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Michael Gregory, Vice Mayor

Executive Director

Arthur L. Dao

COMMISSION MEETING NOTICE Thursday, October 25, 2012, 2:30 P.M.

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

Mark Green Chair Scott Haggerty Vice Chair

Arthur L. Dao Executive Director

Vanessa Lee Clerk of the Commission

AGENDA

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

1 Pledge of Allegiance

2 Roll Call

3 Public Comment

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

4 Chair/Vice Chair Report

5 Executive Director Report

6 Approval of Consent Calendar

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- 6B. Legislative Update Page 5

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6C. Review of Congestion Management Plan (CMP): Draft 2012 Conformity Requirements – **Page 13** A

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- 6D. Approval of Final Draft Countywide Bicycle and Pedestrian
- 6E. Review of Safe Routes to Schools Program 2011-2012 Year-End Report and Update **Page 41**
- 6F. Approval of Final Draft Alameda CTC Complete Streets Elements A
 Page 57
- 6G. Approval of State Transportation Improvement Program (STIP) At A Risk Report– Page 73

- 6H. Approval of Federal Surface Transportation/Congestion Mitigation and Air **A**Quality (STP/CMAQ) Program At Risk Report **Page 81**
- 6I. Approval of CMA Exchange Program Quarterly Status Monitoring Report A
 Page 89
- 6J. Approval of Transportation Fund for Clean Air (TFCA) Program At Risk A Report Page 93
- 6K. Review of FY 11-12 Alameda CTC Program Status Update on Pass-through **A** Fund and Grant Programs– **Page 101**
- 6L. Review of California Transportation Commission (CTC) September 2012 I Meeting Summary– Page 123
- 6M. East Bay Greenway Authorization to Execute all Necessary Agreements for **A** Construction Management of East Bay Greenway Segment 7A **Page 127**
- 6N. Isabel Avenue/Route 84/I-580 Interchange Project (ACTC No. 623) A Approval of Reduction of 2000 Measure B Allocated Amount by \$1.5 million and of Amendments to Project Specific Funding Agreements A07-0058 and A08-0045 (Amendments No. 1 and 2, respectively) between the Alameda CTC and the City of Livermore to shift the Allocated Measure B funding between phases and to extend the termination dates Page 129
- 6O. Dumbarton Corridor Project (ACTC No. 625) Approval of Time Extension A for Project Specific Funding Agreement No. A05-0007 (Amendment No. 5) between the Alameda CTC and San Mateo County Transportation Authority Page 143
- 6P. Eastbound I-580 High Occupancy Toll (HOT) Project (ACTC No. 720.4) A Approval of Time Extension for Professional Service Agreement No. A08-030 (Amendment No. 2) between the Alameda CTC and Solem and Associates– Page 145
- 6Q. Oakland Airport Connector Project (ACTC Project No. 603) Approval of A Time Extension for Project Specific Funding Agreement No. A06-0041 (Amendment No. 4) between the Alameda CTC and the San Francisco Bay Area Rapid Transit District (BART) Page 147
- 6R. I-880 Operational and Safety Improvements at 23rd and 29th Avenues Project **A** (ACTC Project No. 717.0) Approval of the Initial Project Report to Request MTC Allocation of Regional Measure 2 Funds for Construction Support **Page 149**

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Approval of Draft One Bay Area Grant (OBAG) Program Guidelines Elements – Page 285	A
Approval of Priority Development Area (PDA) Readiness Criteria – Page 255	A
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East Bay Greenway – Adoption of Initial Study/Mitigated Negative Declaration (IS/MND) for 12-Mile East Bay Greenway Project – Page 253	A
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Paratransit Advisory and Planning Committee – Sylvia Stadmire, Chair – Page 243	I
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munity Advisory Committee Reports – (Time Limit: 3 minutes per speaker)	
Approval of Advisory Committee Appointments – Page 199	A
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I-238 Widening Project (ACTC No. 621.0) - Approval of Reduction CMA TIP Programmed Amount for the I-Bond Project Development Closeout, Construction Phase Support and Project Closeout; and Adopt the I-238 Widening Project Closeout into the CMA TIP, and Authorize Related Amendments to Existing Agreements and Contracts— Page 165	
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Adjournment- In Memory of Betty Mulholland, former Chair of the Paratransit Advisory and Planning Committee and active member of the Community Advisory Working Group, who worked tirelessly to expand transportation for seniors and people with disabilities in Alameda County.

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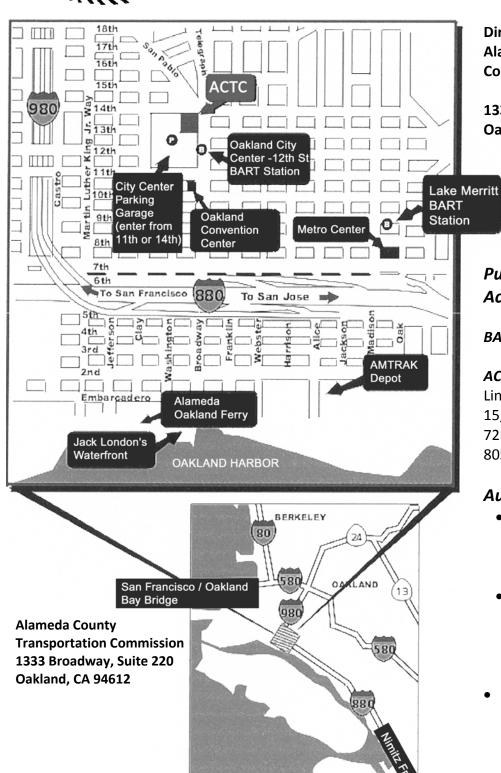
November 2012 Meeting Schedule: Some dates are tentative. Persons interested in attending should check dates with Alameda CTC staff.

Alameda County Transportation Advisory Committee (ACTAC)	1:30 pm	November 6, 2012	1333 Broadway, Suite 300
I-580 Policy Advisory Committee (PAC)	10:15 am	November 19, 2012	1333 Broadway, Suite 300
I-680 Sunol Smart Carpool Lane Joint Powers Authority Committee (JPA)	10:00 am	November 19, 2012	1333 Broadway, Suite 300
Planning, Policy and Legislation Committee (PPLC)	11:00 am	November 19, 2012	1333 Broadway, Suite 300
Programs and Projects Committee (PPC)	12:15 pm	November 19, 2012	1333 Broadway, Suite 300
Finance and Administration Committee (FAC)	1:30 pm	November 19, 2012	1333 Broadway, Suite 300
Alameda CTC Commission Meeting	2:30 pm	December 6, 2012 (No November Meeting)	1333 Broadway, Suite 300

Glossary of Acronyms

ABAG	Association of Bay Area Governments	MTC	Metropolitan Transportation Commission
ACCMA	Alameda County Congestion Management	MTS	Metropolitan Transportation System
. 677	Agency	NEPA	National Environmental Policy Act
ACE	Altamont Commuter Express	NOP	Notice of Preparation
ACTA	Alameda County Transportation Authority (1986 Measure B authority)	PCI	Pavement Condition Index
ACTAC	Alameda County Technical Advisory	PSR	Project Study Report
	Committee	RM 2	Regional Measure 2 (Bridge toll)
ACTC	Alameda County Transportation Commission	RTIP	Regional Transportation Improvement Program
ACTIA	Alameda County Transportation Improvement Authority (2000 Measure B authority)	RTP	Regional Transportation Plan (MTC's Transportation 2035)
ADA	Americans with Disabilities Act	SAFETEA-	LU Safe, Accountable, Flexible, Efficient Transportation Equity Act
BAAQMD	Bay Area Air Quality Management District	SCS	Sustainable Community Strategy
BART	Bay Area Rapid Transit District	SR	State Route
BRT	Bus Rapid Transit	SRS	Safe Routes to Schools
Caltrans	California Department of Transportation	STA	State Transit Assistance
CEQA	California Environmental Quality Act	STIP	State Transportation Improvement Program
CIP	Capital Investment Program	STP	Federal Surface Transportation Program
CMAQ	Federal Congestion Mitigation and Air Quality	TCM	Transportation Control Measures
CMP	Congestion Management Program	TCRP	Transportation Congestion Relief Program
CTC	California Transportation Commission	TDA	Transportation Development Act
CWTP	Countywide Transportation Plan	TDM	Travel-Demand Management
EIR	Environmental Impact Report	TEP	Transportation Expenditure Plan
FHWA	Federal Highway Administration	TFCA	Transportation Fund for Clean Air
FTA	Federal Transit Administration	TIP	Federal Transportation Improvement Program
GHG	Greenhouse Gas	TLC	Transportation for Livable Communities
НОТ	High occupancy toll	TMP	Traffic Management Plan
HOV	High occupancy vehicle	TMS	Transportation Management System
ITIP	State Interregional Transportation	TOD	Transit-Oriented Development
	Improvement Program	TOS	Transportation Operations Systems
LATIP	Local Area Transportation Improvement	TVTC	Tri Valley Transportation Committee
T A 3.77P A	Program Livermore Ameden Welley Transportation	VHD	Vehicle Hours of Delay
LAVTA	Livermore-Amador Valley Transportation Authority	VMT	Vehicle miles traveled
LOS	Level of service		





Directions to the Offices of the Alameda County Transportation Commission:

1333 Broadway, Suite 220 Oakland, CA 94612

Public Transportation Access:

BART: City Center / 12th Street Station

AC Transit:

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

Auto Access:

- Traveling South: Take 11th
 Street exit from I-980 to
 11th Street
- Traveling North: Take 11th
 Street/Convention Center
 Exit from I-980 to 11th
 Street
- Parking:

 City Center Garage –
 Underground Parking,
 (Parking entrances located on 11th or 14th Street)



ALAMEDA COUNTY TRANSPORTATION COMMISSION MINUTES OF SEPTEMBER 27, 2012 OAKLAND, CALIFORNIA

1. Call to Order/Pledge of Allegiance

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

2. Roll Call

Clerk Lee conducted the roll call to confirm quorum.

3. Public Comment

There was no public comment.

4. Chair/Vice-Chair's Report

Chair Green informed the Commission that he attended a forum in Union City, where there were four candidates who expressed support for Measure B1.

5. Executive Director Report

Art Dao informed the Commission that staff had attended outreach events at the Lions Center for the Blind and the Goods Movement & Trade Industries Breakfast and had also made presentations on the Transportation Expenditure Plan for the Port of Oakland Commission. He stated that there was a transportation forum following the Commission meeting in San Leandro. Mr. Dao also informed the Commission that there were five bids opened on the I-580, I-680 and I-80 bond projects.

6. Approval of Consent Calendar

- 6A. Minutes of July 27, 2012
- 6B. Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments
- 6C. Review of California Transportation Commission (CTC) August 2012 Meeting Summary
- 6D. 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
- 6E. 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
- 6F. 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

- 6G. Approval of TFCA Program Expenditure Deadline Extension Request for Alameda CTC TFCA Projects 08ALA01 and 09ALA01, Webster Street Corridor Enhancements
- 6H. Altamont Commuter Express Rail Project (ACTIA No. 01) Approval of Allocation of 2000 Measure B Capital Program Funding
- 6I. 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
- 6J. Webster St. SMART Corridor Project Approval to Award a Construction Contract
- 6K. 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 I-880/Marina Boulevard and Davis Street Interchanges in the City of San Leandro
- 6L. Approval of Alameda CTC Fiscal Year End 2011-12 Consolidated Year-End Investment Report
- 6M. Approval of the Semi-Annual Contract Equity Utilization Report and Contract Award Report for January 1, 2012 through June 30, 2012
- 6N. Approval of Issuance of a Request for Proposals for Financial Advisory Services and Authorization to Negotiate and Execute a Contract
- 60. Approval of Appointments for the Community Advisory Committees

Councilmember Atkin motioned to approve the Consent Calendar. Councilmember Kaplan seconded the motion. The motioned passed 17-0.

7. Community Advisory Committee Reports

7A. Bicvcle and Pedestrian Advisory Committee (BPAC)

Midori Tabata, BPAC Chair, informed the Commission that BPAC met on September 6, 2012. She stated that the committee reviewed updates on CDF funded grant programs from Cycles 3 & 4, the One Bay Area Grant Program and the draft Alameda CTC Complete Streets Policy. BPAC's next meeting is scheduled for October 4, 2012.

7B. Citizens Advisory Committee (CAC)

Barry Ferrier, CAC Chair, informed the Commission that the CAC met on July 26, 2012. He stated that the committee reviewed outreach, upcoming webinar sessions, social media and communications. The CAC's next meeting is scheduled for October 25, 2012.

7C. Citizens Watchdog Committee (CWC)

James Paxson, CWC Chair, informed the Commission that the CWC last met in July 2012. He informed the Commission that the 10th Annual Report was distributed to the public and that the CWC had created an audit subcommittee to discuss audit expectations and impacts from the merger. The CWC's next meeting in scheduled on November 19, 2012.

7D. Paratransit Advisory and Planning Committee (PAPCO)

Sylvia Stadmire, Chair of PAPCO, informed the Commission that PAPCO met on September 24, 2012. She stated that PAPCO received information on the One Bay Area Grant Program and discussed the outcomes of the Annual Mobility Workshop. PAPCO will meet jointly with the Paratransit Technical Advisory Committee in October. Ms. Stadmire concluded by stating that PAPCO member, Betty Mulholland had retired.

8. Planning, Policy and Legislation Committee Action Items 8A. Review of Legislative Update

Tess Lengyel provided an update on state and federal legislative initiatives. Ms. Lengyel's update included end of session activities, ballot measures, actions authorized by Congress since the August recess, and Alameda CTC's development of the Legislative Program.

This Item was for information only.

8B. Review of Metropolitan Transportation Commission (MTC) Resolution 4035 and One Bay Area Grant Program (OBAG) Implementation in Alameda County

An overview of the Metropolitan Transportation Commission (MTC) Resolution 4035 and One Bay Area Grant Program (OBAG) Implementation in Alameda County was given to the Commission. Tess Lengyel provided an overview of the OBAG program and the requirements jurisdictions must meet in order to receive funds. She gave a brief overview of the complete streets program, outreach efforts, the implementation schedule and made recommendations on policy considerations including that land use policy adoption should remain with cities and the county; jobs could be considered in defining proximate access; a technical assistance program to support local jurisdiction planning efforts could be established; four areas to focus OBAG funding could be established; and that the PDA Investment and Growth Strategy Strategic Plan can be used as a tool for allocating the Sustainable Transportation and Land Use Linkages funds in the 2012 Transportation Expenditure if approved by voters in November. Beth Walukas provided an overview of how a PDA is defined, including the different types of PDAs; the lifecycle of PDAs and challenges associated with PDA development; an overview of OBAG's PDA Investment and Growth Strategy requirements, and Alameda CTC's approach for identifying how to move PDA's forward with the development of a PDA Strategic Plan. In addition, Ms. Walukas provided information on the importance of job development in PDA's and defined Priority Conservation Areas. Matt Todd reviewed programming considerations for OBAG funds in Alameda County. outlining the specific programming criteria and different funding categories as well as the complexities of different fund sources, eligibility requirements and constraints of the OBAG program.

Supervisor Miley wanted to get a better sense of the outreach that was done. Ms. Lengyel outlined the outreach plan that was included in the staff report and stated that two technical committees were formed.

Councilmember Kaplan requested clarification on the implementation schedule. Ms. Lengyel reviewed the schedule and highlighted the sequential order of recommendations that will come before the Commission for approval.

Supervisor Chan wanted to know when the Commission would see the project selection criteria. Mr. Dao informed the Commission that the criteria will come in draft form in October and final form in November/December.

This item was for information only.

8C. Review of Draft Alameda CTC Complete Streets Policy Elements

Tess Lengyel provided an overview of the Draft Alameda CTC Complete Streets Policy Elements and presented a draft Resolution to the Commission. Ms. Lengyel informed the Commission that MTC established a requirement for local jurisdictions to adopt a complete streets policy, by January 31, 2013, which is five months before the Alameda CTC requirement. She reviewed the Alameda CTC and MTC Complete Streets requirements as well as the schedule for policy adoption, and stated that 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 MTC and Alameda CTC agency requirements. Ms. Lengyel also noted that may jurisdictions are interested in having more time than what is currently allowed by MTC to adopt their complete streets policies. Because a Complete Streets requirements is also in the Alameda CTC's Master Program Funding Agreements, which were adopted prior to MTC's requirements, staff will work with MTC to see if an administrative extension could be granted to Alameda County.

This item was for information only.

9. Closed Session

Pursuant to Government Code Section 54957: Public Employee Performance Evaluation: Executive Director, the Commission went to closed session at 4:10pm.

9B. Report on Closed Session

There was no report out of 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)

A presentation on the Overall Regional Planning Process Review and Input was given by Mirian Chion, Assistant Planning Director of ABAG. The presentation covered a Plan Bay Area overview and PDA Growth Strategies, as well as regional policies and advocacy to support implementation.

This item was for information only.

11. Member Reports

There were no members reports.

12. Adjournment: Next Meeting – October 25, 2012

The meeting ended at 5:25 pm. The next meeting will be held on October 25, 2012 at 2:30pm.

Attest by:

Vanessa Lee

Clerk of the Commission



Memorandum

DATE: October 12, 2012

TO: Alameda County Transportation Commission

FROM: Planning, Policy and Legislation Committee

SUBJECT: Legislative Update

Recommendations

Staff recommends that the Commission send letters to all Alameda County federal delegation members urging action to develop thoughtful and comprehensive federal deficit reduction and revenue enhancement mechanisms to address the nation's debt and funding needs, and to ensure that sequestration is not implemented beginning in January 2013 as written in current law. Sequestration is discussed in further detail below under the federal update. At the PPLC meeting on October 8, 2012, members approved a letter for submission to the Alameda County delegation which is included in Attachment A.

Summary

This memo provides an update on federal, state and local legislative activities including the federal appropriations continuing resolution, sequestration, state bill status and Alameda CTC engagement in state legislative efforts, and an update on the 2012 Transportation Expenditure Plan, known as Measure B1 on the November 6, 2012 ballot.

Background

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

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

The Senate and House approved a six month continuing resolution (CR) to fund the federal government at FY 2012 levels. The CR extends funding through March 27, 2013.

Passage of the federal surface transportation bill, MAP-21, authorized spending increases to adjust for inflation in both years of the bill through federal fiscal year 2014. The six-month CR does not include these amounts. This discrepancy is anticipated to be addressed when Congress deals with the remaining six months of the FY 2013 budget, after the elections. The Department of Transportation is expected to publish the formula apportionments for FY 2013

in October; however the discretionary amounts may not become available until Congress addresses the full year appropriations amounts. This means that there may not be any discretionary grant opportunities until after March 2013.

Sequestration

While Congress was able to address the continuing resolution to fund the federal government during its brief two-week work period in Washington, D. C. between summer recess and its current recess through the November elections, it was not able to address sequestration.

Sequestration is the result of the failure of the Joint Select Committee on Deficit Reduction, known as the "Super Committee" to propose, and for Congress to enact deficit reducing legislation by the \$1.2 trillion amount as required by the Budget Control Act of 2011. Sequestration requires automatic, across-the-board cuts totaling \$109 billion per year, beginning January 2013, implemented over a nine-year period.

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 whereby Democrats have pushed for a mix of spending cuts and revenue increases, while Republicans have supported replacing across the board cuts with specific, targeted spending reductions and major restructuring of some programs.

In early August, the Sequestration Transparency Act of 2012 was approved which required the President to detail budget reductions by program, project and activity level as a result of the across the board cuts required by sequestration. The Office of Management and Budget released its 394 page report on September 14th. The report provides preliminary details on sequestration cuts from 1,200 separate accounts. The report highlights the process by which sequestration was created, and clearly states that sequestration was never intended to go into effect; rather, it was a tool included in the 2011 Budget Control Act to spur Congressional action on bi-partisan deficit reduction proposals. Because Congress was not able to act, and unless the current law is changed by Congress prior to January 2013, it will go into effect and will have across the board cuts to both defense and domestic spending. According to the report, the following excerpt highlights the significant negative effects to the economy, safety and security of the United State:

"While the Department of Defense would be able to shift funds to ensure war fighting and critical military readiness capabilities were not degraded, sequestration would result in a reduction in readiness of many non-deployed units, delays in investments in new equipment and facilities, cutbacks in equipment repairs, declines in military research and development efforts, and reductions in base services for military families.

