00%	0.00%	0.00%	90.26%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	ACTIA	A11-0007 - Koff and Associates, Inc.	\$65,000.00	\$61,913.94	\$46,036.17	100.00%	100.00%	100.00%	100.00%	0.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	100.00%	100.00%	100.00%	100.00%
	ACTIA	A11-0010 - L. Luster & Associates	\$63,240.00	\$62,134.54	\$36,198.21	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	100.00%	100.00%	100.00%	100.00%
	ACTIA	A11-0013 - Acumen Building Enterprise, Inc.	\$830,690.00	\$717,951.78	\$401,168.60	100.00%	100.00%	2.89%	97.32%	97.11%	0.21%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	97.07%	97.02%	97.02%	0.04%	0.04%
	ACTIA	A11-0017 - Novani, LLC	\$110,000.00	\$99,841.40	\$42,424.94	0.00%	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	100.00%	100.00%	0.00%	0.00%
	ACTIA	A11-0018 - Moffatt & Nichol	\$3,132,499.50	\$2,624,507.66	\$2,295,964.47	80.11%	29.56%	11.30%	12.03%	10.37%	1.65%	79.14%	28.36%	10.53%	10.53%	8.64%	10.53%	8.64%	10.53%	100.00%	100.00%	8.64%	1.89%	1.89%

Summary for Administrative Contracts without Goal Requirements (10 detail records)

Total			\$4,587,560.04	\$3,503,025.11	\$3,503,025.11	82.84%	37.61%	11.96%	29.06%	24.78%	5.63%	82.26%	34.69%	11.89%	23.51%	19.02%	5.52%								
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Summary for all Administrative Contracts with and without Goal Requirements (17 detail records)

Total			\$5,321,377.24	\$3,834,585.02	\$3,834,585.02	80.47%	37.41%	13.50%	27.02%	23.17%	5.02%	81.74%	35.04%	12.70%	23.13%	18.89%	5.18%								
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Contract Type: Construction Contracts (including Sponsor Lead)

Goal Requirements of 60% for LBE and 20% for SLBE

A07-0001	12	A11-0036 - Forster and Kroeger, Inc.	\$231,820.00	\$43,173.00	\$36,531.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Summary for Construction Contracts (including Sponsor Lead) with Goal Requirements (1 detail record)																									
Total			\$43,173.00	\$36,531.00	\$36,531.00	0.00%																			

Exempt of Goal Requirements

2003-01	01	06 - ACCMA	\$711,375.92	\$1,406,627.37	\$1,223,751.45	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A06-0020	06	A06-0020 - Union City	\$12,561,000.00	\$12,561,000.00	\$66,091.11	2.72%	0.14%	0.00%	0.04%	0.00%	0.00%	0.09%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A07-0001	12	A08-0047 - RGW Construction Company	\$14,200,000.00	\$14,211,116.34	\$102,379.23	65.05%	0.00%	0.00%	0.00%	0.00%	0.00%	202.78%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

Contract Equity Utilization Report

ATTACHMENT A

Reporting Period End Date: 06/30/12

Current Reporting Period Start Date:

01/01/12

End Date:

06/30/12

Project Number	Company	Contract Amount	Total Payment to Date	Payment Current Period	Cumulative To Reporting End Date					Current Reporting Period					
					LBE	SLBE	VSLBE	DBE	MBE	WBE	LBE	SLBE	VSLBE	DBE	MBE
Summary for Construction Contracts (including Sponsor Lead) without Goal Requirements (3 detail records)															
Total		\$28,178,743.71	\$1,392,221.79	\$1,392,221.79	34.02%	0.06%	0.00%	0.02%	0.00%	0.00%	0.00%	14.92%	0.00%	0.00%	0.00%
Summary for all Construction Contracts (including Sponsor Lead) with and without Goal Requirements (4 detail records)															
Total		\$28,221,916.71	\$1,428,752.79	\$1,428,752.79	33.97%	0.06%	0.00%	0.02%	0.00%	0.00%	0.00%	14.54%	0.00%	0.00%	0.00%
Contract Type: Cooperative Agreement with CalTrans															
Exempt of Goal Requirements															
I-01															
21	4-1925 - CALTRANS	\$73,856,267.00	\$69,991,740.05		12.14%	0.00%	0.00%	0.35%	0.00%	0.35%	0.00%	0.35%	0.00%	0.35%	0.00%
Summary for Cooperative Agreement with CalTrans without Goal Requirements (1 detail record)															
Total		\$69,991,740.05	\$69,991,740.05		12.14%	0.00%	0.00%	0.35%	0.00%	0.35%	0.00%	0.35%	0.00%	0.35%	0.00%
Summary for all Cooperative Agreement with CalTrans with and without Goal Requirements (1 detail record)															
Total		\$69,991,740.05	\$69,991,740.05		12.14%	0.00%	0.00%	0.35%	0.00%	0.35%	0.00%	0.35%	0.00%	0.35%	0.00%
Contract Type: Funding Agreement															
Goal Requirements of 60% for LBE and 20% for SLBE															
A06-0022															
13	A06-0022 - Alameda County	\$6,745,286.00	\$5,264,454.50	\$4,095,316.74	82.90%	15.35%	0.00%	0.00%	0.00%	0.00%	0.00%	86.56%	19.42%	0.00%	0.00%
Summary for Funding Agreement with Goal Requirements (1 detail record)															
Total		\$5,264,454.50	\$4,095,316.74	\$4,095,316.74	82.90%	15.35%	0.00%	0.00%	0.00%	0.00%	0.00%	86.56%	19.42%	0.00%	0.00%
Exempt of Goal Requirements															
A09-0013															
02	01 - BART	\$57,872,367.09	\$42,454,392.36	\$11,543,003.42	5.89%	2.07%	0.03%	10.67%	10.55%	10.55%	1.55%	3.64%	1.52%	0.00%	2.68%
A10-0027															
02	A10-0027 - BART	\$57,498,823.07	\$6,698,305.66	\$286,498.66	34.66%	3.03%	0.75%	0.00%	0.00%	0.00%	0.00%	5.50%	0.00%	0.00%	0.00%
I12-0001															
08	I12-0001 - ACCMA	\$5,500,000.00	\$683,527.14	\$683,527.14	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	100.00%	100.00%	0.00%
A08-0003-A															
14A	A08-0003-A - ACCMA	\$1,466,833.88	\$4,100.00		100.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%				
A09-0012															
19	A09-0012 - San Leandro	\$247,436.00	\$36,876.46		96.96%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%				
A05-0051															
22	01 - ACCMA	\$757,323.82	\$382,303.15		97.09%	52.67%	0.00%	0.00%	0.00%	0.00%	0.00%				
A07-0058															
23	01 - Livermore	\$1,613,000.00	\$894,954.39		91.06%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%				
A08-0045															
23	01 - Livermore	\$21,730,156.89	\$1,368,558.58		30.27%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%				
A06-0046															
25	01 - San Mateo County Transportation Authority	\$260,828.37	\$2,334.24	\$1,662.35	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A07-0038															
26	01 - ACCMA	\$2,141,477.30	\$654,904.13	\$43,490.47	98.90%	0.43%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%
AA10-0011															
27C	AA10-0011 - ACCMA	\$750,000.00	\$750,000.00		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%				
I12-0003															

Contract Equity Utilization Report

ATTACHMENT A

Reporting Period End Date: 06/30/12

Current Reporting Period Start Date:

01/01/12

End Date:

06/30/12

Project Number	Company	Contract Amount	Total Payment to Date	Payment Current Period	Cumulative To Reporting End Date				Current Reporting Period								
					LBE	SLBE	VSLBE	DBE	MBE	WBE	LBE	SLBE	VSLBE	DBE	MBE	WBE	
27C	I12-0003 - ACCMA	\$1,500,000.00	\$374,625.97	\$374,625.97	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%
AA09-0002																	
MB 238	AA09-0002 - City of Hayward	\$50,031,861.20	\$30,717,980.79	\$13,408,782.01	52.35%	5.95%	5.02%	0.00%	0.00%	0.00%	0.00%	40.13%	6.97%	5.10%	0.00%	0.00%	0.00%
Summary for Funding Agreement without Goal Requirements (13 detail records)																	
Total		\$85,022,862.87	\$26,341,590.02	\$26,341,590.02	28.52%	4.47%	2.69%	5.33%	5.27%	0.77%	0.77%	26.26%	6.81%	5.19%	1.17%	1.16%	0.80%
Summary for all Funding Agreement with and without Goal Requirements (14 detail records)																	
Total		\$90,287,317.37	\$30,436,906.76	\$30,436,906.76	31.69%	5.10%	2.53%	5.02%	4.96%	0.73%	0.73%	34.38%	8.50%	4.49%	1.02%	1.01%	0.70%
Contract Type: Professional Services/Engineering Contracts																	
Goal Requirements of 70% for LBE and 30% for SLBE																	
A07-0001																	
12	A05-0045 - Mark Thomas & Company, Inc.	\$3,831,900.91	\$3,815,214.00	\$24,103.75	82.90%	26.79%	0.31%	14.23%	8.72%	5.52%	5.52%	58.10%	0.00%	0.00%	0.00%	0.00%	0.00%
12	A07-0037 - S & C Engineers	\$2,796,971.00	\$2,739,361.83	\$55,673.75	100.00%	92.09%	0.10%	8.76%	8.76%	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%
I-01																	
21	2001-05 - PBQD, Inc.	\$13,115,000.00	\$12,956,004.99	\$1,402.93	94.87%	31.92%	0.00%	33.02%	15.82%	29.65%	29.65%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%
24-100																	
24	A09-0033 - PB Americas, Inc.	\$5,289,118.00	\$45,925.90		100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%						
A05-0004																	
24	A05-0004 - URS Corporation Americas	\$11,442,071.19	\$11,588,198.28	\$238,934.07	85.32%	31.65%	0.00%	31.36%	22.99%	5.25%	5.25%	89.34%	2.85%	0.00%	2.69%	2.69%	0.00%
28-100																	
28	A10-0026 - HQE, Inc.	\$977,659.00	\$760,869.67	\$388,943.55	79.73%	69.01%	64.20%	65.40%	1.21%	64.20%	64.20%	61.84%	53.32%	49.67%	52.03%	2.36%	49.67%
I-02																	
ACTIA	A10-0021 - EISEN/LETUNIC	\$249,250.00	\$222,478.51	\$68,717.76	73.76%	73.76%	51.35%	44.15%	0.00%	44.15%	44.15%	81.29%	81.29%	60.79%	48.09%	0.00%	48.09%
ACTIA	ACTCA10-0007 - EMC Research Inc.	\$100,000.00	\$78,439.12	\$3,088.00	51.44%	51.44%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%
226-100																	
MB 226	AA07-0001 - TY Lin International/CCS	\$5,357,490.00	\$5,357,435.24	\$5,357,435.24	99.36%	29.63%	0.00%	20.13%	17.31%	2.82%	2.82%						
MB 226	AA07-0001-1 - TY Lin International/CCS	\$8,654,950.00	\$8,918,748.08	\$547,903.81	86.53%	23.73%	0.00%	0.00%	0.00%	0.00%	0.00%	85.65%	26.35%	0.00%	0.00%	0.00%	0.00%
AA08-0001																	
MB 238	02 - Mark Thomas & Company, Inc.	\$7,500,000.00	\$7,262,308.12		90.28%	33.99%	0.00%	16.63%	11.53%	5.10%	5.10%						
A05-0011																	
MB 240	2 - Kimley-Horn and Associates Inc.	\$3,262,000.00	\$1,207,000.00		92.41%	32.94%	1.66%	0.66%	0.00%	0.00%	0.00%						
Summary for Professional Services/Engineering Contracts with Goal Requirements (12 detail records)																	
Total		\$54,951,983.74	\$1,328,767.62	\$1,328,767.62	90.35%	33.94%	1.16%	21.08%	12.85%	10.50%	10.50%	79.27%	35.61%	17.68%	18.20%	1.18%	17.03%
Exempt of Goal Requirements																	
A05-0005																	
07A	01 - Cambridge Systematics	\$5,786,447.00	\$5,354,564.17	\$680,234.17	82.80%	6.41%	0.00%	14.16%	11.93%	2.23%	2.23%	96.82%	1.84%	0.00%	2.28%	1.84%	0.44%
A05-0049																	
07B	A05-0049 - AC Transit	\$3,010,265.74	\$1,824,375.25		15.25%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%						
A08-0044																	
08	A08-0044 - ACCMA	\$31,258,500.43	\$3,341,984.46	\$672,545.31	16.73%	1.22%	0.00%	0.00%	0.00%	0.00%	0.00%	0.96%	0.00%	0.00%	0.00%	0.00%	0.00%
A08-0003-B																	
14B	02 - Dowling Associates, Inc.	\$7,800.00	\$7,800.00		100.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%						
14B	03 - TY Lin International/CCS	\$186,000.00	\$185,141.06		100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%						

Contract Equity Utilization Report

ATTACHMENT A

Reporting Period End Date: 06/30/12

Current Reporting Period Start Date:

01/01/12

End Date:

06/30/12

Project Number	Company	Contract Amount	Total Payment to Date	Payment Current Period	Cumulative To Reporting End Date				Current Reporting Period									
					LBE	SLBE	VSLBE	DBE	MBE	WBE	LBE	SLBE	VSLBE	DBE	MBE	WBE		
14B	04 - BKF Engineers	\$312,447.06	\$312,447.06	\$312,447.06	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
A06-0046																		
25	02 - Carter & Burgess, Inc	\$40,000.00	\$39,687.86	\$2,681.71	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
25	03 - HNTB	\$1,330,000.00	\$361,834.57	\$6,196.66	90.52%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
25	04 - PBQD, Inc.	\$296,952.76	\$304,890.37	\$26,276.72	90.56%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	26.99%	0.00%	0.00%	0.00%	0.00%	0.00%	
25	05 - Hanson, Bridgett, Marcus & Vlahos	\$11,130.98	\$5,853.08		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%							
25	06 - SYSTRA	\$86.13	\$86.13		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%							
25	07 - Rail Surveyors and Engineers, Inc.	\$3,576.00	\$3,576.00		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%							
25	09 - Wilbur Smith Associates	\$50,000.00	\$63,837.95	\$16,593.21	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
25	10 - Design, Community & Environment	\$5,000.00	\$4,168.58		100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%							
I12-0002																		
25	A11-0063 - R.L. Banks & Associates, Inc.	\$96,484.08	\$41,828.94	\$41,828.94	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
A08-0048																		
26	02 - Kai Krishnan Consulting Services	\$969,875.00	\$903,295.00		99.26%	3.44%	0.00%	0.00%	0.00%	0.00%	0.00%							
26	03 - Pillsbury Wintrop Shaw Pittman LLP	\$400,000.00	\$387,261.00		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%							
26	04 - Wilbur Smith Associates	\$2,834,000.00	\$2,405,081.00		7.24%	5.28%	0.00%	0.00%	0.00%	0.00%	0.00%							
26	06 - Nelson/Nygaard Consulting Associates	\$44,492.00	\$23,641.00		100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%							
26	07 - Donald J. Dean, MCP Environmental Planning	\$96,390.00	\$96,361.00		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%							
26	08 - PGH Wong Engineering, Inc.	\$22,139.00	\$22,139.00		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%							
A08-0053																		
27B	02 - Kimley-Horn and Associates Inc.	\$950,257.79	\$1,250,647.91	\$339,351.75	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
27B	04 - Alameda Program Managers	\$80,804.74	\$80,804.74		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%							
I-02																		
ACTIA	L10-0009 - NoonTime University, Inc.	\$21,600.00	\$21,600.00		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%							
ACTIA	L11-0004 - Nicolay Consulting Group	\$7,000.00	\$7,000.00	\$1,000.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
ACTIA	L11-0005 - Huntsman Architectural Group	\$1,500.00	\$1,500.00	\$375.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
ACTIA	L11-0009 - tramutola advisors	\$37,500.00	\$37,500.00	\$37,500.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
I-03																		
ACTIA	A11-0016 - Bess Test Lab	\$100,000.00	\$1,915.00	\$1,915.00	0.00%	0.00%	0.00%	100.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
ACTIA	A11-0019 - Alta Planning + Design	\$2,148,100.00	\$534,994.90	\$534,994.90	13.30%	2.06%	0.00%	2.06%	0.00%	2.06%	0.00%	13.30%	2.06%	0.00%	2.06%	0.00%	2.06%	
ACTIA	A11-0042 - Cycles of Change	\$461,000.00	\$73,595.90	\$73,595.90	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
ACTIA	ACTC A10-0003 - Nelson\Nygaard Consulting Associates	\$723,415.00	\$723,057.72	\$35,435.65	96.75%	15.39%	2.83%	0.61%	0.61%	0.61%	2.22%	100.00%	71.58%	71.58%	0.00%	0.00%	0.00%	
ACTIA	ACTC A10-0004 - Nelson\Nygaard Consulting Associates	\$983,884.00	\$951,852.25	\$501,184.59	55.04%	7.63%	5.99%	0.04%	0.04%	5.95%	5.95%	55.28%	7.77%	7.77%	5.48%	0.00%	5.48%	
ACTIA	L12-0001 - Monsen Consulting	\$20,000.00	\$7,052.00	\$7,052.00	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	
225-200																		
MB 225	AA07-XXX3 - EverGreen LandCare Inc.	\$5,000.00	\$5,000.00		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
226-100																		
MB 226	A11-0032 - Phase 3 Communications, Inc.	\$40,000.00	\$16,440.00	\$16,440.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
A99-0003																		
MB196	A99-0003 - PBQD, Inc.	\$7,999,276.00	\$7,675,592.62	\$48,160.45	85.05%	17.52%	0.00%	10.97%	7.96%	3.01%	3.01%	1.22%	0.57%	0.00%	0.57%	0.57%	0.00%	
Summary for Professional Services/Engineering Contracts without Goal Requirements (36 detail records)					\$27,078,406.52	\$3,355,809.02	61.27%	7.72%	0.68%	6.27%	4.64%	1.63%	51.16%	2.62%	1.92%	1.88%	0.44%	1.45%
Summary for all Professional Services/Engineering Contracts with and without Goal Requirements (48 detail records)					\$82,030,390.26	\$4,684,576.64	80.75%	25.28%	1.00%	16.19%	10.14%	7.57%	59.14%	11.98%	6.39%	6.51%	0.65%	5.87%
Total																		

Contract Equity Utilization Report

ATTACHMENT A

Reporting Period End Date: 06/30/12

Current Reporting Period Start Date:

01/01/12

End Date:

06/30/12

Project Number	Company	Contract Amount	Total Payment to Date	Payment Current Period	Cumulative To Reporting End Date					Current Reporting Period						
					LBE	SLBE	VSLBE	DBE	MBE	WBE	LBE	SLBE	VSLBE	DBE	MBE	WBE
Summary of All Active Contracts with and without Goal Requirements					42.49%	9.92%	1.39%	7.07%	5.09%	2.68%	41.04%	11.13%	5.33%	3.72%	2.63%	1.70%

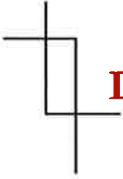
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Local Business Contract Equity Program Goals Attainment – July 2007-Present

Contracts with LBCE Program goals

Contract Type	Reporting Period	Number of Contracts	Total \$	LBE \$	LBE %	SLBE \$	SLBE %
Administrative	Jul 07-Dec 07	27	\$ 4,803,538	\$ 3,799,469	79%	\$ 2,928,678	61%
	Jan 08-Jun 08	18	5,497,751	4,410,845	80%	3,642,260	66%
	Jul 08-Dec 08	30	5,014,040	3,969,616	79%	3,020,458	60%
	Jan 09-Jun 09	20	2,259,510	1,807,608	80%	1,401,800	62%
	Jul 09-Dec 09	29	2,255,790	2,007,653	89%	1,601,611	71%
	Jan 10-Jun 10	19	1,904,093	1,713,683	90%	1,389,988	73%
	Jul 10-Dec 10	31	2,230,960	1,894,978	85%	1,526,869	68%
	Jan 11-Jun 11	18	2,048,207	1,740,976	85%	1,310,852	64%
	Jul 11-Dec 11	22	1,161,437	917,535	79%	615,562	53%
	Jan 12-Jun 12	7	331,560	252,814	76%	128,380	39%
Total for Administrative Contracts			\$ 27,506,884	\$ 22,515,177	82%	\$ 17,566,457	64%
Engineering	Jul 07-Dec 07	16	\$ 22,938,939	\$ 20,457,524	89%	\$ 7,591,000	33%
	Jan 08-Jun 08	15	24,997,837	23,100,501	92%	8,319,280	33%
	Jul 08-Dec 08	16	28,437,545	26,213,729	92%	9,802,422	34%
	Jan 09-Jun 09	24	7,027,497	6,475,136	92%	2,529,899	36%
	Jul 09-Dec 09	13	4,657,696	4,331,657	93%	2,189,117	47%
	Jan 10-Jun 10	12	5,744,053	5,341,970	93%	2,584,824	45%
	Jul 10-Dec 10	14	4,307,961	4,010,281	93%	1,727,923	40%
	Jan 11-Jun 11	16	4,988,918	4,390,248	88%	1,147,451	23%
	Jul 11-Dec 11	14	2,716,683	1,928,845	71%	923,672	34%
	Jan 12-Jun 12	12	1,328,768	1,053,314	79%	473,174	36%
Total for Engineering Contracts			\$ 107,145,897	\$ 97,303,205	91%	\$ 37,288,763	35%
Construction	Jul 07-Dec 07	5	\$ 36,879,279	\$ 28,200,339	76%	\$ 4,643,844	13%
	Jan 08-Jun 08	0	0	0	0%	0	0%
	Jul 08-Dec 08	0	0	0	0%	0	0%
	Jan 09-Jun 09	7	479,672	412,518	86%	278,210	58%
	Jul 09-Dec 09	0	0	0	0%	0	0%
	Jan 10-Jun 10	0	0	0	0%	0	0%
	Jul 10-Dec 10	1	533,064	522,243	98%	3,305	1%
	Jan 11-Jun 11	0	0	0	0%	0	0%
	Jul 11-Dec 11	2	642,715	295,649	46%	6,427	1%
	Jan 12-Jun 12	2	4,131,848	3,544,712	86%	795,381	19%
Total for Construction Contracts			\$ 42,666,578	\$ 32,975,460	77%	\$ 5,727,167	13%
Grand Total (All Contracts)			\$ 177,319,359	\$ 152,793,842	86%	\$ 60,582,386	34%

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L. Luster & Associates

To: Seung Cho, Alameda County Transportation Commission
From: Joan Fisher, CCA, L. Luster & Associates 
CC: Dr. Laura Luster, L. Luster & Associates
Date: August 27, 2012
RE: Independent Review of Alameda County Transportation Commission (CTC) Semi-Annual Contract Equity Utilization Report Data for the period January 1, 2012 through June 30, 2012

L. Luster & Associates (LLA) has reviewed payment, invoice, and vendor data for the period January 1, 2012 through June 30, 2012 provided by Alameda CTC staff, as well as vendor questionnaires and their corresponding responses identifying potential payment issues.

LLA conducted a review of physical contract/agreement files providing quality control and data integrity for all payments made to vendors on contracts with Local Business Contract Equity goals within the above referenced period.

Having completed the review process, L. Luster & Associates finds neither vendor payment issues nor any material defects in the Semi-Annual Contract Equity Utilization Report Data for the period January 1, 2012 through June 30, 2012.

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Memorandum

DATE: September 17, 2012

TO: Alameda County Transportation Commission

FROM: Finance and Administration Committee

SUBJECT: **Approval of Issuance of a Request for Proposals (RFP) for Financial Advisory Services and Authorization to Negotiate and Execute a Contract**

Recommendation

It is recommended that the Commission authorize staff to issue a request for proposals for financial advisory services, proceed with the contract procurement process, and negotiate and execute a contract with the top ranked firm to provide specialized financial advisory services to advise the Commission on capital market information and conditions, interest rates and trends and financing terms, and other matters.

Summary

The Alameda CTC's Capital Program includes capital projects from the 1986 Measure B Transportation Expenditure Plan (1986 Measure B), the 2000 Measure B Transportation Expenditure Plan (2000 Measure B), and projects implemented by the Alameda County Congestion Management Agency (ACCMA) before the merger to the Alameda CTC. The Capital Program consists of 39 active capital projects of which 31 are Measure B-funded, i.e. projects funded by the 1986 Measure B and/or 2000 Measure B sales tax. The eight (8) other projects are being implemented with non-Measure B fund sources.

The 2000 Measure B program of capital projects was developed by a countywide committee that represented a diverse set of modal and geographic interests of the electorate. The resulting Expenditure Plan includes projects of various magnitude and complexity that incorporate all travel modes throughout Alameda County. The projects in the 2000 Measure B Transportation Expenditure Plan provide for mass transit expansion, improvements to highway infrastructure, local streets and roads, and bicycle and pedestrian safety improvements.

Since 2002, when the 2000 Measure B began collecting sales tax, staff has worked closely with each of the Project Sponsors to deliver Measure B-funded projects. This has included securing full funding by leveraging Measure B funds with federal and state funds, and actively working to advance the projects through each project development phase, not only to meet the Measure B requirement for full funding and environmental clearance, but also to meet the needs of the travelling public as quickly as possible.

At the halfway point of the twenty-year sales tax collection period, all but five projects from the 2000 Measure B Transportation Expenditure Plan will have begun construction. Also, at the halfway point of the 2000 Measure B, 17 of 34 projects will have completed construction, and the remaining 12 projects with scheduled dates will be completed before 2017.

Current cash flow projections for the 2000 Measure B program show the cumulative expenditures exceeding the cumulative revenues in the short term, but with internal borrowings, the need for financing can be delayed more than a year, depending on the timing of project delivery and the availability of non-Measure B funding for the remaining projects. The need for the Commission to use some type of debt financing is being assessed regularly by the staff and the Project Management/Project Controls Team as project delivery uncertainties are reduced.

In preparation for the anticipated need for debt financing, and to ensure successful delivery of Alameda CTC's Measure B Capital Program, Alameda CTC is seeking to obtain a consultant to provide financial advisory services to advise the Commission on capital market information and conditions, interest rates and trends and financing terms, and other matters.

In addition to providing these services, the Financial Advisory consultant will also assist the Commission in obtaining ratings from various rating agencies such as Moody's, Standard and Poor's and Fitch and advise as to establishing bond policies, competitive vs. negotiated bond sales, optimal timing for entering the market, overall structure of each financing issue, including maturity and amortization schedules, redemption provisions, additional debt provisions, covenants and credit enhancements, if appropriate, review of coverage requirements, additional bonds test, debt service reserve account requirements, assist in the preparation of the preliminary and final Official Statement(s) and memorandums, and continue to provide market and continuing requirement information subsequent to the debt issuance.

Fiscal Impacts

The budget for the financial advisory services was included in the Alameda CTC's Consolidated fiscal year 2012-2013 budget.



Memorandum

DATE: September 17, 2012

TO: Alameda County Transportation Commission

FROM: Beth Walukas, Deputy Director of Planning
Rochelle Wheeler, Countywide Bicycle and Pedestrian Coordinator

SUBJECT: **Approval of Transit Representative Vacancy on Bicycle and Pedestrian Advisory Committee (BPAC)**

Recommendation

It is recommended that the Commission appoint Heath Maddox as the transit representative to the Bicycle and Pedestrian Advisory Committee (BPAC) for a two-year term. With this appointment, the BPAC will be fully appointed for the first time since 2010.

Summary

Staff widely publicized the transit representative seat vacancy, a new seat on the BPAC, and also sent letters to transit districts alerting them of the vacancy. A total of 18 applications were received through two recruitment efforts. Staff established a small group to evaluate the applications, which included the BPAC Chair and Vice-Chair. Based on this review, the group is recommending Heath Maddox for the transit representative seat, for a two-year term.

Background

In 2011, the BPAC appointment structure was modified to reflect the new Alameda CTC Board structure. The current 11-member committee includes one appointment made by each County Supervisor, five appointments made by the Mayor's Conference which are appointed based on county supervisorial district, plus one appointment to represent transit. The transit representative seat is not a direct appointment, but rather is based on a recommendation from the Alameda CTC, which is then approved by the full Board, as with all committee appointments.

Two recruitment efforts were conducted to search for a transit representative appointment. In fall 2011, Alameda CTC conducted a thorough outreach process to solicit applications for several BPAC vacancies. For the transit representative seat, letters were sent to all transit agencies in the county that receive Measure B pass-through funding, announcing the vacancy. Fourteen applications were received and two Mayor's Conference appointments were made, however the transit representative seat was not filled, due to a geographic imbalance on the BPAC. Therefore, a second round of outreach was conducted, focused on finding a candidate from East County. Four additional

applications were received. At the same time, due to changes in other BPAC seats, the imbalance issue was resolved.

To make its recommendation, staff set up a small group of four people to review and score all of the applications. The group included Rochelle Wheeler, Countywide Bicycle and Pedestrian Coordinator; Beth Walukas, Deputy Director of Planning and the staff liaison to the BPAC; Midori Tabata, the BPAC Chair; and Ann Welsh, the Vice-Chair. The group evaluated the applicants on their knowledge and experience both of the county, biking/walking/transit, and working on a committee/commission. It also evaluated how well each candidate would balance the current BPAC membership.

Based on its review of candidates from both rounds of outreach (18 in all), Heath Maddox was selected. Mr. Maddox has a wide range of interests and experiences in bicycling and walking, is a professional bicycle/pedestrian planner (in San Francisco), and has extensive public agency committee experience. He frequently uses walking or bicycling to connect to transit, and he often bicycles with his children and is interested in issues affecting families and children.

With the appointment of the transit representative seat, and the additional two appointments also included on the September 2012 Board agenda, the BPAC will once again be a fully appointed committee, for the first time in over two years.

Fiscal Impacts

None

Attachments:

Attachment A: BPAC Application for Heath Maddox



Application for the Alameda CTC
Bicycle and Pedestrian Advisory
Committee (BPAC)

The Alameda CTC invites Alameda County residents to serve on its Bicycle and Pedestrian Advisory Committee, which meets on the second Thursday of the month, six to eight times per year, from 5:30 to 7:30 p.m. Each member is appointed for a two-year term.

Name: Heath Maddox

Home Address: 1565 Pose Street Berkeley CA 94703

Mailing Address (if different): _____

Phone: (home) 510-526-5663 (work) 415-701-4605 (fax) _____

Email: heathmaddox@gmail.com

Please respond to the following sections on a separate attachment:

- I. **Commission/Committee Experience:** What is your previous experience on a public agency commission or committee? Please also note if you are currently a member of any commissions or committees.
- II. **Statement of Qualifications:** Provide a brief statement indicating why you are interested in serving on the BPAC and why you are qualified for this appointment.
- III. **Relevant Work or Volunteer Experience:** Please list your current employer or relevant volunteer experience including organization, address, position and dates.
- IV. **Specific Bicycle and/or Pedestrian Experience:** List any specific interest, involvement or expertise you have related to bicycle and/or pedestrian issues.

To avoid a conflict of interest:

Members may not be public agency employees responsible for bicycle and pedestrian projects and/or programs, and work for an agency that is eligible and likely to submit an application for the Countywide Discretionary Fund.

Certification: I certify that the above information is true and complete to the best of my knowledge.

Signature [Handwritten Signature] Date 11-30-11

Return the application to your appointing party for signature (see www.alamedactc.org/app_pages/view/8), or fax (510.893.6489) or mail it to Alameda CTC.

Appointing Party:
Signature: _____
Date: _____

I. Commission/Committee Experience: What is your previous experience on a public agency commission or committee? Please also note if you are currently a member of any commissions or committees.

In planning school in 1997 and 1998, as part of an internship with the Advance Planning Division of the City of Berkeley's Planning Department, I provided support to the Planning Commission and the Transportation Commission for one year, attending all meetings and preparing minutes. As a planner with the Santa Cruz County Regional Transportation Commission from 2001 to 2003, I was the staff liaison to the county bicycle advisory committee, attending all meetings, preparing minutes and staff reports. As the bicycle and pedestrian planner for the City of Berkeley from 2003 to 2007, I staffed both the Bicycle and Pedestrian Subcommittees of the Transportation Commission, attending all meetings. From 2005 to 2007 I was a member of the Oakland BPAC, serving as Chair for over a year and leading an effort to revise the committee's charter and bylaws. As a planner working in both the Bicycle and Pedestrian Programs of the San Francisco Municipal Transportation Agency, I have also staffed San Francisco's Bicycle Advisory Committee and the Pedestrian Safety Advisory Committee.

II. Statement of Qualifications: Provide a brief statement indicating why you are interested in serving on the BPAC and why you are qualified for this appointment.

In one way or another, either as a member or a staff person, for the past 14 years, I have been involved with public agency committees pertaining to transportation and mostly pertaining specifically to bicycle and pedestrian issues. I have extensive experience as a public sector planner at the regional and local level specializing on bicycle and pedestrian issues. Four years ago, my wife and I had our first of two children, and I decided to curtail my extracurricular volunteer activities with the City of Oakland's BPAC to focus on my family. I have missed the opportunity to be involved in my own community in my field of interest and expertise, and now that my children are in school, I feel I have more time to give. I am particularly interested in getting more involved and knowledgeable at the County level in Alameda County, and am impressed by the good work that ACTIA and now ACTC have done over years.

III. Relevant Work or Volunteer Experience: Please list your current employer or relevant volunteer experience including organization, address, position and dates.

Senior Planner, Livable Streets Subdivision, San Francisco Municipal Transportation Agency, San Francisco, CA, October 2007-present

Associate Transportation Planner, Bicycle and Pedestrian Programs, City of Berkeley Department of Public Works, Transportation Division, Berkeley, CA, Dec. 2003-Sept. 2007

Senior Transportation Planner, Santa Cruz County Regional Transportation Commission, Santa Cruz, CA, Feb. 2001-Nov. 2003

Transportation Planner, Fehr & Peers Associates, San Francisco, CA, Oct. 2000-Jan. 2001

Advance Planning Intern, City of Berkeley, Planning & Development Department, Advance Planning Division, Berkeley, CA, Nov. 1997-Sept. 1998

IV. Specific Bicycle and/or Pedestrian Experience: List any specific interest, involvement or expertise you have related to bicycle and/or pedestrian issues.