On the nondefense side, sequestration would undermine investments vital to economic growth, threaten the safety and security of the American people, and cause severe harm to programs that benefit the middle-class, seniors, and children. Education grants to States and local school districts supporting smaller classes, afterschool programs, and children with disabilities would suffer. The number of Federal Bureau of Investigation agents, Customs and Border Patrol agents, correctional officers, and federal prosecutors would be slashed. The Federal Aviation Administration's ability to oversee and manage the Nation's airspace and air traffic control would be reduced. The Department of Agriculture's efforts to inspect food

processing plants and prevent foodborne illnesses would be curtailed. The Environmental Protection Agency's ability to protect the water we drink and the air we breathe would be degraded. The National Institutes of Health would have to halt or curtail scientific research, including needed research into cancer and childhood diseases. The Federal Emergency Management Agency's ability to respond to incidents of terrorism and other catastrophic events would be undermined. And critical housing programs and food assistance for low-income families would be cut."

The lame duck session is the only time in which Congress will be able to change the sequestration triggers. It is anticipated that if sequestration goes into effect, it will have a negative impact in the economic recovery of the nation. It is recommended that the Alameda CTC submit a letter to our congressional delegation members urging action to disallow sequestration to proceed as currently written into law and to come up with actual deficit reduction actions and revenue generating mechanisms that do not result in across the board cuts.

State Update

At the end of session, almost 700 bills were sent to the Governor. He has until midnight, September 30 to sign, veto, or not act on these bills. As of this writing, he has signed 279 bills, vetoed 25, and has over 350 bills pending on his desk.

Chair Green submitted a letter to the Governor's office requesting a veto of AB 2200 (Ma) which would eliminate the eastbound off-peak HOV lane requirement on I-80. The Commission took an oppose position on this bill earlier this year since there would be no congestion improvement as a result of the bill and because Alameda CTC will begin construction on an \$87 million state bond funded project in October for the I-80 Integrated Corridor Mobility program. Governor Brown vetoed the bill on September 23rd, noting that it was not moving carpooling in the right direction.

Passage of the new federal transportation bill, MAP-21, in July 2012 included elimination of certain programs and modifications to distribution formulas for others. MAP-21 will officially take effect in October 2012. In order to ensure that projects in the current pipeline continue to receive federal funding, the Governor Brown's Administration proposes to maintain a "status quo" approach to the implementation of MAP-21 in California. This includes maintaining the current split of the total estimated federal funds for California in FY 2013 of \$3.5 billion at 62% for the state (\$2.2 billion) and 38% for regions/locals (\$1.3 billion). This method allows for a transition period recognizing that both the state and regions/locals have many projects programmed under the existing rules. While the Safe Routes to Schools program was eliminated in MAP-21, the state proposes to continue to fund and administer the program from other federal funds in FY 2013, the same level as in 2012. Caltrans has convened a statewide MAP-21 working group to address legislative needs for 2013 for MAP-21 implementation. Alameda CTC will participate in conference calls for this statewide effort. Final MAP-21 funding levels for the state will need to be adopted by the California Transportation Commission.

In addition to MAP-21 efforts, Alameda CTC staff are participating on two separate panels as part of the Self-Help Counties Coalition support development of the Self-Help counties legislative platform for the coming year, as well as to provide technical expertise to the

Secretary of Transportation on ideas for implementation of project delivery under the new Transportation Agency that was created during the last legislative session.

Local Update

In August, Measure B1 was placed on the Alameda County ballot, and if approved by voters, will fund the 2012 Transportation Expenditure Plan (TEP) which includes \$7.8 billion in investments for transit, roads, highways, bicycle and pedestrian safety, transportation investments that link transportation, housing and jobs, and funding for transportation technological improvements. The TEP has received significant support from organizations throughout Alameda County.

By mid-September, staff provided information about the agency and the TEP to over 300 separate engagements throughout the County and more are being scheduled. The following summarizes the events through September 2012:

- <u>Festivals and community events</u>: Alameda CTC participated in and performed outreach at these types of outreach events: bicycle and pedestrian, educational, faith-based, for seniors and people with disabilities, and general events such as transportation forums.
 - Over 98 festival and community events with an estimated attendance of 947,491 people since July 2011.
- <u>Presentations and speaking engagements</u>: Alameda CTC presented and spoke to various groups to educate local and small businesses, community-based organizations, government agencies, and transit agencies on transportation for the 21st century, delivering transportation solutions, and the 2012 TEP. Alameda's target audiences were:
 - o Businesses and Labor, including but not limited to, organizations such as chambers of commerce, the American Council of Engineering Companies, American Institute of Architects, and Design and Construction Trades, etc.:
 - 72 presentations with an estimated attendance of over 13,188 people.
 - o Civic and community groups, including but not limited to, groups such as Senior, Asian, Indians groups, rotary clubs, Kiwanis clubs, Lions, etc.:
 - 33 presentations with an estimated attendance of over 4,211 people.
 - o Elected officials, government agencies, and transit agencies:
 - 41 presentations.

The Alameda CTC plans to participate in over 60 more events through November 2012, including several capital project ground-breaking events.

- <u>Material distribution</u>: Alameda CTC created a TEP brochure in seven languages (English, Spanish, Chinese, Punjabi, Hindi, Tagalog and Vietnamese) and distributed the brochure to Alameda CTC committee members, unions, businesses, senior centers, senior housing facilities, transit agencies, universities, youth organizations, bicycle and pedestrian community, and ethnic groups. As of the time of this writing, Alameda CTC distributed:
 - o 32,060 brochures in English
 - o 7,980 brochures in Spanish
 - o 4,535 brochures in Chinese

- o 2,350 brochures in Punjabi
- Vietnamese and Tagalog brochures are being published on-line and will be distributed electronically.

All TEP materials including fact sheets for every city, all modes, and all planning areas in the county are located on the website at http://www.alamedactc.org/app_pages/view/8084

- <u>Social media coverage</u>: Alameda CTC initiated its Facebook, Twitter and YouTube accounts in Summer 2012 to inform the public of agency activities through its Facebook and Twitter accounts.
 - o On Facebook, Alameda CTC has 35 followers and follows 52 people.
 - o On Twitter, Alameda CTC has 66 followers and follows 158 people/groups.

Alameda CTC 2013 Legislation Program

Looking toward the coming year, staff has begun 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, MAP-21 implementation in California, implementation of the region's Sustainable Communities Strategy, Cap and Trade, CEQA reform, and implementation of the 2012 TEP if it passes in November 2012.

Fiscal Impact

No direct fiscal impact

Attachments

Attachment A: Sequestration Letter

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www.AlamedaCTC.org



Commission Chair

Mark Green, Mayor - Union City

Commission Vice Chair

Scott Haggerty, Supervisor - District 1

AC Transit

Greg Harper, Director

Alameda County

Supervisors Richard Valle - District 2 Wilma Chan - District 3 Nate Miley - District 4 Keith Carson - District 5

BART

Thomas Blalock, Director

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Rob Bonta, Vice Mayor

City of Albany

Farid Javandel, Mayor

City of Berkeley

Laurie Capitelli, Councilmember

City of Dublin

Tim Sbranti, Mayor

City of Emeryville

Ruth Atkin, Councilmember

City of Fremont

Suzanne Chan, Councilmember

City of Hayward

Marvin Piexoto, Councilmember

City of Livermore

John Marchand, Mayor

City of Newark

Luis Freitas, Councilmember

City of Oakland

Councilmembers Larry Reid Rebecca Kaplan

City of Piedmont

John Chiang, Mayor

City of Pleasanton Jennifer Hosterman, Mayor

. . . .

City of San Leandro Michael Gregory, Vice Mayor

Executive Director

Arthur L. Dao

Friday, October 12, 2012

Honorable Barbara Lee U.S. Congress Member 1301 Clay Street, Suite 1000 Oakland, California 94612

Honorable Fortney "Pete" Stark U.S. Congress Member 39300 Civic Center Drive, Suite 2200

Fremont, California 94538

Honorable Jerry McNerney U.S. Congress Member 5776 Stoneridge Mall Rd. #175 Pleasanton, CA 94588 Honorable John Garamendi U. S. Congress Member, 10th District

2459 Rayburn Hub

Washington, DC 20515

Honorable Barbara Boxer U.S. Senator's Office

1700 Montgomery Street, Suite 240 San Francisco, California 94111

Honorable Dianne Feinstein

U.S. Senator's Office

One Post Street, Suite 2450

San Francisco, CA 94104

Honorable Nancy Pelosi

Democratic Leader

United States House of Representatives

H-204 U.S. Capitol Washington, DC 20515

Dear Congressional Leaders:

The Alameda County Transportation Commission (Alameda CTC) recognizes that the federal government is facing great fiscal challenges and constraints, particularly in the face of impending sequestration. Locally, the ramifications of the economic downturn have affected every community and all transportation services in the County. The Alameda CTC has faced financial challenges and we have also made our share of difficult cuts. Alameda CTC supports a fiscally responsible, balanced approach to the federal deficit and to address these challenges with spending caps, cuts, and new revenue streams.

The Alameda CTC is concerned that deep, non-defense, discretionary budget cuts at the federal level through sequestration will result in cuts at the local level in education, law enforcement, health, housing, and certain areas of transportation. These cuts will severely impact programs and local services that benefit all sectors of our communities.

Alameda CTC would like to share our efforts on how we have reduced government size and spending in a number of ways, while at the same time, we have increased revenues.

Congressional Leaders October 12, 2012 Page 2

The Alameda CTC delivers over \$100 million annually in transportation programs and projects that extend the life of aging transportation infrastructure, protect the environment and improve transportation access for communities and businesses in Alameda County. We have reduced government size, streamlined our operations, expanded jobs and increased revenue by doing the following:

- Reduced government size: Merging two public agencies, the Alameda Country Congestion Management Agency and the Alameda County Transportation Improvement Authority, has already saved taxpayers \$3 million in the first fiscal year by streamlining operations, eliminating redundancies, and reducing overhead.
- Job creation through public/private partnerships: By realiging our workforce to better meet the public's need and expanding our engagement with local businesses to assist in the delivery of transportation projects and programs, Alameda CTC has funded \$495 million in contracts in the past 10 years with local Alameda County businesses, creating thousands of jobs in Alameda County.
- Revenue enhancement: In 2010, voters approved a \$10 Vehicle Registration Fee that the Alameda CTC placed on the ballot to fund transportation. We leverage these local funds, and the voter-approved transportation sales tax dollars with federal, state, and private funds. In Alameda County, Measure B1 is also on the November 2012 ballot, and if approved by voters, it will fund over \$7.8 billion for transprotation infrastructure, operations and maintenance and will generate jobs throughout Alameda County.
- Accountability: Alameda CTC is accountable with taxpayers funds and works directly with
 the public to develop and update plans that clearly specify how transportation dollars will
 be used in the County. Through our extensive outreach processes, the public participates in
 identifying transportation priorities and clearly knows where funds are being spent. By
 specifically defining fund uses and developing plans that also support countywide and
 regional initiatives, we ensure that tax and fee revenues are spent on key programs and
 projects that will protect our transportation infrastructure, expand access and mobility,
 create jobs and meet critical public needs, including programs for youth, seniors, people
 with disabilities, and low-income families.

Alameda CTC is concerned that if sequestration goes into effect, it will have a negative impact in the economic recovery of the nation. We offer our local experience as a model at a national level for reducing government, increasing revenues, creating jobs, and delivering transportation investments with effective public participation and accountability.

We urge you to take action to develop thoughtful and comprehensive federal deficit-reduction and revenue-enhancement mechanisms to address the nation's debt and funding needs and to ensure that sequestration is not implemented beginning in January 2013 as written in current law.

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Mayor Mark Green, Alameda CTC Chair



Memorandum

DATE: October 12, 2012

TO: Alameda County Transportation Commission

FROM: Planning, Policy and Legislation Committee

SUBJECT: Review of Congestion Management Plan (CMP): Draft 2012 Conformity

Requirements

Recommendation

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

Summary

The legislatively mandated annual CMP Conformity Findings process began in August. Local jurisdictions are required to comply with the CMP as follows:

- 1) (a) Tier 1 Land Use Analysis Program submit to Alameda CTC all Notice of Preparations, EIRs and General Plan amendments;
 - (b) Tier 2 Land Use Forecasts- review ABAG Projections by traffic analysis zones;
- 2) Traffic Demand Management (TDM) Complete Site Design Checklist;
- 3) Payment of Fees; and
- 4) Deficiency Plans and Deficiency Plan Progress Reports, as needed in some jurisdictions.

Letters were sent to the jurisdictions on August 15, 2012 requesting a response for items 1a) Tier 1 Land Use Analysis Program, 2) TDM Site Design Checklist, and 4) Deficiency Plan Progress Reports as required for those jurisdictions discussed below. All responses are due by October 1, 2012. Attachment A - 2012 CMP Conformance shows the response(s) received by October 12, 2012. Staff is working with the four jurisdictions that have not yet completed their documentation.

Discussion

Regarding the requirement for some jurisdictions to submit Deficiency Plans or Deficiency Plan Progress Reports, no additional CMP roadway segments were found to be deficient in 2012 based on the select link analysis conducted using the Countywide Travel Demand Model and 2012 LOS Monitoring survey data and after applying all applicable CMP exemptions. Therefore, the preparation and submission of Deficiency Plans for 2012 is not required. However, there are three ongoing Deficiency Plans from previous years, for which jurisdictions are required to send progress reports:

#	Name of the Deficiency Plan	Lead	Participating
		Jurisdiction	Jurisdictions
1	SR 260 Posey Tube eastbound to	Oakland	Alameda, Berkeley
	I-880 northbound freeway connection		
2	SR 185 northbound between 46 th and 42 nd	Oakland	Alameda
	Streets		
3	Mowry Avenue	Fremont	Newark

A request has been sent to the cities of Fremont and Oakland and the participating jurisdictions of Newark, Alameda and Berkeley to submit their Deficiency Plan progress reports and letters of concurrence by October 1, 2012.

Fiscal Impact

There are no fiscal impacts at this time.

Attachments

Attachment A: 2012 CMP Conformance: Land Use Analysis, Site Design Guidelines, Payment of Fees, and Deficiency Plans

Table 1
2012 CMP CONFORMANCE

Land Use Analysis, Site Design, Payment of Fees and Deficiency Plans

	Land Us	and Use Analysis Program	Program	Site Design	Payment of Fees	Deficiency Plans/LOS Standards	Meets All
Jurisdiction	Tier 1 - Ordinance Adoption	Tier 1: GPA & NOP Submittals	Tier 2- Land Use Forecasts*	Checklist Complete	Payments thru 4th Qts FY 11/12	Deficiency Plan Progress Reports and Concurrence	Requirements
Alameda County	Yes	Yes	Хes	Yes	Yes	N/A	Yes
City of Alameda	Yes	Yes	Хes	Yes	Yes		
City of Albany	Yes		Yes		Yes	N/A	
City of Berkeley	Yes	Yes	Yes	Yes	Yes		
City of Dublin	Yes	Yes	Yes	Yes	Yes	N/A	Yes
City of Emeryville	Yes	Yes	Yes	Yes	Yes	N/A	Yes
City of Fremont	Yes	Yes**	Хes	Yes	Yes	Yes	Yes**
City of Hayward	Yes	Yes	Yes	Yes	Yes	N/A	Yes
City of Livermore	Yes	Yes**	Yes	Yes	Yes	N/A	Yes**
City of Newark	Yes	Yes	Yes	Yes	Yes	Yes	Yes
City of Oakland	Yes	Yes	Yes	Yes	Yes		
City of Piedmont	Yes	Yes**	Хes	Yes	Yes	N/A	Yes**
City of Pleasanton	Yes	Yes	Yes	Yes	Yes	N/A	Yes
City of San Leandro	Yes	Yes	Yes	Yes	Yes	N/A	Yes
City of Union City	Yes	Yes	Yes	Yes	Yes	N/A	Yes

N/A indicates that the city is not responsible for any deficiency plan in the past fiscal year.

* This requirement has been met through the CWTP process to provide input on the development of the Sustaninable Communities Strategy.

** Responses are being processed.

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Memorandum

DATE: October 12, 2012

TO: Alameda County Transportation Commission

FROM: Planning, Policy and Legislation Committee

SUBJECT: Approval of Final Draft Countywide Bicycle and Pedestrian Plans

Recommendation

It is recommended that the Commission approve the Final Draft Countywide Bicycle and Pedestrian Plans and incorporate them, by reference, into the Countywide Transportation Plan. ACTAC and the Bicycle and Pedestrian Advisory Committee (BPAC) also recommended approval of the plans at their October meetings.

Summary

The Final Draft Countywide Bicycle and Pedestrian Plans were released for public review and comment on September 24, 2012, and are posted on the Alameda CTC website (www.AlamedaCTC.org). These plans, which lay out the vision and action steps for making Alameda County a safe and convenient place for walking and bicycling, incorporate comments provided in June and July 2012 on the previously released Draft Plans. The Final Draft executive summaries for both plans (Attachments A and B) provide a concise summary of each plan, including its purpose; the recommended countywide priorities for capital projects, programs and plans; total costs to implement the plan; expected revenues for the 28-year plan life; and implementation actions to begin to make the plan a reality over the next five years.

The Final Draft Plans are the culmination of two and a half years of planning and 35 public and committee meetings to gather input. In late June 2012, staff released the Draft Plans for comment and presented them to ACTAC, BPAC, the Planning Policy and Legislation Committee (PPLC), the Paratransit Advisory Committee (PAPCO), the Commission, and the Bicycle and Pedestrian Plans Working Group, a technical group providing input on the plan updates. The agency received comments from over 50 individuals by the July 27, 2012 deadline and from over 15 additional commenters after the deadline. In total over 320 specific comments were received from individuals, agencies and committees. These comments were considered and incorporated into the Final Draft Plans, as appropriate. A summary of all of the comments, along with staff responses to them, are posted on the agency website (www.alamedactc.org/app_pages/view/5275) due to the size of the document.

The Final Draft Plans were reviewed and recommended for approval by PPLC, ACTAC and the BPAC at their October meetings. Staff requested any written comments on the Final Draft Plans by

Monday, October 15. Only minor clarifying comments that do not change the intent of the plans, but rather improve their accuracy, were received. These changes will be incorporated into the final plan documents when they are finalized.

Background

The Alameda CTC's predecessor agencies approved the first Countywide Pedestrian Plan and the first update to the Countywide Bicycle Plan in 2006. Since then, the priorities identified in these plans have been used to guide bicycle and pedestrian grant fund programming and the Alameda CTC bicycle and pedestrian program.

In June 2010, the agency launched a planning process to update both the Pedestrian and Bicycle Plans, focused on updating the existing conditions; reviewing how Alameda CTC policies and practices can be enhanced to address walking and bicycling; re-evaluating the Bicycle Plan priority capital projects and bringing more focus to improving bicycle access to transit; and establishing capital project priorities for the Pedestrian Plan. One over-arching goal was to make the two plans consistent, as appropriate, and parallel in their layout.

The Final Draft Countywide Bicycle and Pedestrian Plans, which meet the above objectives, each consist of seven chapters and an executive summary. Because of the close coordination of these plans, one joint Appendices document was developed. The full plans are posted online, and the tables of contents and executives summaries are attached (Attachments A and B).

Input during Plan Development

During the two and a half year plan development process, 35 public and committee meetings were held to gather input on the draft chapters of the plans and the Draft Plans themselves. The Countywide BPAC and the Bicycle Pedestrian Plans Working Group (a group of agency, non-profit and advocacy group staff) were the primary two groups to review and give input on the plans. Both groups reviewed almost every chapter of the plans in their initial draft form. In addition, ACTAC, PAPCO, PPLC and the Commission, provided input on selected chapters and elements of the plans.

In addition to these meetings, Alameda CTC staff met, by planning area, with agency staff and also attended four local BPAC meetings around the county to gather input from them and the public. During the entire planning process, staff have maintained a mailing list of interested individuals and kept this group informed of opportunities for public input, and also posted information on the agency's website.

Public and Committee Input on Draft Plans

The Draft Plans were released in late June 2012, and in June and July they were brought to five Alameda CTC committees and working groups, and the Commission, for comment. In addition, staff posted the plans on the agency's website, and notified all interested members of the public and local BPACs about the availability of the plans.

The agency received comments on the Draft Plans from over 50 individuals by the July 27, 2012 comment deadline, plus over 15 additional commenters after the deadline. In total, over 320 specific comments were received from individuals, agencies and committees. Staff reviewed and evaluated all of these comments. Due to the number of comments, especially the requested edits and updates to the bicycle and pedestrian vision maps, staff decided that more time was needed to adequately

address the comments, and therefore the release of the Final Draft Plans was moved from late August to late September.

The major changes made to the Final Draft Plans to address the input on the Draft Plans are listed below. A summary of all of the comments received along with staff responses to each one is posted on the agency website (www.alamedactc.org/app_pages/view/5275).

- New "Next Steps" Chapters: Many individuals and several committees commented on the "Next Steps" section of the plans, which is the road map of implementation actions that are needed in the next four to five years to begin or continue implementing the plans. The request was for the section to be more action-oriented, including naming a responsible party for each action and a timeline for implementing it. In response to this request, many enhancements were made to the Next Steps section, as follows:
 - o New stand-alone "Next Steps" Chapters were created by splitting the "Implementation" Chapters in each plan into two chapters: "Costs and Revenue" and "Next Steps."
 - Each implementation action was evaluated, and as feasible, was made more concrete and action-oriented. New implementation actions were added, for a new total of 16 actions. The actions were aligned more closely to the countywide priorities, especially the programs, and also to the plan goals.
 - o For each of 16 actions, many new sub-actions were added, for a total of 63 actions and sub-actions. To better integrate the plan actions into the work of the agency, the new actions were developed in coordination with the agency's Planning section work plan for the next five years.
 - o For each action, a year or range of years was added. This is summarized in a new table showing the timeline for the implementation of each of the actions.
- **Performance Measures and Targets**: Many individuals and several committees also requested establishing performance targets for walking and bicycling, and more performance measures, to track progress on implementing the plans.
 - O While performance targets were not added to the plans, a near-term next step was added to work with local jurisdictions and other stakeholders to research and, as feasible and appropriate to a countywide agency, develop comprehensive and meaningful quantitative targets for Alameda County. Given that Alameda CTC has no direct control over local implementation of projects and programs, and mode shift is influenced by many factors, Alameda CTC must work with all local jurisdictions to establish performance targets that are achievable.
 - Three new performance measures were added, to better gauge how well the county is implementing the plans, in particular regarding educational/promotional programs. These are now listed in the new "Next Steps" chapters, rather than the "Vision and Goals" chapters.
- Vision Map Edits: A large number of edits and comments were received on the vision network maps for both plans, but especially on the bicycle vision network. In general, these edits were corrections needed to improve the accuracy of the maps, by reflecting the current status (i.e., existing or proposed) or class of the bikeways, to reflect local conditions and plans. All of these corrections were made. Several requests were made to show current or

more realistic potential alignments for regional trails, including the East Bay Greenway and the Bay Trail. These edits were also made.

- New mileage numbers: Due to changes to the vision maps, the total miles of facilities were re-calculated for both plans, including by planning area and by jurisdiction. The total network miles in the bicycle plan did not change greatly, but the numbers now show that more of the network is built (52%) than was stated in the draft plan (48%). In the pedestrian plan, the total miles decreased significantly (by 400 miles), mostly as a result of corrections made to the maps to remove duplicating miles.
- New implementation costs: Because most of the costs are based on the total miles of network, the total costs also changed.
 - o For the Bicycle Plan, although the cost of construction went down due to more of the network being built than previously thought, the maintenance costs went up, since there are now more miles to be maintained for a longer period. The end result is that the bicycle plan implementation cost did not change.
 - o For the Pedestrian Plan, the overall costs came down by almost \$400 million, mostly due to the decrease in the vision system mileage with the removal of duplicating miles
- Safety education and data: The safety of bicyclists and pedestrians, and the need for more understanding of the issue and more education, was raised at Committee meetings. In response to these comments, the timeline for implementation of educational programs addressing safety and a detailed collision analysis was moved up.

Countywide Priorities

One of the primary purposes of both plans is to establish a set of countywide capital projects, programs and plans that are intended to implement the plan's vision and goals. These projects, programs and plans, which have been made consistent between the plans as appropriate, will be used, along with additional scoring criteria, to guide countywide discretionary funding decisions. Each plan describes a priority system or network, which is a subset of the pedestrian vision system or the bicycle vision network, and on which limited countywide funding will be focused.

The countywide pedestrian vision system totals 2,800 miles of pedestrian facilities spread throughout the entire county. The system has five components:

- access to transit.
- access within central business districts,
- access to activity centers,
- access to Communities of Concern, and
- a network of inter-jurisdictional trails.

The bicycle vision network consists of 762 miles of bikeways, of which, approximately 394 miles (52%) have been built while 367 miles (48%) are still to be constructed. The network, like the pedestrian vision system, includes all parts of the county and has five components, focused on:

- an inter-jurisdictional network that provides connections between jurisdictions (this is largely the vision network from the 2006 Bicycle Plan),
- access to transit.
- access to central business districts,
- an inter-jurisdictional trail network, and

• access to Communities of Concern.

Both plans also include a largely overlapping and robust set of programs to promote and support walking and bicycling, and the creation and updating of local pedestrian and bicycle master plans.

Costs and Revenue

As stand-alone plans, the cost to implement all components of the Bicycle Plan between 2012 and 2040 totals \$945 million, while the cost for the Pedestrian Plan is \$2.4 billion. The revenue anticipated over the next 28 years for the Bicycle Plan is \$324 million; for the Pedestrian Plan, it is approximately \$500 million. Together, the two plans include some duplicating costs for the multiuse trails. If these costs are split evenly between the two plans, the total, non-duplicating cost, to implement both the Pedestrian and Bicycle Plans is approximately \$2.7 billion and the expected revenue is \$820 million (see table below). These costs are higher than those in the previous Bicycle and Pedestrian Plans for several reasons, but mainly because they are more comprehensive and have been expanded as follows:

• Bicycle Plan:

- For construction costs, expanded vision network from 549 miles to 762 miles with a significant part of this mileage increase due to adding more routes to connect to transit.
- o More comprehensive maintenance costs.
- o Expanded number of educational/promotional programs and included the full program costs.
- o Inclusion of local master plans, which were not included in the 2006 plan.

• Pedestrian Plan:

- For construction costs, expanded pedestrian vision system to include one central business district (CBD) per jurisdiction and added the communities of concern category.
- o Inclusion of maintenance costs for the first time.
- Expanded number of educational/promotional programs and included the full program costs.

Combined Bicycle and Pedestrian Plans non-duplicating costs and revenue, 2012–2040 (in millions; rounded to nearest \$100,000)

	Bicycle Plan	Pedestrian Plan	d	Total (non- uplicating) costs
Costs	\$ 626.7	\$ 2,081.3	\$	2,708.0
-Construction of capital projects	\$ 424.9	\$ 1,459.3	\$	1,884.2
Shared costs for multi-use trails	\$ 259.1	\$ 259.1	\$	518.2
Remaining Plan construction costs	\$ 165.8	\$ 1,200.2	\$	1,366.0
-Maintenance of capital projects	\$ 124.8	\$ 540.6	\$	665.5
Shared costs for multi-use trails	\$ 57.4	\$ 57.4	\$	114.9
Remaining Plan maintenance costs	\$ 67.4	\$ 483.2	\$	550.6
-Programs implementation	\$ 71.6	\$ 75.9	\$	147.5
-Local master plans	\$ 5.4	\$ 5.4	\$	10.8
Revenue	\$ 324.3	\$ 495.7	\$	820.0

Fiscal Impacts

None. The adoption of the Countywide Bicycle and Pedestrian Plans does not authorize the allocation of any countywide or other funding.

Attachments:

Attachment A: Final Draft Countywide Bicycle Plan: Table of Contents and Executive Summary Attachment B: Final Draft Countywide Pedestrian Plan: Table of Contents and Executive Summary

ALAMEDA COUNTYWIDE BICYCLE PLAN









"Alameda County will be a community that inspires people of all ages and abilities to bicycle for everyday transportation, recreation and health"

Final draft

September 24, 2012

Prepared by the Eisen | Letunic team

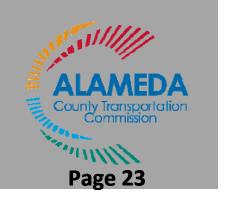


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Appendices

See document entitled "Appendices to the Alameda Countywide Pedestrian and Bicycle Plans"

EXECUTIVE SUMMARY

Background and plan purpose

Bicycling is a key component of vibrant, livable, healthy communities, and an integral part of a complete transportation system. Alameda County's first Countywide Bicycle Plan was published in 2001 by the Alameda County Congestion Management Agency, one of the two predecessor agencies to the Alameda County Transportation Commission (Alameda CTC). It was updated in 2006, concurrent with the development of the first Alameda Countywide Pedestrian Plan, by the Alameda County Transportation Improvement Authority, the other Alameda CTC predecessor agency. From 2010 to 2012—as these two agencies merged to form Alameda CTC—both plans were updated, this time in very close coordination. Alameda CTC has updated this plan to identify and prioritize bicycle projects, programs and planning efforts of countywide significance. The plan provides the background, direction and tools needed to increase the number of cyclists and bicycling trips in Alameda County while improving bicycling safety.

Key findings

The chapters on "Existing Conditions" and "Evaluation of Plans, Policies and Practices" contain data, statistics, findings and other information about

the state of bicycling in Alameda County. Below are some of the key findings:

- In 2000 (the latest year for which such data is available), approximately 593,000 bike trips were made every week in Alameda County, or almost 85,000 trips daily. This represented 2% of all trips.
- The bike mode share in Alameda County (2%) is double that of the Bay Area (1%). The number of bike commuters in Alameda County increased by 21% from 2000 to 2006–2008 (compared to an increase of only 2% for all commuters).
- The most common purposes for bike trips in Alameda County are social/recreational (34%), work (19%) and shopping (19%).
- From 2001 to 2008, there was an annual average of 3 bicycle fatalities in Alameda County and 538 bicyclists injured seriously.
- Over the past eight years, bicyclists have made up 2.6% of all traffic fatalities in Alameda County; this is roughly consistent with the percentage of all trips that are made by bike in the county (2%).
- Since 2006, four cities have updated their bicycle or bicycle/pedestrian plan; two cities adopted their first plan, as did the County (for the unincorporated areas). Only one city remains without a bicycle plan.
- Local jurisdictions estimated the cost of their capital bicycle and pedestrian project needs to be

- \$520 million; of this, \$219 million, or more than 40%, was from the county's largest city, Oakland.
- The jurisdictions' annual maintenance expenditure for bicycle and pedestrian facilities is \$6.7 million. The annual funding gap is much larger, \$17.2 million; this likely indicates substantial deferred maintenance due to insufficient funds.
- The major obstacles to improving the bicycling environment that were most commonly cited by local agency staff were inadequate funding, shortage or absence of trained staff and implementation conflicts with other public agencies.
- Four policy areas have emerged or advanced in recent years that will likely contribute significantly to improving the policy landscape for bicycling: complete streets, climate action, smart growth and active transportation.
- A number of policies and practices exist at all levels of government that could be modified to better integrate bicycling into the transportation system.

Plan vision and goals

The plan articulates a vision statement of what bicycling in Alameda County could be like by 2040, with the investments proposed in the plan:

Alameda County is a community that inspires people of all ages and abilities to bicycle for everyday transportation, recreation and health, with an extensive network of safe, convenient and interconnected facilities linked to transit and other major destinations.

In addition, the plan establishes five goals to guide the actions and decisions of Alameda CTC in implementing the plan and a set of more than 40 specific, detailed and implementable strategies designed to attain the plan's goals. Together, the goals and strategies generally define the roles and responsibilities of Alameda CTC in implementing the Bicycle Plan. The five goals are:

Infrastructure and design

Create and maintain a safe, convenient, well-designed and continuous countywide bicycle network, with finergrained connections around transit and other major activity centers.

Safety, education and enforcement

Improve bicycle safety through engineering, education and enforcement, with the aim of reducing the number of bicycle injuries and fatalities, even as the number of people bicycling increases.

Encouragement

Support programs that encourage people to bicycle for everyday transportation and health, including as a way to replace car trips, with the aim of raising the percentage of trips made by bicycling.

Planning

Integrate bicycling needs into transportation planning activities, and support local planning efforts to encourage and increase bicycling.

§ Funding and implementation

Maximize the capacity for implementation of bicycle projects, programs and plans.

Countywide priorities

The Countywide Bicycle Plan establishes countywide capital projects, programs and plans that are intended to implement the plan's vision and goals. They include a "vision network" of countywide bicycle facilities (see Table E.1), a set of priority programs to promote and support bicycling (see Table E.2), and the creation and updating of local bicycle master plans. Because funding is limited, the plan also creates a more constrained "priority network" of capital projects on which to focus capital funding, and proposes to stagger the implementation of the programs.

The vision network consists of 762 miles of bikeways that provide connections between jurisdictions, access to transit, access to central business districts, an interjurisdictional trail network and access to "communities of concern" (communities with large concentrations of low-income populations and inadequate access to transportation). Of the total mileage, approximately 394 miles (52%) have been built while 367 miles (48%) are still to be constructed.

Table E.1 | Vision network mileage

Planning area	Built	Unbuilt	Total
North	115	128	243
Central	61	69	130
South	115	49	164
East	103	121	225
Total	394	367	762

Table E.2 | Priority programs

Encouragement and promotion

- 1. Countywide bicycling promotion
- 2. Individualized travel marketing
- 3. Programs in community-based transportation plans

Safety, education and enforcement

- 4. Safe routes to schools
- 5. Bicycle safety education
- 6. Multi-modal traffic school
- 7. Countywide safety advertising campaign

Technical support and information sharing

- 8. Technical tools and assistance
- 9. Agency staff training and information sharing
- 10. Multi-agency project coordination
- 11. Collaborative research

Infrastructure support

12. Bike sharing

Costs and revenue

The estimated cost to implement the Countywide Bicycle Plan is approximately \$945 million (see Table E.3). This includes the costs to construct and maintain the bicycle network, to implement the bicycling programs and also to develop and update the bicycle master plans of local agencies. In the next 28 years, Alameda County jurisdictions and agencies can expect approximately \$325 million in funding for bicycle projects and programs included in this plan. The difference between estimated costs and projected

revenue for projects in this plan—the funding gap—is about \$620 million. Put another way, the projected revenue for countywide projects is only 34% of the estimated costs. Changing any of the assumptions for the estimates will change the figures somewhat but will not change the fact that the cost greatly exceeds projected revenue. To begin to address this funding gap, Alameda CTC, through its planning and funding processes, will need to prioritize projects and project types so that the most critical needs are funded first.



Compared to the 2006 Countywide Bicycle Plan vision network which was 549 miles, this 2012 network is 40% larger, which is one of the main reasons that the plan costs and funding gap are significantly higher. This considerable growth in the size of the network is mainly due to making bicycling access to transit a higher priority, which resulted in adding new bikeways to access all major transit stops and stations, and also incorporating the full mileage of the three major countywide trails. Other reasons why total plan costs have increased include using a more detailed methodology for calculating maintenance costs and a large increase in the number of programs. At the same time that the plan costs went up, revenue projections also increased three-fold, mainly due to new revenue sources, such as the Vehicle Registration Fee, and estimating revenue based on historical levels of funding from a more complete set of sources.

Table E.3 | Costs and revenue, 2012–2040

In millions; rounded to nearest \$100,000

Costs*	\$ 943.3
Construction of capital projects	\$ 684.0
Maintenance of capital projects	\$ 182.3
Programs implementation	\$ 71.6
Local master plans	\$ 5.4
Revenue	\$ 324.3
Funding gap (costs minus revenue)	\$ 619.0

^{*} Include some shared costs with the Countywide Pedestrian Plan (see "Costs and Revenue" chapter).

Next steps

The plan's "Next Steps" chapter describes 16 priority implementation actions that Alameda CTC will undertake in the first five years of the plan's life (2013– 2017). These actions will begin to make the plan a reality in the near term and set the stage for implementing the plan's medium- and long-term efforts. The actions, which are listed in Table E.4, fall into three categories: funding, technical tools and assistance and countywide initiatives.

Table E.4 | Implementation actions

Funding

- 1. Implement the Countywide Bicycle Plan by continuing to dedicate funding and staff time to the plan priorities, and integrating the priorities into the agencies activities
- 2. Fund and provide technical assistance for the development and updating of local bicycle master
- 3. Coordinate transportation funding with land use decisions that support and enhance bicycling
- 4. Pursue additional dedicated funding for bikeway maintenance

Technical tools and assistance

- 5. Develop resources to support local jurisdictions in adopting and implementing Complete Streets policies
- 6. Offer regular trainings and information-sharing forums for local-agency staff on best practices in bicycle infrastructure and programs

- 7. Develop a local best practices resource and other tools that encourage jurisdictions to use bicyclefriendly design standards
- 8. Offer technical assistance to local jurisdictions on complex bicycle design projects
- 9. Develop tools and provide technical assistance to help local jurisdictions overcome CEQA-related obstacles

Countywide initiatives

- 10. Develop and implement a strategy to address how to improve and grow (as feasible) four near-term priority countywide programs: Safe Routes to Schools program, Countywide bicycle safety education program, Countywide bicycle safety advertising campaign and Countywide bicycling promotion program
- 11. Develop and adopt an internal Complete Streets policy
- 12. Determine options for modifying the countywide travel demand model to make it more sensitive to bicycling and implement the best feasible option
- 13. Determine options for revising the Congestion Management Program to enhance bicycle safety and access, and implement the best feasible option
- 14. Work with the County Public Health Department to consider bicycle data and needs in the development and implementation of health and transportation programs
- 15. Monitor, evaluate and report on progress annually on implementation of the Countywide Bicycle Plan
- 16. Conduct research to inform future plan updates and countywide bicycle planning

Performance measures

Lastly, the Bicycle Plan establishes eight performance measures to be used to monitor progress toward attaining the plan goals:

- 1. Miles of local and countywide bicycle network
- 2. Percentage of all trips and commute trips made by bicycling
- 3. Number of bicycle injuries and fatalities
- 4. Number of bicyclists in countywide bicycle counts
- 5. Number of local jurisdictions with up-to-date bicycle master plans
- 6. Dedicated countywide funds (amount or percentage) for bicycle projects and programs

- 7. Number of schools with Safe Routes to Schools (SR2S) programs
- 8. Number of community members participating in countywide promotional and/or educational programs

Plan organization

The Countywide Bicycle Plan consists of seven chapters:

Chapter 1: Introduction

Describes the plan purpose, explains the relationship of the plan to the Countywide Pedestrian Plan and the Countywide Transportation Plan, and describes in more detail each of the plan chapters.

Chapter 2: Existing conditions

Describes the current state of bicycling in Alameda County, with data and statistics on the number of bicyclists and bicycle trips. It also includes sections on bicycle safety; local planning efforts, support programs and advocacy efforts; and implementation of the 2006 plan.

Chapter 3: Evaluation of plans, policies and practices

Summarizes the key plans, policies and practices at all levels of government that affect bicycling (and walking) in Alameda County and evaluates how they promote or hinder nonmotorized transportation, with a focus on the role of Alameda CTC, as the plan's implementing agency. It also discusses practical challenges encountered by agencies in implementing their plans, policies and projects, and suggests ways to overcome those challenges.

Chapter 4: Vision and goals

Establishes a desired vision of bicycling in Alameda County in the year 2040; a set of goals, or broad statements of purpose meant to enable the vision to be realized; and under each goal, more specific and detailed strategies for attaining that goal.

Chapter 5: Countywide priorities

Establishes the bicycle capital projects, programs and plans needed to implement the plan's vision. This chapter also defines the kinds of improvements in each category that will be eligible for funding, and

establishes general priorities among them. The capital projects make up a "vision" countywide network of bicycle facilities focused on the following areas: crosscounty corridors, access to transit, access to central business districts, inter-jurisdictional trails and access to communities of concern.

Chapter 6: Costs and revenue

Estimates the cost to deliver the bicycle projects, programs and plans of countywide significance, and the revenue expected to be available in Alameda County for these efforts through the plan's 28-year horizon.