I think this is mostly covered in the above responses, but for the past 11 years, I have been employed professionally as a transportation planner, focusing exclusively on bicycle and pedestrian issues for 8 years now. In addition to my professional experience, I have been an avid cyclist for transportation and recreation for over 20 years. I no longer race bikes, but I enjoy 2-3 hour rides in the East Bay hills on weekends and sometimes at night on weeknights. My bike commute to BART is short, but I ride with my children on an Xtracycle across Berkeley three days a week, and I am now especially attuned to issues affecting families and children.

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Attachment A
Alameda CTC Community Advisory Committee Appointment Detail for
Mayor Mark Green, City of Union City

Check the box(es) and date and sign this form to approve reappointment of members whose terms are expiring or to appoint new members.

Citizen Advisory Committee (CAC)

Current Appointment: Barry Ferrier
(no action required)
32212 Allison Drive
Union City, CA 94587
Email: bferrier2@cs.com
Home Phone: (510) 489-4767
Term Began: April 2012
Term Expires: April 2014

Paratransit Advisory and Planning Committee (PAPCO)

Appoint
(action required)

~~Vacant~~

See Attachment

9-8-12
Date



Mayor Mark Green, City of Union City

To fill a vacancy, submit a committee application and corresponding resume to the Alameda County Transportation Commission (Alameda CTC) for each new member. Return the form(s) by email, mail, or fax to:

Alameda CTC
Attn: Angie Ayers
1333 Broadway, Suite 300
Oakland, CA 94612
Email: aayers@alamedactc.org
Fax: 510-893-6489

Application for the Alameda CTC
Committee (PAPCO)



The Alameda CTC invites Alameda County residents to serve on its Paratransit Advisory and Planning Committee, which meets on the fourth Monday of the month, from 7 to 9:30 a.m. Each member is appointed for a two-year term.

Name: Suzanne Ortt
Home Address: 2646 Oregon St., Union City, CA 94587
Mailing Address (if different): _____
Phone: (home) (510) 489-3793 (work) _____ (fax) _____
Email: bklady68@gmail.com

- Please respond to the following sections on a separate attachment:
- I. **Commission/Committee Experience:** What is your previous experience on a public agency commission or committee? Please also note if you are currently a member of any commissions or committees.
 - II. **Statement of Qualifications:** Provide a brief statement indicating why you are interested in serving on the PAPCO and why you are qualified for this appointment.
 - III. **Relevant Work or Volunteer Experience:** Please list your current employer or relevant volunteer experience including organization, address, position and dates.
 - IV. **Paratransit Experience:** List any specific interest, involvement or expertise you have related to special transportation or paratransit issues. Please also include the name(s) of any paratransit services you use.

Members may need to recuse themselves from discussing and voting on certain funding recommendations to the Alameda CTC board.

Certification: I certify that the above information is true and complete to the best of my knowledge.

Signature Suzanne Ortt Date 8/30/2012

Return the application to your Commission representative for signature (see www.alameda.ctc.org/app_pages/new/8) or fax (510.893.6489) or mail it to Alameda CTC.

Appointing Commission
Signature [Signature]
Date: 9-8-12

PAPCO Application
Suzanne Ortt
510/489-3793
E-mail - bklady68@gmail.com

I. Community Agency Service

During the school year of 1984-85, I served as president of the PTA at Searles Elementary School, Union City, CA.

For almost two years, I served on the board of directors of Tiburcio Vasquez Health Center. I am uncertain of the dates but think it was from 1995 to 1996.

Presently I am on the Friends of the Union City Library board. Initially I was the treasurer; currently I edit our quarterly newsletter Bookends.

II. Qualifications

Primarily, community involvement is one of my aims and PAPCO seems a good fit.

Writing is an avocation now and I could help in that area if needed.

Energy and enthusiasm are also two of my assets.

III. Work Experience

At age 62, I retired. Since then I have volunteered at the Union City Library, serving on the Friends of the Library Board, initially as treasurer and now as editor of the quarterly newsletter Bookends.

As I like to write, I began a memoir writing class, held twice monthly at the Union City Library. It is starting its second year. I am the facilitator.

For three years I worked for the Tri-City Voice as a freelance reporter. For the last two years, I wrote on New Haven Unified School District educational events. Tri-City's phone number is 510/494-1999 and e-mail is tricityvoice@aol.com.

IV. Paratransit Experience

For six months or so, I have been a rider. My only experience has been using both Union City and East Bay's paratransit offerings.

Immediate Past President
TIM SBRANTI
Mayor of Dublin

President
STEPHEN H. CASSIDY
Mayor of San Leandro

Vice President
JOHN MARCHAND
Mayor of Livermore

Alameda County Mayors' Conference

Alameda
Marie Gilmore

Albany
Farid Javandel

Berkeley
Tom Bates

Dublin
Tim Sbranti

Emeryville
Jennifer West

Fremont
Gus Morrison

Hayward
Mike Sweeney

Livermore
John Marchand

Newark
Al Nagy

Oakland
Jean Quan

Piedmont
John Chiang

Pleasanton
Jennifer Hosterman

San Leandro
Stephen H. Cassidy

Union City
Mark Green

Executive Director
Nancy Ortenblad

September 13, 2012

Ms. Angie Ayers
ACTC
1333 Broadway, Suite 300
Oakland, CA 94612

Dear Ms. Ayers:

At its regular meeting of September 12, the Alameda County Mayors' Conference appointed Mike Ansell (District 1) to serve a two-year term on ACTC's BPAC.

Sincerely,

Nancy Ortenblad
Executive Director

Application for the Alameda CTC Bicycle and Pedestrian Advisory Committee (BPAC)



The Alameda CTC invites Alameda County residents to serve on its **Bicycle and Pedestrian Advisory Committee**, which meets on the second Thursday of the month, six to eight times per year, from 5:30 to 7:30 p.m. Each member is appointed for a two-year term.

Name: Mike Ansell
 Home Address: 1192 Hillcrest Ave, Livermore CA 94550
 Mailing Address (if different): _____
 Phone: (home) 925-456-5621 (work) 925-640-0299 (fax) _____
 Email: mansell@laspositascollege.edu

Please respond to the following sections on a separate attachment:

- I. **Commission/Committee Experience:** What is your previous experience on a public agency commission or committee? Please also note if you are currently a member of any commissions or committees.
- II. **Statement of Qualifications:** Provide a brief statement indicating why you are interested in serving on the BPAC and why you are qualified for this appointment.
- III. **Relevant Work or Volunteer Experience:** Please list your current employer or relevant volunteer experience including organization, address, position and dates.
- IV. **Specific Bicycle and/or Pedestrian Experience:** List any specific interest, involvement or expertise you have related to bicycle and/or pedestrian issues, including access to transit.

To avoid a conflict of interest:

Members may not be public agency employees responsible for bicycle and pedestrian projects and/or programs, and work for an agency that is eligible and likely to submit an application for the Countywide Discretionary Fund.

Certification: I certify that the above information is true and complete to the best of my knowledge.
 Signature Mike Ansell Date 7/31/12

Return the application to your appointing party for signature (see www.alamedactc.org/app_pages/view/8), or fax (510.893.6489) or mail it to Alameda CTC.

Appointing Party:
 Signature: _____
 Date: _____

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Supplement to the Application for the Alameda CTC

Bicycle and Pedestrian Advisory Committee (BPAC)

I. Commission/Committee Experience: I have not served on a public agency commission or committee. I have served on a number of public committees as a faculty member at Las Positas College in Livermore. I have served as a member of the Sustainability Committee, the Facilities Committee, Technology Committee, Health and Safety Committee and on a number of hiring and peer review committees. I served as the chair of the Technology Committee one year and have served as the Chair and co-founder of the Sustainability Committee for the past three years.

II. Statement of Qualifications: I have commuted by bicycle or as a pedestrian whenever possible since elementary school. I was lucky enough to commute by bicycle as an undergraduate in Chico, CA and as a graduate student in Eugene, OR for years. Both cities were models for bicycle and pedestrian use in commuting, recreation, and safety. Since moving to Livermore in 2001, I have been observing the challenges of biking and walking in a car-centered, suburban community. Livermore and the surrounding communities have made strides in the last decade towards improving the situation, but there is still a lot of work to do and I would like to advocate for further improvements.

III. Relevant Work or Volunteer Experience: I received a Ph.D. in Chemistry from the University of Oregon in 1998, worked as a Post-doctoral fellow at UCSD, and taught at Sonoma State, Univ. of San Diego, Chico State, and Ohlone College before coming to Las Positas College. I have been a full time faculty member teaching Chemistry at Las Positas College since 2002 I've been teaching the whole range of lower division chemistry curriculum including introductory, general, and organic chemistry. I have served as the Coordinator for the Chemistry Department for the majority of those 10 years.. In 2011, I also began co-instructing a course entitled Environmental Studies 5: Energy and Sustainability. As mentioned in Part II, I have served on a number of committees on campus. My experiences on Facilities, Health and Safety, and Sustainability are particularly relevant. In 2004, the voters of southern Alameda County passed Measure B, which was a bond measure providing almost \$500 million dollars for capital projects at Chabot and Las Positas Colleges. The committees I served on helped in planning and overseeing the construction at LPC. I was particularly involved in the planning of many "Green" features on campus and in the planning of a new science building slated for completion this fall. As member and chair of the Sustainability Committee, we completed a Climate Action Plan in 2010 and have made great strides at implementing it. Our campus now produces more than 60% of our electricity with 2.4 MW of installed Solar PV panels; all of our new buildings are LEED Silver or better; and we are working on encouraging bicycling and mass transit to campus. I co-organized our first "Bike to Work" day this May and the campus has increased our bike rack capacity from about 40 bikes to 150 bikes in only three years thanks to our persistent advocacy.

IV. Specific Bicycle and/or Pedestrian Experience: I have loved biking and walking since I was little. I grew up in the small towns of San Luis Obispo and Carpinteria, California where I could get anywhere by bike or by foot. I loved mountain biking in Bidwell Park in Chico and enjoyed the miles of hiking and biking trails in Eugene. I'm proud to say that I never owned a parking permit in 5+ years in Eugene. I was able to stay healthy by biking in rain, sleet, and even snow in Eugene almost every day. When I lived in San Diego and later in Livermore, I saw that many communities were planned only around cars. As an advocate for Sustainability at Las Positas College, I have met with the leaders of the Wheels bus system to try to advocate for more mass transit access to the college, I have attended multiple meetings of the "Bart-to-Livermore" public hearings and planning sessions, and I have advocated for bike access and parking on campus. As a parent of two girls, ages 5 and 8, I am concerned for the safety of bicycle and pedestrian access and have served on the Health and Safety committee at LPC discussing these issues on campus as well. My wife, Sonia Letant, works at nearby Lawrence Livermore National Lab. The Lab is the largest employer in our community and is a focus of bicycle access and safety issues as well.

Attachment A
Alameda CTC Community Advisory Committee Appointment Detail for
Supervisor Keith Carson, Alameda County, District 5

Check the box(es) and date and sign this form to approve reappointment of members whose terms are expiring or to appoint new members.

Bicycle and Pedestrian Advisory Planning Committee (BPAC)

Reappoint
(action required)

Preston Jordan
524 Talbot Avenue
Albany, CA 94706
Email: pdjordan@lbl.gov
Home Phone: (510) 418-9660
Term Began: September 2010
Term Expires: September 2012

Citizen Advisory Committee (CAC)

Current Appointment:
(no action required)

Cynthia Dorsey
233 Orange Street, Apt. 203
Oakland, CA 94610
Email: cdorsey@actransit.org
Home Phone: (510) 444-0945
Term Began: April 2012
Term Expires: April 2014

Citizens Watchdog Committee (CWC)

Current Appointment:
(no action required)

Hale Zukas
2801 Milvia Street
Berkeley, CA 94703
Email: hale@wid.org
Home Phone: (510) 848-5215
Term Began: April 2012
Term Expires: April 2014

Paratransit Advisory and Planning Committee (PAPCO)

Current Appointment:
(no action required)

Will Scott
1514 Prince Street
Berkeley, CA 94703
Email: seriouslywill@yahoo.com
Phone: (510) 689-9786
Term Began: April 2012
Term Expires: April 2014

(over)

8/13/12

Date

Keith Carson

Supervisor Keith Carson, Alameda County

To fill a vacancy, submit a committee application and corresponding resume to the Alameda County Transportation Commission (Alameda CTC) for each new member. Return the form(s) by email, mail, or fax to:

Alameda CTC
Attn: Angie Ayers
1333 Broadway, Suite 300
Oakland, CA 94612
Email: aayers@alamedactc.org
Fax: 510-893-6489

Application for the Alameda CTC Citizens Watchdog Committee (CWC)



The Alameda CTC invites Alameda County residents to serve on its **Citizens Watchdog Committee**, which meets on the second Monday of the month quarterly, from 6:30 to 8:30 p.m. Each member is appointed for a two-year term.

Membership qualifications:

Each CWC member must be a resident of Alameda County and must not be an elected official at any level of government or be a public employee of any agency that oversees or benefits from the proceeds of the Measure B sales tax or have any economic interest in any Measure B-funded projects or programs.

Name: RAJ SALWAN
Home Address: 44570 MONTCLAIRE CT FREMONT, CA 94539
Mailing Address (if different): 37177 FREMONT BLVD FREMONT CA 94536
Phone: (home) 510-676-4770 (work) 510-791-0464 (fax) _____
Email: DR.SALWAN@AOL.COM

Please respond to the following sections on a separate attachment:

- I. **Commission/Committee Experience:** What is your previous experience on a public agency commission or committee? Please also note if you are currently a member of any commissions or committees.
- II. **Statement of Qualifications:** Provide a brief statement indicating why you are interested in serving on the CWC and why you are qualified for this appointment.
- III. **Relevant Work or Volunteer Experience:** Please list your current employer or relevant volunteer experience including organization, address, position and dates.
- IV. **Bio or Resume**

Certification: I certify that the above information is true and complete to the best of my knowledge.

Signature

Raj Salwan

Date

8/15/12

Return the application to your appointing party for signature (see www.alamedactc.org/app_pages/view/8), or fax (510.893.6489) or mail it to Alameda CTC.

Appointing Party:

Signature:

Debra Hajjaty

Date:

8/21/12

APPLICATION FOR THE ALAMEDA CTC CITIZENS WATCHDOG COMMITTEE (CWC)

ADDENDUM

Dr Raj Salwan

- I. Commission/Committee Experience: I currently serve on the Fremont Planning Commission and have been in this capacity since January, 2011. Prior to this, I was the Chairperson of the Human Relations Commission and had served on the HRC since mid-2005. I am also the current Chairperson for the Fremont Chamber of Commerce and the Vice Chair for the Oversight Committee of the Successor Agency for the City of Fremont.
- II. I believe I have a broad base of experience to serve in this capacity. I have a good understanding of budgets and financial statements as well as a vast experience on governmental boards and a good working attitude.
- III. I am currently self employed as a veterinarian. I have extensive volunteer experience having served on the Board of Directors for Kidango, and currently as Board of Director for Abode Services. My bio is attached
- IV. Bio is attached.

Raj Salwan

Vice Chairperson, Successor Agency Oversight Board at City of Fremont

drsalwan@aol.com

Summary

Veterinarian, Community worker, and an individual with high integrity and dedication to service.

Specialties

Surgery, Internal Medicine, Emergency Medicine, Compassionate Care, Preventive medicine.

Experience

Vice Chairperson, Successor Agency Oversight Board at City of Fremont

June 2012 - Present (3 months)

Planning Commissioner at City of Fremont

January 2011 - Present (1 year 8 months)

Veterinarian at AllCare Veterinary Hospital

January 2011 - Present (1 year 8 months)

Columnist at Tri-City Voice

September 2010 - Present (2 years)

Community Advisory Working Group Member at Alameda County Transportation Commission

July 2010 - Present (2 years 2 months)

Board of Director at Fremont Chamber of Commerce

April 2010 - Present (2 years 5 months)

Chairperson

Board of Directors at Abode Services

March 2010 - Present (2 years 6 months)

Owner at AllCare Veterinary Hospital

September 2009 - Present (3 years)

Veterinarian at American Animal Care Center

1999 - Present (13 years)

1 recommendation available upon request

Board of Director at Kidango

May 2009 - September 2011 (2 years 5 months)

Raj Salwan

Vice Chairperson, Successor Agency Oversight Board at City of Fremont

drsalwan@aol.com



1 person has recommended Raj

"Dr Raj, is a very soft spoken gentle person. We met at the FIEG meeting. What touched me is his simplicity, humble and down to earth approach."

— **Prakash Nanthur**, was Raj's client

Contact Raj on LinkedIn

Attachment A
Alameda CTC Community Advisory Committee Appointment Detail for
Supervisor Nate Miley, Alameda County, District 4

Check the box(es) and date and sign this form to approve reappointment of members whose terms are expiring or to appoint new members.

Bicycle and Pedestrian Advisory Planning Committee (BPAC)

Appoint Ann Welsh
(Appointment transferred from the Mayors' Conference, District 1) 6036 Via De Los Cerros
Pleasanton, CA 94566
Email: annwelsh6@msn.com
Home Phone: (925) 461-7466
Term Began: October 2011
Term Expires: October 2013

Citizen Advisory Committee (CAC)

Appoint Vacant

Citizens Watchdog Committee (CWC)

Reappoint James Haussener
20885 Redwood Road, Apt. 345
Castro Valley, CA 94546
Email: jhaussener@aol.com
Home Phone: (510) 733-9475
Term Began: February 2010
Term Expires: February 2012

Paratransit Advisory and Planning Committee (PAPCO)

Appoint Vacant
(Betty Mulholland resigned for health reasons, effective July 31, 2012)

7/31/2012
Date

Nate Miley
Supervisor Nate Miley, Alameda County

(over)

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From: [Miley, Christopher, BOS Dist 2](#)
To: [Angie Ayers-Smith](#)
Cc: [Rochelle Wheeler](#); [Valle, Richard, Supv BOS Dist 2](#); Mikebucci5102@gmail.com
Subject: Alameda CTC BPAC
Date: Tuesday, September 04, 2012 6:26:35 PM
Attachments: [BPAC_App.JPG](#)
[BPACcommission.pdf](#)

Hi Angie,

Please see the attached application for Mike Bucci for the Alameda CTC BPAC. Supervisor Valle would like to appoint Mike to serve as the District 2 representative on the BPAC. Please let me know if you need any additional information to move this appointment forward.

Thank you!

Chris Miley | Deputy Chief of Staff
Alameda County Supervisor Richard Valle's Office
1221 Oak Street, Suite 536 | Oakland, CA 94612
Direct: 510.272.6676 | Cell: 510.502.1525 | Christopher.Miley@acgov.org

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Application for the Alameda CTC Bicycle and Pedestrian Advisory Committee (BPAC)



The Alameda CTC invites Alameda County residents to serve on its **Bicycle and Pedestrian Advisory Committee**, which meets on the second Thursday of the month, six to eight times per year, from 5:30 to 7:30 p.m. Each member is appointed for a two-year term.

Name Michael Bruce
 Home Address 6049 Wilson Ave Newark, CA 94560
 Mailing Address (if different): _____
 Phone (home) 510-557-4035 (work) _____ (fax) _____
 Email Mike Bruce 510 @ Earthlink.com

Please respond to the following sections on a separate attachment:

- I. **Commission/Committee Experience:** What is your previous experience on a public agency commission or committee? Please also note if you are currently a member of any commissions or committees.
- II. **Statement of Qualifications:** Provide a brief statement indicating why you are interested in serving on the BPAC and why you are qualified for this appointment.
- III. **Relevant Work or Volunteer Experience:** Please list your current employer or relevant volunteer experience including organization, address, position and dates.
- IV. **Specific Bicycle and/or Pedestrian Experience:** List any specific interest, involvement or expertise you have related to bicycle and/or pedestrian issues, including access to transit.

To avoid a conflict of interest:

Members may not be public agency employees responsible for bicycle and pedestrian projects and/or programs, and work for an agency that is eligible and likely to submit an application for the Countywide Discretionary fund.

Certification: I certify that the above information is true and complete to the best of my knowledge.

Signature [Handwritten Signature] Date 8-20-12

Return the application to your appointing party for signature (see www.alamedactc.org/app-pages/view/8) or fax (510.853.6468) or mail it to Alameda CTC.

Appointing Party:
 Signature: _____
 Date: _____

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Commission/Committee Experience:

I am currently on the committee for the American Cancer Society's Newark Relay for Life. As co-chair I am involved with all aspects of planning this event. My duties include budget management, committee and volunteer coordination, marketing, recruitment and managing the execution of day of event responsibilities.

Statement of Qualifications:

I am interested in serving on the BPAC commission for a number of reasons. I am an avid bicycle rider and a board member for a family orientated bike club that organizes multiple large local rides a year. I am also seriously concerned about rider safety in the Tri-City's. I have firsthand knowledge and experience navigating some of our most dangerous bike routes. I am also concerned about a number of pedestrian walkways that I feel aren't up to par. As someone who has had to overcome a major disability I have a unique understanding of how hard it is to negotiate some of our major thoroughfares. Making it easier and safer for everyone, no matter what their ability level, to navigate around town is a passion of mine.

Relevant Work or Volunteer Experience:

My work and volunteer experience is extensive. I am a Journeyman Millwright with the local 102. Being in construction gives me a solid foundation in what it takes to execute a successful project. I also volunteer for multiple organizations. I donate my time to a number of animal rescues including the SPCA, Peninsula Humane Society, Nike Animal Rescue Foundation and the Tri-city animal shelter. I even make time to give a few hours a month to Newark's Brown Bag program (Meals on Wheels) as well as Graffiti Abatement.

Specific Bicycle and/or Pedestrian Experience:

Our bike club organizes a number of local rides every year. These rides include anywhere from 50 to 200 Bicycles. We spend a lot of time mapping out routes and quite often have to employ follow vehicles to ensure rider safety. Two of our annual rides utilize Bart and Ferry service from Fremont into San Francisco. All this experience will not only enable me to be a successful member of the BPAC commission but gives me a unique perspective on where we should be making improvements around the Tri-city's.

Commission/Committee Experience:

I am currently on the committee for the American Cancer Society's Newark Relay for Life. As co-chair I am involved with all aspects of planning this event. My duties include budget management, committee and volunteer coordination, marketing, recruitment and managing the execution of day of event responsibilities.

Statement of Qualifications:

I am interested in serving on the BPAC commission for a number of reasons. I am an avid bicycle rider and a board member for a family orientated bike club that organizes multiple large local rides a year. I am also seriously concerned about rider safety in the Tri-City's. I have firsthand knowledge and experience navigating some of our most dangerous bike routes. I am also concerned about a number of pedestrian walkways that I feel aren't up to par. As someone who has had to overcome a major disability I have a unique understanding of how hard it is to negotiate some of our major thoroughfares. Making it easier and safer for everyone, no matter what their ability level, to navigate around town is a passion of mine.

Relevant Work or Volunteer Experience:

My work and volunteer experience is extensive. I am a Journeyman Millwright with the local 102. Being in construction gives me a solid foundation in what it takes to execute a successful project. I also volunteer for multiple organizations. I donate my time to a number of animal rescues including the SPCA, Peninsula Humane Society, Nike Animal Rescue Foundation and the Tri-city animal shelter. I even make time to give a few hours a month to Newark's Brown Bag program (Meals on Wheels) as well as Graffiti Abatement.

Specific Bicycle and/or Pedestrian Experience:

Our bike club organizes a number of local rides every year. These rides include anywhere from 50 to 200 Bicycles. We spend a lot of time mapping out routes and quite often have to employ follow vehicles to ensure rider safety. Two of our annual rides utilize Bart and Ferry service from Fremont into San Francisco. All this experience will not only enable me to be a successful member of the BPAC commission but gives me a unique perspective on where we should be making improvements around the Tri-city's.

Application for Alameda CTC – Citizens Advisory Committee
16Sep2012

John Scheuerman
6363 Christie Avenue #3016
Emeryville, CA 94608

Phone (H): 510-653-8799

Phone (W): 510-723-7817

Email: streetcars4us@att.net

I. Commission/ Committee Experience:

Currently:

Emeryville Planning Commissioner
Emeryville Zoning Update Steering Committee – Vice Chair

Previous:

General Plan Update Steering Committee member (former Chair)
Emeryville Bike/Pedestrian Advisory Committee member
Emeryville Climate Action Plan Committee member

II. Statement of Qualifications

Through my involvement with Emeryville's General Plan update, I recognize that wise land use, coupled with excellent transportation, is key to creating communities that are livable, equitable, sustainable and prosperous. I am able to influence land use and transportation planning in Emeryville as a Planning Commissioner. The CAC position will provide me opportunities to understand, influence, and distribute information about countywide transportation planning.

I have served on city committees for more than five years. My respect for a variety of opinions / solutions allows me to function effectively in a committee setting.

III. Relevant Work or Volunteer Experience

Over 30 years of design engineering experience provides background in problem solving through design.

Actively engaged in development of Emeryville's Sustainable Transportation Plan and Pedestrian and Bicycle Plan.

Membership in related organizations:

Walk Oakland Bike Oakland (WOBO)
East Bay Bicycle Coalition
TransForm

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Application for the Alameda CTC Citizens Advisory Committee (CAC)



The Alameda CTC invites Alameda County residents to serve on its **Citizens Advisory Committee**, which meets on the third Thursday of the month, five times per year, from 5:30 to 8:30 p.m. Each member is appointed for a two-year term.

Name: John Scheuerman
Home Address: 6363 Christie Ave. #3016, Emeryville, CA 94608
Mailing Address (if different): _____
Phone: (home) 510-653-8799 (work) 510-723-7817 (fax) _____
Email: streetcar4us@att.net

Please respond to the following sections on a separate attachment:

- I. **Commission/Committee Experience:** What is your previous experience on a public agency commission or committee? Please also note if you are currently a member of any commissions or committees.
- II. **Statement of Qualifications:** Provide a brief statement indicating why you are interested in serving on the CAC and why you are qualified for this appointment.
- III. **Relevant Work or Volunteer Experience:** Please list your current employer or relevant volunteer experience including organization, address, position and dates.

Certification: I certify that the above information is true and complete to the best of my knowledge.

Signature John Scheuerman Date 17 Sep 2012

Return the application to your Commission representative for signature (see www.alamedactc.org/app_pages/view/8) or fax (510.893.6489) or mail it to Alameda CTC.

Appointing Commissioner:

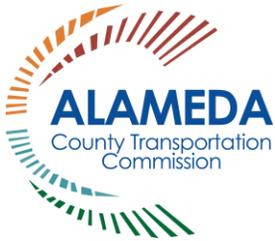
Signature: _____
Date: _____

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Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee
Roster and Attendance Fiscal Year 2012/2013

Suffix	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since Jul '12*
1	Ms. Tabata, Chair	Midori	Oakland	Alameda County Mayors' Conference, D-4	Jul-06	Oct-11	Oct-13	0
2	Ms. Welsh, Vice-Chair	Ann	Pleasanton	Alameda County Supervisor Nate Miley, District 4	Oct-09	Oct-11	Oct-13	0
3	Mr. Chen	Alexander	Fremont	Alameda County Supervisor Scott Haggerty, District 1	Oct-09	Jan-12	Jan-14	0
4	Ms. Gigli	Lucy	Alameda	Alameda County Supervisor Wilma Chan, District 3	Jan-07	Jan-09	Jan-11	0
5	Mr. Johansen	Jeremy	San Leandro	Alameda County Mayors' Conference, D-3	Sep-10	Oct-11	Oct-13	0
6	Mr. Jordan	Preston	Albany	Alameda County Supervisor Keith Carson, District 5	Oct-08	Sep-10	Sep-12	1
7	Ms. LaVigne	Diana Rohini	Fremont	Alameda County Mayors' Conference, D-2	Jan-12		Jan-14	0
8	Ms. Zimmerman	Sara	Berkeley	Alameda County Mayors' Conference, D-5	Feb-12		Feb-14	0
9	Vacancy			Alameda County Mayors' Conference, D-1				
10	Vacancy			Alameda County Supervisor Richard Valle, District 2				
11	Vacancy			Transit Agency				

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**Alameda CTC Citizens Advisory Committee Meeting Minutes
Thursday, June 21, 2012, 5:30 p.m., 1333 Broadway, Suite 300, Oakland**

Attendance Key (A = Absent, P = Present)

Members:

<u>P</u> Cynthia Dorsey, Chair	<u>A</u> Alton Jefferson	<u>P</u> Mark Posson
<u>P</u> Barry Ferrier, Vice Chair	<u>P</u> Roop Jindal	<u>P</u> Michelle Powell
<u>P</u> Val Chinn	<u>P</u> Dennis Jones	
<u>P</u> Joseph Collier	<u>P</u> Audrey LePell	
<u>P</u> Frances Hilliard	<u>P</u> Harpal Mann	

Staff:

<u>P</u> Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation	<u>P</u> Angie Ayers, Acumen Building Enterprise, Inc.
<u>P</u> Laurel Poeton, Assistant Transportation Planner	

1. Welcome and Introductions

Chair Cynthia Dorsey called the meeting to order at 5:35 p.m. The meeting began with introductions.

Cynthia stated that in November, Alameda County residents have the opportunity to vote for the Transportation Expenditure Plan (TEP) measure on the ballot. She informed the committee that if the TEP passes, it will provide funds for the transit agencies, transit passes for students, local streets and roads upgrades, paratransit programs, any other transportation investments throughout the county. Cynthia mentioned that it's important for the CAC to help educate the public on the TEP. She suggested that members write down two names of places that Alameda CTC staff can visit to educate the public about the TEP. Staff reminded the members that if they are representing the Alameda CTC with outreach, they cannot explicitly tell the public how to vote on the TEP.

Guest(s) present: None

2. Public Comment

There were no public comments.

3. Approval of April 19, 2012 Minutes

Frances Hilliard moved to approve the April 19, 2012 minutes. Barry Ferrier seconded the motion. The motion carried (9-0) with two abstentions, Dennis Jones and Michelle Powell.

4. Election of FY 12-13 Chair and Vice Chair

Dr. Roop Jindal nominated Barry Ferrier as chair and Cynthia Dorsey as vice chair. Harpal Mann seconded the motion. The motion passed unanimously (11-0).

5. Approval of CAC Bylaws and FY 12-13 Calendar

CAC Bylaws: Tess Lengyel led the discussion on the CAC bylaws. She mentioned that the CAC reviews its bylaws annually at the organizational meeting, and the review process is scheduled each year to allow staff and the CAC to update the bylaws to reflect current practices or to improve the way the committee functions. Members stated that in Article 3.1, the number of members totals 22, and the committee has many vacancies. Members asked: How can we get appointers to fill the vacancies?

Tess stated that if the CAC members know people interested in transportation to speak with them about joining the committee. She explained that on a quarterly basis, the Alameda CTC writes the appointers and lets them know the status of their appointments. Members inquired if they can change their appointers. Tess informed the members that the term for all community advisory committee members is for two years, and members can ask to be appointed by someone else or resign, if they wish.

For the benefit of new members, Tess explained the genesis of the CAC and the bylaws. She informed the committee that after the transportation sales tax measure passed in 1986, the CAC was formed, and the Alameda County Transportation Authority generated bylaws to provide structure, guidance, and define the roles and responsibilities of the committee and its members. In 2000, the second transportation sales tax measure passed, and three additional committees were added. Tess informed the committee that the role of the CAC has remained the same since 1986.

Staff will modify the bylaws as follows:

- Article 2.2.2, change the second sentence to read: Encourage citizens to visit the Alameda CTC website (www.alamedactc.org) for more information on projects and programs and encourage subscribing to the e-newsletter and the e-notifier service.

Barry Ferrier stated that he will e-mail additional changes to article 2.2.2 to staff, and staff will incorporate Barry's changes and bring the final bylaws back to the CAC at a future meeting.

Harpal Mann moved to approve the bylaws with the above change. Joseph Collier seconded the motion. The motion carried unanimous (11-0).

Calendar: CAC members suggested that Alameda CTC consider moving the North County Transportation Forum in October to another venue. The members also suggested that the Commissioners should be present, and CAC members could invite their family and friends to attend. Tess stated that there is flexibility, and staff can look at different venues for the October transportation forum. The members also suggested that the Alameda CTC publish the July transportation forum flyer more broadly in various newspapers. A member

suggested that Alameda CTC invite the California Department of Transportation and the Santa Clara Valley Transportation Authority to have a table at the July transportation forum.

The committee did not take action on the CAC calendar, and staff will bring the item back at a later meeting.

6. Alameda CTC Overview Presentation

Tess Lengyel gave a presentation entitled *Decade of Progress*. The presentation highlighted the half-cent transportation sales tax measure and its impact on delivery results for major transportations programs and projects throughout Alameda County, along with the resultant economic vitality, community benefits such as improved mobility, best value for public funds, environmental sustainability, and forward-thinking solutions.

7. Discussion of Overall CAC FY 12-13 Plan for Communications and Outreach

Tess and Laurel Poeton led the discussion on the overall CAC plan for communications and outreach for the coming year. Laurel requested CAC members to contact their Rotary club, Kiwanis club, and chambers of commerce as well as other organizations to perform outreach. Laurel provided the committee with a list of outreach opportunities and locations. Staff expects the CAC members to fulfill their outreach responsibilities and report back to the committee at the quarterly meetings.

During this discussion, CAC members provided the following feedback on how to perform effective outreach on behalf of the Alameda CTC and how to use the time of the committee members more efficiently.

- What should the CAC support or do for the new measure?
 - Contact the Rotary and Kiwanis clubs.
 - Pass out materials related to the 2012 Transportation Expenditure Plan.
- Brainstorm to learn how to use everyone's valuable time.
- Make the CAC meeting more efficient.
- Add the use of technology to promote and educate the public on the upcoming measure and Alameda CTC.
 - Create a Webinar to assist with the outreach efforts.
- The committee said that people do not go to public meetings, and another method is needed to get the word out.
- Create more flexibility on the Alameda CTC website.
 - Make the website easy to update and use.
- Use the existing infrastructure to assist with outreach efforts.
 - Contact the cities, City Managers Association, and Alameda County Conference of Mayors and clubs.