Chapter 7: Next steps

Describes the implementation actions that Alameda CTC will undertake in the first five years of the plan's life (2013–2017) to begin to make the plan a reality in the near term and to set the stage for implementing the plan's medium- and long-term efforts. The chapter also outlines the eight performance measures that will be used to monitor progress toward attaining the goals of the Countywide Bicycle Plan.

Plan development and adoption

The Alameda Countywide Bicycle Plan was developed by Alameda CTC in collaboration with several advisory groups, including Alameda CTC's standing Bicycle and Pedestrian Advisory Committee and an ad hoc technical committee convened for this project, the Bicycle and Pedestrian Plans Working Group. The plan was also reviewed and commented on by Alameda CTC's Alameda County Technical Advisory Committee (ACTAC) and the Paratransit Advisory and Planning Committee (PAPCO). Alameda CTC gathered public input primarily by bringing the proposed countywide priorities to local Bicycle and Pedestrian Advisory Committees in all parts of the county for input, and keeping interested people informed about the planning process.

This plan update was developed concurrently with the Alameda Countywide Pedestrian Plan update. Alameda CTC adopted both plans, incorporating them by reference into the Countywide Transportation Plan, and will use them as a guide for planning and funding bicycle and pedestrian projects throughout the County. The plan will continue to be periodically updated, every four to five years.

ALAMEDA COUNTYWIDE PEDESTRIAN PLAN









"Alameda County will be a community that inspires people of all ages and abilities to walk for everyday transportation, recreation and health"

Final draft

September 24, 2012

Prepared by the Eisen | Letunic team

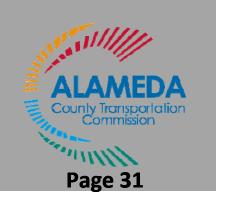


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Appendices

See document entitled "Appendices to the Alameda Countywide Pedestrian and Bicycle Plans"

EXECUTIVE SUMMARY

Background and plan purpose

Everyone walks (or uses a mobility device) each day, whether to school, to visit a neighbor, for exercise, for errands, or to catch a bus. Walking is an essential component of vibrant, livable, healthy communities, and an integral part of a complete transportation system. The Alameda County Transportation Improvement Authority, one of the two predecessor agencies to the Alameda County Transportation Commission (Alameda CTC), published the first Alameda Countywide Pedestrian Plan in 2006. Concurrently, the first update to the Alameda Countywide Bicycle Plan was developed by the Alameda County Congestion Management Agency, the other Alameda CTC predecessor agency. From 2010 to 2012—as these two agencies merged to form Alameda CTC—both plans were updated, this time in very close coordination.

Alameda CTC has updated this plan to identify and prioritize pedestrian projects, programs and planning efforts of countywide significance. The plan provides the background, direction and tools needed to increase the number of pedestrians and walking trips in Alameda County while improving pedestrian safety.

Key findings

The chapters on "Existing Conditions" and "Evaluation of Plans, Policies and Practices" contain data, statistics, findings and other information about the state of walking in Alameda County. Below are some of the key findings:

- In Alameda County, as in the Bay Area as a whole, walking is the second most common means of transportation, after driving, representing 11% of all trips.
- In 2000, approximately 3.3 million trips were made primarily on foot every week in the county. This translates to more than 470,000 daily walk trips, or one trip for every three county residents.
- The number of pedestrian commuters increased by 14% from 2000 to 2006–2008 and the walk mode share for commute trips rose from 3.2% to 3.6%.
- From 2000 to 2008, there was an annual average of 25 pedestrian fatalities in Alameda County and 710 pedestrians injured seriously.
- Pedestrians made up 24% of all traffic fatalities in Alameda County; this is more than twice the percentage of all trips that are made by walking in the county (11%).
- Since 2006, four cities have developed pedestrian master plans (either stand-alone or combined with

- a bicycle plan). Another four cities remain without such a plan.
- · Local jurisdictions estimated the cost of their capital pedestrian and bicycle project needs to be \$520 million; of this, \$219 million, or more than 40%, was from the county's largest city, Oakland.
- The jurisdictions' annual maintenance expenditure for pedestrian and bicycle facilities is \$6.7 million. The annual funding gap is much larger, \$17.2 million; this likely indicates substantial deferred maintenance due to insufficient funds.



- The major obstacles to improving the walking environment that were most commonly cited by local agency staff were inadequate funding, shortage or absence of trained staff and implementation conflicts with other public agencies.
- Four policy areas have emerged or advanced in recent years that will likely contribute significantly to improving the policy landscape for walking: complete streets, climate action, smart growth and active transportation.
- A number of policies and practices exist at all levels of government that could be modified to better integrate walking into the transportation system.

Plan vision and goals

The plan articulates a vision statement of what walking in Alameda County could be like by 2040, with the investments proposed in the plan:

Alameda County is a community that inspires people of all ages and abilities to walk for everyday transportation, recreation and health. A system of safe, attractive and widely accessible walking routes and districts is interconnected created by pedestrian networks, strong connections to transit and pedestrian-friendly development patterns.

In addition, the plan establishes five goals to guide the actions and decisions of Alameda CTC in implementing the plan and a set of more than 40 specific, detailed and implementable strategies designed to attain the plan's goals. Together, the goals and strategies generally define the roles and responsibilities of Alameda CTC in implementing the Pedestrian Plan. The five goals are:

Infrastructure and design

Create and maintain a safe, convenient, well-designed and inter-connected pedestrian system, with an emphasis on routes that serve transit and other major activity centers and destinations.

Safety, education and enforcement

Improve pedestrian safety and security through engineering, education and enforcement, with the aim of reducing the number of pedestrian injuries and fatalities, even as the number of people walking increases.

6 Encouragement

Support programs that encourage people to walk for everyday transportation and health, including as a way to replace car trips, with the aim of raising the number and percentage of trips made by walking.

Planning

Integrate pedestrian needs into transportation planning activities, and support local planning efforts to encourage and increase walking.

• Funding and implementation

Maximize the capacity for implementation of pedestrian projects, programs and plans.

Countywide priorities

The Countywide Pedestrian Plan establishes countywide capital projects, programs and plans that are intended to implement the plan's vision and goals. They include a "vision system" of pedestrian facilities throughout the county, a set of priority programs to promote and support walking (see Table E.1), and the creation and updating of local pedestrian master plans. Because funding is limited, the plan also creates a more constrained "priority system" of capital projects on which to focus capital funding, and proposes to stagger the implementation of the programs.

The countywide vision system totals 2,799 miles of pedestrian facilities, of which 211 miles are multi-use trails. The system has five components: projects that provide or facilitate access (i) to transit, (ii) within central business districts, (iii) to activity centers, (iv) to "communities of concern" (communities with large concentrations of low-income populations and inadequate access to transportation); and, (v) a network of inter-jurisdictional trails.

Table E.1 | Priority programs

Encouragement and promotion
1. Countywide walking promotion
2. Individualized travel marketing
3. Programs in community-based transportation plans
Safety, education and enforcement
4. Safe routes to schools
5. Safe routes for seniors
6. Multi-modal traffic school
7. Countywide safety advertising campaign
Technical support and information sharing
8. Technical tools and assistance
9. Agency staff training and information sharing
10. Multi-agency project coordination
11. Collaborative research

Costs and revenue

The estimated cost to implement the Countywide Pedestrian Plan is approximately \$2.4 billion. This includes the costs to construct and maintain the pedestrian system, to implement the pedestrian

programs and also to develop and update the pedestrian master plans of local agencies. In the next 28 years, Alameda County jurisdictions and agencies can expect approximately \$500 million in funding for pedestrian projects and programs. The difference between estimated costs and projected revenue for projects in this plan—the funding gap—is \$1.9 billion. Put another way, the projected revenue for countywide projects is only 21% of the estimated costs. Changing any of the assumptions for the estimates will change the figures somewhat but will not change the fact that the cost greatly exceeds projected revenue. To begin to address this funding gap, Alameda CTC, through its planning and funding processes, will need to prioritize projects and project types so that the most critical needs are funded first.

Table E.2 | Summary of costs and revenue, 2012-2040

In millions; rounded to nearest \$100,000

Costs*	\$ 2,397.8
Construction of capital projects	\$ 1,718.5
Maintenance of capital projects	\$ 598.1
Programs implementation	\$ 75.9
Local master plans	\$ 5.4
Revenue	\$ 495.7
Funding gap (costs minus revenue)	\$ 1,902.1

* Includes some shared costs with the Countywide Bicycle Plan (see "Costs and Revenue" chapter).

Although the size of this plan's vision system is only slightly larger than the 2006 Countywide Pedestrian Plan vision system, the overall plan costs have more than doubled and the funding gap has increased substantially. However, because projected revenues have also increased, mainly due to new funding sources, the percent of costs covered by expected revenue is about the same as in the 2006 plan. The main reasons for the large increase in costs are: a new area of countywide significance, communities of concern, was added; cost estimates for the three major countywide trails were improved; maintenance costs were added, which were not in the 2006 plan; and the program costs have been more fully developed.

Next steps

The plan's "Next Steps" chapter describes 16 priority implementation actions that Alameda CTC will undertake in the first five years of the plan's life (2013– 2017). These actions will begin to make the plan a reality in the near term and set the stage for implementing the plan's medium- and long-term efforts. The actions, which are listed in Table E.3, fall into three categories: funding; technical tools and assistance; and countywide initiatives.

Table E.3 | Implementation actions

Funding

- 1. Implement the Countywide Pedestrian Plan by continuing to dedicate funding and staff time to the plan priorities, and integrating the priorities into the agency's activities
- 2. Fund and provide technical assistance for the development and updating of local pedestrian master plans
- 3. Coordinate transportation funding with land use decisions that support and enhance walking
- 4. Conduct research on, and develop resources for, best practices for funding sidewalk maintenance

Technical tools and assistance

- 5. Develop resources to support local jurisdictions in adopting and implementing Complete Streets policies
- 6. Offer regular trainings and information-sharing forums for local-agency staff on best practices in pedestrian infrastructure and programs
- 7. Develop a local best practices resource and other tools that encourage jurisdictions to use pedestrianfriendly design standards
- 8. Offer technical assistance to local jurisdictions on complex pedestrian design projects
- 9. Develop tools and provide technical assistance to help local jurisdictions overcome CEQA-related obstacles

Countywide initiatives

10. Develop and implement a strategy to address how to improve and grow (as feasible) four near-term priority countywide programs: Safe Routes to Schools program, Countywide pedestrian safety advertising campaign, Countywide Safe Routes for Seniors program and Countywide walking promotion program

- 11. Develop and adopt an internal Complete Streets policy
- 12. Determine options for modifying the countywide travel demand model to make it more sensitive to walking, and implement the best feasible option
- 13. Determine options for revising the Congestion Management Program to enhance pedestrian safety and access, and implement the best feasible option
- 14. Work with the County Public Health Department to consider pedestrian data and needs in the development and implementation of health and transportation programs
- 15. Monitor, evaluate and report on progress annually on implementation of the Countywide Pedestrian Plan
- 16. Conduct research to inform future plan updates and countywide pedestrian planning

Performance measures

Lastly, the Pedestrian Plan establishes eight performance measures to be used to monitor progress toward attaining the plan goals:

- 1. Percentage of all trips and commute trips made by walking
- 2. Number of pedestrian injuries and fatalities
- 3. Number of pedestrians counted in countywide pedestrian counts
- 4. Number of completed countywide pedestrian
- 5. Number of local jurisdictions with up-to-date pedestrian master plans
- 6. Dedicated countywide funds (amount or percentage) for pedestrian projects and programs
- 7. Number of schools with Safe Routes to Schools (SR2S) programs
- 8. Number of community members participating in countywide promotional and/or educational programs

Plan organization

The Countywide Pedestrian Plan consists of seven chapters:

Chapter 1: Introduction

Describes the plan purpose, explains the relationship of the plan to the Countywide Bicycle Plan and the Countywide Transportation Plan, and describes in more detail each of the plan chapters.

Chapter 2: Existing conditions

Describes the current state of walking in Alameda County, with data and statistics on the number of pedestrians and walking trips. It also includes sections on pedestrian safety; local planning efforts, support programs and advocacy efforts; and implementation of the 2006 plan.

Chapter 3: Evaluation of plans, policies and practices

Summarizes the key plans, policies and practices at all levels of government that affect walking (and bicycling) in Alameda County and evaluates how they promote or hinder nonmotorized transportation, with a focus on the role of Alameda CTC, as the plan's implementing agency. It also discusses practical challenges encountered by agencies in implementing their plans, policies and projects, and suggests ways to overcome those challenges.



Chapter 4: Vision and goals

Establishes a desired vision of walking in Alameda County in the year 2040; a set of goals, or broad statements of purpose meant to enable the vision to be realized; and under each goal, more specific and detailed strategies for attaining that goal.

Chapter 5: Countywide priorities

Establishes the pedestrian capital projects, programs and plans needed to implement the plan's vision. This chapter also defines the kinds of improvements in each category that will be eligible for funding, and establishes general priorities among them. The capital projects make up a "vision" countywide system of pedestrian facilities focused on the following five areas: access to transit, access within central business districts, access to activity centers, inter-jurisdictional trails and access to communities of concern.

Chapter 6: Costs and revenue

Estimates the cost to deliver the pedestrian projects, programs and plans of countywide significance, and the revenue expected to be available in Alameda County for these efforts through the plan's 28-year horizon.

Chapter 7: Next steps

Describes the implementation actions that Alameda CTC will undertake in the first five years of the plan's life (2013–2017) to begin to make the plan a reality in the near term and to set the stage for implementing the plan's medium- and long-term efforts. The chapter also outlines the eight performance measures that will be used to monitor progress toward attaining the goals of the Countywide Pedestrian Plan.

Plan development and adoption

The Alameda Countywide Pedestrian Plan was developed by Alameda CTC in collaboration with several advisory groups, including Alameda CTC's standing Bicycle and Pedestrian Advisory Committee and an ad hoc technical committee convened for this project, the Bicycle and Pedestrian Plans Working Group. The plan was also reviewed and commented on by Alameda CTC's Alameda County Technical Advisory Committee (ACTAC) and the Paratransit Advisory and Planning Committee (PAPCO). Alameda CTC gathered public input primarily by bringing the proposed countywide priorities to local Bicycle and Pedestrian Advisory Committees in all parts of the county for input, and keeping interested people informed about the planning process.

This plan update was developed concurrently with the Alameda Countywide Bicycle Plan update. Alameda CTC adopted both plans, incorporating them by

reference into the Countywide Transportation Plan, and will use them as a guide for planning and funding pedestrian and bicycle projects throughout the County. The plan will continue to be periodically updated, every four to five years.

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Memorandum

DATE: October 12, 2012

TO: Alameda County Transportation Commission

FROM: Planning, Policy and Legislation Committee

SUBJECT: Review of Safe Routes to Schools Program 2011-2012 Year-End Report

and Update

Recommendation

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

Summary

The purpose of this item is to provide the Commission with information related to the Alameda County Safe Routes to Schools (SR2S) Program for 2011-2012 Year-End Report and update on key activities for 2012-2013 school year.

This staff report and presentation will briefly review the following key areas:

- Growth of the SR2S Program over the past 6 years;
- Enhanced selection process for 2011-12;
- An update on the High School Pilot Program;
- How students are traveling; and,
- A look ahead to 2012-13 school year.

Discussion

Alameda County's Safe Routes to Schools Program (SR2S) is a countywide program that promotes and encourages safe walking and bicycling to school, as well as carpooling and public transit use. As part of the Metropolitan Transportation Commission's new Climate Initiatives program, the 6-year-old Alameda County Safe Routes to Schools Program has expanded and will reach over 100 schools across the county in the upcoming 2012-13 school year, engaging students from kindergarten through 12th grade.

The Alameda County Safe Routes to Schools program promotes safe and healthy transportation choices for parents and children. The program began in 2006 as a pilot at four schools, funded with a Caltrans SR2S grant and Measure B funds. Since then, the program has expanded

dramatically and in 2011-2012, reached more than 100 schools across Alameda County. The current program is administered by the Alameda County Transportation Commission and funded by Federal Congestion Mitigation and Air Quality funds, Federal Surface Transportation Program funds, and local Measure B funds.

During the 2011-2012 school year, Alameda County's SR2S team organized and delivered over 300 individual events to 102 schools. An enhanced selection process was adopted with the dual goals of distributing the programming equitably throughout the County and selecting schools with optimal chances of success. Ranking of schools were based on socio-economic characteristics, land use, barriers to active transportation, collision history, and the presence of a school champion and task force to assist with program implementation. The extensive SR2S program provided comprehensive programming to 68 elementary and middle schools, technical assistance to 30 elementary and middle schools, along with a new pilot program for 4 high schools in Alameda County.

Programming of the Alameda County SR2S was primarily structured around three big events: International Walk and Roll to School Day in October, the Golden Sneaker Contest in March, and Bike to School Day in May. The 2011-12 school year saw increased participation and engagement of students for these events throughout the County. To maintain the enthusiasm generated by these big three events, Alameda County SR2S worked with schools to organize ongoing walking and biking activities. In 2011-2012, fifty schools held regular Walk and Roll to School Days and 14 schools had parent-led Walking School Buses. Walking rates at the schools with Walking School Buses averaged 37 percent, higher than the county average of 29 percent.

In 2012, Alameda County Transportation Commission launched the BikeMobile, a free mobile bicycle repair service. This service is independent of but coordinated with Alameda County SR2S. In 2012, the BikeMobile visited 29 schools participating in Alameda County's Safe Routes to Schools program, repaired 717 bikes, and resulted in a 30 percent increase in bicycling at these schools.

In fall 2012, Alameda County SR2S launched a groundbreaking pilot program at Oakland High, San Lorenzo High, Logan High in Union City, and Foothill High in Pleasanton. In the first year of the high school pilot program, Safe Routes had the ability to work with 1,200 students and 150 adults at the four pilot high schools. The combined events of all four schools had a participation of approximately 2,400 people.

The primary goal of the Alameda County Safe Routes to Schools program is to increase the percentage of students that travel to and from school by walking, biking, carpooling, school bus and transit. To measure these changes, the program has conducted student hand tallies and parent surveys since 2008. Beginning the spring semester 2012, the evaluation effort expanded, with all schools enrolled in the comprehensive program asked to complete surveys. The spring 2012 data will serve as a baseline against which to measure mode shift.

During the 2012-2013 school year, Alameda County SR2S will focus on the following improvements and new items:

- Strengthen program evaluation by collecting more data, building data collection into programming, and collating data on a regular basis.
- Expanding participating at the three key events (International Walk and Roll to School Day in October, the Golden Sneaker Contest in March, and Bike to School Day in May.)
- Promote a new program: Carpool to School Day in February, and tie into regional carpooling efforts supported by Metropolitan Transportation Commission.
- Provide additional Skills Drills bike rodeos, for additional hands-on re-enforcement.
- Work with City of San Leandro to coordinate county SR2S programming with that City's recently launched, Caltrans-funded, SR2S programming.

Fiscal Impact

This is an informational item only, and there is no fiscal impact.

Attachments

Attachment A: Alameda County's Safe Routes to Schools Program 2011-2012 Year-End

Report – Executive Summary

Attachment B: Alameda County SR2S: 2011-2012 School Year Participating Schools

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Alameda County Safe Routes to Schools 2011-2012 Year-End Report

Executive Summary



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Acknowledgements

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Commission Vice Chair
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Alta Planning + Design TransForm Cycles of Change East Bay Bicycle Coalition Big Tadoo Puppet Crew Finger Design Lightbox

Alameda County's Safe Routes to Schools Program wishes to thank all school district, school staff, school teachers, parent champions and students who support active and shared transportation to school.

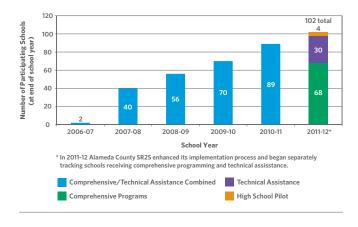
Introduction

The Alameda County Safe Routes to Schools program promotes and encourages safe walking and bicycling to school, as well as carpooling and public transit use. The program is administered by the Alameda County Transportation Commission and, for the 2011-12 through 2012-13 school years, funded by \$2.31 million in Federal Congestion Mitigation and Air Quality funds, Federal Surface Transportation Program funds, and local Measure B funds.