Tess informed the committee that Alameda CTC launched both a [Twitter feed](#) and a [Facebook page](#). She let them know that the Alameda CTC website will have a new look in July 2012.

The following members volunteered for the CAC Outreach Subcommittee to continue on the CAC outreach discussion and to further define the CAC's outreach plan for FY 12-13:

- Cynthia Dorsey
- Barry Ferrier
- Harpal Mann
- Mark Posson
- Michelle Powell

Staff will work with members to set up a meeting prior to the next CAC meeting on July 26th.

8. Staff Overview of Outreach Materials and Website Report

Due to time constraints, staff requested the members review the materials in the agenda packet.

9. CAC Member/Outreach Reports

None

10. Staff Reports

A. Countywide Transportation Plan and Transportation Expenditure Plan

Due to time constraints, staff requested the members review the materials in the agenda packet.

11. Adjournment

The meeting adjourned at 7:40 p.m. The next CAC meeting along with the South County Transportation Forum is on Thursday, July 26, 2012 at Union City City Hall.

**Alameda County Transportation Commission
 Citizen Advisory Committee
 Roster and Attendance Fiscal Year 2012/2013**

	Title	Last Name	First Name	City	Appointed By	Term Began	Re- apptmt.	Term Expires	Mtgs Missed Since July '12*
1	Mr.	Ferrier, Chair	Barry	Union City	City of Union City Mayor Mark Green	Jan-04	Apr-12	Apr-14	0
2	Ms.	Dorsey, Vice-Chair	Cynthia	Oakland	Alameda County Supervisor Keith Carson, D-5	Feb-02	Apr-12	Apr-14	0
3	Ms.	Chinn	Val	Hayward	City of Livermore Mayor John Marchand	Dec-99	Jan-12	Jan-14	0
4	Mr.	Collier	Joseph	San Leandro	City of San Leandro Councilmember Joyce Starosciak	Dec-09	Jan-12	Jan-14	0
5	Ms.	Hilliard	Frances	Oakland	City of Oakland Councilmember Larry Ried	Jun-02	Feb-10	Feb-12	0
6	Mr.	Jefferson	Alton	San Leandro	Alameda County Supervisor Wilma Chan, D-3	Sep-08	Sep-10	Sep-12	1
7	Dr.	Jindal	Roop	Hayward	Alameda County Supervisor Scott Haggerty, D-1	Oct-03	Jan-12	Jan-14	0
8	Mr.	Jones	Dennis	Fremont	BART Director Tom Blalock	Apr-12		Apr-14	1
9	Ms.	LePell	Audrey	Hayward	City of Hayward Councilmember Marvin Peixoto	May-04	Jan-12	Jan-14	0
10	Mr.	Mann	Harpal	Union City	Alameda County Supervisor Richard Valle, D-2	Mar-11		Mar-13	0

**Alameda County Transportation Commission
 Citizen Advisory Committee
 Roster and Attendance Fiscal Year 2012/2013**

11	Mr. Posson	Mark	Pleasanton	City of Pleasanton Mayor Jennifer Hosterman	Jan-12	Jan-14	0
12	Ms. Powell	Michelle	Fremont	City of Fremont Councilmember Suzanne Chan,	Jan-12	Jan-14	0
13	Ms. Diane	Shaw	Fremont	AC Transit Director Greg Harper	Jul-12	Jul-14	0
14	Vacancy			Alameda County Supervisor Nate Miley, D-4			
15	Vacancy			City of Alameda Vice Mayor Rob Bonta			
16	Vacancy			City of Albany Mayor Farid Javandel			
17	Vacancy			City of Berkeley Councilmember Laurie Capitelli			
18	Vacancy			City of Dublin Mayor Tim Sbranti			
19	Vacancy			City of Emeryville Councilmember Ruth Atkin			
20	Vacancy			City of Newark Councilmember Luis Freitas			
21	Vacancy			City of Oakland Councilmember Rebecca Kaplan			
22	Vacancy			City of Piedmont Mayor John Chiang			

Alameda County Transportation Commission
 Citizens Watchdog Committee
 Roster and Attendance
 Fiscal Year 2012-2013

	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '12*
1	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 Committee	Jul-09		N/A	0
3	Ms. Belchamber	Pamela	Berkeley	Alameda County Mayors' Conference, D-5	Mar-09	Apr-11	Apr-13	1
4	Ms. Brady	Petra Olivia	Oakland	Alameda County Mayors' Conference, D-4	Oct-11		Oct-13	1
5	Mr. Dubinsky	Peter "Mike"	Fremont	Alameda County Supervisor Richard Valle, D-2	Oct-10		Oct-12	0
6	Mr. Geen	Arthur B.	Oakland	Alameda County Taxpayers Association	Jan-01		N/A	1
7	Mr. Hausseuer	James	Castro Valley	Alameda County Supervisor Nate Miley, D-4	Feb-10		Feb-12	0
8	Mr. Jensen	Erik	Oakland	East Bay Bicycle Coalition	May-10		N/A	1
9	Ms. Lew	Jo Ann	Union City	Alameda County Mayors' Conference, D-2	Oct-07	Oct-11	Oct-13	0
10	Mr. Zukas	Hale	Berkeley	Alameda County Supervisor Keith Carson, D-5	Jun-09	Apr-12	Apr-14	0
11	Vacancy			Alameda County Mayors' Conference, D-1				

Alameda County Transportation Commission
Citizens Watchdog Committee
Roster and Attendance
Fiscal Year 2012-2013

12	Vacancy								
13	Vacancy				Alameda County Mayors' Conference, D-3				
14	Vacancy				Alameda Labor Council AFL-CIO				
15	Vacancy				League of Women Voters				
16	Vacancy				Sierra Club				
17	Vacancy				Alameda County Supervisor Scott Haggerty, D-1				
					Supervisor Wilma Chan, D-3				

**Alameda County Transportation Commission
Paratransit Advisory and Planning Committee
Roster and Attendance
Fiscal Year 2012/2013**

	Title	Last	First	City	Appointed By	Term Began	Re- apptmt.	Term Expires	Mtgs Missed Since July-12
1	Ms.	Stadmire, Chair	Sylvia J.	Oakland	Alameda County Supervisor Wilma Chan, D-3	Sep-07	Feb-10	Feb-12	0
2	Mr.	Scott, Vice Chair	Will	Berkeley	Alameda County Supervisor Keith Carson, D-5	Mar-10	Apr-12	Apr-14	0
3	Ms.	Aysoy	Aydan	Berkeley	City of Berkeley Councilmember Laurie Capitelli	Jul-09	Jan-12	Jan-14	0
4	Mr.	Bunn	Larry	Union City	Union City Transit Wilson Lee, Transit Manager	Jun-06	Jan-12	Jan-14	0
5	Mr.	Clayton	Herb	Hayward	City of Newark Councilmember Luis Freitas	Sep-03	Jan-12	Jan-14	0
6	Mr.	Costello	Shawn	Dublin	City of Dublin Mayor Tim Sabranti	Sep-08	Apr-12	Apr-14	0
7	Mr.	Hastings	Herb	Dublin	Alameda County Supervisor Scott Haggerty, D-1	Mar-07	Jan-12	Jan-14	0
8	Ms.	Jacobson	Joyce	Emeryville	City of Emeryville Councilmember Ruth Atkin	Mar-07	Jan-12	Jan-14	0
9	Ms.	Johnson-Simon	Sandra	San Leandro	BART Director Tom Blalock	Sep-10	Jan-12	Jan-14	0
10	Ms.	Lenahan	Gaye	Piedmont	City of Piedmont Mayor John Chiang	May-11	Jan-12	Jan-14	0
11	Ms.	Lewis	Jane	Dublin	City of Livermore Mayor John Marchand	Sep-09	Jan-12	Jan-14	0
12	Mr.	Markowitz	Jonah	Berkeley	City of Albany Mayor Farid Javandel	Dec-04	Mar-09	Mar-11	0

**Alameda County Transportation Commission
Paratransit Advisory and Planning Committee
Roster and Attendance
Fiscal Year 2012/2013**

13	Rev.	Orr	Carolyn M.	Oakland	City of Oakland Councilmember Rebecca Kaplan	Oct-05	Jan-12	Jan-14	0
14	Ms.	Powers	Sharon	Fremont	City of Fremont Councilmember Suzanne Chan	Dec-07	Jan-12	Jan-14	0
15	Ms.	Proee	Vanessa	Hayward	City of Hayward Councilmember Marvin Peixoto	Mar-10	Jan-12	Jan-14	0
16	Ms.	Rivera-Hendrickson	Carmen	Pleasanton	City of Pleasanton Mayor Jennifer Hosterman	Sep-09	Jan-12	Jan-14	0
17	Ms.	Rousey	Michelle	Oakland	Alameda County Supervisor Richard Valle, D-2	May-10		May-12	0
18	Ms.	Saunders	Harriette	Alameda	City of Alameda Vice Mayor Rob Bonta	Jun-08	Sep-10	Sep-12	0
19	Ms.	Waltz	Esther Ann	Livermore	LAVTA Executive Director Paul Matsuoka	Feb-11	Jan-12	Jan-14	0
20	Mr.	Zukas	Hale	Berkeley	A. C. Transit Director Greg Harper	Aug-02	Jan-12	Jan-14	0
21		Vacancy			Alameda County Supervisor Nate Miley, D-4				
22		Vacancy			City of San Leandro Councilmember Joyce Starosciak				
23		Vacancy			City of Union City Mayor Mark Green				



Memorandum

DATE: September 17, 2012
TO: Alameda County Transportation Commission
FROM: Planning, Policy and Legislation Committee
SUBJECT: Review of Legislative Update

Recommendations

This is an information item only.

Summary

This memo provides an update on state and federal legislative activities in August 2013, including end of session activities on legislation in Sacramento, statewide and local ballot measures, actions by Congress prior to their recess in early August, an update on actions by the Obama Administration, and Alameda CTC's next steps on development of a 2013 Legislative Program.

Background

The following summarizes legislative information at the state and federal levels.

State Update

End of Session Activities:

As the end of the two year session in Sacramento was coming to a conclusion, extensive activity occurred in late August to address bills that had not made it through the full legislative process, CEQA reform, and pension reforms. At the time of this writing, session had not concluded and the status of all bills is not known. Staff will provide a report to the Committee on the outcome of all bills for which the Alameda CTC had taken a position.

Some of the larger issues that were addressed at the end of August were proposals for CEQA reform and state worker pension reforms. The CEQA reform proposal was spearheaded by business and labor organizations. The proposed CEQA reforms focused on the requirements of SB 375 to develop a Sustainable Communities Strategy (SCS) to reduce greenhouse gas emissions and house all sectors of a region's population. The proponents for CEQA reforms identified the challenges of local jurisdictions going through environmental review processes for general plan and zoning updates, and then through project specific environmental reviews for implementation of higher density projects to support an SCS. The proponents noted that due to higher densities as part of many region's SCSs, there will be resultant unavoidable

impacts, which can stall project implementation or result in litigation. The CEQA reform proposals focused on eliminating conflicting and duplicative environmental review and mitigation processes.

Due to the proposed reforms coming in during the last seven days of the session, the legislature did not move forward with reforms. Additional changes to CEQA will likely be reintroduced in the new two-year session next year.

On August 28th, the Governor's proposed pension reforms were introduced as AB 340, Public employees' retirement by Assemblymember Furutani. With only three days to the end of session, the bill quickly passed in a conference committee and will be voted on the last day of session, August 31st, by the Senate and Assembly. If approved, the law will go into effect on January 1, 2013. According to Governor Brown's August 29, 2012 press release, the law would implement the following:

Public Employee Pension Reform Act of 2012

Caps Pensionable Salaries

- Caps pensionable salaries at the Social Security contribution and wage base of \$110,100 (or 120 percent of that amount for employees not covered by Social Security).

Establishes Equal Sharing of Pension Costs as the Standard

- California state employees are leading the way and are paying for at least 50 percent of normal costs of their pension benefits. Requires new employees to contribute at least half of normal costs, and sets a similar target for current employees, subject to bargaining.
- Eliminates current restrictions that impede local employers from having their employees help pay for pension liabilities.
- Permits employers to develop plans that are lower cost and lower risk if certified by the system's actuary and approved by the legislature.
- Provides additional authority to local employers to require employees to pay for a greater share of pension costs through impasse proceedings if they are unsuccessful in achieving the goal of 50-50 cost sharing in 5 years.
- Directs state savings from cost sharing toward additional payments to reduce the state's unfunded liability.

Unilaterally Rolls Back Retirement Ages and Formulas

- Increases retirement ages by two years or more for all new public employees.
- Rolls back the unsustainable retirement benefit increases granted in 1999 and reduces the benefits below the levels in effect for decades.
- Eliminates all 3 percent formulas going forward.
- For local miscellaneous employees: 2.5 percent at 55 changes to 2 percent at 62; with a maximum of 2.5 percent at 67.
- For local fire and police employees: 3 percent at 50 changes to 2.7 percent at 57.
- Establishes consistent formulas for all new employees going forward.

Ends Abuses

- Requires three-year final compensation to stop spiking for all new employees.
- Calculates benefits based on regular, recurring pay to stop spiking for all new employees.

- Limits post-retirement employment for all employees.
- Felons will forfeit pension benefits.
- Prohibits retroactive pension increases for all employees.
- Prohibits pension holidays for all employees and employers.
- Prohibits purchases of service credit for all employees.

Measures on the November 2012 ballot

The November 2012 ballot offers extensive choices for voters at the federal, state and local levels. The following highlight the eleven statewide measures on the ballot

November 2012 Statewide Ballot Measures

- **Proposition 30:** Temporary Taxes to Fund Education. Guaranteed Local Public Safety Funding. Initiative Constitutional Amendment.
- **Proposition 31:** State Budget. State and Local Government. Initiative Constitutional Amendment and Statute.
- **Proposition 32:** Political Contributions by Payroll Deduction. Contributions to Candidates. Initiative Statute.
- **Proposition 33:** Auto Insurance Companies. Prices Based on Driver's History of Insurance Coverage. Initiative Statute.
- **Proposition 34:** Death Penalty. Initiative Statute.
- **Proposition 35:** Human Trafficking. Penalties. Initiative Statute.
- **Proposition 36:** Three Strikes Law. Repeat Felony Offenders. Penalties. Initiative Statute.
- **Proposition 37:** Genetically Engineered Foods. Labeling. Initiative Statute.
- **Proposition 38:** Tax to Fund Education and Early Childhood Programs. Initiative Statute.
- **Proposition 39:** Tax Treatment for Multistate Businesses. Clean Energy and Energy Efficiency Funding. Initiative Statute.
- **Proposition 40:** Redistricting. State Senate Districts. Referendum.

In Alameda County, there are twenty-two measures that will appear on the ballot (shown in Attachment A), two of which are countywide:

- Measure A1: Oakland Zoo parcel tax
- Measure B1: Alameda County 2012 Transportation Sales Tax Measure

The 2012 Transportation Expenditure Plan (TEP) has received significant support from organizations throughout Alameda County. Attachment B highlights agencies and organizations that have supported the 2012 TEP.

Federal Update

The following updates provide information on activities and issues at the federal level and include information contributed from Alameda CTC's lobbyist team (CJ Lake/Len Simon).

Appropriations Continuing Resolutions

On August 2nd, members of Congress adjourned for summer recess, but prior to returning to districts, the leaders of each party agreed to a six-month continuing resolution for fiscal year 2013 appropriations at 2012 levels, which will likely run through March 2013. The first six

months of the year would cap discretionary spending to the limits set by the budget control act of last August, and then the final six months will be governed by appropriations actions that will need to be taken prior to March, if the continuing resolution is passed in September, prior to new federal fiscal year which begins on October 1, 2012. Congressional members will return to Washington, D.C. by September 10th.

Sequestration

On August 7th, President Obama signed the Sequestration Transparency Act of 2012, which requires the President to detail budget reductions by program, project and activity level as a result of the across the board cuts required by sequestration, which is the result of the inability of Congress to come up with specific budget cut proposals last year to reduce the deficit. Since Congress was unable to come up with proposals, sequestration was put into effect, which will result in cuts in defense and domestic spending. It requires a total of \$109 billion in cuts, beginning January 2013, implemented over a nine-year period. When Congress returns in September, a new report from the Obama administration will be provided by September 6th to detail how it will implement sequestration. The leadership in both parties has supported changing the law to avoid the cuts required by sequestration. Differing solutions have been proposed by each party with Democrats pushing for a mix of spending cuts and revenue increases while Republicans support replacing across the board cuts with specific, targeted spending reductions and major restructuring of some programs.

Idle Earmarks

In late August, the president announced that the U.S. Department of Transportation (DOT) immediately made \$473 million in unobligated earmarks available to states for infrastructure projects, derived from idle unspent highway earmarks from the FY03-FY06 appropriations acts. This action allows states to use the unspent funds on any eligible highway, transit, passenger rail, or port project, provide that states identify by October 1, 2012, the projects they plan to use the funds obligate the funds by December 31, 2012, or they will be redistributed throughout the country.

Alameda CTC 2013 Legislation Program

Looking toward the coming year, staff is beginning the process of coordinating with other partner agencies on development of a 2013 legislative program with the aim of coordinating transportation related legislative activities into the Alameda CTC 2013 legislative platform. A proposed legislative program will be brought to the Commission in fall.

Regarding the development of the legislative program, some of the highest priorities in 2013 will be to participate in efforts for development of the new State Transportation Agency, the federal transportation bill implementation and new reauthorization efforts, implementation of the region's Sustainable Communities Strategy, and implementation of the 2012 TEP if it passes.

Fiscal Impact

No direct fiscal impact.

Attachments

Attachment A: Ballot Measures

Attachment B: 2012 Transportation Expenditure Plan support

Attachment A November 6, 2012 General Election from the Alameda County Registrar of Voters Website

<http://www.acgov.org/rov/next.htm>

Partisan Offices	Seat	
United States President	Nationwide	
Voter Nominated Offices	Seat	
United States Senator	Statewide	
United States Representative	Districts 13, 15, 17	
State Senator	Districts 7, 9	
Member of the State Assembly	Districts 15, 16, 18, 20, 25	
County Offices	Seat	Filing Office
County Board of Supervisors	District 2 (short-term)	Registrar of Voters
School District Offices	Seat	Filing Office
Chabot – Las Positas Community College District	Trustee Areas 1, 3, 5, 7	Registrar of Voters
Ohlone Community College District	3 Trustees, Area 2 1 Trustee, Area 1 (short-term)	
Peralta Community College District	Trustee Areas 1, 2, 4, 6	
San Joaquin Delta Community College District	Trustee Area 6	
Alameda Unified School District	3 Governing Board Members	
Castro Valley Unified School District	3 Governing Board Members	
Dublin Unified School District	3 Governing Board Members	
Fremont Unified School District	3 Governing Board Members	
Hayward Unified School District	3 Governing Board Members	

Livermore Valley Joint Unified School District	2 Governing Board Members
Mountain House Elementary	1 Governing Board Member
New Haven Unified School District	3 Governing Board Members
Newark Unified School District	3 Governing Board Members
Pleasanton Unified School District	3 Governing Board Members
San Leandro Unified School District	Governing Board Member Areas 1, 3, 5, At-Large
San Lorenzo Unified School District	3 Governing Board Members
Sunol Glen Unified School District	1 Governing Board Member

Special District Offices	Seat	Filing Office
Alameda – Contra Costa Transit District	District Directors – Wards 1, 2, At-Large	Registrar of Voters
Alameda County Water District	3 District Directors	
Bay Area Rapid Transit District	District Directors – Wards 3, 5, 7	
Castro Valley Sanitary District	3 District Directors	
City of Alameda Healthcare District	2 District Directors	
Dublin – San Ramon Services District	3 District Directors	
East Bay Municipal Utility District	District Directors – Wards 5, 6	
East Bay Regional Park District	District Directors – Wards 1, 2, 4	
Eden Township Healthcare District	2 District Directors	
Fairview Fire Protection District	3 District Directors	
Hayward Area Recreation and Park District	3 District Directors	

Livermore Area Recreation and Park District 2 District Directors
1 District Director (short-term)

Oro Loma Sanitary District 2 District Directors

Washington Township Healthcare District 2 District Directors

City Offices	Seat	Filing Office
Alameda	2 Council Members 1 Auditor 1 Treasurer	City Clerk
Albany	3 Council Members 2 Members of the Board of Education 1 Treasurer	
Berkeley	1 Mayor Council Districts 2, 3, 5, 6 4 Rent Board Members 2 Members of the Board of Education	
Dublin	1 Mayor 2 Council Members	
Fremont	1 Mayor 2 Council Members	
Oakland	Council Districts 1, 3, 5, 7, At-Large 1 City Attorney School Directors, Districts 1, 3, 5, 7	
Pleasanton	1 Mayor 1 Council Member	
San Leandro	Council Districts 2, 4, 6	
Union City	1 Mayor 2 Council Members	

Measures:

[List of Measures for the November 6, 2012 General Election](#) (PDF - 181kb) *

- [Measure A1](#) (PDF - 147kb) *
- [Measure B1](#) (PDF - 1907kb) *Alameda County 2012 Transportation Sales Tax Measure
- [Measure D](#) (PDF - 59kb) *
- [Measure F](#) (PDF - 121kb) *
- [Measure I](#) (PDF - 198kb) *
- [Measure J](#) (PDF - 140kb) *
- [Measure K](#) (PDF - 81kb) *
- [Measure L](#) (PDF - 346kb) *
- [Measure M](#) (PDF - 78kb) *
- [Measure N](#) (PDF - 88kb) *
- [Measure O](#) (PDF - 79kb) *
- [Measure P](#) (PDF - 67kb) *
- [Measure Q](#) (PDF - 101kb) *
- [Measure R](#) (PDF - 82kb) *
- [Measure S](#) (PDF - 93kb) *
- [Measure T](#) (PDF - 111kb) *
- [Measure U](#) (PDF - 223kb) *
- [Measure V](#) (PDF - 101kb) *
- [Measure W](#) (PDF - 123kb) *
- [Measure X](#) (PDF - 144kb) *
- [Measure Y](#) (PDF - 128kb) *
- [Measure Z](#) (PDF - 84kb) *

ALAMEDA COUNTY REGISTRAR OF VOTERS
LIST OF LOCAL MEASURES
November 6, 2012
GENERAL ELECTION

MEASURE I

Chabot-Las Positas Community College District – Parcel Tax

“To provide Chabot and Las Positas Community Colleges funds that cannot be taken by the state, ensure affordable quality education, prepare students for university transfer, maintain job training in healthcare, technology, public safety, and other areas, uphold core academics, and preserve student support services, shall Chabot-Las Positas Community College District levy \$28 per parcel annually for six years with Citizens’ Oversight, no money for permanent salaries, and all funds spent on local colleges?”

Percentage Needed To Pass = Two-Thirds (66.6%)



MEASURE J

Oakland Unified School District (Bond Measure)

To improve the quality of Oakland schools and school facilities to better prepare students for college and jobs, to upgrade science labs, classrooms, computers and technology, improve student safety and security, repair bathrooms, electrical systems, plumbing and sewer lines, improve energy efficiency and earthquake safety, shall the Oakland Unified School District be authorized to issue \$475 million in bonds, with an independent citizens oversight committee and annual audits to guarantee funds are spent properly to benefit Oakland children?

Percentage Needed To Pass = Fifty-five (55%) Percent



MEASURE K

Ohlone Community College District – Election of Governing Board Members

“For the election of governing board members of the Ohlone Community College District, shall members residing in each trustee area be elected by the registered voters in that trustee area?”

Percentage Needed To Pass = Simple majority (50% + 1)



**ALAMEDA COUNTY REGISTRAR OF VOTERS
LIST OF LOCAL MEASURES
November 6, 2012
GENERAL ELECTION**

MEASURE L

San Leandro Unified School District – Parcel Tax

To offset severe State budget cuts with emergency funding that cannot be taken by Sacramento; protect core academic math/science/reading programs and student safety; keep libraries open; retain quality teachers; maintain classroom computers, instructional technology, PE, art, music and class size; shall San Leandro Unified School District levy \$39/year on single family homes and rates on commercial/other types of parcels, for five years, with annual audits, citizens oversight, senior exemptions, and no money for administrator salaries?

Percentage Needed To Pass = Two-Thirds

MEASURE A1

Alameda County – Oakland Zoo – Parcel Tax

OAKLAND ZOO HUMANE ANIMAL CARE/EDUCATION PROTECTION MEASURE. To maintain/upgrade humane animal care and basic needs (food, medical, heating, cooling, safe enclosures); retain veterinarians/animal specialists; care for wounded/endangered animals; support wildlife conservation; maintain children's educational, nature/science programs, field trips; and keep entrance fees affordable; shall Alameda County levy a tax of \$12/parcel annually for residential parcels and comparable commercial/industrial rates, with low-income senior exemptions, mandatory audits, and citizens' oversight?

Percentage Needed To Pass = Two-thirds

MEASURE B1

Alameda County – Transportation Commission – Expenditure Plan-Sales Tax

Shall a new Transportation Expenditure Plan be implemented to address current and future transportation needs that:

- Improves transit access to jobs and schools;
- Fixes roads, improves highways and increases bicycle and pedestrian safety;
- Reduces traffic congestion and improves air quality;
- Keeps senior, youth, and disabled fares affordable.

Approval extends the existing County sales tax and increases it by 1/2 cent, with independent oversight, local job creation programs. No money can be taken by the state.

Percentage Needed To Pass = 66.67%

**ALAMEDA COUNTY REGISTRAR OF VOTERS
LIST OF LOCAL MEASURES
November 6, 2012
GENERAL ELECTION**

MEASURE D

City of Alameda – Charter Amendment (Parks)

Charter Amendment Changing Requirements for When a Citywide Ballot Measure is Needed to Authorize Certain Sales or Disposals of City Parks

“Shall the Charter of the City of Alameda be amended by amending Section 22-12 to eliminate language that allows the City Council to sell or dispose of public parks or any portion thereof if a new public park is designated, which means the sale or disposal of public parks must be approved by the electors?”

Percentage Needed To Pass = Majority

MEASURE F

City of Albany – Sales Tax

To maintain and provide city services and facilities, including:

Fire and Police protection, safety, and emergency response

Recreational programs, parks, playgrounds, and open space

Senior and youth programs and facilities

Community development and environmental preservation

And other general city services and facilities,

Shall the City of Albany enact a one-half cent sales tax, with annual independent audits, to end after eight years, with all funds spent only in Albany?

Percentage Needed To Pass = Majority

MEASURE M

City of Berkeley – Streets and Water - Bond

Shall the City of Berkeley issue general obligation bonds not exceeding \$30,000,000 for street improvements and integrated Green Infrastructure such as rain gardens, swales, bioretention cells and permeable paving, to improve roads, reduce flooding and improve water quality in the creeks and Bay?

Financial Implications:

The average annual cost over the 30-year period the bonds are outstanding would be approximately \$38, \$61, and \$116, respectively, for homes with assessed valuations of \$330,500, \$700,000 and \$1,000,000.

Percentage Needed To Pass = Two-thirds (2/3)

**ALAMEDA COUNTY REGISTRAR OF VOTERS
LIST OF LOCAL MEASURES
November 6, 2012
GENERAL ELECTION**

MEASURE N

City of Berkeley – Pools - Bond

Shall the City of Berkeley issue general obligation bonds not exceeding \$19,400,000 to fund construction of replacement Warm and Willard pools, and renovation or replacement of associated facilities, as well as repair, renovation or replacement of locker rooms and associated facilities at the existing West Campus and King pools?

Financial Implications:

The average annual cost over the 30-year period the bonds are outstanding would be approximately \$7.01 per \$100,000 of assessed valuation.

Percentage Needed To Pass = Two-thirds (2/3)

MEASURE O

City of Berkeley – Pools – Parcel Tax

Shall a special tax of \$0.00779 per square foot of improvements on land in Berkeley be authorized to fund maintenance and operation of the replacement Warm Water and Willard Pools, if a bond measure funding construction of those pools is adopted?

Financial Implications:

The annual cost in fiscal year 2013-14 would be \$14.80 for a 1,900 square foot home, \$23.37 for a 3,000 square foot home and \$77.90 for a 10,000 square foot building.

Percentage Needed To Pass = Two-thirds (2/3)

MEASURE P

City of Berkeley - GANN

Shall the appropriation limit under Article XIII B of the California Constitution (which limits city expenditures) be increased to allow for the expenditure of taxes previously approved by the voters for parks maintenance; libraries; emergency medical services; emergency services for severely disabled persons; and fire protection and emergency response and preparedness, for fiscal years 2013 through 2016?

Financial Implications:

This measure would not increase taxes. It only authorizes expenditure of existing voter-approved taxes.

Percentage Needed To Pass = MAJORITY (50% + 1)

**ALAMEDA COUNTY REGISTRAR OF VOTERS
LIST OF LOCAL MEASURES
November 6, 2012
GENERAL ELECTION**

MEASURE Q

City of Berkeley - UUT

Without increasing the rate, shall an ordinance be adopted to update Berkeley's existing utility users tax, which funds police, fire and other essential City services, to keep current with changes in technology and Federal and State laws while maintaining exemptions for nonprofit educational organizations and hospitals, adding an exemption for low-income taxpayers, and requiring an annual verification and public report as to collection and expenditure of the tax?

Percentage Needed To Pass = Majority (50% + 1)

MEASURE R

City of Berkeley - Redistricting

Shall the Charter of the City of Berkeley be amended to provide that council district redistricting shall be adopted by ordinance and to require that districts be as equal in population as feasible taking into consideration topography, geography, cohesiveness, contiguity, integrity, compactness of territory and communities of interest, and have easily understood boundaries such as major traffic arteries and geographic boundaries?

Financial Implications:

No significant cost impacts.

Percentage Needed To Pass = Majority (50% + 1)

MEASURE S

City of Berkeley – Civil Sidewalks

Shall an ordinance prohibiting sitting on sidewalks in commercial districts from 7:00 am to 10:00 pm, with exceptions for: (a) medical emergencies; (b) wheelchairs and similar mobility devices; (c) bus benches; (d) street events; (e) other furniture placed on the sidewalk pursuant to a permit; requiring the City to ensure that it is applied in a constitutional manner and requiring a warning prior to citation, be approved?

Percentage Needed To Pass = Majority (50% + 1)

**ALAMEDA COUNTY REGISTRAR OF VOTERS
LIST OF LOCAL MEASURES
November 6, 2012
GENERAL ELECTION**

MEASURE T

City of Berkeley – West Berkeley

Shall the West Berkeley Plan and the Zoning Ordinance be amended to allow development flexibility on up to 6 large sites, each under the same ownership, during the next 10 years, allowing a maximum height of 75' with a site-wide average height of 50', and only if community and environmental benefits are provided to West Berkeley?

Percentage Needed To Pass = Majority (50% + 1)

MEASURE U

City of Berkeley - Sunshine

Shall an ordinance be adopted: establishing new agenda and meeting requirements for the City's legislative bodies (Council, Rent Stabilization Board and all 36 commissions), including earlier agenda deadlines; increased disclosure requirements for public records; and creating a new commission with authority to take enforcement action against the City in case of violations?

Financial Implications: Uncertain; annual costs are estimated between \$1,000,000 to \$2,000,000 depending on level of enforcement by commission and number of Council meetings.

Percentage Needed To Pass = Majority (50% + 1)

MEASURE V

City of Berkeley - FACTS

Shall an ordinance requiring the City to publish certified biennial reports of its 20-year financial obligations for employee/retiree expenses, capital assets, and "productive capacity of City services", the present value of those obligations, and the annual expenses needed to meet them, and prohibiting any new or increased debt financing, property-related fee, assessment or tax absent certification of the report by the City Manager or other, independent professional, be adopted?

Financial Implications: Uncertain.

Percentage Needed To Pass = Majority (50% + 1)

**ALAMEDA COUNTY REGISTRAR OF VOTERS
LIST OF LOCAL MEASURES
November 6, 2012
GENERAL ELECTION**

MEASURE W

City of Livermore – City Council Election Dates

City Council Election Dates

Shall the City change its general municipal election date from odd-numbered years to even-numbered years and add an extra year to the term of the existing Council members and Mayor to make that change? Fiscal Impact: Saves approximately \$250,000 per election starting with the next election in 2014.

Percentage Needed To Pass = 51%

MEASURE X

City of Livermore – City Council Election Dates-Alternative

City Council Election Dates – Alternative

If the City's voters do not approve of an immediate change in Livermore's general municipal election date, shall the City change to even-numbered election years by adding a year to the terms of the incoming Council members and Mayor at the general municipal elections in 2013 and 2015? Fiscal Impact: Costs approximately \$750,000 for transition elections, then saves approximately \$250,000 per election, starting in 2018.

Percentage Needed To Pass = 51%

MEASURE Y

City of Piedmont – Parcel Tax

To maintain essential police, fire, and paramedic service, to prevent the reduction in maintenance in City parks, greenspaces and other public areas, and to prevent the loss of youth, family, and senior recreational and safety services, shall the City of Piedmont continue to authorize a parcel tax, replacing the existing Municipal Services Tax, as is more specifically set forth in Ord. 707 N.S. which is on file with the Piedmont City Clerk?

Percentage Needed To Pass = Two Thirds

MEASURE Z

Washington Township Health Care District – Bond Measure

To provide rapid, lifesaving emergency medical care to our local community by expanding Emergency/Intensive Care units and other facilities, provide the latest lifesaving medical technologies and facilities for treating heart disease, stroke, diabetes, cancer and other diseases, reduce overcrowding and wait times and to enable Washington Hospital to become a designated Trauma Center, shall Washington Township Health Care District issue \$186,000,000 of bonds with an independent citizens' oversight committee, annual audits, and no proceeds going towards administrative salaries?

Percentage Needed To Pass = Two-thirds

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Attachment B: Alameda CTC 2012 Transportation Expenditure Plan Support

The following organizations have supported the 2012 Transportation Expenditure Plan.