Program Growth

The Alameda County Safe Routes to Schools (SR2S) program began in 2006 as a pilot at four schools, funded with a Caltrans SR2S grant. Since then, the program has expanded dramatically and in the 2012-2013, school year, will reach more than 100 schools across Alameda County. During the 2011-2012 school year, Alameda County's SR2S team organized and delivered over 300 individual events to 102 schools.¹

Program Growth 2006-07 Through 2011-12





Enhanced Selection Process

In fall 2011, Alameda County SR2S established an enhanced school selection process for the elementary and middle school program, with the dual goals of distributing the programming equitably throughout Alameda County and selecting schools with optimal chances of success. Ranking of schools was based on socio-economic characteristics, land use, barriers to active transportation, collision history, and the presence of a school champion and task force to assist with program implementation.

¹Participation numbers include schools receiving comprehensive programming, schools receiving technical assistance, and for 2011-2012, pilot programming at high schools.



Elementary and Middle School Programming

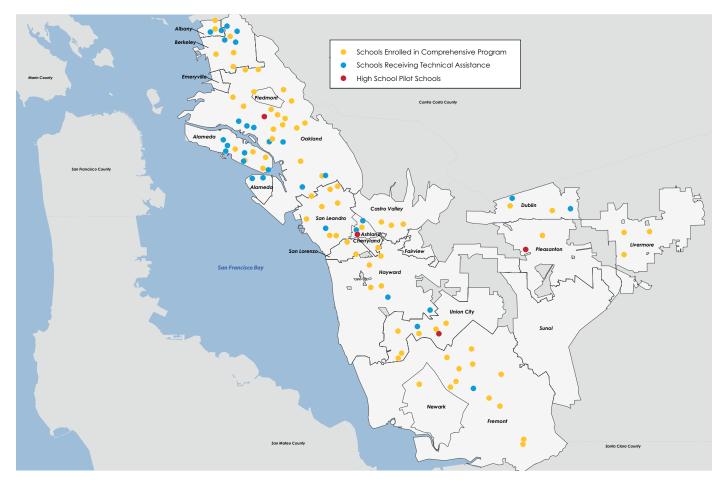
Alameda County SR2S structured 2011-2012 programming around three big events: International Walk and Bike to School Day in October, the Golden Sneaker Contest in March, and Bike to School Day in May. Increased participation was seen for all three events:

- 80 schools participated in International Walk and Bike to School Day in October 2011, up from 72 schools participating in 2010.
- 45 schools participated in Bike to School Day in May 2012, up from 7 schools in 2011. Bike ridership for that day nearly tripled, with over 1,600 students riding to school.
- 38 schools participated in the Golden Sneaker
 Contest in March 2012, up from 12 schools in 2011.

To maintain the enthusiasm generated by these three events, Alameda County SR2S worked with schools to organize ongoing walking and biking activities. In 2011-2012, fifty schools held regular Walk and Roll to School Days and 14 schools had parent-led Walking School Buses. Walking rates at the schools with Walking School Buses averaged 37 percent, higher than the county average of 29 percent.²

Alameda County SR2S education programming included "A Breath of Fresh Air" puppet show, which reached over 8,700 students in 22 schools, and in-classroom multi-day bicycle safety education, which reached approximately 3,600 students and 28 teachers at nine schools. As these programs were limited, an effort was made to distribute programming equitably throughout Alameda County's four planning areas.

² Hand Tally Data at participating schools, spring 2012



2011-2012 Alameda County Safe Routes to Schools Participants

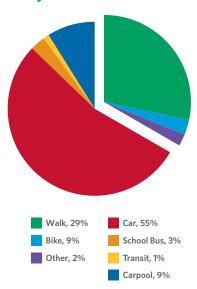
In 2012, Alameda County Transportation Commission launched the BikeMobile, a free, mobile bicycle repair service. This service is independent of but coordinated with Alameda County SR2S. In 2012, the BikeMobile visited 29 schools participating in Alameda County's Safe Routes to Schools program, repaired 717 bikes, and resulted in a 30 percent increase in bicycling at these schools

High School Pilot Program

In fall 2012, Alameda County SR2S launched a groundbreaking pilot program at Oakland High, San Lorenzo High, Logan High in Union City, and Foothill High in Pleasanton. In the first year of the high school pilot program, Safe Routes had the ability to work with 1,200 students and 150 adults at the four pilot high schools. The combined events of all four schools had a participation of approximately 2,400 people.

James Logan High students organized a weekly Bike-Pool, celebrated Bike to School Day, and created a public service announcement for entry into Metropolitan Transportation Commission's "This is How We Roll" video contest. Students participated in a school site assessment event with Union City staff to look at a sidewalk gap along Meyers Drive and documented the event on video. In July 2012, Union City won a grant to build the sidewalk for approximately \$250,000, with construction planned to start fall 2012.

Mode Split for Alameda County School Trips, 2012, Hand Tally Data



At Foothill High in Pleasanton, Alameda County SR2S worked with 10 students in the Earth Club and Leadership after-school programs. Students promoted the existing Ride Free Wednesday program established by Livermore Amador Valley Transit Authority and the City of Pleasanton, boosting transit ridership during April. Ridership stayed higher for the remainder of the school year. Students also developed a proposal to give





priority parking to carpools, hosted the BikeMobile, promoted Bike to School Day, and were interviewed by TV 30 (Tri-Valley Television) for their work with Alameda County SR2S.

At Oakland High, the Alameda County SR2S High School Site Coordinator led a weekly class for 60 students in the Public Health Academy. Students read and discussed articles linking health, environment and Safe Routes to Schools, conducted travel surveys of their peers, participated in a school site assessment event, received professionals as guest speakers, and developed public health campaigns. As an outcome of the public health campaigns, students organized and promoted Transit Tuesday.

Alameda County SR2S worked with 20 students in San Lorenzo High's Green Academy Urban Design Class to organize and deliver SR2S programming. Students met weekly. Students conducted travel surveys of their peers, participated in a school site assessment event, kept track of their travel using a travel log and used the information to calculate pollution impact, and organized and promoted Walk and Roll to School Day, complete with a pop-up bike festival.



How Students Travel

The primary goal of the Alameda County Safe Routes to Schools program is to increase the percentage of students that travel to and from school by walking, biking, carpooling, school bus and transit. To measure these changes, the program has conducted student hand tallies and parent surveys since 2008. Beginning the spring semester 2012, the evaluation effort expanded, with the program collecting hand tally and parent survey data from 50 schools. The spring 2012 data will serve as a baseline against which to measure mode shift.

For the 2012-2013 school year, Alameda County SR2S has launched improved internal processes to track and measure participation in the program by schools, students, teachers, and parents. This additional data will permit us to measure mode shift and will allow us to look for correlations between mode shift and specific program elements or strength of program participation.

A Look Ahead

With expansion of the program in 2012-2013 and plans for eventually expanding to reach all schools in the County, the Alameda County SR2S program must make strategic decisions about program improvements and resource allocation. During the 2012-2013 school year, Alameda County SR2S will focus on the following improvements and new items:

- Strengthen program evaluation by collecting more data, building data collection into programming, and collating data on a regular basis.
- Expanding participation at the three key events (International Walk and Roll to School Day in October, the Golden Sneaker Contest in March, and Bike to School Day in May.)
- Promote a new program: Carpool to School Day in February, and tie into regional carpooling efforts supported by Metropolitan Transportation Commission.
- Provide additional Skills Drills bike rodeos, for a dditional hands-on reinforcement.
- Work with City of San Leandro to coordinate county SR2S programming with that City's recently launched, Caltrans-funded, SR2S programming.
- Expand the High School Pilot Program to more schools and conduct more outreach to parents.



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Alameda County Transportation Commission 1333 Broadway, Suite 220 & 300 Oakland, CA 94612 www.AlamedaCTC.org





	Comprehensive Program	Technical Assistance	High School Pilot	Opted Out
North				
Alameda City Unified				
Bay Farm Elementary		•		
Donald D. Lum Elementary	•			
Earhart Elementary		•		
Edison Elementary	•			
Frank Otis Elementary	•			
Franklin Elementary		•		
Henry Haight Elementary	•			
Lincoln Middle School		•		
Nea Community Learning Center		•		
Paden Elementary		•		
Ruby Bridges		•		
Washington Elementary (AUSD)	•			
Wood Middle School		•		
Albany City Unified				
Albany Middle	•			
Cornell Elementary	•			
Marin Elementary		•		
Ocean View		•		
Berkeley Unified				
Berkeley Arts Magnet		•		
Jefferson Elementary		•		
Malcolm X Elementary	•			
Martin Luther King Middle	•			
Oxford Elementary		•		
Rosa Parks Environmental Science Magnet	•			
Thousand Oaks Elementary		•		
Washington Elementary (BUSD)	•			
Oakland Unified				
Achieve Academy	•			
Anthony Chabot Elementary	•			
Brookfield Elementary		•		
Community United Elementary	•			
Crocker Highlands Elementary	•			
Elmhurst Community Prep	•			
Franklin Elementary	•	•		
Fruitvale Elementary	•			
	•			
Glenview Elementary	•			
Hoover Elementary				

	Comprehensive	Technical Assistance	High School Pilot	Opted Out
	Comp	Te	Ħ.	ő
North (Continued)				
Oakland Unified (Continued)				
International Community				
James Madison Elementary		•		
Joaquin Miller Elementary	•			
La Escuelilta		•		
Laurel Elementary	•			
Learning Without Limits		•		
Lincoln School		•		
Manzanita Community	•			
Manzanita SEED	•			
Montclair Elementary	•			
Oakland International High School			•	
Peralta Elementary	•			
Piedmont Avenue Elementary	•			
Reach Academy		•		
Redwood Heights Elementary	•			
Sequoia Elementary	•			
Sobrante Park Elementary	•			
Think College Now		•		
Westlake Middle	•			
World Academy	•			
Central				
Castro Valley Unified				
Castro Valley Elementary	•			
Marshall Elementary	•			
Stanton Elementary	•			
Hayward Unified				
Bret Harte Middle	•			
Burbank Elementary	•			
Cherryland Elementary	•			
Eden Gardens Elementary	•			
Longwood Elementary	•			
Palma Ceia Elementary		•		
Southgate Elementary	•			
San Leandro Unified				
Garfield Elementary	•			
McKinley Elementary	•			
Roosevelt Elementary	•			
San Lorenzo High School			•	
Washington Elementary (SLUD)	•			
Wilson Elementary	•			

	Comprehensive	Technical Assistance	High School Pilot	Opted Out
Central (Continued)				
San Lorenzo Unified				
Bohannon Middle	•			
Dayton Elementary	•			
Edendale Middle	•			
Grant Elementary	•			
Hesperian Elementary		•		
Hillside Elementary		•		
Washington Manor Middle	•			
South				
Fremont Unified				
Brookvale Elementary				•
Centerville Junior High	•			
E. M. Grimmer Elementary				•
Glenmoor Elementary	•			
James Leitch Elementary	•			
John G. Mattos Elementary				•
John Gomes Elementary				•
Niles Elementary				•
O. N. Hirsch Elementary	•			
Parkmont Elementary	•			
Walters Junior High		•		
Warm Springs Elementary	•			
New Haven Unified (Union City)				
Alvarado Elementary	•			
Cesar Chavez Middle	•			
Delaine Eastin Elementary	•			
Guy Jr. Emanuele Elementary	•			
Hillview Crest Elementary		•		
Logan High School			•	
Pioneer Elementary	•			
Searles Elementary	•			
Tom Kitayama Elementary		•		
Newark Unified				
H. A. Snow Elementary				•

	Comprehensive	Technical Assistance	High School Pilot	Opted Out
East				,
Dublin Unified				
Dougherty Elementary	•			
Dublin Elementary	•			
Kolb Elementary		•		
Murray Elementary		•		
Livermore Valley Joint Unified				
Emma C. Smith Elementary	•			
Junction K-8	•			
Rancho Las Positas Elementary	•			
Pleasanton Unified				
Foothill High School			•	
Thomas S. Hart Middle				•



Memorandum

DATE: October 12, 2012

TO: Alameda County Transportation Commission

FROM: Planning, Policy and Legislation Committee

SUBJECT: Approval of Final Draft Alameda CTC Complete Streets Policy Elements

Recommendation

It is recommended that the Commission approve the final draft complete streets elements for jurisdictions to include in their local complete streets policies to be compliant with both Alameda CTC and Metropolitan Transportation Commission (MTC) 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 to be required for local jurisdictions in Alameda County to be compliant with the MPFA requirement. Alameda CTC wrote its policy elements to 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.

In September 2012, ACTAC, the Countywide Bicycle and Pedestrian Advisory Committee (BPAC), the Planning Policy and Legislation Committee (PPLC) and the Alameda CTC Board all reviewed the draft policy elements and the sample resolution, and provided input on them, as described further below. Staff revised both documents to reflect this input, and now requests approval of the revised policy elements (Attachment A). The revised sample resolution (Attachment B) is attached, as well as a sample local agency staff report that could be used to accompany a resolution (Attachment C). These two resources are being provided to support local jurisdictions in meeting the complete streets requirements, and may be modified by local agencies, as long as all of the required complete streets elements are addressed.

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.

Overview of 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. (page 13 of Resolution 4035).

Alameda CTC Complete Streets Policy Requirement

In September, Alameda CTC brought the draft complete streets policy document to ACTAC, BPAC, the PPLC and the Board for input, along with a draft sample resolution for adopting a policy. The original draft policy elements were developed to meet the Alameda CTC requirement in the MPFAs, and also allow jurisdictions to simultaneously comply with the MTC requirement. The Alameda CTC required policy elements are modeled 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 a review of the elements that are most effective at resulting in complete streets implementation.

At its September meeting, ACTAC provided the below input on the draft complete streets policy elements and the sample resolution:

- *Use local plans*: Support use of local bicycle and pedestrian master plans to guide complete streets implementation
- *Ensure transit is included in designing streets*: Support including transit planning in local jurisdiction work on streets
- *Context Sensitivity*: Need clarity on what this means and how it will be implemented locally
- *Cost Implications*: Concerns raised over potential cost increases to projects
- *Maintenance*: Need clarity on how complete streets is applied to street maintenance
- Flexibility: Request for flexibility at how implemented at local level

The PPLC did not add any additional input. Because the ACTAC packet mailout is before the September 27th Board meeting, staff will report on any input from the Board at the October ACTAC meeting.

The required policy elements were revised to reflect this input and are attached as a final draft in Attachment A, including integration of local plans, such as bike, pedestrian and transit plans, as guidance for complete streets projects, as well as modifying the exceptions process to allow local jurisdictions to define their own process and modifying the stakeholder engagement process to allow for a locally defined process. For each policy element, the complimentary NCSC policy and also the relevant MTC policy are listed for comparison, and notes are provided explaining any differences. Jurisdictions are encouraged to develop policy language that fits within the context of their local area.

Sample Resolution and Staff Report

A revised sample resolution, which reflects ACTAC input from its September meeting, is attached (Attachment B). It 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.

The sample resolution is being provided to assist local jurisdictions. Neither Alameda CTC nor MTC requires that this exact language be used, and therefore local jurisdictions may modify the resolution language, as appropriate to their locality. However, the final policy language contained in the resolution must still meet the intent of the Alameda CTC complete streets policy elements requirement.

Alameda CTC staff has also drafted a sample staff report that local jurisdictions can use, modify and expand upon, to create a staff report to accompany its complete streets policy resolution (Attachment C). The staff report describes the complete streets concept, the benefits of complete streets, and the county and regional requirements for complete streets.

Update on Timing for Policy Adoption

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. At the September ACTAC and PPLC meetings, staff heard that jurisdictions would like more time to develop and adopt their complete streets policies, if feasible. 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.

Alameda CTC staff has submitted a letter to MTC requesting an administrative exception to the January 31, 2013 deadline to allow local jurisdictions more time to develop their complete streets resolution and proceed through approval processes. If granted by MTC, all jurisdictions in Alameda County requesting funding from the Alameda CTC must have their complete streets policy completed and approved by their local jurisdiction in time for Alameda CTC to make programming recommendations on the OBAG program. This will require either submission of a signed resolution or a written statement indicating that the jurisdiction will have its approved complete streets resolution prior to Alameda CTC final action on OBAG programming which will take place in June 2013.

Resources

Alameda CTC wants to ensure that local jurisdictions have the resources they need to adopt and implement successful complete streets policies. As a step towards this goal, Alameda CTC recently added a complete streets page to its website, listing many key complete streets resources available for both developing local policies and for implementation. The website can be found here: http://www.alamedactc.org/app_pages/view/8563.

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"
 - o http://www.completestreets.org/webdocs/resources/cs-policyanalysis.pdf
- "Complete Streets Local Policy Workbook"
 - o http://www.completestreets.org/webdocs/resources/cs-policyworkbook.pdf

At a regional level, MTC will be offering complete streets workshops throughout the region in October, including in Alameda County.

Attachments:

Attachment A: Final Draft Alameda CTC Complete Streets Policy Elements with

comparison to Other Policy Elements

Attachment B: Sample Complete Streets Policy Resolution
Attachment C: Sample Complete Streets Policy Staff Report

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Attachment A: FINAL DRAFT Alameda CTC Complete Streets Policy Requirement with Comparisons to Other Policy Elements

August 28, 2012

	DDAET Alamoda CTC Complete Streets Bolicy Bosnitsoment	National Complete Streets Coalition (NCSC)	MTC Bomissod Elomonte of a Complete Streets Bosolution to	NOTES
		Streets Elements (referenced in Master Program Funding	_	on differences between Alameda CTC, NCSC and MTC
		Agreements)		elements
1	Vision: A clear and strong vision that is based on local needs	Vision: Includes a vision for how and why the community	Included in "serve all users" element, below.	A vision statement is required, as it will clearly define the
	and goals. The vision must include that all transportation	wants to complete its streets.		goals and intent of the community. The ACTC language is
	improvements will be planned, funded, designed,			based on Caltrans' complete streets policy (Deputy
	constructed, operated, and maintained to provide safe			Directive 64, Revision 1).
	mobility for all users, appropriate to the function and context			
	or the facility.			
7	All Users and Modes: All users (referenced above) will include pedestrians, bicyclists, persons with disabilities, seniors.	All Users and Modes: Specifies that 'all users' include nedestrians hisyelists and transit nassengers of all ages	Serve all Users: All transportation improvements will be planned, designed, constructed, operated and maintained to	The ACTC policy element more closely aligns with the intent of the NCSC element while meeting the goals of
	children, motorists, movers of commercial goods, users and	and abilities, as well as trucks, buses, and automobiles.	support safe and convenient access for all users, and increase	the MTC element when combined with the Vision
	operators of public transportation, and emergency responders.		mobility for walking, bicycling and transit use.	element above.
က	All Projects/Phases: The policy applies to all roadway projects	All Projects/Phases: Applies to both new and retrofit	All Projects/Phases: The policy will apply to all roadway	No changes to MTC element.
	including those involving new construction, reconstruction,	projects, including design, planning, maintenance, and	projects including those involving new construction,	
	retrofits, repaving, rehabilitation, or expansion of existing	operations, for the entire right of way.	reconstruction, retrofits, repaving, rehabilitation, or changes	
	roadways, as well as those that involve new privately built		in the allocation of pavement space on an existing roadway,	
	roads and easements intended for public use.		as well as those that involve new privately built roads and easements intended for public use.	
4	Exceptions: Jurisdictions must prepare a process for	Exceptions: Makes <u>any exceptions</u> specific and sets a clear	Process: Plans or projects that seek exemptions from the	ACTC element strengthens and streamlines the MTC
	approving exceptions, including who is allowed to sign off on	procedure that requires high-level approval of exceptions.	complete streets approach outlined in prior sections must	language.
	exceptions: Wintell maings for exceptions indst be included in a memorandim, signed off by a high leyel staff person.		were not included in the project. The memorandum should be	
	such as the Public Works director, or senior-level designee,		signed off by the Public Works Director or equivalent high	
	and made publicly available. Exceptions must explain why		level staff person. Plans or projects that are granted	
	accommodations for all users and modes were not included in		exceptions must be made publically available for review.	
	the plan or project.			
2	Network/Connectivity: The transportation system should	Connectivity: Encourages street connectivity and aims to	Street Network/Connectivity: The transportation system	ACTC element strengthens and streamlines the MTC
		create a comprehensive, integrated, connected network	should provide a connected network of facilities	language.
	of racilities for all modes of travel. A well-connected network should include non-motorized connectivity to schools transit	for all modes.	accommodating all modes of travel. This includes looking for	
	parks, commercial areas, and civic destinations.		connectivity for cyclists, pedestrians and transit users. A well	
			connected network should include nonmotorized connectivity	
			to schools, parks, commercial areas, civic destinations and	
			regional notification retworks on both publicany owner roads/land and private developments (or redevelopment	
			areas).	,
 F				Att
)				a

	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
9	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.	Jurisdiction: Is adoptable by <u>all agencies to cover all roads</u> .	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.	ACTC element streamlines the MTC language and adds the intent of the NCSC element to apply to coordination between multiple agencies.
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.	Design: Directs the use of the <u>latest and best design</u> <u>criteria</u> and guidelines while recognizing the need for flexibility in balancing user needs.	None.	An ACTC element is included, to follow the NCSC element, even though no MTC element included.
∞	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.	Context Sensitivity: Directs that Complete Streets solutions will complement the context of the community.	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.	Essentially no changes to MTC element.
ത	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.	Performance Measures: Establishes <u>performance</u> <u>measures</u> with measurable outcomes.	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.	ACTC element strengthens and streamlines the MTC language.
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 will be solicited from stakeholders, including local bicycle and pedestrian advisory committees (BPACs) and other advisory groups, as appropriate, as early in the development process as possible.	Implementation of the policy.	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.	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.
Page 64		Implementation Plan (see above)	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.)	