- AC Transit
- Alameda Building Trades
- Alameda County Board of Supervisors
- Alameda Labor Council, AFL-CIO
- Albany Strollers and Rollers
- BART
- Bay Planning Coalition
- Carpenters Local 713
- Center for Independent Living
- City of Alameda
- City of Albany
- City of Berkeley
- City of Dublin
- City of Emeryville
- City of Fremont
- City of Hayward
- City of Livermore
- City of Newark
- City of Oakland
- City of Piedmont
- City of Pleasanton
- City of San Leandro
- City of Union City
- Congressman John Garamendi
- Congressman Mike Honda
- Congressman Jerry McNerney
- Congressman Pete Stark
- Downtown Oakland Senior Center
- East Bay Bicycle Coalition
- East Bay Economic Development Alliance
- East Bay Regional Park District
- Engineering & Utility Contractors Association
- Fremont Chamber of Commerce
- Genesis
- Hispanic Chamber of Commerce Alameda County
- Hong Lok Senior Center
- Livermore Chamber of Commerce
- Metropolitan Transportation Commission
- North Oakland Senior Center
- Oakland Chinatown Chamber of Commerce

- Oakland Metropolitan Chamber of Commerce
- Pleasanton Chamber of Commerce
- Port of Oakland
- SEUI Local 1021
- TransForm
- Tri-Cities Democratic Forum
- United Seniors of Oakland and Alameda County
- Walk Oakland Bike Oakland
- West Oakland Senior Center



Memorandum

DATE: September 17, 2012

TO: Alameda County Transportation Commission

FROM: Planning, Policy and Legislation Committee

SUBJECT: **Review of Metropolitan Transportation Commission (MTC) Resolution 4035 and One Bay Area Grant Program (OBAG) Implementation in Alameda County**

Recommendation

It is recommended that the Commission review Alameda County's proposed policy recommendations for implementation of the Metropolitan Transportation Commission (MTC) One Bay Area Grant (OBAG) program included in MTC Resolution 4035 (Attachment A).

Summary

Resolution 4035, approved by MTC on May 17, 2012, provides guidance for the programming and allocation of the Cycle 2 Federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds for the next four fiscal years (FY 2012-13 through FY 2015-16). Resolution 4035 also includes specific policy objectives and implementation requirements that Bay Area congestion management agencies must meet as a condition for the receipt of OBAG funds. The purpose of this memorandum is to provide a brief overview of the OBAG program and Alameda CTC's proposed approach to meet the OBAG Program requirements.

This memorandum provides an overview of the following:

- Federal Cycle 2 and OBAG program
- Complete Streets and Priority Development Area (PDA) Investment and Growth Strategy requirements and how they are being addressed in Alameda County
- Programming and project selection considerations
- Outreach activities and overall implementation schedule
- Policy recommendations for OBAG implementation

Discussion

The OBAG program is the region's newest approach to distribute federal STP/CMAQ funds to Bay Area congestion management agencies to better integrate the region's federal transportation program with the state's climate change legislation (2008 Senate Bill 375) and with the development of a Sustainable Community Strategy (SCS). Through the implementation of the OBAG program, it is the region's goal to encourage counties to develop and implement land use and housing policies that support the production of housing with supportive transportation

investments. To accomplish this goal, MTC and Association of Bay Area Governments (ABAG) developed the OBAG program framework to financially support and reward jurisdictions that help in fulfilling the state's mandates as well as other policies established in the on-going development of the Regional Transportation Plan (RTP).

Overview of the Federal Cycle 2 STP/CMAQ Funding and One Bay Area Grant Program

MTC's Resolution 4035 provides guidance on the policy and programming for the Federal Cycle 2 funding. The OBAG program is a major component funded by the Federal Cycle 2 program to link transportation and land use to support the implementation of the Sustainable Communities Strategy. The funding amounts may change based upon the outcomes of the adopted federal surface transportation act, MAP-21, which was signed into law in July 2012.

Federal Cycle 2 STP/CMAQ Funding Summary

Below is a brief overview of the current Federal Cycle 2 and OBAG fund estimates.

- Estimated total available Federal Cycle 2 fund for the entire Bay Area: \$795 million
- Funds are split as follows:
 - 60 percent (or \$475 million) allocated to the Regional Program to be administered by MTC
 - 40 percent (or \$320 million) allocated to OBAG Program for the nine Bay Area counties
- Alameda County's estimated share of the OBAG funding is \$63 million spread over four fiscal years (FY 2012-13 through FY 2015-16).
- Safe Routes to Schools remains a regional program with direct county distributions, including \$4.3 million for Alameda County.
- The program is flexible and can be used on the following types of investments:
 - Local streets and roads preservation on the Metropolitan Transportation System (MTS) roadway network
 - Bike/pedestrian investments
 - Transportation for Livable Communities
 - Safe Routes to Schools
 - Priority Conservation Areas
 - CMA planning
- In large counties, such as Alameda County, 70 percent of the OBAG funding must be programmed to transportation projects that support PDAs and 30 percent of the OBAG funds may be programmed for transportation projects anywhere else in the county.

One Bay Area Grant Policy Framework and Requirements

The following highlights the general policy framework of OBAG and key requirements:

- Use transportation dollars to reward jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process to support the Sustainable Communities Strategy.
- Target transportation investments in Priority Development Areas (PDAs).
- Select transportation projects for OBAG funding based on an approved PDA Investment and Growth Strategy to be developed and adopted by the Alameda CTC.
- Require the adoption of a Complete Streets policy resolution at the local level

- Require OBAG funding recipients to have adopted RHNA Compliant General Plans. A jurisdiction is required to have its general plan housing element adopted and certified by the state prior to January 31, 2013.
- Expand the Priority Conservation Area (PCA) eligibility to all counties, with priority for North Bay Counties (Marin, Napa, Solano and Sonoma), allowing all areas to compete for PCA funding.
- Require public outreach and involvement processes to provide input and share information about how OBAG funds are programmed.

Alameda County Transportation Commission’s Proposal to Meet OBAG Requirements

There are two major requirements that must be met for local jurisdictions to be eligible to receive federal funds through the OBAG Program:

1. Adoption of Complete Streets Resolutions by January 31, 2013
2. Development of a Priority Development Area Investment and Growth Strategy by May 1, 2013

Complete Streets Requirements

To receive funding from the OBAG program, by January 31, 2013, a jurisdiction is required to have either updated its General Plan to comply with the California Complete Streets Act of 2008 or adopted a Complete Streets Resolution that incorporates specific complete streets elements. MTC guidance for Complete Streets is described in Attachment B. The goal of this requirement is to ensure that, wherever possible, all transportation improvements will be planned, designed, constructed, operated, and maintained to support safe and convenient access for all users, and increase mobility for walking, bicycling, and transit use, while promoting safe and accessible operations for all users. Under a separate agenda item, Item 5B, ACTAC and the Commission will be requested to review and provide feedback on a draft Alameda County resolution for jurisdictions to adopt to meet the OBAG requirement.

Considerations for Complete Streets Next Steps: Beyond meeting the requirements of the OBAG Program, and based on the feedback heard at the workshop that the Alameda CTC sponsored on June 19, 2012, Alameda CTC may consider the following activities to effectively move forward with Complete Streets development and implementation in Alameda County. Implementation will depend on funding availability, which will be determined over the next few months, including OBAG and other funding sources. These items will require further refinement with input from stakeholders, through existing Alameda CTC committees, such as ACTAC, PAPCO, and BPAC. Additional detail on each of these areas of consideration is included in Attachment C.

Local assistance:

- Provide technical assistance and training to local jurisdictions to develop, adopt, and implement local complete streets policies.
- Promote information sharing on Complete Streets between local jurisdictions via regular forums, such as ACTAC and the Pedestrian Bicycle Working Group meetings.
- Provide tools and resources to assist local jurisdictions with educating the public and elected officials on Complete Streets.

- Support local jurisdictions in monitoring and assessing how they are meeting Complete Streets goals by taking on or continuing data collection-related roles.
- Provide support to local jurisdictions in complying with the California Complete Streets Act; for instance, by providing forums to clarify the state requirement.

Alameda CTC internal actions:

- Adopt an internal (Alameda CTC) Complete Streets policy, which would address the programming of funds and, where applicable, project implementation.
- Provide education for Alameda CTC Commissioners on Complete Streets through periodic presentations at Committee and Commission meetings. This will support increasing the knowledge and common approach to Complete Streets at the local level, as the Commissioners bring their knowledge back to their communities.
- Develop Alameda CTC Complete Streets policy guidelines.

Monitoring:

- Monitor local adoption of Complete Streets policy resolutions through January 2013.
- Monitor local updates of General Plans to incorporate Complete Streets, per state law and the MTC requirement, through 2015.
- Set up a method for monitoring implementation of Complete Streets at the county level.

Priority Development Area Investment and Growth Strategy Requirements

The OBAG program requires that by May 1, 2013, the Alameda CTC must prepare and adopt a PDA Investment and Growth Strategy to guide the selection of transportation projects to be funded with OBAG funds. The initial details of the required activities for the development of the PDA Investment and Growth Strategy are included as Attachment D. However, the exact roles and responsibilities of the Bay Area CMAs and the regional agencies (MTC and ABAG) for the development of the PDA Investment and Growth Strategy are still being identified.

To comply with the new regional policy requirements for federal funding through the OBAG Program, Alameda CTC is required to expand its traditional planning and programming practices and utilize new factors to prioritize transportation projects to be eligible to receive OBAG funding. The development and periodic updating of the PDA Investment and Growth Strategy will provide critical information to help determine how to program 70 percent of the OBAG funding to transportation projects that encourage land use development in PDAs. Historically, allocation of the federal funds has been prioritized for maintenance and rehabilitation projects.

To develop a meaningful and effective PDA Investment and Growth Strategy to guide transportation investments that are supportive of PDAs, staff proposes that the Alameda CTC undertake the following planning activities:

- Engage local planners, public works staff, and policy makers to provide information regarding the concept of a typical PDA, its normal development process (from planning to construction), and factors that affect the development of a PDA.
- Engage local planners to assess the development status, costs, and funding of each of the 43 approved PDAs in Alameda County.

- Develop a PDA Strategic Plan to document the process for prioritizing projects for OBAG funding.

Alameda County Population, Housing and PDA and Priority Conservation Areas: By 2040, Alameda County is projected to have a population of approximately 1.9 million people and is expected to increase from approximately 580,000 housing units in 2010 to approximately 730,000 housing units in 2040 (a 25-30 percent increase) and from approximately 695,000 jobs in 2010 to 950,000 jobs in 2040 (a 36 percent increase). Currently, there are 43 PDAs in Alameda County approved by ABAG. These 43 Alameda County PDAs have been self-nominated by local jurisdictions as appropriate areas for development and meet three criteria: located in existing communities, located near transit, and planned for more housing. Originally, PDAs focused on housing production but were later expanded to include jobs, a critical element in the success of PDA development.

According to the regional *Jobs-Housing Connection Strategy*, these 43 PDAs are expected to accommodate approximately 75-80 percent of the growth in housing units and 65-70 percent of the jobs. Over two-thirds of the PDAs are located in the north and central areas of the county, which together are expected to accommodate just under half the growth in housing units and in jobs (approximately 45 percent). The south and east areas of the county are projected to accommodate approximately 30 percent of the growth in housing and 20 percent of the growth in jobs. The remaining housing growth (approximately 26 percent) and growth in jobs (approximately 34 percent) is projected to occur in non-PDA areas. In addition, there are 17 PCAs that have also been approved by ABAG, of which 8 are located in North County.

PDA Development Factors: PDAs are developed and implemented over a long time horizon and can take from 10 to 30 years to be fully developed due to the timeframes required for general plans and zoning designation updates, and/or the demand for housing, either rentals or ownership, takes time to mature. PDAs are expected to develop incrementally, building by building, as the market allows and funding is available. A successful PDA is expected to include adequate housing for all income levels, access to jobs and multi-modal transportation infrastructure, and it also must provide other public services, such as police, fire, schools, utilities, and other infrastructure upgrades, which are funded through other non-OBAG funding sources. Due to the economic downturn in 2008 and the loss of redevelopment funds, local jurisdictions are facing challenges in providing these basic services.

An additional factor to the success of PDAs is that their development primarily relies on infill development opportunities, which can be complex. Although every land-use development project is complicated, infill development has its own set of challenges including:

- More expensive product type
- Need for higher than currently zoned height limits
- Small and/or narrow parcels
- Difficult to redevelop existing uses
- Lack of community support, particularly in existing neighborhoods primarily composed of single-family dwelling units

As a result of these challenges, it can be more difficult to attract financing.

For developers, any development and particularly infill development will need to meet certain litmus tests. Before proposing on a project, a developer will evaluate market support, city support, community support, and financial return. They will ask if zoning is in place, if the proposed development fits with the surrounding uses, if there is sufficient water and sewer capacity or an agreement for future capacity, and/or if entitlements are difficult to get. They will want information on the feasibility of the market including demographics (e.g., basic demand trends, current and projected population and age, employment levels), median household income, number and type of jobs, new housing values/home re-sale values, apartment rental rates, and permit activity.

PDA Strategic Plan: The commitment required to develop PDAs is long term compared to the short term, 4-year funding cycle for the current OBAG program, and demonstrates the need for a PDA Strategic Plan in Alameda County that shows how the 43 PDAs in Alameda County can be expected to be supported over the next 28 years, the timeframe of the Countywide Transportation Plan and the Regional Transportation Plan. To develop an Alameda County PDA Strategic Plan, staff is working with local jurisdictions to create an inventory of PDAs in Alameda County, assess PDA readiness to receive funding based on the type of planning that has been done and the policies in place, determine the strength of the housing market and the status of housing and jobs development, and determine transportation project readiness. A draft inventory is expected to be available by September 20, 2012, and staff will present data at the September committee meetings as it becomes available. The draft inventory will be used to develop a draft Strategic Plan in October 2012, concurrent with the programming guidelines being developed and which are discussed in the next section.

While this discussion focuses primarily on PDAs, Alameda County's 17 PCAs are also important because there is \$5 million of non-OBAG regionally competitive funding for these areas that promote open space, conservation, and habitat protection. Examples of projects eligible for this funding are still being determined, but could include planning, land/easement acquisition, farm-to-market capital projects, and open space access projects. An inventory of Alameda County's PCAs is also being conducted, but it is not yet available and will be presented to the Commission later in the fall.

Programming Considerations for Establishing Funding Priorities

MTC has requested an OBAG program recommendation by June 30, 2013, that demonstrates that OBAG program requirements have been met in the allocation of funding to local transportation priorities. The Alameda CTC has been provided with a programming target of \$63 million in STP and CMAQ funds over the next 4 years.

OBAG Funding Eligibility Constraints

Even though this \$63 million constitutes less than 1 percent of the total amount of funding that Alameda County is projected to receive over the next 28 years (assuming Measure B1 passes in November), it is overly subjected to a number of requirements that the Alameda CTC and local jurisdictions must meet to receive this federal funding. In addition, the programming of these federal funds will be further constrained to only a mix of transportation projects that conform to

the eligibility requirements of the approximately \$36 million of CMAQ and \$27 million of STP (including \$4 million of Transportation Enhancement (TE)/Transportation Alternatives under MAP-21) available to program. Furthermore, selected projects will be required to meet federal obligation deadlines no later than FY 15-16 (i.e., be ready to submit request for fund obligation to Caltrans in by January 2016). In addition, certain types of transportation projects are eligible for the OBAG federal fund sources, CMAQ and STP. Eligible types of projects include:

- Capital pedestrian projects/improvements
- Capital bicycle projects/improvements
- Safe Routes to Schools education and outreach
- Transportation Demand and Traffic Management
- Outreach, rideshare, and telecommuting programs
- Signal improvements
- Transit capital and transit expansion
- Experimental pilot programs
- Alternative fuel projects
- Road rehabilitation (road rehabilitation is not eligible for CMAQ funding)

Grant size requirements: OBAG project selection is constrained by minimum grant size requirements. Selected projects must be a minimum of \$500,000, or no less than \$100,000 for any project, provided the overall average of all grants meets the \$500,000 minimum threshold.

OBAG-specific evaluation criteria: In addition to the above constraints, specific funding priorities must place emphasis on the following OBAG project selection criteria:

- Projects located in “high impact” project areas: Key factors defining high-impact areas include:
 - Housing – PDAs taking on significant housing growth in the SCS (total number of units and percentage change), including RHNA allocations, as well as housing production
 - Jobs in proximity to housing and transit (both current levels and those included in the SCS)
 - Improved transportation choices for all income levels (reduces VMT), proximity to quality transit access, with an emphasis on connectivity (including safety, lighting, etc.)
 - Consistency with regional TLC design guidelines or design that encourages multi-modal access:
 - http://www.mtc.ca.gov/planning/smart_growth/tlc/2009_TLC_Design_Guidelines.pdf
 - Project areas with parking management and pricing policies
- Projects located in Communities of Concern (COC) – favorably consider projects located in a COC (see: <http://geocommons.com/maps/110983>).
- PDAs with affordable housing preservation and creation strategies – favorably consider projects in jurisdictions with affordable housing preservation and creation strategies or policies.

- PDAs that overlap with Air District Communities Air Risk Evaluation (CARE) communities and/or are in proximity to freight transport infrastructure – favorably consider projects located in PDAs with highest exposure to particulate matter and toxic air contaminants where jurisdictions employ best management practices to mitigate exposure.

Alameda CTC Considerations for Programming OBAG Funds

In determining the project selection criteria for this funding cycle, all of the above requirements need to be included as well as some traditional criteria that have been used in past funding cycles. Project selection criteria that could be used in this OBAG funding cycle include: transportation need and project readiness; proximate access/PDA supportiveness; the role of funding exchanges; equity; and maximizing funding sources, as follows.

- *Transportation need and project readiness:* Based on the PDA Strategic Plan, PDAs that may be ready to receive transportation funding and PDAs that need planning support will be identified. For PDAs that are ready to receive funding, transportation projects that are needed and are ready to be under construction by January 1, 2017 will be identified. These transportation projects must be in PDAs or provide proximate access to a PDA. For projects beyond 2018 that would be addressed in future funding cycles, the need for planning support may be identified. The analysis of PDAs that are ready to receive funding and which need support will be included in the PDA Strategic Plan. Individual projects proposed for OBAG funding will need to meet all the OBAG minimum requirements and provide information that demonstrates support for the PDA, including the nexus of how the project will leverage the advancement of PDA development. All projects proposed for OBAG funding will also still be required to provide traditional project information such as project benefit, current status of project, delivery schedule, funding plan, and work completed to date as part of the evaluation process.
- *Proximate Access/PDA Supportive Projects:* Per the MTC OBAG policy, 70 percent of the OBAG funds are required to be programmed to projects that are physically in a PDA identified area or provide proximate access to a PDA. For any project not physically located in a PDA boundary, the Alameda CTC will be required to map proposed projects and provide policy justification for how the project provides the proximate access to a PDA. This process is required to be included in a publicly reviewed programming process. For a project to be considered PDA supportive, the project will need to be physically located within the boundaries of a PDA or provide a justification of how the proposed transportation improvement will facilitate travel to or from a PDA or between the PDA and a job center or other important community services or areas.
- *Role of funding exchanges:* In the past, exchanges have been used to fund large projects with a more restrictive funding source, allowing for the funding of multiple smaller projects with a local fund source. The OBAG program has many characteristics that make it a good fit for an exchange scenario, which is being considered as part of the programming approach. CMAQ funding makes up the majority of the OBAG programming capacity. CMAQ also has more restrictive eligibility requirements than the

STP funds that are also available through the OBAG program. If an exchange candidate is identified that is eligible to expend the federal funds within the required schedule, the final program of projects could benefit with more flexibility in the types of projects selected for the OBAG program. This is based on the assumption that OBAG requirements would still need to be met for the exchanged funds (i.e., 70 percent of the programmed funds supporting PDAs and a program selected by June 30, 2013).

- *Equity*: Equity is also an issue that needs to be addressed. There are metrics such as population that are often used, by county, planning area, or local jurisdiction. Equity can be measured over a period of time or funding cycles to provide more flexibility when dealing with larger projects or in other ways, such as pavement condition for local streets and roads funding, and vehicles registered by planning area. Equity measured over all the fund sources that the Alameda CTC is responsible to program would provide flexibility to fund a wide variety of projects and transportation needs in Alameda County.
- *Maximizing fund sources*: Other fund sources could also be considered in Alameda CTC's approach to selecting projects for the OBAG program. When considering other fund sources that could complement the OBAG program, Alameda CTC should also consider the timing, eligibility, and best use of each individual fund source, in a comprehensive manner. Policies for consideration include:
 - Certain fund types for matching purposes
 - Certain fund types for specific project categories/types
 - Certain fund types for the preliminary phases of projects (environmental or design)
 - A package of projects that provides a balance of project development and capital phases to advance the ready to be constructed projects as well as creating a shelf of projects that will be ready for future cycles of capital funding

Other fund sources that Alameda CTC is also responsible for programming include:

- Measure B funds (about \$60 million per year in programmatic funds)
- Vehicle Registration Fee (VRF, about \$11 million per year)
- State Transportation Improvement Program (STIP, about \$30 million in the 2012 STIP over a 2-year period)
- Transportation Fund for Clean Air (TFCA, about \$2 million per year)

Defining a Program of Projects and Establishing Programming Guidelines

Applying the overall programming target of \$63 million to the region's new policy requirements and approach to the programming of federal transportation fund to promote the development of PDAs and focused development, it is proposed that the Alameda CTC develop programming guidelines to program the OBAG funds to the following categories: Planning/Programming Support, Local Streets and Roads, PDA Supportive Transportation Investments, and Safe Routes to School (SR2S). The limitations of the eligibility of STP and CMAQ and the status of the development of the PDAs will play a role in the amount of funds available for each program

category (the identification of an exchange could provide flexibility in defining funding for each program category).

- *Planning/Programming*: Consider the ongoing planning and programming functions provided by the Alameda CTC to maintain compliance with MTC mandated requirements (e.g., RTP, CMP, countywide travel demand model, Lifeline, fund programming). Other planning needs that emerge from the PDA Investment and Growth Strategy and PDA Strategic Plan and/or programs to provide PDA technical assistance to local agencies should also be considered. These efforts will need to be funded with STP funds because they are not eligible for CMAQ funds. This programming can be split between the 70/30 percent PDA and non-PDA categories on a similar percentage. The identification of an exchange, as described above, could provide flexibility in funding this program category.
- *Local Streets and Roads (LSR)*: These projects are not eligible for CMAQ funding. Projects may be included in the PDA Supportive category based on the location of the project. LSR funds have been programmed by a formula in the past (last cycles formula included Population/Road Miles/PCI/Shortfall each weighted 25 percent). Exchanges in the LSR program have been used in the past to allow smaller jurisdictions to implement projects with non-federal funds.
- *PDA Supportive Transportation Investment (non-LSR)*: Based on the expected needs of the Planning/Programming and LSR categories, it is expected that the projects in this category will need to be CMAQ eligible. This category could include PDA supportive bicycle, pedestrian, and transit capital improvement projects. The identification of an exchange could provide flexibility in funding projects for this program category.
- *Safe Routes to School (SR2S)*: MTC has identified about \$4.3 million for SR2S efforts over a 4-year period over and above the OBAG funds. The level of effort required to continue the SR2S program in Alameda will need to be evaluated. If additional resources are required, OBAG funds are eligible to supplement the already identified funding for this project. The current Alameda Countywide SR2S program has an annual budget of about \$1.2 million.
- *Priority Conservation Areas (PCA)*: This is a \$10 million program that is regionally competitive. Alameda County projects can compete for up to \$5 million (\$5 million is dedicated to the North Bay counties). Eligible projects include planning, land/easement acquisition, open space access projects, and farm-to-market capital projects. Priority would be given to projects that can partner with state agencies, regional districts, and private foundations to leverage outside funds, particularly for land acquisition and open space access. A 3:1 match is required for all projects outside of the North Bay Counties. Alameda CTC will need to determine an approach for PCAs, including working with partner agencies, such as the East Bay Regional Park District, to apply for funds through the regional program.

Alameda CTC OBAG Implementation Schedule and Outreach Activities

The following summarizes a month-by-month schedule for the Alameda CTC implementation and outreach activities for the OBAG program. The detailed implementation and outreach schedule is included as Attachment E.

Table 1: Alameda CTC OBAG Implementation Schedule

Date	OBAG Items to Alameda CTC Board and Committees
September 2012	<ul style="list-style-type: none"> • Overall OBAG approach, policy discussion, and feedback from Commission and Committees • Complete Streets draft policy
October 2012	<ul style="list-style-type: none"> • Initial Draft OBAG Program Guidelines • Draft PDA Strategic Plan • Final Complete Streets Policy
November/December 2012	<ul style="list-style-type: none"> • Draft OBAG Program guidelines and project and program selection criteria and process • Draft Final PDA Strategic Plan
December 2012/January 2013	<ul style="list-style-type: none"> • Final OBAG Program adoption including guidelines and project and program selection criteria and process
January 2013	<ul style="list-style-type: none"> • PDA Growth and Investment Strategy update • Report on Complete Streets Policy approvals by jurisdictions • Update on programming
February 2013	<ul style="list-style-type: none"> • Initial Draft PDA Growth and Investment Strategy Draft • Update on programming
March 2013	<ul style="list-style-type: none"> • Final Draft PDA Growth and Investment Strategy to Commission • Update on programming
April 2013	<ul style="list-style-type: none"> • Final PDA Growth and Investment Strategy Adoption by Alameda CTC and submission to MTC • Draft OBAG programming recommendation
May/June 2013	<ul style="list-style-type: none"> • Final Commission approval of OBAG programming and submission to MTC

Alameda CTC Public Outreach Activities for OBAG: The Alameda CTC will conduct the following outreach activities during the development of the Alameda County OBAG Program. These outreach activities are consistent with the requirements of Resolution 4035.

- Social media coverage of outreach: Facebook and Twitter
- Presentation of OBAG efforts to Alameda CTC public meetings:
 - Alameda CTC Commission and standing committees:
 - Policy, Planning and Legislation Committee
 - Projects and Programming Committee
 - Alameda CTC Advisory Committees:
 - Alameda County Technical Advisory Committee

- Bicycle and Pedestrian Advisory Committee
- Citizens Advisory Committee
- Citizens Watchdog Committee
- Paratransit Advisory and Planning Committee
- Paratransit Technical Advisory Committee
- Publication of OBAG efforts on Alameda CTC website
- Publication of OBAG efforts in Executive Director's Report
- Publication of OBAG efforts in E-newsletter publications
- Distribution of OBAG fact sheet at Alameda CTC table at public events (pursuant to existing outreach calendar)
- Outreach to Alameda CTC Community and Technical Advisory Groups involved in the development of the Countywide and Transportation Expenditure Plans
- Outreach to contacts made through the Countywide and Transportation Expenditure Plan processes
- Press releases at key milestones to inform media of Alameda County OBAG implementation activities

Alameda CTC Policy Considerations

This section addresses policy recommendations for consideration in addressing OBAG implementation and programming of funds for Cycle 2. The six areas for consideration are listed below, and staff requests feedback from the Commission:

- *Housing Policies:* SB 375 specifically requires, amongst many things, that a Sustainable Communities Strategy (SCS) identifies areas within the region sufficient to house all the region's population, including all economic segments, and sets forth a forecasted development pattern that, when integrated with the transportation network, will reduce greenhouse gas (GHG) emissions to achieve the adopted GHG emission reduction goals. In addition, SB 375 states that an SCS shall not supersede the exercise of the land-use authority of cities and counties within the region.

Balancing state, regional, and local regulatory authority is essential to ensure that jurisdictions develop in a manner consistent with the unique attributes of each community while also meeting state law and regional requirements. As part of the OBAG program, via the PDA Investment and Growth Strategy, there are two timelines for addressing housing policies:

- The first requires by May 1, 2013, that Alameda CTC review the progress of local jurisdiction implementation of housing elements and identify housing policies that encourage affordable housing production and/or community stabilization.
- The second requires that beginning in 2014, PDA Investment and Growth Strategies must assess performance in housing production for all income levels, and that locally crafted policies should be targeted to the specific circumstances of each PDA. CMAs are expected to assist local agencies in implementing local policy changes to facilitate achieving housing goals and to recommend policy changes where applicable.

Given the required timelines for acquiring information about housing policies and assessing their performance, as well as recognizing that there is not a “one size fits all” policy that will support all the varied PDAs throughout Alameda County (since all jurisdictions will develop in different ways and have different housing needs), staff recommends that the Commission honor the development of housing policies at the local jurisdictional level. Staff recommends that Alameda CTC’s role should be to assist in the development of a countywide assessment to address how all the individual policies interact with one another from a countywide perspective in supporting the implementation of the SCS.

- *Jobs and Proximity to PDAs:* In Alameda County, as of spring 2012, 9.7 percent of the labor force—or 75,200 people—were unemployed. The annual average unemployment rate in Alameda County in 2008 before the real estate market crash was 6.2 percent, or 46,700 people. Due to the economic recession, Alameda County has lost an estimated 28,500 jobs. Transportation investments are strongly linked to job creation by either creating new jobs, sustaining existing ones, or expanding access and services for workers to more efficiently get to existing jobs. ABAG’s *Jobs-Housing Connection Strategy (May 2012)* identifies that Alameda County will experience employment growth of over 250,000 jobs through 2040. Of those, it is expected that approximately 69 percent of the new job growth will be located in PDAs; however, of the total jobs in Alameda County during that period, ABAG’s reports shows that only 51 percent will be located in PDAs.

OBAG requires that 70 percent of its funding allocation to large counties, like Alameda County, must be spent in PDAs. OBAG allows counties to spend a portion of the 70 percent funds outside PDAs if the expenditures provide proximate access to a PDA, and the county has developed and adopted a policy rationale for determining proximate access. In Alameda County, not all major job centers are located in PDAs. Staff recommends that transportation investments supporting access to jobs serve as a key determinant in defining proximate access to PDAs.

- *Technical Assistance Programs:* SB 375 requires significant changes to the development of the general plan housing elements. In addition, OBAG requires that 70 percent of the funds be allocated in PDAs to support more investments in PDAs to connect transportation and housing. The work that local jurisdictions must do to support these policy changes is significant for both the short-term efforts of this OBAG funding cycle, as well as the long-term requirements of both SB 375 and OBAG. Based upon feedback from Alameda County jurisdictions, there is strong support for a simple and readily accessible method to acquire technical and financial support for PDA development in both current and long-term horizons, including potentially funding staff for local jurisdictions to perform the required steps to develop PDAs. Staff recommends the development of Technical Assistance Programs and/or local jurisdiction staff augmentation to support PDA development, particularly in light of the loss of staff at local jurisdictions, and that Alameda CTC seek additional funding through the regional programs to support this effort.

- *Funding Flexibility and Programming Guidelines:* The Alameda CTC will develop programming guidelines for implementation of the OBAG program in Alameda County. Initial draft program guidelines will come before the Commission in October and final guidelines are expected to be adopted in December 2012 or January 2013. Staff recommends that four elements be considered as the major funding categories under this OBAG funding cycle and include the following:
 - Planning and Programming Support: Support Alameda CTC planning and technical assistance programs, as described previously.
 - Local Streets and Roads: Support local streets and roads as a specific category, recognizing its importance as a backbone to the transportation system that supports transit, bicycle, pedestrian, freight, and emergency services. Complete Streets policies described earlier in this memo apply to this funding category.
 - PDA Supportive Transportation Investments: Support investments in PDAs that enhance bicycle, pedestrian, local streets and roads, transit, and transit oriented development.
 - Safe Routes to School (SR2S): Provide the matching funds and potentially augment these funds to expand the SR2S program in Alameda County, including the technical, educational, and capital categories of the current program.

- *Applicability of PDA Policy Decisions to Other Funding Sources:* Program guidelines for OBAG will come to the Commission for consideration in both October and November/December. During that time, the TEP will be voted on and could potentially expand the funding opportunities for projects in PDAs. Staff recommends, where applicable, integrating the policies and programming guidelines for PDAs with the current sales tax measure's Transit Center Development Funds and 2012 Transportation Expenditure Plan to support investments identified through the PDA Investment and Growth Strategy and the PDA Strategic Plan.

Fiscal Impact

Approximately \$63 million will be available for Alameda County through the OBAG program. Alameda CTC is also eligible for funding from some of the regional programs that are part of the Cycle 2 programming approved under MTC Resolution 4035.

Attachments:

Attachment A: MTC Resolution 4035

Attachment B: MTC Complete Streets Guidance

Attachment C: Complete Streets Implementation Considerations for Alameda County

Attachment D: PDA Investment and Growth Strategy Requirements, Resolution 4035, Appendix A-6

Attachment E: Alameda CTC OBAG Implementation and Outreach Schedule

Attachment F: Response to Letter Dated September 12, 2012 from Several Land Use, Transportation and Equity Advocates on OBAG Implementation in Alameda County

Attachment G: City of Hayward Request for Revision of Regional Housing Needs Allocation

Attachment H: City of Newark Formal Appeal of Regional Housing Needs Allocation

Date: May 17, 2012
W.I.: 1512
Referred by: Planning

ABSTRACT

Resolution No. 4035

This resolution adopts the Project Selection Policies and Programming for federal Surface Transportation Authorization Act following the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA), and any extensions of SAFETEA in the interim. The Project Selection Policies contain the project categories that are to be funded with various fund sources including federal surface transportation act funding available to MTC for its programming discretion to be included in the federal Transportation Improvement Program (TIP).

The resolution includes the following attachments:

- Attachment A – Project Selection Policies
- Attachment B-1 – Regional Program Project List
- Attachment B-2 – OneBayArea Grant (OBAG) Project List

Further discussion of the Project Selection Criteria and Programming Policies is contained in the memorandum to the Joint Planning Committee dated May 11, 2012.