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 One Bay Area 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 and convenient travel for all users while preserving flexibility, recognizing community context, and using design guidelines and standards that support best practices;

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 will 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: Ex	hibit A

Exhibit A

This Complete Streets Policy was adopted by Resolu	tion 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] will maintain sensitivity to local conditions in both residential and business districts as well as urban, suburban, and rural areas, and will 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 [*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] will 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.
- 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 will 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 exception 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] will 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 anticipated future transportation investments.

- 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 will be consistent with local bicycle, pedestrian, transit, multimodal, and other relevant plans.
 - B. Stakeholder Consultation: Develop and/or clearly define a process to allow for stakeholder involvement on projects and plans including, but not limited to, local bicycle and pedestrian advisory committees (BPACs) and/or other advisory groups, as defined necessary to support implementation of this Complete Streets policy by [insert jurisdiction].
 - C. [Add additional specific next steps here.]
- 4. **Performance Measures.** All relevant agencies or departments will 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. Exceptions

1. Exception Approvals. A process will be developed for approving exceptions, including who is allowed to sign off on exceptions. Written findings for exceptions must be included in a memorandum, signed off by a high level staff person, such as the Public Works Director, or senior-level designee, and made publicly available. Exceptions must explain why accommodations for all users and modes were not included in the plan or project. [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.]

SAMPLE Complete Streets Staff Report for Alameda County Jurisdictions

Memorandum

DATE: [date]

TO: [City Council/Board of Supervisors]

FROM: [Jurisdiction staff]

SUBJECT: Adoption of Complete Streets Policy Resolution

Recommendation

That [Jurisdiction] adopt the attached Complete Streets policy resolution.

Summary

Complete Streets are streets that are designed to be safe for all users, and inclusive of all modes and age groups. Such streets contribute to the health of the community because they are safer by design and because they encourage physical activity. Complete Streets can also help reduce auto trips, which improves air quality and decreases greenhouse gas emissions. Over 400 communities in the U.S. have committed to building complete streets, through the adoption of complete streets policies.

Both the Alameda County Transportation Commission (Alameda CTC) and the Metropolitan Transportation Commission (MTC) now require local jurisdictions to adopt a complete streets policy in order to receive local transportation sales tax and vehicle registration fee funding and OneBayArea Grant funds, respectively. The Alameda CTC requires that a policy be adopted by June 30, 2013, while MTC requires that a policy be adopted locally by January 30, 2013. One policy may be adopted to meet both requirements.

Staff has developed the attached complete streets policy resolution which meets the Alameda CTC and MTC requirements, and also [describe how the policy meets local priorities and conditions].

Background

Complete Streets

Complete streets are generally defined as streets that are safe and convenient for all users of the roadway, including pedestrians, bicyclists, motorists, persons with disabilities, users and operators of public transit, seniors, children, and movers of commercial goods. 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. Over 400

communities in the U.S. have supported building complete streets, through the adoption of complete streets policies.

[If available, insert data on jurisdiction's growth in bicycling and/or walking.] In Alameda County, there has been a tremendous growth in the number of people bicycling and walking. Counts done by Alameda CTC show that since 2002 bicycling has increased by 75 percent and walking by 47 percent. As more facilities are built, evidence shows that even more people will likely be attracted to these modes. At the same time, transit ridership has also been increasing, and this trend is expected to continue; the Alameda Countywide Transportation Plan projects that there will be a 130 percent increase in all daily transit trips in the county by 2035. [Can replace or complement this countywide transit data with local data, if available.]

As in the entire country, the older population in [Jurisdiction] is growing dramatically. [Insert local data on growth of older population, if available, and local plans/policies to support improved mobility for seniors.] In 2005, ten percent of Alameda County residents were 65 and older, but by 2035, seniors will make up almost twenty percent of the county's population. At the other end of the age spectrum, more and more children are walking and bicycling to school, and this trend is expected to continue as the countywide Safe Routes to Schools program grows. [Insert jurisdiction data on local Safe Routes to School efforts, if available; e.g., number of schools participating or expected to participate, benefits seen from program, or evidence of great need for participation.]

Complete streets support safe and convenient travel by all of these existing users (walkers, bicyclists, transit riders, seniors and children), plus the many other users of the roadway.

Regional and County Complete Streets Policy Requirements

Both MTC and Alameda CTC have recently enacted requirements that local jurisdictions must have an adopted Complete Streets policy in order to receive or be eligible for certain transportation funding. Both of these requirements take effect in 2013. The MTC and Alameda CTC requirements are described below:

- *MTC Requirements:* With Resolution 4035, MTC established the requirement that any jurisdiction that wishes to receive OneBayArea Grant (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 (explained further below).
- Alameda CTC Requirements: The current Master Program Funding Agreement (MPFA) between Alameda CTC and [Jurisdiction], which was signed in [Month], 2012, and allows the distribution of Measure B and Vehicle Registration Fee (VRF) pass-through funding, includes a complete streets policy requirement. Local jurisdictions adopt a complete streets policy that includes ten required elements, by June 30, 2013. Alameda CTC developed its required policy elements to be complementary to the MTC requirement, so that jurisdictions only need to adopt one policy to be in compliance with both the Alameda CTC and MTC requirements.

Development and Description of Complete Streets Policy Resolution

The attached complete streets policy resolution (Attachment A) is based on Alameda CTC's resolution template. [Describe here any modifications to the template that were made to meet local priorities and/or conditions. Describe how the policy was developed, how public input was solicited, what internal departments/divisions were consulted, the local implications of a policy, how the policy will be implemented, etc.]

Existing Efforts Supportive of Complete Streets in [Jurisdiction]

[Jurisdiction] already has [insert details about local policies, plans, programs, etc. that are consistent with a complete streets approach, such as local bicycle and/or pedestrian master plans, Climate Action Plans, ADA Transition Plans, policies supporting transit, etc].

Future Complete Streets Policy Requirements

The California Complete Streets Act of 2008 (Assembly Bill 1358), which took effect in January 2011, requires cities and counties to include complete streets policies as part of their general plans. 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.

To be eligible for future transportation funding cycles, MTC's Resolution 4035 requires that local jurisdictions must have updated their general plan to comply with the state's Complete Streets Act by October 31, 2014. [Jurisdiction's] MPFA with Alameda CTC also requires that it comply with the state act, but there is no deadline for this action.

[Insert jurisdiction data on whether GP already meets requirement, and if not, how the jurisdiction intends to comply with the law, e.g., projected update schedule, etc.]

Attachments:

Attachment A: Complete Streets Policy Resolution

[For additional resources, including examples of complete streets policy language and sample PowerPoint presentations on Complete Streets, visit the National Complete Streets Coalition website: http://www.smartgrowthamerica.org/complete-streets and the Alameda CTC Complete Streets resource page: http://www.alamedactc.org/app_pages/view/8564]



Memorandum

DATE: October 12, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

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

Report

Recommendation

It is recommended the Commission approve the attached STIP At Risk Report, dated September 30, 2012.

Summary

The Report includes a total of 38 STIP projects being monitored for compliance with the STIP "Timely Use of Funds" provisions. Red zone projects are considered at a relatively high risk of non-compliance with the provisions. Yellow zone projects are considered at moderate risk and Green zone projects at low risk.

Discussion

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

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

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

Attachment

Attachment A: STIP At Risk Report

STIP At Risk Report Status Date: September 30, 2012 2012 STIP Locally-Sponsored Alameda County Projects

	DD M				one Projects				
Index	PP No. Source	Sponsor Prog'd Amount (\$x 1,000)	Project Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zon
1	1014	BART	BART	Transbay	Tube Seismic Retro	fit			
	RIP	\$38,000	Con	07/08	Complete Expend	12/31/12	R	\$38M Allocated 9/5/07 18-Month Ext 6/23/11	R
2	1022	Oakland	Rte. 88	0 Access a	at 42nd Ave./High St	., APD			
	RIP	\$5,990	R/W	07/08	Complete Expend	Note 1	R	\$5.99M Allocated 12/13/07	R
3	2100E	Oakland	7th St.	/ West Oa	ıkland TOD				
	ARRA-TE	\$1,300	Con	09/10	Accept Contract	Note 1	R	\$1,300 Obligated 8/5/09 Contract Awd 2009	R
4	2110A	Union City	Union (City Inter	modal Stn, Ped Enh	anc PH 2 &	2A		
	RIP	\$715	Con	11/12	Award Contract	Note 1	R	6-mo Ext. appv'd 1/25/12	R
	RIP-TE	\$3,000	Con	10/11			G	\$3M Allocated 6/23/11 Transferred to FTA Grant	R

Index	PP No.	Sponsor	Project T	itle					
Index	Source	Prog'd Amount (\$x 1,000)	•	FY	Req'd Activity	Date Req'd By	Zone	Notes	Pro Zo:
5	0016O	Alameda CTC	I-680 SB	HOT L	ane Accommodation				
	RIP	\$8,000	Con	07/08	Accept Contract	6/26/13	Y	\$8M Allocated 6/26/08 42 -Mo Ext for Awd App'd 12-Mo Ext for Accept App'd 5/23/12	(
6	0044C	Alameda CTC	I-880 Red	construc	ction, 29th to 23rd				
	RIP	\$2,000	PSE	10/11	Complete Expend	6/30/13	Y		(
7	2100K	Alameda CTC	I-880 Laı	ndscape	/Hardscape Improven	nents in Sa	n Lea	ndro	
	RIP-TE	\$400	PSE	09/10	Complete Expend	6/30/13	Y	\$400K Allocated 6/30/10 12-Mo Ext App'd April 2012	(
8	2179	Alameda CTC	Planning	, Progra	amming and Monitori	ng (Note 2))		
	RIP	\$1,948	Con	10/11	Complete Expend	6/30/13	Y	\$1,948 Allocated 7/1/10	(
	RIP	\$1,563	Con	12/13	Complete Expend	6/30/15	G	\$1,563 Allocated 6/28/12	
	RIP	\$1,947	Con	11/12	Complete Expend	6/30/14	G	\$1,947 Allocated 8/11/11	
	RIP	\$750	Con	13/14	Allocate Funds	6/30/14	G	Added in 2012 STIP	
	RIP	\$886	Con	16/17	Allocate Funds	6/30/17	G	Added in 2012 STIP	
9	0057J	Caltrans	SR-24 Ca	ldecott	Tunnel 4th Bore Lan	dscaping			
	RIP	\$400	PSE	12/13	Allocate Funds	6/30/13	Y	Added in 2012 STIP	(
	RIP	\$1,100	ConSup	13/14	Allocate Funds	6/30/14	G		
	RIP	\$500	Con	13/14	Allocate Funds	6/30/14	G		

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STIP At Risk Report Status Date: September 30, 2012 2012 STIP Locally-Sponsored Alameda County Projects

					Zone Projects				
Index	PP No. Source	Sponsor Prog'd Amount (\$x 1,000)	Project Phase	Title FY	Req'd Activity	Date Req'd By	Zone	Notes	Pro Zo
10	2009N	Alameda	Tinker A	Avenue F	Extension				
	RIP	\$4,000	Con	07/08	Final Invoice/Report		NA	\$4M Allocated 9/25/08	I
11	2009A	AC Transit	Mainten	ance Fa	cilities Upgrade				
	RIP	\$3,705	Con	06/07	Final Invoice/Report		NA	\$3,705K Allocated 9/7/06]
12	2009B	AC Transit	SATCO	M Expai	nsion				
	RIP	\$1,000	Con	06/07	Accept Contract	Note 3	G	\$1,000K Allocated 9/7/06	(
13	2009C	AC Transit	Berkeley	y/Oaklan	d/San Leandro Corrid	dor MIS			
	RIP	\$2,700	Env	06/07	Final Invoice/Report	Note 3	NA	\$2,700K Allocated 4/26/07	(
14	2009D	AC Transit	Bus Cor	nponent	Rehabilitation				
	RIP	\$4,500	Con	06/07	Accept Contract	Note 3	G	\$4.5M Allocated 7/20/06	(
15	2009Q	AC Transit	Bus Pur	chase					
	RIP	\$14,000	Con	06/07	Accept Contract	Note 3	G	\$14M Allocated 10/12/06	(
16	2009L	Alameda Co.	Vasco R	oad Safe	ty Improvements				
	RIP	\$4,600	Con	07/08	Final Invoice/Report		NA	\$4.6M Allocated 2/14/08 Contract Awd 7/29/08 Final Billing sub'd 2/14/12	(
17	2100F	Alameda Co.	Cherryl	and/Ash	land/Castro Valley Sid	lewalk Im	ps.		
	RIP-TE	\$1,150	Con	10/11	Accept Contract	11/1/14	G	\$1,150 Allocated 5/12/11 Awarded Nov 2011	(
18	0016U	Alameda CTC	I-580 Ca	astro Val	ley I/C Improvements				
	RII	\$7,315	Con	07/08	Final Invoice/Report		NA	Contract Accepted July '11	(
19	0062E	Alameda CTC	I-80 Into	egrated (Corridor Mobility				
	RIP	\$954	Env	07/08	Final Invoice/Report		NA	\$954 Allocated 9/5/07 Contra Costa RIP Expenditures Comp	
20	0081H	Alameda CTC	RT 84 E	xpressw	ay Widening (Segmen	t 2)			
	RIP	\$34,851	Con	16/17	Allocate Funds	6/30/17	G	Added in 2012 STIP	(
	RIP-TE	\$2,179	Con	16/17	Allocate Funds	6/30/17	G		
21	0139F	Alameda CTC	Rt 580,	Landsca	ping, San Leandro Est	tudillo Ave	- 141	st	
	RIP-TE	\$350	Con	10/11	Accept Contract	7/26/15	G	\$350K Allocated 10/27/11 3-Mo Ext for Awd 5/23/12 Contract Awarded 7/26/12	
22	2008B	BART	MacArt	hur BAF	RT renovate & enhance	e entry pla	ıza		
	RIP-TE	\$954	Con	10/11				\$954 Allocated 6/23/11 Transferred to FTA Grant	

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Alameda CTC Project Monitoring

STIP At Risk Report Status Date: September 30, 2012 2012 STIP Locally-Sponsored Alameda County Projects

ınaex	PP No.	Sponsor		Project	Title					
	Source		'd Amount (\$x 1,000)		FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zon
23	2009P	BART		Alamed	a County	BART Station Renov	ation			
	RIP		\$3,000	Con	07/08				\$3M Allocated 12/11/08 FTA Grant CA-90-Y270	G
	RIP		\$248	PSE	07/08				\$248 Allocated 9/5/07 Expenditures Complete	
24	2009Y	BART		Ashby E	BART Sta	ation Concourse/Eleva	tor Imps			
	RIP-TE		\$1,200	Con	07/08	Final Invoice/Report		NA	\$1,200 Allocated 6/26/08	G
25	2103	BART		Oakland	d Airport	Connector				
	RIP		\$20,000	Con	10/11	Accept Contract	9/1/14	G	App'd into STIP and allocated 9/23/10 Awarded Oct 2010	G
26	9051A	BATA		Improve	ed Bike/P	ed Connectivity to Ea	st Span SI	OBB		
	RIP-TE		\$3,063	Con		Allocate Funds	6/30/17	G	Added in 2012 STIP	G
27	2009W	Berkeley		Ashby E	BART Sta	ation Intermodal Imps	<u> </u>			
	RIP	v	\$4,614	Con	07/08	Final Invoice/Report		NA	\$4,614 Allocated 6/26/08	G
	RIP		\$1,500	Con	09/10	Final Invoice/Report		NA	AB 3090 App'd 8/28/08 \$1.5M Allocated 9/10/09	
28	2100G	Berkeley		Berkele	y Bay Tr	ail Project, Seg 1				
	RIP-TE		\$1,928	Con	10/11	Accept Contract	5/29/15	G	\$1,928 Allocated 12/15/11 Awarded 5/29/12	G
29	0521J	Caltrans		I-680 F1	reeway P	erformance Initiative	Project			
	RIP		\$0		14/15			NA	\$2M Returned to Ala Co RIP Shares June 2012	G
30	9051A	Caltrans		Bay Bri	dge Gate	way Park				
	RIP-TE		\$3,063	Con	16/17	Allocate Funds	6/30/17	G		NA
31	2100H	Dublin		Alamo (Canal Re	gional Trail, Rt 580 ur	idercrossi	ng		
	RIP-TE		\$1,021	Con		Accept Contract	2/7/15	G	\$1,021 Allocated 8/11/11 Contract Awd 2/7/12	G
32	2014 U	GGBHT	D	SF Gold	len Gate	Bridge Barrier				
	RIP		\$12,000	Con	11/12	Allocate Funds	12/31/13	G	18-Mo Ext App'd May 12	R
33	2140S	LAVTA		Rideo B	us Resto	ration Project				
	RIP-TE		\$200	Con	10/11	Accept Contract	8/10/14	G	\$200 Allocated 5/12/11 from SM County Reserve Contract Awd 8/10/11	G
	2009K	LAVTA		Satellite	Bus Ope	erating Facility (Phase	es 1 & 2)			
34										
34	RIP		\$4,000	Con	11/12	Accept Contract	11/7/14	G	Note 3 \$4M Alloc'd 6/23/11 PTA Contract Awd 11/7/11	G

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STIP At Risk Report 2012 STIP Locally-Sponsored Alameda County Projects Status Date: September 30, 2012

					e Projects (cont.	,			
Index	PP No. Source	Sponsor Prog'd Amount (\$x 1,000)	Project Phase	Title FY	Req'd Activity	Date Req'd By	Zone	Notes	Pre Zon
35	2100	MTC	Plannin	g, Progra	amming and Monitori	ng ²			
	RIP	\$114		12/13	Allocate Funds	6/30/13	G	SB184 effective 7/1/12 Cont. Alloc. App'd July	G
	RIP	\$118	Con	13/14	Allocate Funds	6/30/14	G		
	RIP	\$122	Con	14/15	Allocate Funds	6/30/15	G		
	RIP	\$126	Con	15/16	Allocate Funds	6/30/16	G	Added in 2012 STIP	
	RIP	\$131	Con	16/17	Allocate Funds	6/30/17	G	Added in 2012 STIP	
36	2100C1	Oakland	MacArt	hur Trai	nsit Hub Improvement	, 40th St			
	RIP-TE	\$193	Con	07/08	Final Invoice/Report		NA	\$193 Allocated 7/26/07	G
37	2103A	Oakland	Oakland	d Coliseu	m TOD				
	RIP-TE	\$885	Con	10/11	Accept Contract	11/10/14	G	\$885 Allocated 6/23/11 Contract Awd 11/10/11	C
38	2110	Union City	Union C	City Inter	modal Station				
	RIP	\$4,600	Con	07/08	Final Invoice/Report		NA	\$4.6M Allocated 9/5/07	G
	RIP	\$720	Con	05/06	Final Invoice/Report		NA	\$720K Allocated 11/9/06	
	RIP-TE	\$5,307	Con	05/06	Final Invoice/Report		NA	\$5,307K Allocated 11/9/06	
	RIP-TE	\$2,000	Con	06/07	Final Invoice/Report		NA	\$2,000K Allocated 11/9/06	
	RIP	\$9,787	Con	06/07	Final Invoice/Report		NA	\$9,787K Allocated 11/9/06 6-Mo Ext App'd 9/23/10 for Accept Contract - Site Imps accepted 11/19/10	

Notes:

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

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Alameda CTC Project Monitoring

STIP At Risk Report

Status Date: September 30, 2012

2012 STIP Locally-Sponsored Alameda County Projects

2010 STIP -Timely Use of Funds Provisions

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

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

Zone Criteria

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

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

Other Zone Criteria

Yellow Zone	STIP /TIP Amendment pending
Red Zone	Extension Request pending

Notes:

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



Memorandum

DATE: October 12, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: Approval of Federal Surface Transportation/Congestion Mitigation and Air

Quality (STP/CMAQ) Program At Risk Report

Recommendation

It is recommended the Commission approve the attached Federal STP/CMAQ Program At Risk Report, dated September 30, 2012.

Summary

The report includes 60 locally-sponsored, federally-funded projects segregated by "zone." Red zone projects are considered at a relatively high risk of non-compliance with the provisions of MTC's Resolution 3606, the Regional STP/CMAQ Project Delivery Policy. Yellow zone projects are considered at moderate risk and Green zone projects at low risk.

Discussion

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

The report is intended to identify activities required to comply with the requirements set forth in MTC's Resolution 3606, the Regional STP/CMAQ Project Delivery Policy–Revised (as of July 23, 2008). Per Resolution 3606, for projects programmed with funding in federal FY 2012/13, the deadline to submit the request for authorization is February 1, 2013 and the obligation deadline is April 30, 2013.

The report segregates projects into Red, Yellow, and Green zones. The criteria for determining the project zones are listed in Appendix A of the report. The durations included in the criteria are intended to provide adequate time for project sponsors to perform the required activities to meet the deadline(s). A project may have multiple risk factors that indicate multiple zones. The zone associated with each risk factor is indicated in the report tables. Projects with multiple risk factors are listed in the zone of higher risk. Appendix B provides details related to the deadlines associated with each of the Required Activities used to determine the assigned zone of risk. The Resolution 3606 deadline for submitting the environmental package one year in advance of the obligation deadline for right of way or construction capital funding is tracked and reported, but is not affiliated with any zone of risk.

Attachment

Attachment A: Federal STP/CMAQ Program At Risk Report

					one Projects				
Index	TIP ID Source	Sponsor Prog'd Amount (\$x 1,000)		FY	Req'd Activity	Date Req'd By	Zone	Notes	Pro Zo:
1	SRTS1-04-001	Ala County	Fairview	Elemer	ntary School Vicinity	Improvem	ents		
	SRTS	\$508	Con	10/11	Obligate Funds	Note 1	R	See Note 2	F
					Complete Closeout	03/31/14	G		
	SRTS	\$77	PE	Prior				Obligated 1/29/09	
2	HSIP2-04-024	Ala County		-	vd - Wisteria St Inte				
	HSIP	\$577	Con	11/12	Obligate Funds	Note 1	R	See Note 2	I
					Complete Closeout	03/31/14	G		
	HSIP	\$59	PE	Prior				Obligated 8/14/09	
_	HSIP	\$63	R/W	Prior				Obligated 2/15/11	
3	HSIP2-04-027	Ala. County			ent Obstacle along S				
	HSIP	\$427	Con	10/11	Submit Req for Auth	Note 1	R	See Note 2	I
	HGID	¢50	DE	D	Complete Closeout	09/30/14	G	01.11	
	HSIP	\$59	PE	Prior	D 1D 1 D	4 D. I. I		Obligated 2/23/09	
4	ALA090069 STP	Ala County \$1,815	Con		Advertise Contract	ment Rehat 10/04/12		©1 015 Obligated 4/4/12	,
	311	\$1,613	Con	11/12	Award Contract	01/04/12	R R	\$1,815 Obligated 4/4/12	
					Submit First Invoice	04/04/13	G		
					Liquidate Funds	04/04/13	G		
	STP	\$320	PE	10/11	Liquidate Funds	03/16/17	G	\$320 Obligated 3/16/11	
5	ALA110026	Ala County			entral Unincorporate				
3	STP	\$1,071	Con	11/12	Advertise Contract	10/04/12	R R	\$1,071 Obligated 4/4/12	,
	511	ψ1,071	Con	11/12	Award Contract	01/04/13	R	\$1,071 Obligated 1/1/12	
					Submit First Invoice	04/04/13	G		
					Liquidate Funds	04/04/18	G		
	STP	\$50	PE	10/11	Liquidate Funds	03/23/17	G	\$50 Obligated 3/23/11	
6	ALA110030	Albany	Albany -		nan Bicycle and Pede			· <u> </u>	
	CMAQ	\$1,702	Con	11/12	Advertise Contract	12/01/12	R	\$1,702 Obligated 6/1/12	,
					Award Contract	03/01/13	R	· •	
					Submit First Invoice	06/01/13	G		
					Liquidate Funds	06/01/18	G		
7	ALA110007	Berkeley	City of E	Berkeley	Transit Action Plan	- TDM			
	CMAQ	\$10	Con	11/12	Obligate Funds	Note 1	R	Working with Caltrans and MTC to add to PE]
	CMAQ	\$1,990	PE	10/11	Liquidate Funds	02/22/17	G	\$1,990 Obligated 2/22/11	
8	ALA110022	Berkeley	Berkeley	- Sacra	mento St Rehab - Dv	vight to Asl	hby		
	STP	\$955	Con	10/11	Submit First Invoice	Note 1	R	\$955 Obligated 3/18/11	I
					Liquidate Funds	03/18/17	G	Contract Awd 7/19/11	
9	ALA110024	Dublin	Dublin (Citywide	Street Resurfacing				
	STP	\$547	Con	11/12	Advertise Contract	Note 1	R	\$547 Obligated 3/16/12]
					Award Contract	12/16/12	R		
					Submit First Invoice	03/16/13	G		
					Liquidate Funds	03/16/18	G		

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					Projects (cont.)	<u>, </u>			
Index	TIP ID Source	Sponsor Prog'd Amount	Project '	Title FY	Req'd Activity	Date	Zone	Notes	Pre
10	ALA110012	(\$x 1,000) Fremont	Fremon	t CRD/N	Iidtown Streetscape	Req'd By			Zoi
10	CMAQ	\$1,007	Con	11/12	Advertise Contract	Note 1	R	\$1,007 Obligated 3/27/12	R
		4-,			Award Contract	12/27/12	Y	, , <u>Q</u>	
	CMAQ	\$540	Con	10/11	Submit First Invoice	Note 1	R	\$540 Obligated 4/13/11	
	CMAQ	\$53	Con	10/11	Submit First Invoice	Note 1	R	\$53 Obligated 6/13/11	
	C.I.I.Q	455			Liquidate Funds	04/13/17	G	*** **** g. *** ** * * * * * * * * * * *	
11	ALA110018	Fremont	Fremon	t Variou	s Streets Pavement R	ehabilitati			
	STP	\$3,138	Con	10/11	Award Contract	Note 1	R	\$3,138 Obligated 2/22/11	R
		, , , , ,			Submit First Invoice	Note 1	R	, , , , , , , , , , , , , , , , , , ,	
					Liquidate Funds	02/22/17	G		
12	HSIP1-04-005	Fremont	Install N	Aedian H		l Median a	nd Im	prove Delineation (Mowr	v)
	HSIP	\$164	Con	11/12	Obligate Funds	Note 1	R	See Note 2	R
					Complete Closeout	03/31/14	G		
	HSIP	\$35	PE	Prior				Obligated 11/28/07	
13	HSIP3-04-006	Fremont	Paseo Pa	adre Pai	kway - Walnut Ave a	nd Argona	aut Wa	av	
	HSIP	\$458	Con	12/13	Submit Req for Auth	Note 1	R	See Note 2	R
					Complete Closeout	12/02/14	G		
	HSIP	\$59	PE	Prior				Obligated 11/22/10	
14	ALA110019	Hayward	Haywar	d Vario	us Arterials Pavemen	t Rehab			
	STP	\$1,336	Con	10/11	Award Contract	Note 1	R	\$1,336 Obligated 2/23/11	R
					Submit First Invoice	Note 1	R		
					Liquidate Funds	02/23/17	G		
15	ALA110035	Hayward	South H	ayward	BART Area/Dixon S	treet Stree	tscape	:	
	CMAQ	\$1,540	Con	11/12	Advertise Contract	10/04/12	R	\$1,264 Obligated 4/4/12	Y
					Award Contract	01/04/13	R	Amounts per Phase Adjusted	
					Submit First Invoice	04/04/13	G		
					Liquidate Funds	04/04/18	G		
	CMAQ	\$260	PE	10/11	Liquidate Funds	01/18/17	G	\$536 Obligated 1/18/11	
16	ALA110037	Livermore	Livermo	re Villa	ge Streetscape Infras	tructure			
	STP	\$2,500	Con	11/12	Advertise Contract	11/16/12	R	\$2,500 obligated 5/16/12	Y
					Award Contract	02/16/13	R	Fed Aid (022)	
					Submit First Invoice	05/16/13	G		
					Liquidate Funds	05/16/18	G		
17	ALA110016	Newark	Newark	- Cedar	Blvd and Jarvis Ave	Pavement	Rehal)	
	STP	\$682	Con	11/12	Award Contract	11/17/12	R	\$682 Obligated 2/17/12	R
					Submit First Invoice	02/17/13	G	Advertised 8/14/12	
					Liquidate Funds	02/17/18	G		
18	ALA110006	Oakland	Various	Streets	Resurfacing and Bike	eway Facili	ities		
	STP	\$3,492	Con	11/12	Advertise Contract	Note 1	R	\$3,492 Obligated 2/16/12	R
					Award Contract	11/16/12	R		
					Submit First Invoice	02/16/13	G		
					Liquidate Funds	02/16/18	G		
	STP	\$560	PE	10/11	Liquidate Funds	02/22/17	G	\$560 Obligated 2/22/11	

Alameda CTC Project Monitoring

			Red	l Zone	Projects (cont.))			
Index	TIP ID Source	Sponsor Prog'd Amount (\$x 1,000)	Project Phase	Title FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
19	ALA110029	Oakland	Oaklan	d Foothil	l Blvd Streetscape				
	CMAQ	\$2,200	Con	11/12	Advertise Contract	10/04/12	R	\$2,200 Obligated 4/4/12	Y
					Award Contract	01/04/13	R		
					Submit First Invoice	04/04/13	G		
					Liquidate Funds	04/04/18	G		
20	ALA110031	Pleasanton	Pleasan	ton - Foo	thill/I-580/IC Bike/P	ed Facilitie	s		
	CMAQ	\$709	Con	11/12	Submit Req for Auth	Note 1	R	Funds Moving to FY 12/13 Pending 2013 TIP Approval	R
					Obligate Funds	Note 1	R		
21	ALA110021	Pleasanton	Pleasan	ton Vario	ous Streets Pavement	Rehab			
	STP	\$876	Con	10/11	Submit First Invoice	Note 1	R	\$876 Obligated 4/14/11	R
					Liquidate Funds	04/14/17	G	Contract Awd 6/21/11	
22	ALA110010	Port	Shore P	ower Ini	tiative				
	CMAQ	\$3,000	Con	11/12	Advertise Contract	Note 1	R	\$3,000 Obligated 2/16/12	R
					Award Contract	11/16/12	R		
					Liquidate Funds	02/16/18	G		
23	ALA110027	San Leandro	San Lea	andro Do	wntown-BART Pede	strian Inter	face		
	CMAQ	\$4,298	Con	11/12	Award Contract	11/28/12	R	Advertised - Out to Bid	R
								\$4,298 Obligated 2/28/12	
	CMAQ	\$312	PE	10/11	Liquidate Funds	12/21/16	G	\$312 Obligated 12/21/10	

Yellow Zone Projects
No Yellow Zone Projects this Report
140 Tenow Zone Projects this Report

	Green Zone Projects								
Index	TIP ID Source	Sponsor Prog'd Amount (\$x 1,000)		Title FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
24	ALA110025	Alameda	Alameda	a - Otis I	Orive Rehabilitation				
	STP	\$837	Con	10/11	Accept Contract	05/17/14	G	\$837 Obligated 3/8/11	G
					Liquidate Funds	03/08/17	G	Awarded 5/17/11	
25	HSIP4-04-002	Alameda	Shorelin	e Dr - W	estline Dr - Broadwa	ay Improve	ements	S	
	HSIP	\$348	Con	11/12	Submit Req for Auth	10/11/13	G	See Note 2	G
					Complete Closeout	01/12/16	G		
	HSIP	\$68	PE	11/12	Liquidate Funds	07/12/15	G	\$68 Obligated 1/18/12	

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Index	TIP ID	Sponsor	Project	Title					
inucx	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Pre Zor
26	HSIP4-04-010	Alameda	Park St	treet Ope	rations Improvemen	ts			
	HSIP	\$607	Con	11/12	Submit Req for Auth	01/12/14	G	See Note 2	G
					Complete Closeout	04/12/16	G		
	HSIP	\$126	PE		Liquidate Funds	10/12/15	G	\$126 Obligated 1/18/12	
27	ALA030002	Ala County	Vasco I	Road Safe	ety Improvements Ph	ase 1A			
	STP	\$2,250	Con	07/08	Liquidate Funds	08/31/16	G	Contract awarded 6/7/11 \$2,250 Obligated 8/31/10	(
28	28 SRTS1-04-002 Ala County Marshall Elementa		ntary School Vicinity	Improvem	ents				
	SRTS	\$450	Con	12/13	Submit Req for Auth	01/01/13	G	See Note 2	(
					Complete Closeout	04/01/15	G		
	SRTS	\$50	PE	Prior			G	Obligated 12/7/10	
29	SRTS3-04-007	Ala County	San Pal	blo Aven	ue 43rd to 47th Pedes	trian Safet	y		
	SRTS		Con	13/14	Submit Req for Auth	03/07/14	G	See Note 2	N
					Complete Closeout	06/07/16	G		
	SRTS	\$52	PE	11/12			G	\$52 Obligated 5/4/12	
30	H3R1-04-031	Ala County	Patters	on Pass F	Road - PM6.4 Widen	or Improve	ove Shoulder		
	HBRR	\$717	Con	12/13	Submit Req for Auth	09/30/13	G	See Note 2	(
					Complete Closeout	12/31/15	G		
	HBRR	\$101	PE	Prior	Liquidate Funds	06/30/15	G	\$101 Obligated 12/19/08	
31	ALA110033	Alameda CTC	Alamed	la Count	y Safe Routes to Scho	ool			
	CMAQ	\$2,289	Con	10/11	Liquidate Funds	03/29/17	G	\$2,689 Obligated 3/29/11	(
	STP	\$400	Con	10/11	Liquidate Funds	03/29/17	G	Obligated w/ALA110009	
32	ALA110009	Alameda CTC	Bikemo	bile - Bil	ke Repair and Encou	ragement V	ehicle	2	
	CMAQ	\$500	Con	10/11	Liquidate Funds	03/29/17	G	\$500 Obligated 3/29/11	(
								Obligated w/ALA110033	
33	ALA110039	Albany	Albany	- Pierce	Street Pavement Reh	abilitation			
	STP	\$117		10/11	Liquidate Funds	05/02/17	G	Contract Awd 7/12/11 \$117 Obligated 5/2/11	(
34	ALA090068	BART			RT Plaza Remodel			0.00.0111	
	CMAQ	\$626	Con	10/11				\$626 Obligated 3/16/11	(
								Transferred to FTA Grant	
35	ALA110032	BART			eley BART Plaza/Tra	ansit Area l	lmps.	0504.0111 . 10/44/44	
	CMAQ	\$706	PE	10/11				\$706 Obligated 3/16/11	(
	CMAQ	\$1,099	Con	10/11				\$1,099 Obligated 3/16/11	
	17.1440000	D. D.	B	***	10 B.B		-	Transferred to FTA Grant	
36					ublin BART Station 1	Ped Access	Imps	#	
	~							•	(
İ	CMAQ	\$839	Con	10/11				=	
36	ALA110038 CMAQ CMAQ	BART \$21 \$839	BART PE Con	- West Do	ublin BART Station 1	Ped Access	Imps	\$21 Obligated 2/2/ \$839 Obligated 2/2 Transferred to FTA	/11 2/11

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	TIP ID	Sponsor	Project 7	Γitle					
	Source	Prog'd Amount (\$x 1,000)	•	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zon
37	ALA110034	Dublin	West Du	blin BA	RT Golden Gate Driv	ve Streetsca	pe		
	CMAQ	\$580	Con	11/12	Submit First Invoice	06/01/13	G	\$580 Obligated 6/1/12 Contract Awd 9/18/12	R
	CMAQ	\$67	PE	10/11	Liquidate Funds	03/18/17	G	\$67 Obligated 3/18/11	
38	HSIP2-04-018	Fremont	Replace	Concret	te Poles with Aluminu	ım in Medi	an (Pa	seo Parkway)	
	HSIP	\$299	•	Prior	Complete Closeout	03/31/14	G	See Note 2	G
					Liquidate Funds	09/30/13	G		
39	HSIP3-04-005	Fremont	Paseo Pa	idre Par	kway - Walnut to Wa	ashington -	Repla	ice Poles	
	HSIP	\$120	Con	12/13	Complete Closeout	12/02/14	G	\$120 Obligated 2/16/12	
	HSIP	\$23	PE	Prior	r			Obligated 11/18/10	
40	HSIP4-04-020	Fremont			Eggers Dr				
40	HSIP	\$275	Con	13/14	Submit Req for Auth	10/11/13	G	See Note 2	G
	11311	\$273	Con	13/14	Complete Closeout	01/12/16	G	See Note 2	G
		0.41	DE	ъ.	Complete Closeout	01/12/10	u	011 + 111/0/11	
	*************	\$41	PE	Prior				Obligated 11/8/11	
41	HSIP4-04-022	Fremont			Alder Ave				
	HSIP	\$348	Con	13/14	Submit Req for Auth	10/11/13	G	See Note 2	G
					Complete Closeout	01/12/16	G		
		\$43	PE	Prior				Obligated 11/8/11	
42	HSIP2-04-009	Hayward	Carlos B	ee Blvd	between West Loop l	Rd and Mi	ssion	Blvd	
	HSIP	\$725		Prior	Complete Closeout	03/31/14	G	See Note 2	G
					Liquidate Funds	09/30/13	G	Obligated 6/18/10	
43	ALA110013	Livermore	Iron Ho	rse Trai	Extension in Downto	own Livern	iore		
	CMAQ	\$1,566	Con	11/12	Submit First Invoice	04/04/13	G	\$1,241 Obligated 4/4/12 Contract Awd 7/23/12	Y
					Liquidate Funds	04/04/18	G	TLC Project Fed Aid (025)	
44	ALA110015	Livermore	Livermo	re Dowi	ntown Lighting Retro	fit			
	CMAQ	\$176	Con	10/11	Liquidate Funds	04/04/17	G	\$176 Obligated 4/4/11 Billing 1 dated 2/22/12 Fed Aid (024)	G
45	ALA110023	Livermore	Livermo	re - 201	1 Various Arterials R	ehab			
	STP	\$1,028	Con	10/11	Liquidate Funds	03/21/17	G	\$1,028 Obligated 3/21/11 Billing 1 dated 2/22/12 Fed Aid (023)	G
_	ALA110014	Oakland	Oakland	- MacA	arthur Blvd Streetsca	pe			
46		61.700	Con	10/11	Liquidate Funds	04/27/17	G	\$1.7M Obligated 4/27/11	G
46	CMAQ	\$1,700						Contract Dated 8/19/11	
46	HSIP2-04-004	Oakland	West Gr	and at N		Fruitvale	& Ma	Contract Dated 8/19/11 rket at 55th Improvement	ts
			West Gr Con	and at N		Fruitvale	& Ma		ts G
	HSIP2-04-004	Oakland			Market, Macarthur at	09/30/14		rket at 55th Improvement See Note 2	
47	HSIP2-04-004 HSIP	Oakland \$223	Con	11/12	Market, Macarthur at Complete Closeout Liquidate Funds	09/30/14 03/30/14	G	rket at 55th Improvement	
	HSIP2-04-004 HSIP HSIP2-04-005	Oakland \$223	Con Various	11/12	Market, Macarthur at Complete Closeout Liquidate Funds tions Pedestrian Imp	09/30/14 03/30/14 rovements	G G	rket at 55th Improvement See Note 2 Obligated 6/30/11	G
47	HSIP2-04-004 HSIP	Oakland \$223	Con	11/12	Market, Macarthur at Complete Closeout Liquidate Funds Etions Pedestrian Imp Complete Closeout	09/30/14 03/30/14 rovements 09/30/14	G G	rket at 55th Improvement See Note 2 Obligated 6/30/11 See Note 2	G
47	HSIP2-04-004 HSIP HSIP2-04-005 HSIP	Oakland \$223 Oakland \$81	Con Various Con	11/12 Intersec 11/12	Market, Macarthur at Complete Closeout Liquidate Funds etions Pedestrian Imp Complete Closeout Liquidate Funds	09/30/14 03/30/14 rovements 09/30/14 03/30/14	G G G	rket at 55th Improvement See Note 2 Obligated 6/30/11 See Note 2 Obligated 7/8/11	
47	HSIP2-04-004 HSIP HSIP2-04-005 HSIP4-04-005	Oakland \$223 Oakland \$81	Con Various Con San Pab	11/12 Intersect 11/12 lo Ave -	Market, Macarthur at Complete Closeout Liquidate Funds ctions Pedestrian Imp Complete Closeout Liquidate Funds West St - W. Grand	09/30/14 03/30/14 rovements 09/30/14 03/30/14 Ave Interse	G G G G	rket at 55th Improvement See Note 2 Obligated 6/30/11 See Note 2 Obligated 7/8/11	G
47	HSIP2-04-004 HSIP HSIP2-04-005 HSIP	Oakland \$223 Oakland \$81	Con Various Con	11/12 Intersec 11/12	Market, Macarthur at Complete Closeout Liquidate Funds etions Pedestrian Imp Complete Closeout Liquidate Funds	09/30/14 03/30/14 rovements 09/30/14 03/30/14	G G G	rket at 55th Improvement See Note 2 Obligated 6/30/11 See Note 2 Obligated 7/8/11	G