Date: May 17, 2012
W.I.: 1512
Referred By: Planning

RE: Federal Cycle 2 Program covering FY 2012-13, FY 2013-14, FY 2014-15 and FY 2015-16:
Project Selection Policies and Programming

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4035

WHEREAS, the Metropolitan Transportation Commission (MTC) is the Regional Transportation Planning Agency (RTPA) for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes federal funds; and

WHEREAS, MTC is the designated recipient for federal funding administered by the Federal Highway Administration (FHWA) assigned to the MPO/RTPA of the San Francisco Bay Area for the programming of projects (regional federal funds); and

WHEREAS, the federal funds assigned to the MPOs/RTPAs for their discretion are subject to availability and must be used within prescribed funding deadlines regardless of project readiness; and

WHEREAS, MTC, in cooperation with the Association of Bay Area Governments, (ABAG), the Bay Area Air Quality Management District (BAAQMD), the Bay Conservation and Development Commission (BCDC), California Department of Transportation (Caltrans), Congestion Management Agencies (CMAs), transit operators, counties, cities, and interested stakeholders, has developed criteria, policies and procedures to be used in the selection of projects to be funded with various funding including regional federal funds as set forth in Attachments A, B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the policies set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership and interested stakeholders, has or will develop a program of projects to be funded with these funds for inclusion in the federal Transportation Improvement Program (TIP), as set forth in Attachments B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the federal TIP and subsequent TIP amendments and updates are subject to public review and comment; now therefore be it

RESOLVED that MTC approves the “Project Selection Policies and Programming” for projects to be funded with Cycle 2 Program funds as set forth in Attachments A, B-1 and B-2 of this Resolution; and be it further

RESOLVED that the federal funding shall be pooled and redistributed on a regional basis for implementation of Project Selection Criteria, Policies, Procedures and Programming, consistent with the Regional Transportation Plan (RTP); and be it further

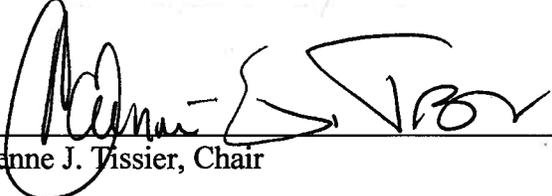
RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

RESOLVED that the Executive Director or his designee can make technical adjustments and other non-substantial revisions, including updates to fund distributions to reflect final 2014-2022 FHWA figures; and be it further

RESOLVED that the Executive Director or designee is authorized to revise Attachments B-1 and B-2 as necessary to reflect the programming of projects as the projects are selected and included in the federal TIP; and be it further

RESOLVED that the Executive Director shall make available a copy of this resolution, and such other information as may be required, to the Governor, Caltrans, and to other such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on May 17, 2012

Date: May 17, 2012
W.I.: 1512
Referred by: Planning

Attachment A
Resolution No. 4035

Cycle 2 Program Project Selection Criteria and Programming Policy

**For
FY 2012-13, FY 2013-14,
FY 2014-15 and FY 2015-16**

Cycle 2 Program Policy and Programming

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BACKGROUND

Anticipating the end of the federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA) on September 30, 2009, MTC approved Cycle 1 commitments (Resolution 3925) along with an overall framework to guide upcoming programming decisions for Cycle 2 to address the new six-year surface transportation authorization act funding. However, the successor to SAFETEA has not yet been enacted, and SAFETEA has been extended through continuing resolutions. Without the new federal surface transportation act, MTC may program funds forward based on reasonable estimates of revenues. It is estimated that roughly \$795 million is available for programming over the upcoming four-year Cycle 2 period.

Cycle 2 covers the four years from FY 2012-13 to FY 2015-2016 pending the enactment of the new authorization and/or continuation of SAFETEA.

This attachment outlines how the region will use Cycle 2 funds for transportation needs in the MTC region. Funding decisions continue to implement the strategies and objectives of the Regional Transportation Plan (RTP), Transportation 2035, which is the Bay Area's comprehensive roadmap to guide transportation investments in surface transportation including mass transit, highway, local road, bicycle and pedestrian projects over the long term. The program investments recommended for funding in Cycle 2 are an outgrowth of the transportation needs identified by the RTP and also take into consideration the preferred transportation investment strategy of the Sustainable Communities Strategy (SCS).

Appendix A-1 provides an overview of the Cycle 2 Program commitments which contain a regional program component managed by MTC and a county program component to be managed by the counties.

CYCLE 2 REVENUE ESTIMATES AND FEDERAL PROGRAM ARCHITECTURE

MTC receives federal funding for local programming from the State for local programming in the MTC region. Among the various transportation programs established by SAFETEA, this includes regional Surface Transportation Program (STP) Congestion Mitigation and Air Quality Improvement (CMAQ) Program and to a lesser extent, Regional Transportation Improvement Program (RTIP) and Transportation Enhancement (TE) funds. The STP/CMAQ/RTIP/TE programming capacity in Cycle 2 amounts to \$795 million. The Commission programs the STP/CMAQ funds while the California Transportation Commission programs the RTIP and TE Funds. Furthermore, the Bay Area Air Quality Management District (BAAQMD) is contributing Transportation Fund for Clean Air (TFCA) funding to Cycle 2. Below are issues to be addressed as the region implements Cycle 2 programming, particularly in light that approval of Cycle 2 will precede approval of the new federal transportation act.

Revenues: A revenue growth rate of 3% over prior federal apportionments is assumed for the first year – FY 2012-13. Due to continued uncertainties with federal funding, the estimated revenues for the later years of the program, FY 2013-14 through FY 2015-16, have not been escalated, but held steady at the estimated FY 2012-13 apportionment amount. If there are significant reductions in federal apportionments over the Cycle 2 time period, as in the past, MTC will reconcile the revenue levels following enactment of the New Act by making adjustments later if needed, by postponement of projects or adjustments to subsequent programming cycles.

Fund Sources: Development of the new federal surface transportation authorization will need to be closely monitored. New federal programs, their eligibility rules, and how funding is distributed to the states and regions could potentially impact the implementation of the Cycle 2 Regional and One Bay Area Grant (OBAG) Programs. It is anticipated that any changes to the federal programs would likely overlap to a large extent with projects that are currently eligible for funding under Title 23 of the United States Code, though the actual fund sources will likely no longer be referred to as STP/CMAQ/TE in the manner we have grown accustomed. Therefore, reference to specific fund sources in the Cycle 2 programming is a proxy for replacement fund sources for which MTC has programming authority.

NEW FUNDING APPROACH FOR CYCLE 2—THE ONEBAYAREA GRANT

For Cycle 2, the OneBayArea Grant (OBAG) is a new funding approach that better integrates the region's federal transportation program with California's climate law (Senate Bill 375, Steinberg, 2008) and the Sustainable Communities Strategy. Funding distribution to the counties will encourage land-use and housing policies that support the production of housing with supportive transportation investments. This is accomplished through the following policies:

- Using transportation dollars to reward jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and produce housing.
- Supporting the Sustainable Communities Strategy for the Bay Area by promoting transportation investments in Priority Development Areas (PDAs) and by initiating a pilot program in the North Bay counties that will support open space preservation in Priority Conservation Areas (PCA).
- Providing a higher proportion of funding to local agencies and additional investment flexibility by eliminating required program targets. A significant amount of funding that was used for regional programs in Cycle 1 is shifted to local programs (the OneBayArea Grant). The OBAG program allows investments in transportation categories such as Transportation for Livable Communities, bicycle and pedestrian improvements, local streets and roads preservation, and planning and outreach activities, while also providing targeted funding opportunities for Safe Routes to School (SR2S) and Priority Conservation Areas.

Project List

Attachment B of Resolution 4035 contains the list of projects to be programmed under the Cycle 2 Program. Attachments B-1 and B-2 are listings of projects receiving Cycle 2 funding, and reflects the programs and projects included in the regional and OBAG programs respectively. The listing is subject to project selection actions (conducted by MTC for most of the regional programs and by the CMAs for funds distributed to them). MTC staff will update Attachments B-1 and B-2 as projects are selected by the Commission and CMAs and are included in the federal TIP.

OneBayArea Grant Fund Distribution Formula

The formula used to distribute OneBayArea Grant funding to the counties takes into consideration the following factors: population, past housing production, future housing commitments as determined by the Association of Bay Area Governments (ABAG) Regional Housing Needs

Assessment (RHNA) and added weighting to acknowledge very low and low income housing. The formula breakdown is as follows with distributions derived from each jurisdiction’s proportionate share of the regional total for each factor:

OBAG Fund Distribution Factors

Factor Weighting	Percentage
Population	50%
RHNA* (total housing units)	12.5%
RHNA (low/very low income housing units)	12.5%
Housing Production** (total housing units)	12.5%
Housing Production (low/very low income housing units)	12.5%

* RHNA 2014-2022

**Housing Production Report 1999-2006

The objective of this formula is to provide housing incentives to complement the region’s Sustainable Community Strategy (SCS) which together with a Priority Development Area (PDA) focused investment strategy will lead to transportation investments that support focused development. The proposed One Bay Area Grant formula also uses actual housing production data from 1999-2006, which has been capped such that each jurisdiction receives credit for housing up to its RHNA allocation. Subsequent funding cycles will be based on housing production from ABAG’s next housing report to be published in 2013. The formula also recognizes jurisdictions’ RHNA and past housing production (uncapped) contributions to very low and low income housing units. The resulting OBAG fund distribution for each county is presented in Appendix A-4. Funding guarantees are also incorporated in the fund distribution to ensure that all counties receive as much funding under the new funding model as compared to what they would have received under the Cycle 1 framework.

The Commission, working with ABAG, will revisit the funding distribution formula for the next cycle (post FY2015-16) to further evaluate how to best incentivize housing production across all income levels and other Plan Bay Area performance objectives.

CYCLE 2 GENERAL PROGRAMMING POLICIES

The following programming policies apply to all projects funded in Cycle 2:

1. **Public Involvement.** MTC is committed to a public involvement process that is proactive and provides comprehensive information, timely public notice, full public access to key decisions, and opportunities for continuing involvement. MTC provides many methods to fulfill this commitment, as outlined in the *MTC Public Participation Plan*, Resolution No. 3821. The Commission’s adoption of the Cycle 2 program, including policy and procedures meet the provisions of the *MTC Public Participation Plan*. MTC’s advisory committees and the Bay

Area Partnership have been consulted in the development of funding commitments and policies for this program; and opportunities to comment have been provided to other stakeholders and members of the public.

Furthermore, investments made in the Cycle 2 program must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, income, and national origin in programs and activities receiving federal financial assistance. Public outreach to and involvement of individuals in low income and minority communities covered under Title VI of the Civil Rights Act and the Executive Order pertaining to Environmental Justice is critical to both local and regional decisions. Additionally, when CMAs select projects for funding at the county level, they must consider equitable solicitation and selection of project candidates in accordance with federal Title VI requirements (as set forth in Appendix A-5).

2. **Commission Approval of Programs and Projects and the Transportation Improvement Program (TIP).** Projects approved as part of the Cycle 2 Program must be amended into the federal TIP. The federally required TIP is a comprehensive listing of all San Francisco Bay Area surface transportation projects that receive federal funds, and/or are subject to a federally required action, such as federal environmental clearance, and/or are regionally significant for air quality conformity or modeling purposes. It is the project sponsor's responsibility to ensure their project is properly programmed in the TIP in a timely manner. Where CMAs are responsible for project selection the Commission will revise the TIP to include the resulting projects and Attachment B to this Resolution may be amended by MTC staff to reflect these revisions. Where responsibility for project selection in the framework of a Cycle 2 funding program is assigned to MTC, TIP amendments and a revision to Attachment B will be reviewed and approved by the Commission.
3. **Minimum Grant Size.** The objective of a grant minimum requirement is to maximize the efficient use of federal funds and minimize the number of federal-aid projects which place administrative burdens on project sponsors, CMAs, MTC, Caltrans, and Federal Highway Administration (FHWA) staff. Funding grants per project must therefore be a minimum of \$500,000 for counties with a population over 1 million (Alameda, Contra Costa, and Santa Clara counties) and \$250,000 for counties with a population under one million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma counties).

To provide flexibility, alternatively an averaging approach may be used. A CMA may program grant amounts no less than \$100,000 for any project, provided that the overall average of all grant amounts within their OBAG program meets the county minimum grant amount threshold.

Given the typical smaller scale of projects for the Safe Routes to School (SRTS) program, a lower threshold applies to the regional Safe Routes to School Program projects which have a minimum grant size of \$100,000.

4. **Air Quality Conformity.** In the Bay Area, it is the responsibility of MTC to make an air quality conformity determination for the TIP in accordance with federal Clean Air Act requirements and Environmental Protection Agency (EPA) conformity regulations. MTC evaluates the impact of the TIP on regional air quality during the biennial update of the TIP. Since the 2011 air quality conformity finding has been completed for the 2011 TIP, no non-exempt projects that were not incorporated in the finding will be considered for funding in the Cycle 2 Program until

the development of the 2013 TIP during spring 2013. Additionally, the U.S. Environmental Protection Agency has designated the Bay Area as a non-attainment area for PM 2.5. Therefore, based on consultation with the MTC Air Quality Conformity Task Force, projects deemed “Projects of Air Quality Concern” must complete a hot-spot analysis required by the Transportation Conformity Rule. Generally Projects of Air Quality Concern (POAQC) are those projects that result in significant increases in the number of or emissions from diesel vehicles.

5. **Environmental Clearance.** Project sponsors are responsible for compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.), and the National Environmental Protection Act (42 USC Section 4-1 et seq.) standards and procedures for all projects with federal funds.
6. **Application, Resolution of Local Support.** Project sponsors must submit a completed project application for each project proposed for funding through MTC’s Funding Management System (FMS). The project application consists of two parts: 1) an application submittal and/or TIP revision request to MTC staff, and 2) Resolution of Local Support approved by the project sponsor’s governing board or council. A template for the resolution of local support can be downloaded from the MTC website using the following link:
http://www.mtc.ca.gov/funding/STPCMAQ/STP_CMAQ_LocalSupportReso.doc
7. **Project Screening and Compliance with Regional and Federal Requirements.** MTC staff will perform a review of projects proposed for the Cycle 2 Program to ensure 1) eligibility; 2) consistency with the RTP; and 3) project readiness. In addition, project sponsors must adhere to directives such as “Complete Streets” (MTC Routine Accommodations for Bicyclists and Pedestrians); and the Regional Project Funding Delivery Policy as outlined below; and provide the required matching funds. Project sponsors should note that fund source programs, eligibility criteria, and regulations may change as a result of the passage of new surface transportation authorization legislation. In this situation, MTC staff will work to realign new fund sources with the funding commitments approved by the Commission.

- ▶ **Federal Project Eligibility:** STP has a wide range of projects that are eligible for consideration in the TIP. Eligible projects include, federal-aid highway and bridge improvements (construction, reconstruction, rehabilitation, resurfacing, restoration, and operational), mitigation related to an STP project, public transit capital improvements, pedestrian, and bicycle facilities, and transportation system management, transportation demand management, transportation control measures, surface transportation planning activities, and safety. More detailed eligibility requirements can be found in Section 133 of Title 23 of the United States Code.

CMAQ funding applies to new or expanded transportation projects, programs, and operations that help reduce emissions. Eligible project categories that meet this basic criteria include: Transportation activities in approved State Implementation Plan (SIP), Transportation Control Measures (TCMs), alternative fuels, traffic flow improvements, transit expansion projects, bicycle and pedestrian facilities and programs, travel demand management, outreach and rideshare activities, telecommuting programs, intermodal freight, planning and project development activities, Inspection and maintenance

programs, magnetic levitation transportation technology deployment program, and experimental pilot projects. For more detailed guidance see the *CMAQ Program Guidance* (FHWA, November 2008).

In the event that the next surface transportation authorization materially alters these programs, MTC staff will work with project sponsors to match projects with appropriate federal fund programs. MTC reserves the right to assign specific fund sources based on availability and eligibility requirements.

- ▶ **RTP Consistency**: Projects included in the Cycle 2 Program must be consistent with the adopted Regional Transportation Plan (RTP), according to federal planning regulations. Each project included in the Cycle 2 Program must identify its relationship with meeting the goals and objectives of the RTP, and where applicable, the RTP ID number or reference.

- ▶ **Complete Streets (MTC Routine Accommodations of Pedestrians and Bicyclists) Policy**: Federal, state and regional policies and directives emphasize the accommodation of bicyclists, pedestrians, and persons with disabilities when designing transportation facilities. MTC's Complete Streets policy (Resolution No. 3765) created a checklist that is intended for use on projects to ensure that the accommodation of non-motorized travelers are considered at the earliest conception or design phase. The county Congestion Management Agencies (CMAs) ensure that project sponsors complete the checklist before projects are considered by the county for funds and submitted to MTC. CMAs are required to make completed checklists available to their Bicycle and Pedestrian Advisory Committee (BPAC) for review prior to CMAs' project selection actions for Cycle 2.

Other state policies include, Caltrans Complete Streets Policy Deputy Directive 64 R1 which stipulates: pedestrians, bicyclists and persons with disabilities must be considered in all programming, planning, maintenance, construction, operations, and project development activities and products and SB 1358 California Complete Streets Act, which requires local agency general plan circulation elements to address all travel modes.

- ▶ **Project Delivery and Monitoring**. Cycle 2 funding is available in the following four federal fiscal years: FY 2012-13, 2013-14, 2014-15, and FY 2015-16. Funds may be programmed in any one of these years, conditioned upon the availability of federal apportionment and obligation authority (OA). This will be determined through the development of an annual obligation plan, which is developed in coordination with the Partnership and project sponsors. However, funds **MUST** be obligated in the fiscal year programmed in the TIP, with all Cycle 2 funds to be obligated no later than March 31, 2016. Specifically, the funds must be obligated by FHWA or transferred to Federal Transit Administration (FTA) within the federal fiscal year that the funds are programmed in the TIP.

All Cycle 2 funding is subject to the Regional Project Funding Delivery Policy and any subsequent revisions (MTC Resolution No. 3606 at http://www.mtc.ca.gov/funding/delivery/MTC_Res_3606.pdf) . Obligation deadlines, project substitutions and redirection of project savings will continue to be governed by

the MTC Regional Project Funding Delivery Policy. All funds are subject to obligation, award, invoicing, reimbursement and project close out requirements. The failure to meet these deadlines may result in the de-programming and redirection to other projects.

To further facilitate project delivery and ensure all federal funds in the region are meeting federal and state regulations and deadlines, every recipient of Cycle 2 funding will need to identify a staff position that serves as the single point of contact for the implementation of all FHWA-administered funds within that agency. The person in this position must have sufficient knowledge and expertise in the federal-aid delivery process to coordinate issues and questions that may arise from project inception to project close-out. The agency is required to identify the contact information for this position at the time of programming of funds in the federal TIP. This person will be expected to work closely with FHWA, Caltrans, MTC and the respective CMA on all issues related to federal funding for all FHWA-funded projects implemented by the recipient.

Project sponsors that continue to miss delivery milestones and funding deadlines for any federal funds are required to prepare and update a delivery status report on all projects with FHWA-administered funds they manage, and participate if requested in a consultation meeting with the county CMA, MTC and Caltrans prior to MTC approving future Cycle programming or including any funding revisions for the agency in the federal TIP. The purpose of the status report and consultation is to ensure the local public agency has the resources and technical capacity to deliver FHWA federal-aid projects, is fully aware of the required delivery deadlines, and has developed a delivery timeline that takes into consideration the requirements and lead-time of the federal-aid process within available resources.

By applying for and accepting Cycle 2 funding, the project sponsor is acknowledging that it has and will maintain the expertise and staff resources necessary to deliver the federal-aid project within the funding timeframe.

- ▶ Local Match. Projects funded with STP or CMAQ funding requires a non-federal local match. Based on California's share of the nation's federal lands, the local match for STP and CMAQ is currently 11.47% of the total project cost. The FHWA will reimburse up to 88.53% of the total project cost. Project sponsors are required to provide the required match, which is subject to change.
- ▶ Fixed Program and Specific Project Selection. Projects are chosen for the program based on eligibility, project merit, and deliverability within established deadlines. The Cycle 2 program is project specific and the funds programmed to projects are for those projects alone. The Cycle 2 Program funding is fixed at the programmed amount; therefore, any cost increase may not be covered by additional Cycle 2 funds. Project sponsors are responsible for securing the necessary match, and for cost increases or additional funding needed to complete the project including contingencies.

REGIONAL PROGRAMS

The programs below comprise the Regional Program of Cycle 2, administered by the Commission. Funding amounts for each program are included in Attachment A-1. Individual projects will be added to Attachment B as they are selected and included in the federal TIP.

1. Regional Planning Activities

This program provides funding to the Association of Bay Area Governments (ABAG), the San Francisco Bay Area Conservation and Development Commission (BCDC), and MTC to support regional planning activities. (Note that in the past this funding category included planning funding for the CMAs. Starting with Cycle 2, CMAs will access their OneBayArea Grant to fund their planning activities rather than from this regional program category). Appendix A-2 details the fund distribution.

2. Regional Operations

This program includes projects which are administered at the regional level by MTC, and includes funding to continue regional operations programs for Clipper®, 511 Traveler information (including 511 Rideshare, 511 Bicycle, 511 Traffic, 511 Real-Time Transit and 511 transit), Freeway Service Patrol / SAFE and Incident Management. Information on these programs is available at <http://www.mtc.ca.gov/services/>.

3. Freeway Performance Initiative

This program builds on the proven success of recent ramp metering projects that have achieved significant delay reduction on Bay Area freeways and arterials at a fraction of the cost of traditional highway widening projects. Several corridors are proposed for metering projects, targeting high congestion corridors. These projects also include Traffic Operations System elements to better manage the system as well as implementing the express lane network. This category also includes funding for performance monitoring activities, regional performance initiatives implementation, Regional Signal Timing Program, Program for Arterial System Synchronization (PASS), freeway and arterial performance initiative projects and express lanes.

4. Pavement Management Program

This continues the region's Pavement Management Program (PMP) and related activities including the Pavement Technical Assistance Program (PTAP). MTC provides grants to local jurisdictions to perform regular inspections of their local streets and roads networks and to update their pavement management systems which is a requirement to receive certain funding. MTC also assists local jurisdictions in conducting associated data collection and analysis efforts including local roads needs assessments and inventory surveys and asset management analysis that feed into regional planning efforts. MTC provides, training, research and development of pavement and non-pavement preservation management techniques, and participates in the state-wide local streets and roads needs assessment effort.

5. Priority Development Area (PDA) Activities

Funding in this regional program implements the following three regional programs:

Affordable TOD fund: This is a continuation of MTC's successful Transit Oriented Development (TOD) fund into Cycle 2 which successfully has leveraged a significant amount of outside funding. The TOD fund provides financing for the development of affordable housing and other vital

community services near transit lines throughout the Bay Area. Through the Fund, developers can access flexible, affordable capital to purchase or improve available property near transit lines for the development of affordable housing, retail space and other critical services, such as child care centers, fresh food outlets and health clinics.

PDA Planning Grants: MTC and ABAG's PDA Planning Grant Program will place an emphasis on affordable housing production and preservation in funding agreements with grantees. Grants will be made to jurisdictions to provide support in planning for PDAs in areas such as providing housing, jobs, intensified land use, promoting alternative modes of travel to the single occupancy vehicle, and parking management. These studies will place a special focus on selected PDAs with a greater potential for residential displacement and develop and implement community risk reduction plans. Also program funds will establish a new local planning assistance program to provide staff resources directly to jurisdictions to support local land-use planning for PDAs.

MTC will commence work with state and federal government to create private sector economic incentives to increase housing production.

PDA Planning Assistance: Grants will be made to local jurisdictions to provide planning support as needed to meet regional housing goals.

6. Climate Change Initiatives

The proposed funding for the Cycle 2 Climate Initiative Program is to support the implementation of strategies identified in Plan Bay Area to achieve the required CO₂ emissions reductions per SB375 and federal criteria pollutant reductions. Staff will work with the Bay Area Air Quality Management District to implement this program.

7. Safe Routes to Schools

Within the Safe Routes to School Program (SR2S program) funding is distributed among the nine Bay Area counties based on K-12 total enrollment for private and public schools as reported by the California Department of Education for FY 2010-11. Appendix A-3 details the county fund distribution. Before programming projects into the TIP the CMAs shall provide the SR2S recommended county program scope, budget, schedule, agency roles, and federal funding recipient. CMAs may choose to augment this program with their own Cycle 2 OBAG funding.

8. Transit Capital Rehabilitation

The program objective is to assist transit operators to fund major fleet replacements, fixed guideway rehabilitation and other high-scoring capital needs, consistent with the FTA Transit Capital Priorities program. This includes a set-aside of \$1 million to support the consolidation and transition of Vallejo and Benicia bus services to Soltrans

9. Transit Performance Initiative: This new pilot program implements transit supportive investments in major transit corridors that can be carried out within two years. The focus is on making cost-effective operational improvements on significant trunk lines which carry the largest number of passengers in the Bay Area including transit signal prioritization, passenger circulation improvements at major hubs, and boarding/stop improvements. Specific projects are included in Attachment B.

10. Priority Conservation Area: This \$10 million program is regionally competitive. The first \$5 million would be dedicated to the North Bay counties of Marin, Napa, Solano, and Sonoma.

Eligible projects would include planning, land/easement acquisition, open space access projects, and farm-to-market capital projects. Priority would be given to projects that can partner with state agencies, regional districts and private foundations to leverage outside funds, particularly for land acquisition and open space access. An additional \$5 million will be available outside of the North Bay counties for sponsors that can provide a 3:1 match. Program guidelines will be developed over the next several months. Prior to the call for projects, a meeting will be held with stakeholders to discuss the program framework and project eligibility. The program guidelines will be approved by the Commission following those discussions. Note that tribal consultation for Plan Bay Area highlighted the need for CMAs in Sonoma and Contra Costa counties to involve tribes in PCA planning and project delivery.

ONEBAYAREA GRANT PROGRAMMING POLICIES

The policies below apply to the OneBayArea Grant Program, administered by the county Congestion Management Agencies (CMAs) or substitute agency:

- ▶ Program Eligibility: The congestion management agency may program funds from its One Bay Area Grant fund distribution to projects that meet the eligibility requirements for any of the following transportation improvement types:
 - Local Streets and Roads Preservation
 - Bicycle and Pedestrian Improvements
 - Transportation for Livable Communities
 - Safe Routes To School/Transit
 - Priority Conservation Area
 - Planning and Outreach Activities

- ▶ Fund Source Distribution: OBAG is funded primarily from three federal fund sources: STP, CMAQ and TE. Although the new federal surface transportation authorization act now under consideration may alter the actual fund sources available for MTC's programming discretion it is anticipated that any new federal programs would overlap to a large extent with existing programs. The CMAs will be provided a breakdown of specific OBAG fund sources, with the understanding that actual fund sources may change as a result of the new federal surface transportation act. In this situation, MTC staff will work with the CMAs to realign new fund sources with the funding commitments approved by the Commission. Furthermore, due to strict funding availability and eligibility requirements, the CMAs must adhere to the fund source limitations provided. Exceptions may be granted by MTC staff based on actual fund sources available and final apportionment levels.

In determining the fund source distribution to the counties, each county was first guaranteed at least what they would otherwise received in Cycle 2 under the original Cycles 1 & 2 framework as compared to the original July 8, 2011 OBAG proposal. This resulted in the county of Marin receiving an additional \$1.1 million, county of Napa receiving \$1.3 million each, and the county of Solano receiving \$1.4 million, for a total of \$3.8 million (in CMAQ funds) off the top to hold these counties harmless. The Transportation Enhancement (TE) funds were then distributed based on the county TE shares available for OBAG as approved in the 2012 Regional Transportation Improvement Program (RTIP). STP funds were then assigned to the CMA planning and outreach activities. The remaining STP funds assigned to OBAG were then distributed to each county based on the OBAG distribution formula. The remaining funds were distributed as CMAQ per the OBAG distribution formula. The hold harmless clause resulted in a slight deviation in the OBAG formula distribution for the overall funding amounts for each county.

- ▶ Priority Development Area (PDA) Policies
 - PDA minimum: CMAs in larger counties (Alameda, Contra Costa, San Mateo, San Francisco, and Santa Clara) shall direct at least 70% of their OBAG

investments to the PDAs. For North Bay counties (Marin, Napa, Solano, and Sonoma) this minimum target is 50% to reflect the more rural nature of these counties. A project lying outside the limits of a PDA may count towards the minimum provided that it directly connects to or provides proximate access to a PDA. Depending on the county, CMA planning costs would partially count towards PDA targets (70% or 50%) in line with its PDA funding target. At MTC staff discretion, consideration may be given to counties that provided higher investments in PDAs in Cycle 1 as part of an overall Cycle 1 and 2 investment package. Priority Conservation Area (PCA) investments do not count towards PDA targets and must use “anywhere” funds. The PDA/’anywhere’ funding split is shown in Appendix A-4.

- PDA Boundary Delineation: Refer to <http://geocommons.com/maps/141979> which provides a GIS overlay of the PDAs in the Bay Area to exact map boundaries including transportation facilities. As ABAG considers and approves new PDA designations this map will be updated.
 - Defining “proximate access to PDAs”: The CMAs make the determination for projects to count toward the PDA minimum that are not otherwise geographically located within a PDA. For projects not geographically within a PDA, CMAs are required to map projects and designate which projects are considered to support a PDA along with policy justifications. This analysis would be subject to public review when the CMA board acts on OBAG programming decisions. This should allow decision makers, stakeholders, and the public to understand how an investment outside of a PDA is to be considered to support a PDA and to be credited towards the PDA investment minimum target. MTC staff will evaluate and report to the Commission on how well this approach achieves the OBAG objectives prior to the next programming cycle.
 - PDA Investment & Growth Strategy: By May 1, 2013, CMAs shall prepare and adopt a PDA Investment & Growth Strategy to guide transportation investments that are supportive of PDAs. An existing Investment and Growth Strategy adopted by the County will be considered as meeting this requirement if it satisfies the general terms in Appendix A-6. See Appendix A-6 for details.
- Performance and Accountability Policies: Jurisdictions need to comply with the following policies in order to be eligible recipients of OBAG funds.
- To be eligible for OBAG funds, a jurisdiction will need to address complete streets policies at the local level through the adoption of a complete streets policy resolution no later than January 31, 2013. A jurisdiction can also meet this requirement through a general plan that complies with the Complete Streets Act of 2008. Staff will provide minimum requirements based on best practices for the resolution. As discussed below, jurisdictions will be expected to have a general plan that complies within the Complete Streets Act of 2008 to be eligible for the next round of funding.

- A jurisdiction is required to have its general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2007-14 RHNA prior to January 31, 2013. If a jurisdiction submits its housing element to the state on a timely basis for review, but the State's comment letter identifies deficiencies that the local jurisdictions must address in order to receive HCD certification, then the local jurisdiction may submit a request to the Joint MTC Planning / ABAG Administrative Committee for a time extension to address the deficiencies and resubmit its revised draft housing element to HCD for re-consideration and certification.
- For the OBAG cycle subsequent to FY 2015-16, jurisdictions must adopt housing elements by October 31, 2014 (based on an April 2013 SCS adoption date); therefore, jurisdictions will be required to have General Plans with approved housing elements and that comply with the Complete Streets Act of 2008 by that time to be eligible for funding. This schedule allows jurisdictions to meet the housing and complete streets policies through one general plan amendment.
- OBAG funds may not be programmed to any jurisdiction out of compliance with OBAG policies and other requirements specified in this attachment. The CMA will be responsible for tracking progress towards these requirements and affirming to MTC that a jurisdiction is in compliance prior to MTC programming OBAG funds to its projects in the TIP.
- For a transit agency project sponsor under a JPA or district (not under the governance of a local jurisdiction), the jurisdiction where the project (such as station/stop improvements) is located will need to comply with these policies before funds may be programmed to the transit agency project sponsor. However, this is not required if the project is transit/rail agency property such as, track, rolling stock or transit maintenance facility.
- CMAs will provide documentation for the following prior to programming projects in the TIP:
 - The approach used to select OBAG projects including outreach and a board adopted list of projects
 - Compliance with MTC's complete streets policy
 - A map delineating projects selected outside of PDAs indicating those that are considered to provide proximate access to a PDA including their justifications as outlined on the previous page. CMA staff is expected to use this exhibit when it presents its program of projects to explain the how "proximate access" is defined to their board and the public.
- MTC staff will report on the outcome of the CMA project selection process in late 2013. This information will include, but not be limited to, the following:
 - Mix of project types selected;
 - Projects funded within PDAs and outside of PDAs and how proximity and direct connections were used and justified through the county process;
 - Complete streets elements that were funded;
 - Adherence to the performance and accountability requirements;

- Amount of funding to various jurisdictions and how this related to the distribution formula that includes population, RHNA housing allocations and housing production, as well as low-income housing factors.
 - Public participation process.
 - The CMAs will also be required to present their PDA Growth Strategy to the Joint MTC Planning / ABAG Administrative Committee.
- **Project Selection:** County congestion management agencies or substitute agencies are given the responsibility to develop a project selection process along with evaluation criteria, issue a call for projects, conduct outreach, and select projects
- **Public Involvement:** The decision making authority to select projects for federal funding accompanies responsibilities to ensure that the process complies with federal statutes and regulations. In order to ensure that the CMA process for administering OBAG is in compliance, CMAs are required to lead a public outreach process as directed by Appendix A-5.
 - **Unified Call for Projects:** CMAs are requested to issue one unified call for projects for their One Bay Area grant, with a final project list due to MTC by June 30, 2013. CMA staff need to ensure that all projects are submitted using the Fund Management System (FMS) no later than July 30, 2013. The goal of this process is to reduce staff time, coordinate all programs to respond to larger multi-modal projects, and provide project sponsors the maximum time to deliver projects.
 - **Project Programming Targets and Delivery Deadlines:** CMAs must program their block grant funds over the four-year period of Cycle 2 (FY 2012-13 through FY 2015-16). The expectation is that the CMA planning activities \ project would use capacity of the first year to provide more time for delivery as contrasted to other programs which tend to have more complex environmental and design challenges, but this is not a requirement. The funding is subject to the provisions of the Regional Project Delivery Policy (MTC Resolution 3606 or its successor) including the Request for Authorization (RFA) submittal deadline and federal authorization/obligation deadline. Furthermore the following funding deadlines apply for each county, with earlier delivery strongly encouraged:
 - Half of the OBAG funds, including all funds programmed for the PE phase, must be obligated (federal authorization/E-76) by March 31, 2015.
 - All remaining OBAG funds must be obligated by March 31, 2016.

CYCLE 2 COUNTY ONE BAY AREA GRANT PROJECT GUIDANCE

The categories below comprise the Cycle 2 County One Bay Area Grant Program, administered by the county congestion management agencies. Project selection should ensure that all of the eligibility requirements below are met. MTC staff will work with CMAs and project sponsors to resolve any eligibility issues which may arise, including air quality conformity exceptions and requirements.

1. CMA Planning and Outreach

This category provides funding to the nine county Congestion Management Agencies (CMAs) to support regional planning, programming and outreach activities. Such efforts include: county-based planning efforts for development of the RTP/SCS; development of PDA growth strategies; development and implementation of a complete streets compliance protocol; establishing land use and travel forecasting process and procedures consistent with ABAG/MTC; ensuring the efficient and effective delivery of federal-aid local projects; and undertaking the programming of assigned funding and solicitation of projects. The base funding level reflects continuing the Transportation 2035 commitment level by escalating at 3% per year from the base amount in FY 2011-12. In addition, the CMAs may request additional funding from their share of OBAG to enhance or augment additional activities at their discretion. All funding and activities will be administered through an interagency agreement between MTC and the respective CMA. Actual amounts for each CMA as augmented, are shown in Appendix A-2

2. Local Streets and Roads Preservation

This category is for the preservation of local streets and roads on the federally-eligible system. To be eligible for funding of any Local Streets and Roads (LSR) preservation project, the jurisdiction must have a certified Pavement Management Program (StreetSaver® or equivalent). The needs analysis ensures that streets recommended for treatment are cost effective. Pavement projects should be based on the needs analysis resulting from the established Pavement Management Program (PMP) for the jurisdiction. MTC is responsible for verifying the certification status. The certification status can be found at www.mtcpms.org/ptap/cert.html. Specific eligibility requirements are included below:

Pavement Rehabilitation:

Pavement rehabilitation projects including pavement segments with a PCI below 70 should be consistent with segments recommended for treatment within the programming cycle by the jurisdiction's PMP.

Preventive Maintenance: Only projects where pavement segments have a Pavement Condition Index (PCI) of 70 or above are eligible for preventive maintenance. Furthermore, the local agency's Pavement Management Program (PMP) must demonstrate that the preventive maintenance strategy is a cost effective method of extending the service life of the pavement.

Non-Pavement:

Eligible non-pavement activities and projects include rehabilitation or replacement of existing features on the roadway facility, such as storm drains, National Pollutant Discharge Elimination System (NPDES), curbs, gutters, culverts, medians, guardrails, safety features, signals, signage, sidewalks, ramps and features that bring the facility to current standards. The jurisdiction must still have a certified PMP to be eligible for improvements to non-pavement features.

Activities that are not eligible for funding include: Air quality non-exempt projects (unless granted an exception by MTC staff), capacity expansion, new roadways, roadway extensions, right of way acquisition (for future expansion), operations, routine maintenance, spot application, enhancements that are above and beyond repair or replacement of existing assets (other than bringing roadway to

current standards), and any pavement application not recommended by the Pavement Management Program unless otherwise allowed above.

Federal-Aid Eligible Facilities: Federal-aid highways as defined in 23 U.S.C. 101(a)(5) are eligible for local streets and roads preservation funding. A federal-aid highway is a public road that is not classified as a rural minor collector or local road or lower. Project sponsors must confirm the eligibility of their roadway through the Highway Performance Monitoring System (HPMS) prior to the application for funding.

Federal Aid Secondary (FAS) Program Set-Aside: While passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 dissolved the Federal Aid Secondary (FAS) program, California statutes provide the continuation of minimum funding to counties, guaranteeing their prior FAS shares. The first three years of Cycle 2 were covered up-front under the Cycle 1 FAS program (covering a total 6-year period). The fourth year of Cycle 2 will be covered under the OBAG. Funding provided to the counties by the CMAs under OBAG will count toward the continuation of the FAS program requirement.

3. Bicycle and Pedestrian Improvements

The Bicycle and Pedestrian program may fund a wide range of bicycle and pedestrian improvements including Class I, II and III bicycle facilities, bicycle education, outreach, sharing and parking, sidewalks, ramps, pathways and pedestrian bridges, user safety and supporting facilities, and traffic signal actuation.

According to CMAQ eligibility requirements, bicycle and pedestrian facilities must not be exclusively recreational and reduce vehicle trips resulting in air pollution reductions. Also to meet the needs of users, hours of operation need to be reasonable and support bicycle / pedestrian needs particularly during commute periods. For example the policy that a trail be closed to users before sunrise or after sunset limits users from using the facility during the peak commute hours, particularly during times of the year with shorter days. These user restrictions indicate that the facility is recreational rather than commute oriented. Also, as contrasted with roadway projects, bicycle and pedestrian projects may be located on or off the federal-aid highway system.

4. Transportation for Livable Communities

The purpose of Transportation for Livable Communities (TLC) projects is to support community-based transportation projects that bring new vibrancy to downtown areas, commercial cores, high-density neighborhoods, and transit corridors, enhancing their amenities and ambiance and making them places where people want to live, work and visit. The TLC program supports the RTP/SCS by investing in improvements and facilities that promote alternative transportation modes rather than the single-occupant automobile.

General project categories include the following:

- Station Improvements such as plazas, station access pocket parks, bicycle parking
- Complete streets improvements that encourage bicycle and pedestrian access
- Transportation Demand Management projects including carsharing, vanpooling traveler coordination and information or Clipper®-related projects

- Connectivity projects connecting high density housing/jobs/mixed use to transit, such as bicycle/pedestrian paths and bridges and safe routes to transit.
- Density Incentives projects and non-transportation infrastructure improvements that include density bonuses, sewer upgrade, land banking or site assembly (these projects require funding exchanges to address federal funding eligibility limitations)
- Streetscape projects focusing on high-impact, multi-modal improvements or associated with high density housing/mixed use and transit (bulb outs, sidewalk widening , cross walk enhancements, audible signal modification, mid block crossing and signal, new striping for bicycle lanes and road diets, pedestrian street lighting, medians, pedestrian refugees, way finding signage, pedestrian scaled street furniture including bus shelters, tree grates, benches, bollards, magazine racks, garbage and recycling bins, permanent bicycle racks, signal modification for bicycle detection, street trees, raised planters, planters, costs associated with on- site storm water management, permeable paving)
- Funding for TLC projects that incentivize local PDA Transit Oriented Development Housing

5. Safe Routes to School

The county Safe Routes to School Program continues to be a regional program. The funding is distributed directly to the CMAs by formula through the Cycle 2 regional program (see Appendix A-3). However, a CMA may use OBAG funding to augment this amount. Eligible projects include infrastructure and non-infrastructure projects that facilitate reduction in vehicular travel to and from schools. It is important to note that CMAQ is used to fund this program which is targeted towards air quality improvement rather than children's health or safety. Nevertheless CMAQ eligibility overlaps with Safe Routes to School Program projects that are eligible under the federal and state programs with few exceptions which are noted below. Refer to the following link for detailed examples of eligible projects which is followed by CMAQ funding eligibility parameters:

http://mtc.ca.gov/funding/STPCMAQ/7_SR2S_Eligibility_Matrix.pdf

Non-Infrastructure Projects

Public Education and Outreach Activities

- Public education and outreach can help communities reduce emissions and congestion by inducing drivers to change their transportation choices.
- Activities that promote new or existing transportation services, developing messages and advertising materials (including market research, focus groups, and creative), placing messages and materials, evaluating message and material dissemination and public awareness, technical assistance, programs that promote the Tax Code provision related to commute benefits, and any other activities that help forward less-polluting transportation options.
- Air quality public education messages: Long-term public education and outreach can be effective in raising awareness that can lead to changes in travel behavior and ongoing emissions reductions; therefore, these activities may be funded indefinitely.
- Non-construction outreach related to safe bicycle use
- Travel Demand Management Activities including traveler information services, shuttle services, carpools, vanpools, parking pricing, etc.

Infrastructure Projects

Bicycle/Pedestrian Use:

- Constructing bicycle and pedestrian facilities (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 when economically feasible and in the public interest
- Traffic calming measures

Exclusions found to be ineligible uses of CMAQ funds:

- Walking audits and other planning activities (STP based on availability will be provided for these purposes upon CMA's request)
- Crossing guards and vehicle speed feedback devices, traffic control that is primarily oriented to vehicular traffic rather than bicyclists and pedestrians
- Material incentives that lack an educational message or exceeding a nominal cost.

6. Priority Conservation Areas

This is an outgrowth of the new regional program pilot for the development of Priority Conservation Area (PCA) plans and projects to assist counties to ameliorate outward development expansion and maintain their rural character. A CMA may use OBAG funding to augment grants received from the regionally competitive program or develop its own county PCA program. Generally, eligible projects will include planning, land / easement acquisition, open space access projects, and farm-to-market capital projects.

PROGRAM SCHEDULE

Cycle 2 spans apportionments over four fiscal years: FY 2012-13, FY 2013-14, FY 2014-15 and FY 2015-16. Programming in the first year will generally be for the on-going regional operations and regional planning activities which can be delivered immediately, allowing the region to meet the obligation deadlines for use of FY 2012-13 funds. This strategy, at the same time, provides several months during FY 2012-13 for program managers to select projects and for MTC to program projects into the TIP to be obligated during the remaining second, third and fourth years of the Cycle 2 period. If CMAs wish to program any OBAG funds in the first year, MTC will try to accommodate requests depending on available federal apportionments and obligation limitations, as long as the recipient has meet the OBAG requirements.

Appendix A-1

Cycle 2 Regional and County Programs FY 2012-13 through FY 2015-16 May 2012

Proposed Cycle 2 Funding Commitments

Regional Program (millions \$ - rounded)		4-Year Total
Regional Categories		
1	Regional Planning Activities	\$7
2	Regional Operations	\$95
3	Freeway Performance Initiative	\$96
4	Pavement Management Program	\$7
5	Priority Development Activities	\$40
6	Climate Initiatives	\$20
7	Safe Routes To School	\$20
8	Transit Capital Rehabilitation	\$150
9	Transit Performance Initiative	\$30
10	Priority Conservation Area	\$10
Regional Program Total:*		\$475
		60%

One Bay Area Grant (OBAG) (millions \$ - rounded)		4-Year Total
Counties		
1	Alameda	\$63
2	Contra Costa	\$44
3	Marin	\$10
4	Napa	\$6
5	San Francisco	\$38
6	San Mateo	\$26
7	Santa Clara	\$87
8	Solano	\$18
9	Sonoma	\$23
OBAG Total:*		\$320
		40%

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Cycle 2 Total Total:*	\$795
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* Amounts may not total due to rounding

* OBAG amounts are draft estimates until final adoption of RHNA, expected July 2012.

Appendix A-2

**Cycle 2
 Planning & Outreach
 FY 2012-13 through FY 2015-16
 May 2012**

OBAG - County CMA Planning

County	Agency	Cycle 2 OBAG County CMA Planning				STP Total
		2012-13	2013-14	2014-15	2015-16	
Alameda	ACTC	\$916,000	\$944,000	\$973,000	\$1,003,000	\$3,836,000
Contra Costa	CCTA	\$725,000	\$747,000	\$770,000	\$794,000	\$3,036,000
Marin	TAM	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
Napa	NCTPA	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
San Francisco	SFCTA	\$667,000	\$688,000	\$709,000	\$731,000	\$2,795,000
San Mateo	SMCCAG	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
Santa Clara	VTA	\$1,014,000	\$1,045,000	\$1,077,000	\$1,110,000	\$4,246,000
Solano	STA	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
Sonoma	SCTA	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
County CMAs Total:		\$6,512,000	\$6,714,000	\$6,919,000	\$7,133,000	\$27,278,000

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Regional Agency Planning

Regional Agency	Agency	Cycle 2 Regional Agency Planning				STP Total
		2012-13	2013-14	2014-15	2015-16	
ABAG	ABAG	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
BCDC	BCDC	\$320,000	\$330,000	\$340,000	\$351,000	\$1,341,000
MTC	MTC	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
Regional Agencies Total:		\$1,596,000	\$1,646,000	\$1,696,000	\$1,749,000	\$6,687,000

\$33,965,000

Appendix A-3

**Cycle 2
 Safe Routes to School County Distribution
 FY 2012-13 through FY 2015-16
 May 2012**

Safe Routes To School County Distribution

County	Public School Enrollment (K-12) *	Private School Enrollment (K-12) *	Total School Enrollment (K-12) *	Percentage	Total Funding
					\$20,000,000
Alameda	214,626	24,537	239,163	21%	\$4,293,000
Contra Costa	166,956	16,274	183,230	16%	\$3,289,000
Marin	29,615	5,645	35,260	3%	\$633,000
Napa	20,370	3,036	23,406	2%	\$420,000
San Francisco	56,454	23,723	80,177	7%	\$1,439,000
San Mateo	89,971	16,189	106,160	10%	\$1,905,000
Santa Clara	261,945	38,119	300,064	27%	\$5,386,000
Solano	67,117	2,855	69,972	6%	\$1,256,000
Sonoma	71,049	5,787	76,836	7%	\$1,379,000
Total:	978,103	136,165	1,114,268	100%	\$20,000,000

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* From California Department of Education for FY 2010-11

Appendix A-4

Cycle 2 OBAG County Fund Distribution FY 2012-13 through FY 2015-16 May 2012

OBAG Geographic Funding Distribution

County	OBAG Funds	PDA/Anywhere Split	PDA	Anywhere
Alameda	\$63,732,000	70/30	\$44,612,000	\$19,120,000
Contra Costa	\$44,787,000	70/30	\$31,351,000	\$13,436,000
Marin	\$10,047,000	50/50	\$5,024,000	\$5,023,000
Napa	\$6,653,000	50/50	\$3,327,000	\$3,326,000
San Francisco	\$38,837,000	70/30	\$27,186,000	\$11,651,000
San Mateo	\$26,246,000	70/30	\$18,372,000	\$7,874,000
Santa Clara	\$87,284,000	70/30	\$61,099,000	\$26,185,000
Solano	\$18,801,000	50/50	\$9,401,000	\$9,400,000
Sonoma	\$23,613,000	50/50	\$11,807,000	\$11,806,000
Total:	\$320,000,000		\$212,179,000	\$107,821,000

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OBAG amounts are draft estimates until final adoption of RHNA, expected July 2012.

Appendix A-5: One Bay Area Grant Call for Projects Guidance

The Metropolitan Transportation Commission (MTC) has delegated OBAG project selection to the nine Bay Area Congestion Management Agencies (CMAs) as they are best suited for this role because of their existing relationships with local jurisdictions, elected officials, transit agencies, community organizations and stakeholders, and members of the public within their respective counties. In order to meet federal requirements that accompany the decision-making process regarding federal transportation funding, MTC expects the CMAs to plan and execute an effective public outreach and local engagement process to solicit candidate projects to be submitted to MTC for consideration for inclusion in the Cycle 2 One Bay Area Grant Program. CMAs will also serve as the main point of contact for local sponsoring agencies and members of the public submitting projects for consideration for inclusion in the 2013 Transportation Improvement Program.

CMAs will conduct a transparent process for the Call for Projects while complying with federal regulations by carrying out the following activities:

1. Public Involvement and Outreach

- **Conduct countywide outreach to stakeholders and the public to solicit project ideas.** CMAs will be expected to implement their public outreach efforts in a manner consistent with MTC's Public Participation Plan (MTC Resolution No. 3821), which can be found at http://www.mtc.ca.gov/get_involved/participation_plan.htm. CMAs are expected at a minimum to:
 - Execute effective and meaningful local engagement efforts during the call for projects by working closely with local jurisdictions, elected officials, transit agencies, community-based organizations, and the public through the project solicitation process.
 - Explain the local Call for Projects process, informing stakeholders and the public about the opportunities for public comments on project ideas and when decisions are to be made on the list of projects to be submitted to MTC;
 - Hold public meetings and/or workshops at times which are conducive to public participation to solicit public input on project ideas to submit;
 - Post notices of public meetings and hearing(s) on their agency website; include information on how to request language translation for individuals with limited English proficiency. If agency protocol has not been established, please refer to MTC's Plan for Assisting Limited English Proficient Populations at http://www.mtc.ca.gov/get_involved/lep.htm
 - Hold public meetings in central locations that are accessible for people with disabilities and by public transit;
 - Offer language translations and accommodations for people with disabilities, if requested at least three days in advance of the meeting.
- **Document the outreach effort undertaken for the local call for projects.** CMAs are to provide MTC with:

- A description of how the public was involved in the process for nominating and/or commenting on projects selected for OBAG funding. Specify whether public input was gathered at forums held specifically for the OBAG project solicitation or as part of a separate planning or programming outreach effort;
- A description of how the public engagement process met the outreach requirements of MTC's Public Participation Plan, including how the CMA ensured full and fair participation by all potentially affected communities in the project submittal process.
- A summary of comments received from the public and a description of how public comments informed the recommended list of projects submitted by the CMA.

2. Agency Coordination

- ***Work closely with local jurisdictions, transit agencies, MTC, Caltrans, federally recognized tribal governments, and stakeholders to identify projects for consideration in the OBAG Program.*** CMAs will assist with agency coordination by:
 - Communicating this Call for Projects guidance to local jurisdictions, transit agencies, federally recognized tribal governments, and other stakeholders

3. Title VI Responsibilities

- ***Ensure the public involvement process provides underserved communities access to the project submittal process as in compliance with Title VI of the Civil Rights Act of 1964.***
 - Assist community-based organizations, communities of concern, and any other underserved community interested in having projects submitted for funding;
 - Remove barriers for persons with limited-English proficiency to have access to the project submittal process;
 - For Title IV outreach strategies, please refer to MTC's Public Participation Plan found at: http://www.onebayarea.org/get_involved.htm
 - Additional resources are available at
 - i. <http://www.fhwa.dot.gov/civilrights/programs/tvi.htm>
 - ii. http://www.dot.ca.gov/hq/LocalPrograms/DBE_CRLC.html#TitleVI
 - iii. http://www.mtc.ca.gov/get_involved/rights/index.htm

Appendix A-6: PDA Investment & Growth Strategy

MTC shall consult with the CMAs and amend the scope of activities identified below, as necessary, to minimize administrative workload and to avoid duplication of effort. This consultation may result in specific work elements shifting to MTC and/or ABAG. Such changes will be formalized through a future amendment to this appendix.

The purpose of a PDA Investment & Growth Strategy is to ensure that CMAs have a transportation project priority-setting process for OBAG funding that supports and encourages development in the region's PDAs, recognizing that the diversity of PDAs will require different strategies. Some of the planning activities noted below may be appropriate for CMAs to consider for jurisdictions or areas not currently designated as PDAs if those areas are still considering future housing and job growth. Regional agencies will provide support, as needed, for the PDA Investment & Growth Strategies. The following are activities CMAs need to undertake in order to develop a project priority-setting process:

(1) Engaging Regional/Local Agencies

- Develop or continue a process to regularly engage local planners and public works staff. Encourage community participation throughout the planning process and in determining project priorities
- Participate as a TAC member in local jurisdiction planning processes funded through the regional PDA Planning Program or as requested by jurisdictions. Partner with MTC and ABAG staff to ensure that regional policies are addressed in PDA plans.
- Help develop protocols with MTC, ABAG and Air District staff to assess toxic-air contaminants and particulate matter, as well as related mitigation strategies, as part of regional PDA Planning Program.

(2) Planning Objectives – to Inform Project Priorities

- Keep apprised of ongoing transportation and land-use planning efforts throughout the county
- Encourage local agencies to quantify infrastructure needs and costs as part of their planning processes
- Encourage and support local jurisdictions in meeting their housing objectives established through their adopted Housing Elements and RHNA.
 - *Short-term:* By May 1, 2013, analyze progress of local jurisdictions in implementing their housing element objectives and identify current local housing policies that encourage affordable housing production and/or community stabilization.
 - *Long-term:* Starting in May 2014 and for subsequent updates, PDA Investment & Growth Strategies will assess performance in producing sufficient housing for all income levels through the RHNA process and, where appropriate, assist local jurisdictions in implementing local policy changes to facilitate achieving these goals¹. The locally crafted policies should be targeted to the specific circumstances of each PDA. For example, if the PDA currently does not provide for a mix of income-levels, any recommend policy changes should be aimed at promoting affordable housing. If the PDA currently is mostly low-income housing, any needed policy changes should be aimed at community stabilization. This analysis will be coordinated with related work conducted through the Housing and Urban Development (HUD) grant awarded to the region in fall 2011.

(3) Establishing Local Funding Priorities - Develop funding guidelines for evaluating OBAG projects that support multi-modal transportation priorities based on connections to housing, jobs and commercial activity. Emphasis should be placed on the following factors when developing project evaluation criteria:

¹ Such as inclusionary housing requirements, city-sponsored land-banking for affordable housing production, “just cause eviction” policies, policies or investments that preserve existing deed-restricted or “naturally” affordable housing, condo conversion ordinances that support stability and preserve affordable housing, etc.

- **Projects located in high impact project areas.** Key factors defining high impact areas include:
 - a. Housing – PDAs taking on significant housing growth in the SCS (total number of units and percentage change), including RHNA allocations, as well as housing production
 - b. Jobs in proximity to housing and transit (both current levels and those included in the SCS),
 - c. Improved transportation choices for all income levels (reduces VMT), proximity to quality transit access, with an emphasis on connectivity (including safety, lighting, etc.)
 - d. Consistency with regional TLC design guidelines or design that encourages multi-modal access: http://www.mtc.ca.gov/planning/smart_growth/tlc/2009_TLC_Design_Guidelines.pdf
 - e. Project areas with parking management and pricing policies
- **Projects located in Communities of Concern (COC)** – favorably consider projects located in a COC see: <http://geocommons.com/maps/110983>
- **PDAs with affordable housing preservation and creation strategies** – favorably consider projects in jurisdictions with affordable housing preservation and creation strategies or policies
- **PDAs that overlap with Air District CARE Communities and/or are in proximity to freight transport infrastructure** – Favorably consider projects located in PDAs with highest exposure to particulate matter and toxic air contaminants where jurisdictions employ best management practices to mitigate exposure.

Process/Timeline

CMAAs develop PDA Investment & Growth Strategy	June 2012 – May 2013
PDA Investment & Growth Strategy Presentations by CMAAs to Joint MTC Planning and ABAG Administrative Committee	Summer/Fall 2013
CMAAs amend PDA Investment & Growth Strategy to incorporate follow-up to local housing production and policies	May 2014
CMAAs submit annual progress reports related to PDA Growth Strategies, including status of jurisdiction progress on development/adoption of housing elements and complete streets ordinances.	May 2014, Ongoing

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**Cycle 2
 Regional Programs Project List
 FY 2012-13 through FY 2015-16
 May 2012**

Regional Programs Project List

Project Category and Title	County	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TE/TFCA	Total Cycle 2
CYCLE 2 PROGRAMMING			\$435,187,000	\$40,000,000	\$475,187,000
1. REGIONAL PLANNING ACTIVITIES (PL)					
ABAG Planning	Region-Wide	ABAG	\$2,673,000	\$0	\$2,673,000
BCDC Planning	Region-Wide	BCDC	\$1,341,000	\$0	\$1,341,000
MTC Planning	Region-Wide	MTC	\$2,673,000	\$0	\$2,673,000
1. REGIONAL PLANNING ACTIVITIES (PL)			TOTAL: \$6,687,000	\$0	\$6,687,000
2. REGIONAL OPERATIONS (RO)					
Clipper® Fare Media Collection	Region-Wide	MTC	\$21,400,000	\$0	\$21,400,000
511 - Traveler Information	Region-Wide	MTC	\$48,770,000	\$0	\$48,770,000
SUBTOTAL			\$70,170,000	\$0	\$70,170,000
FSP/Incident Management	Region-Wide	MTC/SAFE	\$25,130,000	\$0	\$25,130,000
SUBTOTAL			\$25,130,000	\$0	\$25,130,000
2. REGIONAL OPERATIONS (RO)			TOTAL: \$95,300,000	\$0	\$95,300,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)					
Regional Performance Initiatives Implementation	Region-Wide	MTC	\$5,750,000	\$0	\$5,750,000
Regional Performance Initiatives Corridor Implementation	Region-Wide	MTC	\$8,000,000	\$0	\$8,000,000
Program for Arterial System Synchronization (PASS)	Region-Wide	MTC	\$5,000,000	\$0	\$5,000,000
SUBTOTAL			\$18,750,000	\$0	\$18,750,000
Ramp Metering and TOS Elements					
<i>FPI - Specific projects TBD by Commission</i>	TBD	TBD	\$43,250,000	\$34,000,000	\$77,250,000
SUBTOTAL			\$43,250,000	\$34,000,000	\$77,250,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)			TOTAL: \$62,000,000	\$34,000,000	\$96,000,000
4. PAVEMENT MANAGEMENT PROGRAM (PMP)					
Pavement Technical Advisory Program (PTAP)	Region-Wide	MTC	\$6,000,000	\$0	\$6,000,000
Pavement Management Program (PMP)	Region-Wide	MTC	\$1,200,000	\$0	\$1,200,000
4. PAVEMENT MANAGEMENT PROGRAM (PMP)			TOTAL: \$7,200,000	\$0	\$7,200,000
5. PRIORITY DEVELOPMENT ACTIVITIES (PDA)					
PDA Planning					
<i>Specific projects TBD by Commission</i>	TBD	TBD	\$25,000,000	\$0	\$25,000,000
SUBTOTAL			\$25,000,000	\$0	\$25,000,000
Transit Oriented Affordable Development (TOD)					
<i>Specific projects TBD by Commission</i>	Region-Wide	MTC	\$15,000,000	\$0	\$15,000,000
SUBTOTAL			\$15,000,000	\$0	\$15,000,000
5. PRIORITY DEVELOPMENT ACTIVITIES (PDA)			TOTAL: \$40,000,000	\$0	\$40,000,000
6. CLIMATE CHANGE INITIATIVES (CCI)					
Climate Strategies	TBD	TBD	\$14,000,000	\$6,000,000	\$20,000,000
6. CLIMATE CHANGE INITIATIVES (CCI)			TOTAL: \$14,000,000	\$6,000,000	\$20,000,000
7. SAFE ROUTES TO SCHOOL (SR2S)					
<i>Specific projects TBD by CMAs</i>					
SR2S - Alameda	Alameda	ACTC	\$4,293,000	\$0	\$4,293,000
SR2S - Contra Costa	Contra Costa	CCTA	\$3,289,000	\$0	\$3,289,000
SR2S - Marin	Marin	TAM	\$633,000	\$0	\$633,000
SR2S - Napa	Napa	NCTPA	\$420,000	\$0	\$420,000
SR2S - San Francisco	San Francisco	SFCTA	\$1,439,000	\$0	\$1,439,000
SR2S - San Mateo	San Mateo	SMCCAG	\$1,905,000	\$0	\$1,905,000
SR2S - Santa Clara	Santa Clara	SCVTA	\$5,386,000	\$0	\$5,386,000
SR2S - Solano	Solano	STA	\$1,256,000	\$0	\$1,256,000
SR2S - Sonoma	Sonoma	SCTA	\$1,379,000	\$0	\$1,379,000
7. SAFE ROUTES TO SCHOOL (SR2S)			TOTAL: \$20,000,000	\$0	\$20,000,000
8. TRANSIT CAPITAL PROGRAM (TCP)					
<i>Specific projects TBD by Transit Operators</i>					
SolTrans - Preventive Maintenance	Solano	SolTrans	\$149,000,000	\$0	\$149,000,000
SUBTOTAL			\$1,000,000	\$0	\$1,000,000
8. TRANSIT CAPITAL PROGRAM (TCP)			TOTAL: \$150,000,000	\$0	\$150,000,000
9. TRANSIT PERFORMANCE INITIATIVE (TPI)					
AC Transit - Line 51 Corridor Speed Protection and Restoration	Alameda	AC Transit	\$10,515,624	\$0	\$10,515,624
SFMTA - Mission Mobility Maximization	San Francisco	SFMTA	\$7,016,395	\$0	\$7,016,395
SFMTA - N-Judah Mobility Maximization	San Francisco	SFMTA	\$3,750,574	\$0	\$3,750,574
SFMTA - Bus Stop Consolidation and Roadway Modifications	San Francisco	SFMTA	\$4,133,031	\$0	\$4,133,031
SCVTA - Light Rail Transit Signal Priority	Santa Clara	SCVTA	\$1,587,176	\$0	\$1,587,176
SCVTA - Steven Creek - Limited 323 Transit Signal Priority	Santa Clara	SCVTA	\$712,888	\$0	\$712,888
Unprogrammed Transit Performance Initiative Reserve	TBD	TBD	\$2,284,312	\$0	\$2,284,312
9. TRANSIT PERFORMANCE INITIATIVE (TPI)			TOTAL: \$30,000,000	\$0	\$30,000,000
10. PRIORITY CONSERVATION AREA (PCA)					
<i>Specific projects TBD by Commission</i>	TBD	TBD	\$10,000,000	\$0	\$10,000,000
10. PRIORITY CONSERVATION AREA (PCA)			TOTAL: \$10,000,000	\$0	\$10,000,000
Cycle 2 Total			TOTAL: \$435,187,000	\$40,000,000	\$475,187,000

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Attachment B-2

Cycle 2 OBAG Project List FY 2012-13 through FY 2015-16 May 2012

OBAG Program Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP-TE	Total Cycle 2
CYCLE 2 COUNTY OBAG PROGRAMMING		\$301,964,000	\$18,036,000	\$320,000,000
ALAMEDA COUNTY				
<i>Specific projects TBD by Alameda CMA</i>	TBD	\$56,170,000	\$3,726,000	\$59,896,000
CMA Planning Activities - Alameda	ACTC	\$3,836,000	\$0	\$3,836,000
ALAMEDA COUNTY	TOTAL:	\$60,006,000	\$3,726,000	\$63,732,000
CONTRA COSTA COUNTY				
<i>Specific projects TBD by Contra Costa CMA</i>	TBD	\$39,367,000	\$2,384,000	\$41,751,000
CMA Planning Activities - Contra Costa	CCTA	\$3,036,000	\$0	\$3,036,000
CONTRA COSTA COUNTY	TOTAL:	\$42,403,000	\$2,384,000	\$44,787,000
MARIN COUNTY				
<i>Specific projects TBD by Marin CMA</i>	TBD	\$6,667,000	\$707,000	\$7,374,000
CMA Planning Activities - Marin	TAM	\$2,673,000	\$0	\$2,673,000
MARIN COUNTY	TOTAL:	\$9,340,000	\$707,000	\$10,047,000
NAPA COUNTY				
<i>Specific projects TBD by Napa</i>	TBD	\$3,549,000	\$431,000	\$3,980,000
CMA Planning Activities - Napa	NCTPA	\$2,673,000	\$0	\$2,673,000
NAPA COUNTY	TOTAL:	\$6,222,000	\$431,000	\$6,653,000
SAN FRANCISCO COUNTY				
<i>Specific projects TBD by San Francisco CMA</i>	TBD	\$34,132,000	\$1,910,000	\$36,042,000
CMA Planning Activities - San Francisco	SFCTA	\$2,795,000	\$0	\$2,795,000
SAN FRANCISCO COUNTY	TOTAL:	\$36,927,000	\$1,910,000	\$38,837,000
SAN MATEO COUNTY				
<i>Specific projects TBD by San Mateo CMA</i>	TBD	\$21,582,000	\$1,991,000	\$23,573,000
CMA Planning Activities - San Mateo	SMCCAG	\$2,673,000	\$0	\$2,673,000
SAN MATEO COUNTY	TOTAL:	\$24,255,000	\$1,991,000	\$26,246,000
SANTA CLARA COUNTY				
<i>Specific projects TBD by Santa Clara CMA</i>	TBD	\$78,688,000	\$4,350,000	\$83,038,000
CMA Planning Activities - Santa Clara	SCVTA	\$4,246,000	\$0	\$4,246,000
SANTA CLARA COUNTY	TOTAL:	\$82,934,000	\$4,350,000	\$87,284,000
SOLANO COUNTY				
<i>Specific projects TBD by Solano CMA</i>	TBD	\$14,987,000	\$1,141,000	\$16,128,000
CMA Planning Activities - Solano	STA	\$2,673,000	\$0	\$2,673,000
SOLANO COUNTY	TOTAL:	\$17,660,000	\$1,141,000	\$18,801,000
SONOMA COUNTY				
<i>Specific projects TBD by Sonoma CMA</i>	TBD	\$19,544,000	\$1,396,000	\$20,940,000
CMA Planning Activities - Sonoma	SCTA	\$2,673,000	\$0	\$2,673,000
SONOMA COUNTY	TOTAL:	\$22,217,000	\$1,396,000	\$23,613,000
Cycle 2 Total		\$301,964,000	\$18,036,000	\$320,000,000

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METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Partnership Jurisdictions Expecting to Receive
OBAG Funding

DATE: July 16, 2012

FR: Sean Co

RE: One Bay Area Grant: Complete Streets Required Elements

The One Bay Area Grant (OBAG) Complete Streets requires agencies to incorporate the elements listed in Attachment A into a council/board of supervisors-adopted resolution by January 31, 2013. Jurisdictions are encouraged to develop the best policy that fits within the context of their local area in consultation with affected departments and stakeholders and to go beyond the required elements to accommodate all users of the roadway network. Language in the elements is general to allow jurisdictions the flexibility they need to develop their own policy. For example there are no specific exceptions for complete streets in the MTC requirements so agencies can define their own. Jurisdictions may also meet this requirement by having adopted a General Plan that complies with the California Complete Streets Act of 2008.

For the next round of One Bay Area Grants (anticipated in 2015), the OBAG program will require jurisdictions to update the circulation element of their general plan consistent with the Complete Streets Act to maintain eligibility for these funds.

To assist agencies in developing their own resolution, MTC with assistance from [ChangeLab Solutions](#), has developed a sample resolution of support. Jurisdictions are encouraged to adapt the elements and language of the sample resolution to meet their own circumstances and plans. This sample resolution is included as Attachment B. As an example of sample language of an adopted complete streets policy, the City of Baldwin Park's policy is included as Attachment C.

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**Attachment A:
Elements Required of a Complete Streets Resolution to Comply with the One Bay Area Grant
(Revised July 1, 2012)**

To receive funding through the OneBayArea Grant (OBAG) program, a jurisdiction must have either updated its General Plan to comply with the Complete Streets Act of 2008 or adopted a complete streets Resolution that incorporates all nine of the following elements.

Complete Streets Principles

1. **Serve all Users** - All transportation improvements will be planned, designed, constructed, operated and maintained to support safe and convenient access for all users, and increase mobility for walking, bicycling and transit use, ~~whenever possible while promoting safe and accessible operations for all users.~~
2. **Context Sensitivity** – The planning and implementation of transportation projects will reflect conditions within and surrounding the project area, whether the area is a residential or business district or urban, suburban or rural. Project planning, design and construction of complete streets projects should include working with residents and ~~merchants~~ businesses to ensure that a strong sense of place is maintained.
3. **Complete Streets in all Departments** – All departments in the jurisdiction *and outside agencies* whose work affects the roadway must incorporate a complete streets approach into the review and implementation of their projects and activities. Potential complete streets opportunities could apply to projects such as, transportation projects, road rehabilitation, new development, utilities, etc.
4. **All Projects/Phases** - The policy will apply to all roadway projects including those involving new construction, reconstruction, retrofits, repaving, rehabilitation, or changes in the allocation of pavement space on an existing roadway, as well as those that involve new privately built roads and easements intended for public use.

Implementation

5. **Plan Consultation** –Any proposed improvements should be evaluated for consistency with all local bicycle, pedestrian and ~~or~~ *transportation* plans and any other plans that affect the right of way should be consulted for consistency with any proposed improvements.
6. **Street Network/Connectivity** - The transportation system should provide a connected network of facilities accommodating all modes of travel. This includes looking for opportunities for repurposing rights-of-ways to enhance connectivity for cyclists, pedestrians and transit users. A well connected network should include non-motorized connectivity to schools, parks, commercial areas, civic destinations and regional non-motorized networks on both publically owned roads/land and private developments (or redevelopment areas).
7. **BPAC Consultation** - Input shall be solicited from local bicycle and pedestrian advisory committees (BPACs) or similar *public* advisory group in an early project development phase to verify bicycling and pedestrian needs for projects. (MTC Resolution 875 requires that cities of 10,000 or more create and maintain a BPAC or rely on the county BPAC to receive TDA-3 funds.)
8. **Evaluation** – City *and county* will establish a means to collect data and indicate how the jurisdiction is evaluating their implementation of complete streets policies. For example tracking the number of miles of bike lanes and sidewalks, numbers of street crossings, signage etc.

Exceptions

9. **Process**– Plans or projects that seek exemptions from the complete streets approach outlined in prior sections must provide written finding of why accommodations for all modes were not included in the project. The memorandum should be signed off by the Public Works Director or equivalent high level staff person. Plans or projects that are granted exceptions must be made publically available for review.

Federal guidance on exceptions can be found from the Federal Highway Administration (FHWA)
Accommodating Bicycle and Pedestrian Travel
http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/design.cfm

Attachment B:
Sample MTC Complete Streets Sample Resolution
for Bay Area Cities and Counties

ChangeLab Solutions & MTC
<http://changelabsolutions.org/>

Resolution No. _____

**A RESOLUTION OF THE [City Council/Board of Supervisors] OF THE [Jurisdiction] ADOPTING
A COMPLETE STREETS POLICY**

WHEREAS, the term “Complete Streets” describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families [*insert other significant local users if desired, e.g. drivers of agricultural vehicles, emergency vehicles, or freight*];

WHEREAS, [Jurisdiction] acknowledges the benefits and value for the public health and welfare of reducing vehicle miles traveled and increasing transportation by walking, bicycling, and public transportation;

WHEREAS, [Jurisdiction] recognizes that the planning and coordinated development of Complete Streets infrastructure provides benefits for local governments in the areas of infrastructure cost savings; public health; and environmental sustainability;

WHEREAS, the State of California has emphasized the importance of Complete Streets by enacting the California Complete Streets Act of 2008 (also known as AB 1358), which requires that when cities or counties revise general plans, they identify how they will provide for the mobility needs of all users of the roadways, as well as through Deputy Directive 64, in which the California Department of Transportation explained that it “views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system”;

WHEREAS, the California Global Warming Solutions Act of 2006 (known as AB 32) sets a mandate for the reduction of greenhouse gas emissions in California, and the Sustainable Communities and Climate Protection Act of 2008 (known as SB 375) requires emissions reductions through coordinated regional planning that integrates transportation, housing, and land-use policy, and achieving the goals of these laws will require significant increases in travel by public transit, bicycling, and walking;

WHEREAS, numerous California counties, cities, and agencies have adopted Complete Streets policies and legislation in order to further the health, safety, welfare, economic vitality, and environmental well-being of their communities;

WHEREAS, [Jurisdiction] therefore, in light of the foregoing benefits and considerations, wishes to improve its commitment to Complete Streets and desires that its streets form a comprehensive and integrated transportation network promoting safe, equitable, and convenient travel for all users while preserving flexibility, recognizing community context, and using the latest and best design guidelines and standards;

NOW, THEREFORE, BE IT RESOLVED, by the [City Council/Board of Supervisors] of [Jurisdiction], State of California, as follows:

1. That the [Jurisdiction] adopts the Complete Streets Policy attached hereto as Exhibit A, and made part of this Resolution, and that said exhibit is hereby approved and adopted.

2. That the next substantial revision of the [Jurisdiction] General Plan circulation shall incorporate Complete Streets policies and principles consistent with the California Complete Streets Act of 2008 (AB 1358) and with the Complete Streets Policy adopted by this resolution.

PASSED AND ADOPTED by the [City Council/Board of Supervisors] of the [Jurisdiction], State of California, on _____, 201_, by the following vote:

Attachment: Exhibit A

SAMPLE

Exhibit A

This Complete Streets Policy was adopted by Resolution No. _____ by the [City Council/Board of Supervisors] of the [Jurisdiction] on _____, 201_.

COMPLETE STREETS POLICY OF [JURISDICTION]

A. Complete Streets Principles

- 1. Complete Streets Serving All Users.** [Jurisdiction] expresses its commitment to creating and maintaining Complete Streets that provide safe, comfortable, and convenient travel along and across streets (including streets, roads, highways, bridges, and other portions of the transportation system) through a comprehensive, integrated transportation network that serves all categories of users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families [*insert other significant local users if desired, e.g. drivers of agricultural vehicles, emergency vehicles, freight, etc.*].
- 2. Context Sensitivity.** In planning and implementing street projects, departments and agencies of [Jurisdiction] shall maintain sensitivity to local conditions in both residential and business districts as well as urban, suburban, and rural areas, and shall work with residents, merchants, and other stakeholders to ensure that a strong sense of place ensues. Improvements that will be considered include sidewalks, shared use paths, bicycle lanes, bicycle routes, paved shoulders, street trees and landscaping, planting strips, accessible curb ramps, crosswalks, refuge islands, pedestrian signals, signs, street furniture, bicycle parking facilities, public transportation stops and facilities, transit priority signalization, and other features assisting in the provision of safe travel for all users, such as traffic calming circles, transit bulb outs, and road diets [*as well as other features such as insert other accommodations if desired*] [*and those features identified in insert name of Pedestrian/Bicycle Master Plan if it exists*].
- 3. Complete Streets Routinely Addressed by All Departments.** All relevant departments and agencies of [Jurisdiction] shall work towards making Complete Streets practices a routine part of everyday operations, approach every relevant project, program, and practice as an opportunity to improve streets and the transportation network for all categories of users, and work in coordination with other departments, agencies, and jurisdictions to maximize opportunities for Complete Streets, connectivity, and cooperation. The following projects provide opportunities: pavement resurfacing, restriping, accessing above and underground utilities, signalization operations or modifications, and maintenance of landscaping/related features.
- 4. All Projects and Phases.** Complete Streets infrastructure sufficient to enable reasonably safe travel along and across the right of way for each category of users shall be incorporated into all planning, funding, design, approval, and implementation processes for any construction, reconstruction, retrofit, maintenance, operations, alteration, or repair of streets (including streets, roads, highways, bridges, and other portions of the transportation system), except that specific infrastructure for a given category of users may be excluded if an exemption is approved via the process set forth in section C. 1 of this policy.

B. Implementation

- 1. Plan Consultation and Consistency.** Maintenance, planning, and design of projects affecting the transportation system shall be consistent with local bicycle, pedestrian, transit, multimodal, and other relevant plans, except that where such consistency cannot be achieved without negative consequences, consistency shall not be required if the head of the relevant department provides written approval explaining the basis of such deviation. If [Jurisdiction] has a Bicycle and Pedestrian Advisory Committee, such deviations shall be presented to the Bicycle and Pedestrian Advisory Committee early in the planning and design stage, to ensure the Bicycle and Pedestrian Advisory Committee has an opportunity to provide comments and recommendations.

2. **Street Network/Connectivity.** As feasible, [Jurisdiction] shall incorporate Complete Streets infrastructure into existing streets to improve the safety and convenience of users and to create employment, with the particular goal of creating a connected network of facilities accommodating each category of users, and increasing connectivity across jurisdictional boundaries and for existing and anticipated future areas of travel origination or destination.
3. **Bicycle and Pedestrian Advisory Committee Consultation.** If [Jurisdiction] has a Bicycle and Pedestrian Advisory Committee, transportation projects shall be reviewed by the Bicycle and Pedestrian Advisory Committee early in the planning and design stage, to provide the Bicycle and Pedestrian Advisory Committee an opportunity to provide comments and recommendations regarding Complete Streets features to be incorporated into the project.
4. **Evaluation.** All relevant agencies or departments shall perform evaluations of how well the streets and transportation network of [Jurisdiction] are serving each category of users by collecting baseline data and collecting follow-up data on a regular basis.

C. Exemptions

1. **Leadership Approval for Exemptions.** Projects that seek Complete Streets exemptions must provide written finding of why accommodations for all modes that were not included in the project and signed off by the Public Works Director or equivalent high level staff person. Projects that are granted exceptions must be made publically available for review. Federal guidance on exceptions can be found from the Federal Highway Administration (FHWA) Accommodating Bicycle and Pedestrian Travel
http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/design.cfm

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Attachment C: Alameda CTC Considerations for Complete Streets Next Steps

This attachment provides a more extensive description of considerations that Alameda CTC could take in implementing Complete Streets in Alameda County, as well as a summary of the complete streets requirements from different levels of government.

Alameda CTC Complete Streets Considerations: Alameda CTC held a Complete Streets Workshop on June 19, 2012 with the purpose of creating a common understanding of complete streets; initiating dialogue among Alameda County jurisdictions on complete streets policies, resources and implementation; and identifying varying levels of need for support in implementing complete streets. Seventy regional, county, and city planners and engineers; local transit agency staff; advocates; and consultants gathered to discuss the realities of implementing complete streets policies within Alameda County jurisdictions and agencies.

Based on the feedback heard at the workshop, the requirements for local jurisdictions, and the additional resources needed to effectively implement complete streets, Alameda CTC may consider the following actions and tasks to move forward with complete streets development and implementation in Alameda County. These items attempt to address all of the challenge areas and desired resources heard at the workshop. Implementation will depend on funding availability, which will be determined over the next few months, including OBAG and other funding sources. These items would require further refinement with input from stakeholders, through existing Alameda CTC committees, such as ACTAC, PAPCO and BPAC.

Local Assistance:

- Provide technical assistance and trainings to local jurisdictions to develop, adopt, and implement local complete streets policies. This could take many forms, including:
 - A half-day conference on complete streets implementation. The final topics would be selected in consultation with stakeholders.
 - A local best practices online resource that would allow sharing of details on Alameda County jurisdiction's policies and designs that support complete streets, such as bicycle parking ordinances, and innovative designs for transit, bicycle and pedestrian facilities. This would be a living document, with information, including project/program contact info, regularly being added.
 - An interactive countywide Complete Streets website that could be used by stakeholders to share their successes, learn from shortcomings, and transfer technical learning.
 - A review and assessment of the most effective and implementable existing guidelines/standards/best practices that are available for use by local jurisdictions as appropriate. Alameda CTC could consider supplementing existing guidelines, as needed, to meet the needs of the county.
 - Coordination with MTC on their complete streets workshops in fall 2012.
- Promote information sharing on complete streets between local jurisdictions via regular forums, such as ACTAC and the Pedestrian Bicycle Working Group meetings.

- Provide tools and resources to assist local jurisdictions with educating the public and elected officials on complete streets, including:
 - Presentation templates
 - Survey tools to help determine local priorities
 - Web-based resources that highlight success stories and case studies
 - A complete streets workshop specifically targeted to elected officials in Alameda County
 - Presentation on Complete Streets for local elected officials and the public that also fosters a consistent message for entire county
 - Development of packages of complete streets educational materials tailored to specific needs or concerns of each local jurisdiction, and meetings with local officials to discuss them
- Support local jurisdictions in monitoring and assessing how they are meeting complete streets goals by taking on or continuing these data collection-related roles:
 - Continuing and expanding the annual countywide bicycle/pedestrian count program.
 - Using GIS to track local and countywide bicycle and pedestrian facility implementation.
 - Exploring the appropriate measures to address other modes (transit, goods movement).
- Provide support to local jurisdictions in complying with the California Complete Streets Act, such as by providing forums to clarify the state requirement.

Alameda CTC internal actions:

- Adopt an internal (Alameda CTC) Complete Streets policy, which would address the programming of funds and, where applicable, project implementation.
- Provide education of Alameda CTC Board members on complete streets through periodic presentations at Committee and Board meetings. This will support increasing the knowledge and common approach to complete streets at the local level, as the Board members bring their knowledge back to the communities.
- Develop Alameda CTC Complete Streets guidelines

Monitoring:

- Monitor local adoption of complete streets policy resolutions through January 2013.
- Monitor local updates of General Plans to incorporate complete streets, per state law and the MTC requirement, through 2015.
- Set up a method for monitoring implementation of complete streets at the county level. Focus on those policies and improvements that are most effective, where investments are most beneficial, and determine what metrics should be measured over time. The National Complete Streets Coalition is currently working on implementation metrics which the Alameda CTC could adapt and use to document local projects. One example is the Denver Regional Transportation District (RTD), which developed a Quality of Life Index as another kind of metric for assessing outcomes. The agency reports on progress annually and maintains an ongoing database to track trends over time.

Summary of state, regional and county policy requirements: Since Complete Streets is becoming a requirement at many levels of government, this section is intended to summarize its requirements from a state, regional and local level.

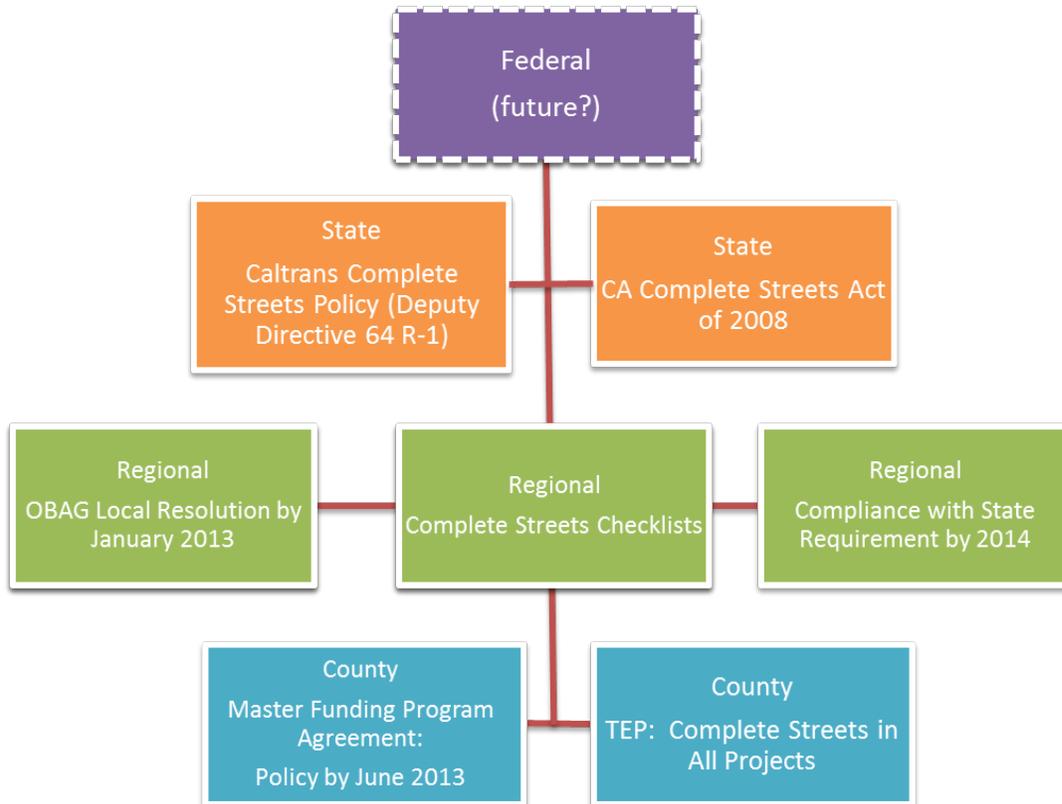
There are three complete streets requirements in place today that impact Alameda County jurisdictions as described below and shown in Figure 1:

- *State:* California Complete Streets Act of 2008 (Assembly Bill 1358)
This law, which took effect in January 2011, requires cities and counties to include complete streets policies as part of their general plans so that roadways are designed to safely accommodate all users. This must be done at the time that any substantive revisions of the circulation element in the general plan are made. The state Office of Planning and Research has developed guidance for locals to comply with the law. Local agencies must self-certify if they believe their current circulation element complies with the law. More info: http://leginfo.ca.gov/pub/07-08/bill/asm/ab_1351-1400/ab_1358_bill_20080930_chaptered.html
- *Regional:* MTC requires that any jurisdiction receiving OBAG funding must, by January 31, 2013, either adopt a complete streets policy resolution that is consistent with regional guidelines, or have a general plan circulation element that is in compliance with the state Complete Streets Act. MTC has developed nine policy elements that must be included in a resolution; a discussion of these elements as they compare to Alameda CTC requirements is included in a separate agenda.
- *County:* The current Master Program Funding Agreements (MPFA's) between Alameda CTC and all local jurisdictions in Alameda County, which allows the distribution of local sales tax and Vehicle Registration Fee (VRF) pass-through funding, includes a complete streets policy requirement. Local jurisdictions must have an adopted complete streets policy, or demonstrate that a policy is being developed and will be adopted, by June 30, 2013. This policy should include the ten "Elements of an Ideal Complete Streets Policy" developed by the National Complete Streets Coalition. These elements, and their relationship to the nine required MTC complete streets elements, are described in a separate agenda item. In addition, the MPFAs require that jurisdictions comply with the state Complete Streets Act, but there is no Alameda CTC deadline for this action. The Alameda CTC MPFAs were executed prior to OBAG adoption, and the guidance for complete streets in the MPFAs will also be incorporated into the complete streets resolution in coordination with MTC and local jurisdictions, so that the resolution will address both Alameda CTC and MTC requirements.

In addition to these existing complete streets requirements, there are several possible future requirements, as well. The 2012 Transportation Expenditure Plan (TEP), which will be on the November ballot, includes a complete streets requirement for all projects included in the TEP. It states: "It is the policy of the Alameda CTC that all transportation investments shall consider the needs of all modes and all users. All investments will conform to Complete Streets requirements

and Alameda County guidelines to ensure that all modes and all users are considered in the expenditure of funds so that there are appropriate investments that fit the function and context of facilities that will be constructed.” Finally, although there is currently no federal complete streets requirement in the newly adopted federal transportation bill, one was proposed in the draft bill, inferring that in the future there could be a federal requirement.

Figure 1: Complete Streets Requirements in Alameda County



A separate agenda item includes a draft Alameda CTC complete streets resolution and more detailed discussion of how the MTC and Alameda CTC policy requirements relate to each other.

Appendix A-6: PDA Investment & Growth Strategy

MTC shall consult with the CMAs and amend the scope of activities identified below, as necessary, to minimize administrative workload and to avoid duplication of effort. This consultation may result in specific work elements shifting to MTC and/or ABAG. Such changes will be formalized through a future amendment to this appendix.

The purpose of a PDA Investment & Growth Strategy is to ensure that CMAs have a transportation project priority-setting process for OBAG funding that supports and encourages development in the region's PDAs, recognizing that the diversity of PDAs will require different strategies. Some of the planning activities noted below may be appropriate for CMAs to consider for jurisdictions or areas not currently designated as PDAs if those areas are still considering future housing and job growth. Regional agencies will provide support, as needed, for the PDA Investment & Growth Strategies. The following are activities CMAs need to undertake in order to develop a project priority-setting process:

(1) Engaging Regional/Local Agencies

- Develop or continue a process to regularly engage local planners and public works staff. Encourage community participation throughout the planning process and in determining project priorities
- Participate as a TAC member in local jurisdiction planning processes funded through the regional PDA Planning Program or as requested by jurisdictions. Partner with MTC and ABAG staff to ensure that regional policies are addressed in PDA plans.
- Help develop protocols with MTC, ABAG and Air District staff to assess toxic-air contaminants and particulate matter, as well as related mitigation strategies, as part of regional PDA Planning Program.

(2) Planning Objectives – to Inform Project Priorities

- Keep apprised of ongoing transportation and land-use planning efforts throughout the county
- Encourage local agencies to quantify infrastructure needs and costs as part of their planning processes
- Encourage and support local jurisdictions in meeting their housing objectives established through their adopted Housing Elements and RHNA.
 - *Short-term:* By May 1, 2013, analyze progress of local jurisdictions in implementing their housing element objectives and identify current local housing policies that encourage affordable housing production and/or community stabilization.
 - *Long-term:* Starting in May 2014 and for subsequent updates, PDA Investment & Growth Strategies will assess performance in producing sufficient housing for all income levels through the RHNA process and, where appropriate, assist local jurisdictions in implementing local policy changes to facilitate achieving these goals¹. The locally crafted policies should be targeted to the specific circumstances of each PDA. For example, if the PDA currently does not provide for a mix of income-levels, any recommend policy changes should be aimed at promoting affordable housing. If the PDA currently is mostly low-income housing, any needed policy changes should be aimed at community stabilization. This analysis will be coordinated with related work conducted through the Housing and Urban Development (HUD) grant awarded to the region in fall 2011.

(3) Establishing Local Funding Priorities - Develop funding guidelines for evaluating OBAG projects that support multi-modal transportation priorities based on connections to housing, jobs and commercial activity. Emphasis should be placed on the following factors when developing project evaluation criteria:

¹ Such as inclusionary housing requirements, city-sponsored land-banking for affordable housing production, “just cause eviction” policies, policies or investments that preserve existing deed-restricted or “naturally” affordable housing, condo conversion ordinances that support stability and preserve affordable housing, etc.

- **Projects located in high impact project areas.** Key factors defining high impact areas include:
 - a. Housing – PDAs taking on significant housing growth in the SCS (total number of units and percentage change), including RHNA allocations, as well as housing production
 - b. Jobs in proximity to housing and transit (both current levels and those included in the SCS),
 - c. Improved transportation choices for all income levels (reduces VMT), proximity to quality transit access, with an emphasis on connectivity (including safety, lighting, etc.)
 - d. Consistency with regional TLC design guidelines or design that encourages multi-modal access: http://www.mtc.ca.gov/planning/smart_growth/tlc/2009_TLC_Design_Guidelines.pdf
 - e. Project areas with parking management and pricing policies
- **Projects located in Communities of Concern (COC)** – favorably consider projects located in a COC see: <http://geocommons.com/maps/110983>
- **PDAs with affordable housing preservation and creation strategies** – favorably consider projects in jurisdictions with affordable housing preservation and creation strategies or policies
- **PDAs that overlap with Air District CARE Communities and/or are in proximity to freight transport infrastructure** – Favorably consider projects located in PDAs with highest exposure to particulate matter and toxic air contaminants where jurisdictions employ best management practices to mitigate exposure.

Process/Timeline

CMA's develop PDA Investment & Growth Strategy	June 2012 – May 2013
PDA Investment & Growth Strategy Presentations by CMA's to Joint MTC Planning and ABAG Administrative Committee	Summer/Fall 2013
CMA's amend PDA Investment & Growth Strategy to incorporate follow-up to local housing production and policies	May 2014
CMA's submit annual progress reports related to PDA Growth Strategies, including status of jurisdiction progress on development/adoption of housing elements and complete streets ordinances.	May 2014, Ongoing

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Attachment E: Alameda CTC One Bay Area Grant Program Outreach and Implementation Schedule

Date	Outreach Audience¹	Subject	Public Meeting(s)	Website	Publication	Media	Event	Email Outreach
June 2012	<ul style="list-style-type: none"> Alameda County Technical Advisory Committee Alameda CTC PPLC, PPC, and Commission Partner agencies and stakeholders 	<p>Overall agency workplan for policy, planning and programming, including OBAG</p> <p>Complete streets workshop</p>	✓	✓	✓			
July 2012	<ul style="list-style-type: none"> Specific webpage for OBAG Grant Program ED Report Alameda CTC E-newsletter 	<p>Publication of OBAG implementation schedule</p> <p>Initial development of PDA inventory and survey</p>		✓	✓			
August 2012	<ul style="list-style-type: none"> Notifications to technical and public outreach stakeholders of OBAG schedule and upcoming actions Fact sheet development 	<p>Fact sheet, webpage update, email communications</p> <p>Develop draft PDA Inventory</p>		✓	✓			✓
September 2012	<ul style="list-style-type: none"> Alameda County Technical Advisory Committee Alameda CTC PPLC, PPC, and Commission BPAC, CAC, CWC, PAPCO E-newsletter publication ED Report publication Press release on OBAG Outreach events 	<p>Overall OBAG approach, policy discussion and feedback from Commission and Committees.</p> <p>Complete streets draft policy</p>	✓	✓	✓		✓	✓
October 2012	<ul style="list-style-type: none"> Alameda County Technical Advisory Committee Alameda CTC PPLC, PPC, and Commission ED Report publication Outreach events 	<p>Initial Draft OBAG Program Guidelines</p> <p>Draft PDA Strategic Plan</p> <p>Final Complete Streets Policy</p>	✓	✓	✓		✓	✓
November /December 2012	<ul style="list-style-type: none"> Alameda County Technical Advisory Committee Alameda CTC PPLC, PPC, and Commission 	<p>Draft OBAG Program guidelines and project and program selection criteria and process</p>	✓	✓	✓		✓	✓

¹ Acronyms Defined: ED: Executive Director Report; OBAG: One Bay Area Grant; PDA: Priority Development Area; PPLC: Policy, Planning and Legislation Committee; PPC: Projects and Programming Committee; BPAC: Bicycle and Pedestrian Advisory Committee; CAC: Community Advisory Committee; CWC: Citizens Watchdog Committee; PAPCO: Paratransit Advisory and Planning Committee;

	<ul style="list-style-type: none"> ED Report publication E-newsletter Outreach events 	Draft Final PDA Strategic Plan							
December 2012/January 2013	<ul style="list-style-type: none"> Alameda County Technical Advisory Committee Alameda CTC PPLC, PPC, and Commission ED Report publication Outreach events 	Final OBAG Program adoption including guidelines and project and program selection criteria and process	✓	✓	✓	✓	✓	✓	✓
January 2013	<ul style="list-style-type: none"> Alameda County Technical Advisory Committee Alameda CTC PPLC, PPC, and Commission BPAC, CAC, CWC, PAPCO E-newsletter publication ED Report publication Press release on OBAG Outreach events 	PDA Growth and Investment Strategy update Report on Complete Streets Policy approvals by jurisdictions Update on Programming	✓	✓	✓	✓	✓	✓	✓
February 2013	<ul style="list-style-type: none"> Alameda County Technical Advisory Committee Alameda CTC PPLC, PPC, and Commission ED Report publication Outreach events 	Initial Draft PDA Growth and Investment Strategy Draft Update on Programming	✓	✓	✓	✓	✓	✓	✓
March 2013	<ul style="list-style-type: none"> Alameda County Technical Advisory Committee Alameda CTC PPLC, PPC, and Commission BPAC, CAC, CWC, PAPCO (per regular schedules) E-newsletter publication ED Report publication Outreach events 	Final Draft PDA Growth and Investment Strategy to Commission Update on Programming	✓	✓	✓	✓	✓	✓	✓
April 2013	<ul style="list-style-type: none"> Alameda County Technical Advisory Committee Alameda CTC PPLC, PPC, and Commission BPAC, CAC, CWC, PAPCO (per regular schedules) ED Report publication Outreach events 	Final PDA Growth and Investment Strategy Adoption by Alameda CTC and submission to MTC Draft OBAG programming recommendation	✓	✓	✓	✓	✓	✓	✓
May/June 2013	<ul style="list-style-type: none"> Alameda County Technical Advisory Committee Alameda CTC PPLC, PPC, and Commission BPAC, CAC, CWC, PAPCO (per regular schedules) ED Report publication Press release on OBAG Outreach events 	Final Board approval of OBAG programming Submission of OBAG programming to MTC	✓	✓	✓	✓	✓	✓	✓



September 20, 2012

Vu-Bang Nguyen
Urban Habitat
1212 Broadway, Suite 500
Oakland, CA 94612
Transmitted electronically

SUBJECT: Response to Request for Information on OBAG Implementation in Alameda County

Dear Mr. Nguyen:

Thank you for your September 11, 2012 email and September 12, 2012 letter requesting information about the process and timeline for implementing MTC and ABAG's One Bay Area Grant (OBAG) program in Alameda County. We have coordinated with several signatories in your letter regarding OBAG requirements and have additional meetings scheduled during our developmental process of the OBAG program in Alameda County.

In addition, updated information, along with an announcement soliciting input, have been posted on our website at http://www.alamedactc.org/app_pages/view/8495. OBAG activities will be updated regularly, including the monthly schedule identifying what information is being presented to and discussed by the Commission in any given month and a summary of other outreach activities.

Alameda CTC looks forward to your continued participation in the OBAG Implementation discussion as we work to meet the requirements described in Resolution 4035. If you would like further information, please do not hesitate to contact me at [510/208-7405](tel:5102087405)/bwalukas@alamedactc.org or Tess Lengyel, Deputy Director of Legislation, Policy and Public Affairs at [510/208-7428](tel:5102087428)/tlengyel@alamedactc.org.

Sincerely,

A handwritten signature in black ink that reads "Beth Walukas". The signature is written in a cursive, flowing style.

Beth Walukas
Deputy Director of Planning

Cc: Alameda CTC Board of Directors
Art Dao, Executive Director
Tess Lengyel, Deputy Director of Legislation, Policy and Public Affairs
Bob Planthold, California Walks
Dawn Phillips, Causa Justa::Just Cause

Tim Frank, Center for Sustainable Neighborhoods
Fernando Marti, Council of Community Housing Organizations
Gloria Bruce, East Bay Housing Organizations
Stephanie Reyes, Policy Director Greenbelt Alliance
Joshua S. Hugg, Housing Leadership Council of San Mateo County
Marion Taylor, League of Women Voters of the Bay Area
Justin Horner, Natural Resources Defense Council
Evelyn Stivers, Non-Profit Housing Association of Northern California
Sam Tepperman-Gelfant, Public Advocates, Inc.
Marty Martinez, Safe Routes to School National Partnership
Kirsten Snow Spalding, San Mateo County Union Community Alliance
Egon Terplan, SPUR
Carol Johnson, St. Mary's Center
Manolo Gonzalez-Estay, TransForm
Belen Seara, Urban Habitat
Bob Allen, Urban Habitat

File: OBAG Implementation: Response to Comments

September 12, 2012

Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation Alameda
County Transportation Commission (ACTC)
1333 Broadway, Suites 220 & 300, Oakland, CA 94612
Also submitted electronically

Dear Tess Lengyel,

As regional land use, transportation, housing and equity advocates, we have collectively been following and participating in the Bay Area Sustainable Communities Strategy for more than two years. As this process begins moving from planning to implementation, we look forward to continuing our participation at the County and local levels. This includes active engagement in ACTC's public hearing process, including around implementation of the One Bay Area Grant (OBAG) program.

We write to ask for information about your Agency's anticipated process and timeline for developing your county's PDA Growth and Investment Strategy and investment package for the OBAG program, one of the key components of the Bay Area's SCS. In particular, we are interested in how your Agency will be applying the guidelines provided by the Metropolitan Transportation Commission and Association of Bay Area Governments for prioritizing projects for funding. We are also eager to participate in the analysis and evaluation of local affordable housing policies that your Agency will be undertaking.

The OBAG program explicitly charges CMAs with encouraging community participation in project planning and determining project priorities, and we look forward to being active participants in that process. To that end, we request that you keep us informed of future developments related to your county's PDA Growth and Investment Strategy and the resulting OBAG funding distribution. It also may be helpful for us to meet with your agency as a group to discuss these issues. We look forward to hearing from you and in the meantime, we have attached what we understand to be the responsibilities for Bay Area Congestion Management Agencies (CMAs) as well as the criteria for project prioritization, which can be found online as well: http://www.mtc.ca.gov/funding/onebayarea/RES-4035_approved.pdf. See in particular page 31 section 3 "Establishing Local Funding Priorities" for a list of factors that should be emphasized when developing project criteria."

We look forward to hearing from you.

Sincerely,

Roger Kim, Executive Director
Asian Pacific Environmental Network

boona cheema, Executive Director
BOSS

Cc: Contra Costa Transportation Authority (CCTA)
Transportation Authority of Marin (TAM)
Napa County Transportation Planning Agency (NCTPA)
San Francisco County Transportation Authority (SFCTA)
City-County Association of Governments San Mateo County (C/CAG)
Santa Clara Valley Transportation Authority (VTA)
Solano Transportation Authority (STA)
Sonoma County Transportation Authority (SCTA)
Ken Kirkey, MTC Planning Director
Miriam Chion, ABAG Interim Planning & Research Director

Encl: One Bay Area Grant Program – MTC Resolution No. 4035: Project selection policies and programming for the Federal Cycle 2/One Bay Area Grant Program.



CITY OF
HAYWARD
HEART OF THE BAY

September 17, 2012

Ezra Rapport
Executive Director
Association of Bay Area Governments
P.O. Box 2050
Oakland, CA 94604-2050

Re: Request for Revision for Hayward's Regional Housing Need Allocation (RHNA)

Dear Mr. Rapport:

The City of Hayward requests that its RHNA be reduced. Incorrect housing production data was used in the formula to determine the current draft RHNA. During the years 1999 – 2006, Hayward was more successful in building affordable housing than was documented in the ABAG publication titled "A Place to Call Home".

The following table shows housing production data according to ABAG records and data per City of Hayward records. The City data is consistent with the annual reports that have been submitted to the California Department of Housing and Community Development (copy attached).

Income Level	RHNA Allocation by Income Level	1999 - 2006			
		According to ABAG		Per City Records	
		Permits Issued	Percent of Allocation Permitted	Permits Issued	Percent of Allocation Permitted
Very Low	625	40	6%	117	18.7%
Low	344	17	5%	24	7.0%
Moderate	834	818	98%	833	99.9%
Above Moderate	1,032	1,727	167%	1,876	181.8%
Total RHNA	2,835	2,602	92%	2,850	100.5%

It is our understanding that as the higher numbers for affordable housing produced are used in the formula, it will result in a lower RHNA for the City of Hayward.

DEVELOPMENT SERVICES DEPARTMENT

777 B STREET, HAYWARD, CA 94541-5007

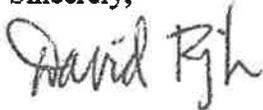
TEL: 510/583-4234 • FAX: 510/583-3649 • TDD: 510/247-3340 • WEBSITE: www.hayward-ca.gov

In addition to the RHNA, the City of Hayward is generally concerned about the mandates coming from state and regional agencies along with the reduction in resources available to local jurisdictions. As noted in Hayward's previous comment letters on the development of the Sustainable Communities Strategy (SCS), the State's elimination of redevelopment agencies will make it difficult, if not impossible, to accommodate growth envisioned in the SCS and the RHNA. This fiscal constraint created by the elimination of redevelopment agencies must be addressed in the SCS. When the Hayward City Council members reviewed the draft RHNA on September 11, 2012, they were particularly frustrated with the fact that the State is requiring cities to accommodate affordable housing, while at the same time taking away one of the most effective tools to build such housing.

Regarding the proposed One Bay Area Grant (OBAG) program, future cycles of grant funding should be less dependent on the production of housing, and recognize more the importance of jobs. Furthermore, it makes no sense to penalize a jurisdiction for not producing enough housing by taking away the assistance needed to produce affordable housing. Finally, in addition to resources for transportation infrastructure, programs that support job creation are needed in order to realize the projected job growth. The SCS must foster complete communities with a balance of new jobs and new housing.

We look forward to continuing to work with ABAG throughout the process of finalizing the RHNA. If you have any questions, please contact me at (510) 583-4004 or by e-mail at david.rizk@hayward-ca.gov. Thank you.

Sincerely,



David Rizk, AICP
Development Services Director

Attachments

cc: Steve Heminger, Executive Director, MTC
Ken Kirkey, Planning Director, ABAG
Doug Kimsey, Planning Director, MTC
Hing Wong, ABAG
Beth Walukas, Deputy Director of Planning, Alameda Co. Transportation Commission

Fran David, City Manager
Kelly Morariu, Assistant City Manager
Morad Fakhrai, Director of Public Works – Engineering and Transportation
Don Frascinella, Transportation Manager
Richard Patenaude, Planning Manager
Erik Pearson, Senior Planner



CITY OF NEWARK, CALIFORNIA

37101 Newark Boulevard • Newark, California 94560-3796 • (510) 578-4000 • FAX (510) 578-4306

August 20, 2012

Ms. Miriam Chion
 Acting Director of Planning and Research
 Association of Bay Area Governments
 101 Eighth St.
 Oakland CA 94607

RE: Formal Appeal of Regional Housing Needs Allocation for the City of Newark

Dear Ms. Chion:

I am writing to formally appeal the Regional Housing Needs Allocation (RHNA) for the City of Newark. The allocation for Newark is inappropriate and out of step with State law and common sense.

The allocation does not reflect infrastructure decisions as required by State law. Newark's RHNA allocation in the 2014-2022 cycle was increased by 24% over the 2007-2014 cycle at the same time that fixed transit funding serving Newark was eliminated. The removal of the Dumbarton Rail Service from the RTP investment strategy must be reflected in the RHNA allocation. To increase the housing allocation at the same time that transit funding is eliminated is in violation of SB 375. Your unadjusted reliance on the flawed SCS allocation process in your RHNA methodology is the cause of this issue. We pointed this out in our letter of June 25, 2012. ABAG chose to ignore our suggested modification to the methodology to address this issue. Therefore, you have perpetuated the flaws of the SCS process and have put forth an allocation that is a clear violation of SB 375 in that you are creating an allocation that ignores infrastructure realities. Given the removal of the Dumbarton Rail service from the Transportation Investment Strategy, Newark's RHNA allocation should have decreased substantially and certainly not increased.

It also should be noted that in the time since the last RHNA allocation, scheduled bus service levels in Newark have also been substantially reduced. To add housing to an area at the same time as transit service is being reduced will lead to more automobile trips, more greenhouse gas production and more air pollution. This is exactly what SB 375 was intended to prevent.

We would have preferred to see transit service improve and have been making strides to add density around proposed transit in concert with proposed transit infrastructure. Regional

Miriam Chin
August 20, 2012
Page 2

agencies have directly undermined our efforts toward more sustainable land use with their infrastructure decisions. Now, to add insult to injury, the RHNA allocation shows a substantial increase in housing that must be accommodated in Newark, instead of the decreased allocation that should correspond to the disinvestment.

To comply with state law you must assign the housing growth to the jurisdictions that are slated for transit investment, not to areas that have experienced disinvestment. Newark's RHNA allocation should at least be reduced to match the level of the 2007-2014 cycle: 863 units. That would be a reduction of 210 units from your proposed allocation of 1073 units for 2014 - 2022.

We would be happy to meet with you to discuss potential solutions to this problem. Thank you for your attention to this issue. If you wish to discuss this further please contact Terrence Grindall of my staff at terrence.grindall@newark.org or 510-578-4208.

Sincerely,



JOHN BECKER
City Manager

cc: Newark City Council
Ken Kirkey, Metropolitan Transportation Commission
Art Dau, Alameda County Transportation Commission



Memorandum

DATE: September 17, 2012

TO: Alameda County Transportation Commission

FROM: Planning, Policy and Legislation Committee

SUBJECT: Review of Draft Alameda CTC Complete Streets Policy Elements

Recommendation

This item is for information only. The Commission is requested to review and provide feedback on the draft complete streets elements for jurisdictions to include in their local complete streets policies to be compliant with both Alameda CTC and One Bay Area Grant (OBAG) requirements.

Summary

The Alameda CTC Master Program Funding Agreements (MPFAs), adopted by Alameda CTC in December 2011, require that all local jurisdictions adopt a complete streets policy by June 30, 2013. Five months after Alameda CTC's adoption of the MPFAs, the Metropolitan Transportation Commission, via OBAG, established a requirement for local jurisdictions to adopt a complete streets policy, by January 31, 2013, five months before the Alameda CTC requirement. Alameda CTC staff drafted ten policy elements (see Attachment A) to be required for local jurisdictions in Alameda County be compliant with the MPFA requirement, which directs the inclusion of the ten elements of a successful complete streets policy described by the National Complete Streets Coalition. Alameda CTC has written its policy elements to also incorporate the MTC required elements, so that local jurisdictions may adopt one resolution that meets both agency requirements. To assist local jurisdictions in adopting a policy resolution, staff developed a sample resolution which may be used by jurisdictions (see Attachment B).

The committee is requested to provide input on the draft policy elements, the sample resolution, and also the deadline for adoption of the policy, as described further below. The Alameda County Technical Advisory Committee (ACTAC) has reviewed this Item at its September 4th meeting.

Background

Complete streets are generally defined as streets that are safe, convenient and inviting for all users of the roadway, including pedestrians, bicyclists, motorists, persons with disabilities, movers of commercial goods, users and operators of public transit and emergency services, seniors, and children. A complete street is the result of comprehensive planning, programming, design, construction, operation, and maintenance, and should be appropriate to the function and context of the street.

Building streets for all users has many benefits, including improving safety for all users, especially children and seniors; encouraging walking, bicycling and using transit; improving air quality; reducing greenhouse gas emissions; improving the health of the community by increasing physical activity; and supporting economic development and public safety.

Complete Streets, as an approach, is now being used around the country; there are almost 400 communities of all sizes, from states to small rural towns, with complete streets policies, resolutions or ordinances.

Alameda CTC and MTC Complete Streets requirements

The current Master Program Funding Agreements (MPFAs) between Alameda CTC and all local jurisdictions in Alameda County, which allows the distribution of local sales tax pass-through and Vehicle Registration Fee (VRF) funding, includes a two-part complete streets requirement, as follows:

To receive Measure B and VRF funds, local jurisdictions must do both of the following with respect to Complete Street policies:

- 1. Have an adopted complete streets policy, or demonstrate that a policy is being developed and will be adopted by June 30, 2013. This policy should include the “Elements of an Ideal Complete Streets Policy” developed by the National Complete Streets Coalition.*
- 2. Comply with the California Complete Streets Act of 2008. The California Complete Streets Act (AB1358) requires that local general plans do the following:*
 - a. Commencing January 1, 2011, upon any substantial revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.*
 - b. For the purposes of this paragraph, “users of streets, roads, and highways” means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.*

Adopted five months after the Alameda CTC requirement, MTC instituted a Complete Streets policy resolution requirement for any jurisdiction that wishes to receive OBAG funding. The OBAG requirements, like the Alameda CTC requirements, address both the adoption of a policy and compliance with the state Complete Streets Act. Unlike the Alameda CTC requirement, OBAG has established a deadline for complying with the state Complete Streets Act by October 31, 2014, as part of Resolution 4035.

To be eligible for OBAG funds, a jurisdiction will need to address complete streets policies at the local level through the adoption of a complete streets policy resolution no later than January 31, 2013. A jurisdiction can also meet this requirement through a general plan that complies with the Complete Streets Act of 2008. As discussed below, jurisdictions will be expected to have a general plan that complies within the Complete Streets Act of 2008 to be eligible for the next round of funding. (page 12 of Resolution 4035)

...For the OBAG cycle subsequent to FY 2015-16, jurisdictions must adopt housing elements by October 31, 2014...therefore, jurisdictions will be required to have General Plans with approved housing elements and that comply with the Complete Streets Act of 2008 by that time to be eligible for funding. This schedule allows jurisdictions to meet the housing and complete streets policies through one general plan amendment (page 13 of Resolution 4035).

Alameda CTC and MTC Complete Streets Policy requirements

At this time, Alameda CTC is focused on developing guidance for what should be included in a complete streets policy that will meet the Alameda CTC requirement in the MPFAs, and also allow jurisdictions to simultaneously comply with the MTC requirement. Alameda CTC is committed to supporting local jurisdictions in this first step of creating complete streets, which is to have adopted policies, and ultimately working towards seeing that complete streets are successfully implemented throughout the county. In developing a policy, the NCSC states that “the most effective Complete Streets laws or policies primarily engage decision makers in an appropriate role of setting a new standard of intent and defining desired outcomes...”¹

Attachment A presents the draft Alameda CTC required policy elements. They are closely based on the National Complete Streets Coalition (NCSC) elements of an ideal complete streets policy, which are referenced in the MPFAs. The NCSC elements are based on national best practices and have been evaluated for which are the most effective in resulting in complete streets implementation. As stated by the NCSC, their ten elements can be divided into four categories²:

- ‘Pre-policy’ work of establishing a compelling **vision**;
- Creating a strong **core commitment** to providing for all users and modes in all projects;
- Rounding out that directive with supporting **best practices**; and
- Planning next steps for policy **implementation**.

For each policy element, the complimentary NCSC policy and also the relevant MTC policy are listed for comparison in Attachment A, and notes are provided explaining any differences. Jurisdictions are encouraged to develop the best policy that fits within the context of their local area in consultation with affected departments and stakeholders, and to go beyond the required elements, as feasible and desired.

As shown in Attachment A, the Alameda CTC and MTC policy requirements are similar in some ways and distinct in others. Alameda CTC has drafted its policy requirement with the goal of

¹ *Complete Streets Policy Analysis 2010*, National Complete Streets Coalition

² *Complete Streets Policy Analysis 2011*, National Complete Streets Coalition

ensuring that its requirement is complimentary to and consistent with the MTC requirement, so that jurisdictions only need to adopt one policy to be in compliance with both requirements.

A draft sample resolution is provided in Attachment B that can be used by a jurisdiction as a starting point towards developing and adopting a complete streets policy. While Alameda CTC does not require that the complete streets policy be adopted by resolution, MTC does have this requirement, and this sample resolution is based closely on the sample that MTC developed for use by jurisdictions in complying with their complete streets requirement. Note that the sample resolution is being provided to assist local jurisdictions, and that neither agency requires that this exact language be used. Local jurisdictions may modify the resolution language, as appropriate, while ensuring that the final policy language meets the intent of the Alameda CTC complete streets policy element requirement.

Timing for Policy Adoption

Currently, the MTC requirement for a complete streets policy adoption is January 31, 2013, while the Alameda CTC requirement is for June 30, 2013, a five month difference. Since the Alameda CTC MPFAs, with the June 30th deadline, were executed prior to OBAG adoption, it may be possible for Alameda County jurisdictions to be granted more time to adopt local complete streets policies. ACTAC members are requested to provide staff with feedback on whether or not more time is desirable, and if so, how much more time would be useful.

Resources

Alameda CTC wants to ensure that local jurisdictions have the resources they need to adopt and implement successful complete streets policies. As described in the previous agenda item on OBAG, a package of technical tools, assistance and resources are being considered. In addition, Alameda CTC has recently added a complete streets page to its website, listing many of the best complete streets resources available for both developing local policies and for implementation. Jurisdictions are especially encouraged to review the following two NCSC documents which include links to hundreds of complete streets policies around the country providing specific language examples, and also provide a step-by-step guide to developing a local policy:

- “Complete Streets Policy Analysis 2011”
 - <http://www.completestreets.org/webdocs/resources/cs-policyanalysis.pdf>
- “Complete Streets Local Policy Workbook”
 - <http://www.completestreets.org/webdocs/resources/cs-policyworkbook.pdf>

Additional resources are available on Alameda CTC’s website that were shared at an Alameda CTC Complete Streets Workshop on June 19, 2012. The purpose of the workshop was to create a common understanding of complete streets; initiate dialogue among Alameda County jurisdictions on complete streets policies, resources and implementation; and identify varying levels of need for support in implementing complete streets.

At a regional level, MTC will be offering complete streets workshops throughout the region this fall, including in Alameda County.

Attachments:

- Attachment A: Draft Alameda CTC Complete Streets Policy Elements with comparison to Other Policy Elements
- Attachment B: Draft Sample for Alameda CTC Complete Streets Resolution
- Attachment C: MTC Required Complete Streets Policy Elements

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Attachment A: DRAFT Alameda CTC Complete Streets Policy Requirement with Comparisons to Other Policy Elements

August 28, 2012

	DRAFT Alameda CTC Complete Streets Policy Requirement	National Complete Streets Coalition (NCSC) Complete Streets Elements (referenced in Master Program Funding Agreements)	MTC Required Elements of a Complete Streets Resolution to Comply with OBAG	NOTES on differences between Alameda CTC, NCSC and MTC elements
1	<p>Vision: A clear and strong vision that is based on local needs and goals. Language must contain a direct statement that all transportation improvements “must,” “shall,” or “will” be planned, funded, designed, constructed, operated, and maintained to provide safe mobility for all users, appropriate to the function and context of the facility.</p>	<p>Vision: Includes a <u>vision</u> for how and why the community wants to complete its streets.</p>	<p>Included in “serve all users” element, below.</p>	<p>A vision statement is required, as it will clearly define the goals and intent of the community. The ACTC language is based on Caltrans’ complete streets policy (Deputy Directive 64, Revision 1).</p>
2	<p>All Users and Modes: All users (referenced above) will include pedestrians, bicyclists, persons with disabilities, seniors, children, motorists, movers of commercial goods, users and operators of public transportation, and emergency responders.</p>	<p>All Users and Modes: Specifies that <u>all users</u> include pedestrians, bicyclists, and transit passengers of all ages and abilities, as well as trucks, buses, and automobiles.</p>	<p>Serve all Users: All transportation improvements will be planned, designed, constructed, operated and maintained to support safe and convenient access for all users, and increase mobility for walking, bicycling and transit use.</p>	<p>The ACTC policy element more closely aligns with the intent of the NCSC element, while meeting the goals of the MTC element when combined with the <i>Vision</i> element above.</p>
3	<p>All Projects/Phases: The policy applies to all roadway projects including those involving new construction, reconstruction, retrofits, repaving, rehabilitation, or changes in the allocation of pavement space on an existing roadway, as well as those that involve new privately built roads and easements intended for public use.</p>	<p>All Projects/Phases: Applies to <u>both new and retrofit</u> projects, including design, planning, maintenance, and operations, for the entire right of way.</p>	<p>All Projects/Phases: The policy will apply to all roadway projects including those involving new construction, reconstruction, retrofits, repaving, rehabilitation, or changes in the allocation of pavement space on an existing roadway, as well as those that involve new privately built roads and easements intended for public use.</p>	<p>No changes to MTC element.</p>
4	<p>Exceptions: Plans or projects that seek exemptions from the Complete Streets policy must provide a written finding of why accommodations for all users and modes were not included in the plan or project. The memorandum shall be approved by the Public Works Director or an equivalent senior-level department head. Plans or projects that are granted exceptions must be made publically available for review. Specific exceptions may be listed.</p>	<p>Exceptions: Makes <u>any exceptions</u> specific and sets a clear procedure that requires high-level approval of exceptions.</p>	<p>Process: Plans or projects that seek exemptions from the complete streets approach outlined in prior sections must provide written finding of why accommodations for all modes were not included in the project. The memorandum should be signed off by the Public Works Director or equivalent high level staff person. Plans or projects that are granted exceptions must be made publically available for review.</p>	<p>ACTC element strengthens and streamlines the MTC language.</p>
5	<p>Network/Connectivity: The transportation system should provide a comprehensive, integrated and connected network of facilities for all modes of travel. A well-connected network should include non-motorized connectivity to schools, transit, parks, commercial areas, and civic destinations.</p>	<p>Connectivity: Encourages <u>street connectivity</u> and aims to create a comprehensive, integrated, connected network for all modes.</p>	<p>Street Network/Connectivity: The transportation system should provide a connected network of facilities accommodating all modes of travel. This includes looking for opportunities for repurposing rights-of-ways to enhance connectivity for cyclists, pedestrians and transit users. A well connected network should include nonmotorized connectivity to schools, parks, commercial areas, civic destinations and regional non-motorized networks on both publically owned roads/land and private developments (or redevelopment areas).</p>	<p>ACTC element strengthens and streamlines the MTC language.</p>

DRAFT Alameda CTC Complete Streets Policy Requirement	National Complete Streets Coalition (NCSC) Complete Streets Elements (referenced in Master Program Funding Agreements)	MTC Required Elements of a Complete Streets Resolution to Comply with OBAG	NOTES on differences between Alameda CTC, NCSC and MTC elements
<p>6 Jurisdiction: All departments in the jurisdiction whose work affects the roadway must incorporate a complete streets approach into the review and implementation of their projects and activities. As well, the jurisdiction will work in coordination with other agencies, transit districts and jurisdictions to maximize opportunities for Complete Streets, connectivity, and cooperation in designing and building transportation projects.</p>	<p>Jurisdiction: Is adoptable by all agencies to cover all roads.</p>	<p>Complete Streets in all Departments: All departments in the jurisdiction and outside agencies whose work affects the roadway must incorporate a complete streets approach into the review and implementation of their projects and activities. Potential complete streets opportunities could apply to projects such as, transportation projects, road rehabilitation, new development, utilities, etc.</p>	<p>ACTC element streamlines the MTC language and adds the intent of the NCSC element to apply to coordination between multiple agencies.</p>
<p>7 Design: The jurisdiction will define and generally follow its own accepted or adopted design standards, and will also evaluate using the latest design standards and innovative design options, with a goal of balancing user needs.</p>	<p>Design: Directs the use of the latest and best design criteria and guidelines while recognizing the need for flexibility in balancing user needs.</p>	<p>None.</p>	<p>An ACTC element is included, to follow the NCSC element, even though no MTC element included.</p>
<p>8 Context Sensitivity: The planning and implementation of transportation projects will reflect conditions within and surrounding the project area, whether the area is a residential or business district or urban, suburban or rural. Project planning, design and construction of complete streets projects should include working with residents, merchants and other stakeholders to ensure that a strong sense of place is maintained.</p>	<p>Context Sensitivity: Directs that Complete Streets solutions will complement the context of the community.</p>	<p>Context Sensitivity: The planning and implementation of transportation projects will reflect conditions within and surrounding the project area, whether the area is a residential or business district or urban, suburban or rural. Project planning, design and construction of complete streets projects should include working with residents and businesses to ensure that a strong sense of place is maintained.</p>	<p>Essentially no changes to MTC element.</p>
<p>9 Performance Measures: Jurisdiction will establish performance measures, and identify a means to collect data for the measures, to evaluate the implementation of the complete streets policy. Examples include tracking the number of miles of bicycle lanes and sidewalks, numbers of street crossings, transit ridership, etc. Specific measures should be listed.</p>	<p>Performance Measures: Establishes performance measures with measurable outcomes.</p>	<p>Evaluation: City and county will establish a means to collect data and indicate how the jurisdiction is evaluating their implementation of complete streets policies. For example tracking the number of miles of bike lanes and sidewalks, numbers of street crossings, signage etc.</p>	<p>ACTC element strengthens and streamlines the MTC language.</p>
<p>10 Implementation Next Steps: Jurisdiction will include a list of specific next steps for implementation of the Complete Streets policy. Implementation actions will include that any proposed improvements will be evaluated for consistency with all local plans, including bicycle, pedestrian and/or transit plans, and any other plans that affect the right-of-way. Implementation actions will also include that public input on projects and plans shall be solicited from stakeholders, including local bicycle and pedestrian advisory committees (BPACs) and other advisory groups, in an early project development phase.</p>	<p>Implementation Plan: Includes specific next steps for implementation of the policy.</p>	<p>Plan Consultation: Any proposed improvements should be evaluated for consistency with all local bicycle, pedestrian and transportation plans and any other plans that affect the right of way should be consulted for consistency with any proposed improvements.</p>	<p>ACTC element streamlines the MTC language, incorporating both <i>Plan Consultation</i> and <i>BPAC Consultation</i> elements into one element, and adds the intent of the NCSC element to create a plan for specific next steps.</p>
	<p>Implementation Plan (see above)</p>	<p>BPAC Consultation: Input shall be solicited from local bicycle and pedestrian advisory committees (BPACs) or similar public advisory group in an early project development phase to verify bicycling and pedestrian needs for projects. (MTC Resolution 875 requires that cities of 10,000 or more create and maintain a BPAC or rely on the county BPAC to receive TDA-3 funds.)</p>	

Sample
Alameda County Transportation Commission
Complete Streets Resolution
for Alameda County Jurisdictions

Resolution No. _____

**A RESOLUTION OF THE [City Council/Board of Supervisors] OF THE [Jurisdiction] ADOPTING
A COMPLETE STREETS POLICY**

WHEREAS, the term “Complete Streets” describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families [*insert other significant local users if desired, e.g. drivers of agricultural vehicles, emergency vehicles, or freight*];

WHEREAS, [Jurisdiction] recognizes that the planning and coordinated development of Complete Streets infrastructure provides benefits for local governments in the areas of infrastructure cost savings; public health; and environmental sustainability;

WHEREAS, [Jurisdiction] acknowledges the benefits and value for the public health and welfare of reducing vehicle miles traveled and increasing transportation by walking, bicycling, and public transportation;

WHEREAS, the State of California has emphasized the importance of Complete Streets by enacting the California Complete Streets Act of 2008 (also known as AB 1358), which requires that when cities or counties revise general plans, they identify how they will provide for the mobility needs of all users of the roadways, as well as through Deputy Directive 64, in which the California Department of Transportation explained that it “views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system”;

WHEREAS, the California Global Warming Solutions Act of 2006 (known as AB 32) sets a mandate for the reduction of greenhouse gas emissions in California, and the Sustainable Communities and Climate Protection Act of 2008 (known as SB 375) requires emissions reductions through coordinated regional planning that integrates transportation, housing, and land-use policy, and achieving the goals of these laws will require significant increases in travel by public transit, bicycling, and walking;

WHEREAS, numerous California counties, cities, and agencies have adopted Complete Streets policies and legislation in order to further the health, safety, welfare, economic vitality, and environmental wellbeing of their communities;

WHEREAS, the Metropolitan Transportation Commission, through its OneBayArea Grant (OBAG) program, described in Resolution 4035, requires that all jurisdictions, to be eligible for OBAG funds, need to address complete streets policies at the local level through the adoption of a complete streets policy resolution or through a general plan that complies with the California Complete Streets Act of 2008;

WHEREAS, the Alameda County Transportation Commission, through its Master Program Funding Agreements with local jurisdictions, requires that all jurisdictions must have an adopted complete streets policy, which should include the “Elements of an Ideal Complete Streets Policy” developed by the National Complete Streets Coalition, in order to receive Measure B pass-through and Vehicle Registration Fund funding;

WHEREAS, [Jurisdiction] therefore, in light of the foregoing benefits and considerations, wishes to improve its commitment to Complete Streets and desires that its streets form a comprehensive and integrated transportation network promoting safe, equitable, and convenient travel for all users while preserving flexibility, recognizing community context, and using the latest and best design guidelines and standards;

NOW, THEREFORE, BE IT RESOLVED, by the [City Council/Board of Supervisors] of [Jurisdiction], State of California, as follows:

1. That the [Jurisdiction] adopts the Complete Streets Policy attached hereto as Exhibit A, and made part of this Resolution, and that said exhibit is hereby approved and adopted.
2. That the next substantial revision of the [Jurisdiction] General Plan circulation shall incorporate Complete Streets policies and principles consistent with the California Complete Streets Act of 2008 (AB 1358) and with the Complete Streets Policy adopted by this resolution.

PASSED AND ADOPTED by the [City Council/Board of Supervisors] of the [Jurisdiction], State of California, on _____, 201_, by the following vote:

Attachment: Exhibit A

Exhibit A

This Complete Streets Policy was adopted by Resolution No. _____ by the [City Council/Board of Supervisors] of the [Jurisdiction] on _____, 201_.

COMPLETE STREETS POLICY OF [JURISDICTION]

[Insert VISION statement here.]

A. Complete Streets Principles

1. Complete Streets Serving All Users and Modes. [Jurisdiction] expresses its commitment to creating and maintaining Complete Streets that provide safe, comfortable, and convenient travel along and across streets (including streets, roads, highways, bridges, and other portions of the transportation system) through a comprehensive, integrated transportation network that serves all categories of users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, emergency responders, seniors, children, youth, and families *[insert other significant local users if desired, e.g. drivers of agricultural vehicles, freight, etc.]*.

2. Context Sensitivity. In planning and implementing street projects, departments and agencies of [Jurisdiction] shall maintain sensitivity to local conditions in both residential and business districts as well as urban, suburban, and rural areas, and shall work with residents, merchants, and other stakeholders to ensure that a strong sense of place ensues. Improvements that will be considered include sidewalks, shared use paths, bicycle lanes, bicycle routes, paved shoulders, street trees and landscaping, planting strips, accessible curb ramps, crosswalks, refuge islands, pedestrian signals, signs, street furniture, bicycle parking facilities, public transportation stops and facilities, transit priority signalization, and other features assisting in the provision of safe travel for all users, such as traffic calming circles, transit bulb outs, and road diets [, as well as other features such as *insert other accommodations if desired*] [, and those features identified in *insert name of Pedestrian/Bicycle Master Plan if it exists*].

3. Complete Streets Routinely Addressed by All Departments. All relevant departments and agencies of [Jurisdiction] shall work towards making Complete Streets practices a routine part of everyday operations, approach every relevant project, program, and practice as an opportunity to improve streets and the transportation network for all categories of users, and work in coordination with other departments, agencies, and jurisdictions to maximize opportunities for Complete Streets, connectivity, and cooperation. The following projects provide opportunities: pavement resurfacing, restriping, accessing above and underground utilities, signalization operations or modifications, and maintenance of landscaping/related features.

4. All Projects and Phases. Complete Streets infrastructure sufficient to enable reasonably safe travel along and across the right of way for each category of users shall be incorporated into all planning, funding, design, approval, and implementation processes for any construction, reconstruction, retrofit, maintenance, operations, alteration, or repair of streets (including streets, roads, highways, bridges, and other portions of the transportation system), except that specific infrastructure for a given category of users may be excluded if an exemption is approved via the process set forth in section C.1 of this policy.

B. Implementation

1. Design. [Jurisdiction] will generally follow its own accepted or adopted design standards, including *[list names here]*, and will also evaluate using the latest design standards and innovative design options, with a goal of balancing user needs.

2. Network/Connectivity. [Jurisdiction] shall incorporate Complete Streets infrastructure into existing streets to improve the safety and convenience of all users, with the particular goal of creating a connected network of facilities accommodating each category of users, and increasing connectivity across jurisdictional boundaries and for existing and anticipated future areas of travel origination or destination.

3. Implementation Next Steps. [Jurisdiction] will take the following specific next steps to implement this Complete Streets Policy:

- A. **Plan Consultation and Consistency:** Maintenance, planning, and design of projects affecting the transportation system shall be consistent with local bicycle, pedestrian, transit, multimodal, and other relevant plans.
- B. **Stakeholder Consultation:** Public input on projects and plans shall be solicited from stakeholders, including, but not limited to, local bicycle and pedestrian advisory committees (BPACs) and/or other advisory groups, in an early project development phase to provide the stakeholders with an opportunity to provide comments and recommendations regarding Complete Streets features to be incorporated into the project.
- C. *[Add additional specific next steps here.]*

4. Performance Measures. All relevant agencies or departments shall perform evaluations of how well the streets and transportation network of [Jurisdiction] are serving each category of users by collecting baseline data and collecting follow-up data on a regular basis.

C. Exemptions

1. Leadership Approval for Exemptions. Projects and plans that seek exemptions from this Complete Streets policy must provide a written finding of why accommodations for all modes were not included in the project and must be signed off by the Public Works Director or equivalent senior-level department head. Projects that are granted exceptions must be made publically available for review. *[Specific exceptions can be listed here. Federal guidance on exceptions can be found from the Federal Highway Administration (FHWA) Accommodating Bicycle and Pedestrian Travel (http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/design.cfm). In addition, the National Complete Streets Coalition's "Policy Analysis 2011" (<http://www.completestreets.org/webdocs/resources/cs-policyanalysis.pdf>) provides direction on appropriate categories of exceptions.]*

**Attachment A:
Elements Required of a Complete Streets Resolution to Comply with the One Bay Area Grant
(Revised July 1, 2012)**

To receive funding through the OneBayArea Grant (OBAG) program, a jurisdiction must have either updated its General Plan to comply with the Complete Streets Act of 2008 or adopted a complete streets Resolution that incorporates all nine of the following elements.

Complete Streets Principles

1. **Serve all Users** - All transportation improvements will be planned, designed, constructed, operated and maintained to support safe and convenient access for all users, and increase mobility for walking, bicycling and transit use, ~~whenever possible while promoting safe and accessible operations for all users.~~
2. **Context Sensitivity** – The planning and implementation of transportation projects will reflect conditions within and surrounding the project area, whether the area is a residential or business district or urban, suburban or rural. Project planning, design and construction of complete streets projects should include working with residents and ~~merchants~~ businesses to ensure that a strong sense of place is maintained.
3. **Complete Streets in all Departments** – All departments in the jurisdiction *and outside agencies* whose work affects the roadway must incorporate a complete streets approach into the review and implementation of their projects and activities. Potential complete streets opportunities could apply to projects such as, transportation projects, road rehabilitation, new development, utilities, etc.
4. **All Projects/Phases** - The policy will apply to all roadway projects including those involving new construction, reconstruction, retrofits, repaving, rehabilitation, or changes in the allocation of pavement space on an existing roadway, as well as those that involve new privately built roads and easements intended for public use.

Implementation

5. **Plan Consultation** –Any proposed improvements should be evaluated for consistency with all local bicycle, pedestrian and ~~or~~ *transportation* plans and any other plans that affect the right of way should be consulted for consistency with any proposed improvements.
6. **Street Network/Connectivity** - The transportation system should provide a connected network of facilities accommodating all modes of travel. This includes looking for opportunities for repurposing rights-of-ways to enhance connectivity for cyclists, pedestrians and transit users. A well connected network should include non-motorized connectivity to schools, parks, commercial areas, civic destinations and regional non-motorized networks on both publically owned roads/land and private developments (or redevelopment areas).
7. **BPAC Consultation** - Input shall be solicited from local bicycle and pedestrian advisory committees (BPACs) or similar *public* advisory group in an early project development phase to verify bicycling and pedestrian needs for projects. (MTC Resolution 875 requires that cities of 10,000 or more create and maintain a BPAC or rely on the county BPAC to receive TDA-3 funds.)
8. **Evaluation** – *City and county* will establish a means to collect data and indicate how the jurisdiction is evaluating their implementation of complete streets policies. For example tracking the number of miles of bike lanes and sidewalks, numbers of street crossings, signage etc.

Exceptions

9. **Process**– Plans or projects that seek exemptions from the complete streets approach outlined in prior sections must provide written finding of why accommodations for all modes were not included in the project. The memorandum should be signed off by the Public Works Director or equivalent high level staff person. Plans or projects that are granted exceptions must be made publically available for review.

Federal guidance on exceptions can be found from the Federal Highway Administration (FHWA) Accommodating Bicycle and Pedestrian Travel
http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/design.cfm

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