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Index	TIP ID	Sponsor	Project	Title					
	Source	Prog'd Amount		FY	Req'd Activity	Date	Zone	Notes	P
		(\$x 1,000)				Req'd By			Z
50	HSIP4-04-011	Oakland			4th Ave Improvemen				
	HSIP	\$398	Con	13/14	Submit Req for Auth	10/11/13	G	See Note 2	
					Complete Closeout	01/12/16	G		
		\$87	PE	Prior				Obligated 1/23/12	
51	HSIP4-04-012	Oakland	Hegenb	erger Rd	Intersections				
	HSIP	\$738	Con	13/14	Submit Req for Auth	10/11/13	G	See Note 2	
					Complete Closeout	01/12/16	G		
		\$162	PE	Prior				Obligated 1/25/12	
52	SRTS1-04-014	Oakland	Intersec	tion Imp	rovements at Multip	le School (5	Elem	. + 1 Middle)	
	SRTS	\$700		Prior	Complete Closeout	03/31/14	G	See Note 2	
					Liquidate Funds	09/30/13	G		
53	SRTS2-04-007	Oakland	Multiple	e School	(5 Schools) Improven	nents Along	Maje	or Routes	
	SRTS	\$802	Con	11/12	Liquidate Funds	09/30/13	G	See Note 2	
					Complete Closeout	03/31/14	G	\$753 Obligated 2/3/12	
	SRTS	\$118	PE	Prior	•			\$118 Obligated 1/26/10	
54	ALA110020	San Leandro	San Lea	ndro - V	Iarina Blvd Rehabilit	ation		<u> </u>	_
	STP	\$807	Con	10/11	Liquidate Funds	03/29/17	G	\$807 Obligated 3/29/11	
					1			Contract Awd 5/5/11	
55	HSIP4-04-015	San Leandro	Washin	gton Ave	/ Monterey Blvd				_
	HSIP	\$307	Con	13/14	Submit Reg for Auth	01/12/14	G	See Note 2	
	11011	430 7	con	13/11	Complete Closeout	04/12/16	G	500 11010 2	
		\$66	PE	Prior	complete closeout	0 1/12/10	Ü	Obligated 12/15/11	
56	HSIP1-04-001	San Leandro			- Estabrook St Inter	saction		Obligated 12/15/11	
30	HSIP	\$409	vv asiiiii	Prior	Liquidate Funds	section	NA	Revised FROE 10/25/10	
		*	M-14'1		•	C - C - 4	INA	Revised FROE 10/23/10	
57	SRTS3-04-017 SRTS	San Leandro \$410	Con	e Schools 11/12	Bicycle and Pedestri Liquidate Funds	03/06/16	G	See Note 2	1
	5K15	\$410	Con	11/12					1
					Complete Closeout	09/06/16	G	\$410 Obligated 3/22/12	
58	ALA110017	Union City			er Street Rehabilitation				
	STP	\$861	Con	10/11	Liquidate Funds	04/13/17	G	\$861 Obligated 4/13/11	
								Contract Awd 6/14/11	
59	ALA110028	Union City		•	Corridor Bicycle Im	•			
	CMAQ	\$860	Con	11/12	Submit First Invoice	03/22/13	G	\$860 Obligated 3/22/12	
					Liquidate Funds	03/22/18	G	Contract Awd 6/12/12	
60	ALA110036	Union City	Union C	ity BAR	T East Plaza Enhanc	ements			
	CMAQ	\$4,450	Con	10/11	Liquidate Funds	02/02/17	G	\$4,450 Obligated 2/2/11	
								Contract Awd 6/28/11	

Notes:

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

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Memorandum

DATE: October 12, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: Approval of CMA Exchange Program Quarterly Status Monitoring Report

Recommendation

It is recommended the Commission approve the attached Quarterly Status Report for CMA Exchange projects, dated September 30, 2012.

Discussion

The CMA Exchange Program provides funding for the projects programmed in the CMA Transportation Improvement Program (CMATIP), a local fund source administered by the Alameda CTC. The report contains a listing of all of the projects in the CMA Exchange Program, along with the current status of each exchange. No new revenue has been received since the May 2012 report.

Attachment

Attachment A: CMA Exchange Projects Quarterly Status Report

CMA Exchange Program - Status Report September 30, 2012

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

Notes:

¹⁾ E = Agreement Executed
A = Agreement Amendment in Process
D = Agreement Draft Form

N = Agreement Not Initiated



Memorandum

DATE: October 12, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: Approval of Transportation Fund for Clean Air (TFCA) Program

At Risk Report

Recommendation

It is recommended the Commission approve the TFCA At Risk Report, dated September 30, 2012.

Summary

The report includes currently active and recently completed projects programmed with Alameda County TFCA Program Manager funds. The report segregates the active projects into "Red", "Yellow", and "Green" zones based on upcoming project delivery milestones. Since the October PPC meeting, the report has been updated to reflect the TFCA grant extensions approved by the Board on September 27, 2012.

Discussion

The report includes currently active and recently completed projects programmed with Alameda County TFCA Program Manager funds. The report segregates the active projects into "Red", "Yellow", and "Green" zones based on upcoming project delivery milestones. For this reporting cycle, there are a total of 28 active projects, 17 of which are listed under the report's Green Zone and do not have required activities due for eight months or more. There is one project in the Yellow Zone and 10 projects in the Red Zone, most with approaching expenditure deadlines between October 2012 and January 2013. As noted at the end of the report, five projects have been completed and will be removed from the next At Risk report.

Attachment

Attachment A: TFCA Program Manager Fund At Risk Report

Drainat				Domino d	Dete	Activity Completed	
<u>Project</u> No.	Sponsor	Project Title	Balances	Required Activity	<u>Date</u> Due	(Date or Y/N)	Notes
		eadline within 4 months)					
	BART	Multi-Jurisdiction Bike	TFCA Award	Agreement Executed	1/1/08	3/8/08	Expenditures complete
		Locker Project	\$ 275,405	Project Start	2/1/08	Feb-08	FMR received
			TFCA Expended	Final Reimbursement	12/31/12	1 05 00	Final Invoice pending
			\$ 238,225		Mar-12	Mar-12	1
			Ψ 200,220	Expend Deadline Met?	12/22/11	Yes	
08ALA01	ACCMA	Webster Street Corridor	TFCA Award	Agreement Executed	1/8/09	12/16/08	Expenditure deadline Dec '12
		Enhancements Project	\$ 420,000	Project Start	Jan-09	Jun-09	Expenditures not complete
			TFCA Expended	Final Reimbursement	12/31/13		FMR Due Mar '13 3rd extension request
			\$ 236,372	FMR	Mar-13		pending AD approval
				Expend Deadline Met?	12/22/12		portaining / 12 approvai
09ALA07	AC Transit	Easy Pass Transit	TFCA Award	Agreement Executed	1/7/10	12/03/09	Expenditure deadline Jan '13
		Incentive Program	\$ 350,000	Project Start	Sep-09	Nov-09	Expenditures not complete
			TFCA Expended	Final Reimbursement	12/31/13	1107 00	FMR Due Mar '13
			\$ 141,061	FMR	Mar-13		1st extension approved 10/27/11
			Ψ,σσ.	Expend Deadline Met?	01/13/13		15,27,11
10ALA02	Alameda CTC	I-80 Corridor Arterial	TFCA Award	Agreement Executed	2/17/11	07/09/10	Expenditures complete
		Management	\$ 100,000	Project Start	Mar-11	Jul-10	FMR Due Jan '13
			TFCA Expended	Final Reimbursement	12/31/13	- Gui 10	Final Invoice pending
			\$ 92,245	FMR	Jan-13		
			Ψ 32,240	Expend Deadline Met?	10/28/12	Yes	
10ALA03	Fremont	Signal Retiming: Paseo	TFCA Award	Agreement Executed	2/17/11	02/24/11	Expenditure deadline Oct '12
		Padre parkway and Auto Mall Parkway	\$ 210,000	Project Start	Mar-11	Jul-11	Expenditures not complete
			TFCA Expended	Final Reimbursement	12/31/13	- Gui I I	FMR Due Jan '13
			\$ 121,177	FMR	Jan-13		
			Ψ 121,177	Expend Deadline Met?	10/28/12		1
10ALA05	Oakland	Broadway Shuttle -	TFCA Award	Agreement Executed	2/17/11	01/21/11	Expenditures complete
		Extended Service	\$ 166,880	Project Start	Mar-11	Feb-11	\$22.90 to be relinquished
			TFCA Expended	Final Reimbursement	12/31/13	Aug-12	FMR Due Jan '13
			\$ 166,857	FMR	Jan-13	7.09 12	
			Ψ 100,001	Expend Deadline Met?	10/28/12	Yes	
10ALA06	Oakland	Webster/Franklin	TFCA Award	Agreement Executed	2/17/11	01/20/11	Expenditures complete
		Bikeway Project		Project Start	Mar-11	Jul-10	FMR Due Jan '13
				Final Reimbursement	12/31/13	<u> </u>	Final Invoice pending
			\$ -	FMR	Jan-13		
			Ψ	Expend Deadline Met?	10/28/12	Yes	
10ALA08	AC Transit	TravelChoice-	TFCA Award	Agreement Executed	2/17/11	01/05/11	Expenditures complete
		New Residents (TCNR)	\$ 165,000	Project Start	Mar-11	0.700/11	FMR Due Jan '13
			TFCA Expended	Final Reimbursement	12/31/13		Final Invoice pending
			\$ 71,303	FMR	Jan-13		1
			7 1,000	Expend Deadline Met?	10/28/12	1	1
10ALA11	LAVTA	ACE Shuttle Service -	TFCA Award	Agreement Executed	2/17/11	12/15/10	Expenditures complete
		Route 53	\$ 70,677	Project Start	Mar-11	Jul-10	FMR Due Jan '13
		(FYs 10/11 & 11/12)	TFCA Expended	Final Reimbursement	12/31/13	Jul-12	
			\$ 70,677	FMR	Jan-13	Jul-12	
			Ψ 10,011	Expend Deadline Met?	10/28/12	Yes	1

Project No.	Sponsor	Project Title	<u>Balances</u>	Required Activity	Date Due	Activity Completed (Date or Y/N)	<u>Notes</u>		
RED ZON	E (Milestone d	leadline within 4 months),	continued						
10ALA12	LAVTA	ACE/BART Shuttle	TFCA Award	Agreement Executed	2/17/11	12/15/10	Expenditures complete		
		Service - Route 54	\$ 72,299	Project Start	Mar-11	Jul-10	FMR Due Jan '13		
		(FYs 10/11 & 11/12)	TFCA Expended	Final Reimbursement	12/31/13	Jul-12	1		
			\$ 72,299	FMR	Jan-13				
			· ·	Expend Deadline Met?	10/28/12	Yes			
YELLOW	ZONE (Milesto	one deadline within 5-7 Mo	onths)	•		•			
08ALA05	ACCMA	Oakland San Pablo	TFCA Award	Agreement Executed	NA	8/22/08	Expenditures complete		
		Avenue TSP/Transit	\$ 174,493	Project Start	Apr-09	Jul-09	Final Invoice paid		
	Improvement Project	TFCA Expended	Final Reimbursement	12/31/11	07/29/11	FMR Due Feb '13 (Required 2-year post-project			
			\$ 174,493		Feb-13		reporting due Feb 2013)		
			*,	Expend Deadline Met?	12/22/10	Yes	1		
12ALA01	Oakland	Broadway Shuttle: Fri	TFCA Award	Agreement Executed	2/1/13		Agreement to be executed		
		and Sat Evening	\$ 35,300	Project Start	Dec-13		Project to start by Dec '13		
		Extended Service (FY 12/13)	TFCA Expended	Final Reimbursement	TBD		Expenditure deadline TBD FMR due date TBD		
		(FT 12/13)		FMR	TBD		FINIK due date 160		
				Expend Deadline Met?	TBD				
12ALA02	ALA02 Pleasanton Pleasanton Trip	Pleasanton Trip	TFCA Award	Agreement Executed	2/1/13		Agreement to be executed		
		Reduction Program (FY 12/13)		Project Start	Dec-13		Project to start by Dec '13		
			TFCA Expended	Final Reimbursement	TBD		Expenditure deadline TBD FMR due date TBD		
				FMR	TBD		FINIK due date 160		
				Expend Deadline Met?	TBD		1		
12ALA03	Cal State -	CSUEB Second Shuttle -	TFCA Award	Agreement Executed	2/1/13		Agreement to be executed		
	East Bay	Increased Service Hours	\$ 56,350	Project Start	Dec-13		Project to start by Dec '13		
		(FY 12/13)	TFCA Expended	Final Reimbursement	TBD		Expenditure deadline TBD FMR due date TBD		
				FMR	TBD		FINIK due date 160		
				Expend Deadline Met?	TBD		1		
12ALA04	LAVTA	Route 10 - Dublin/	TFCA Award	Agreement Executed	2/1/13		Agreement to be executed		
		Pleasanton BART		Project Start	Dec-13		Project to start by Dec '13		
		to Livermore ACE Station and LLNL	TFCA Expended	Final Reimbursement	TBD		Expenditure deadline TBD FMR due date TBD		
		(FY 12/13 Operations)		FMR	TBD		FINIK due date 160		
		(* * * * * * * * * * * * * * * * * * *		Expend Deadline Met?	TBD				
12ALA05	LAVTA	ACE Shuttle Service -	TFCA Award	Agreement Executed	2/1/13		Agreement to be executed		
		Route 53		Project Start	Dec-13		Project to start by Dec '13		
		(FY 12/13 Operations)	TFCA Expended	Final Reimbursement	TBD		Expenditure deadline TBD FMR due date TBD		
			1	FMR	TBD		I WIT QUE GALE TOD		
				Expend Deadline Met?	TBD		1		
12ALA06	LAVTA	ACE/BART Shuttle	TFCA Award	Agreement Executed	2/1/13		Agreement to be executed		
		Service - Route 54	\$ 37,299	Project Start	Dec-13		Project to start by Dec '13		
		(FY 12/13 Operations)	TFCA Expended	Final Reimbursement	TBD		Expenditure deadline TBD FMR due date TBD		
				FMR	TBD		I WIT QUE GALE I DD		
				Expend Deadline Met?	TBD		1		

Project No.	Sponsor	Project Title	Balances	Required Activity	<u>Date</u> Due	Activity Completed (Date or Y/N)	Notes
GREEN Z	<u> </u>	ne deadline beyond 7 mor	iths)	<u></u>	<u>'</u>	· ·	
09ALA01	ACCMA	Webster St SMART	TFCA Award	Agreement Executed	1/7/10	7/7/09	Expenditure deadline Dec '12
		Corridors	\$ 400,000	Project Start	Oct-09	Jul-09	Expenditures not complete
			TFCA Expended	Final Reimbursement	12/31/14		FMR Due Mar '14 2nd extension request
			\$ 288,206	FMR	Mar-14		approved 9/27/12
				Expend Deadline Met?	12/22/13		1 '
10ALA04	Hayward	Traffic Signal Controller	TFCA Award	Agreement Executed	2/17/11	01/26/11	Expenditure deadline Oct '13
		Upgrade and	\$ 614,000	Project Start	Mar-11	Dec-10	Expenditures not complete FMR Due Jan '16
		Synchronization	TFCA Expended	Final Reimbursement	12/31/14		(2 years post-project)
			\$ 357,442	FMR	Jan-16		1st extension request
				Expend Deadline Met?	10/28/13		approved 9/27/12
11ALA01			TFCA Award	Agreement Executed	1/5/12	06/13/12	Project to start by Dec '12
		Operations Improvement	\$ 230,900	Project Start	Dec-12		Expenditure deadline Nov '13 FMR due date Feb '14
		Improvement	TFCA Expended	Final Reimbursement	12/31/14		I WIT due date I eb 14
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA02	Alameda	Mattox Road	TFCA Award	Agreement Executed	1/5/12	01/24/12	Project to start by Dec '12
	County	Bike Lanes	\$ 40,000	Project Start	Dec-12		Expenditure deadline Nov '13 FMR due date Feb '14
			TFCA Expended	Final Reimbursement	12/31/14		I WIT due date I eb 14
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA03	Albany	Buchanan Bike Path	TFCA Award	Agreement Executed	1/5/12	06/01/12	Project to start by Dec '12
				\$ 100,000	Project Start	Dec-12	
			TFCA Expended	Final Reimbursement	12/31/14		I WIT due date I eb 14
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA04	Cal State -	CSUEB - 2nd Campus	TFCA Award	Agreement Executed	1/5/12	11/08/11	Expenditure deadline Nov '13
	East Bay	to BART Shuttle (FYs 11/12 & 12/13)	\$ 194,000	Project Start	Dec-12	Aug-11	FMR due date Feb '14
		(1 13 11/12 & 12/10)	TFCA Expended	Final Reimbursement	12/31/14		
			\$ 69,356	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA05	Cal State -	Transportation Demand	TFCA Award	Agreement Executed	1/5/12	11/08/11	Expenditure deadline Nov '13 FMR due date Feb '14
	East Bay	Management Pilot Program	\$ 52,000	Project Start	Dec-12	Sep-11	FINIR due date Feb 14
		(FY 11/12)	TFCA Expended	Final Reimbursement	12/31/14		
			\$ 23,258	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA06	Fremont	North Fremont Arterial	TFCA Award	Agreement Executed	1/5/12	01/04/12	Project to start by Dec '12
		Management	\$ 256,000	Project Start	Dec-12		Expenditure deadline Nov '13 FMR due date Feb '14
			TFCA Expended	Final Reimbursement	12/31/14		- Milk add adio 1 ob 11
			\$ -	FMR	Feb-14		1
				Expend Deadline Met?	11/14/13		
11ALA07	Hayward	Post-project Monitoring/ Retiming activities for	TFCA Award	Agreement Executed	1/5/12	06/01/12	Expenditure deadline Nov '13
		Arterial Mgmt project	\$ 50,300.00	Project Start	Dec-12		FMR due date Jan '16 (FMR to be coordinated with
		10ALA04	TFCA Expended	Final Reimbursement	12/31/14		10ALA04)
		TUALAU4	\$ -	FMR	Jan-16		
				Expend Deadline Met?	11/14/13		

<u>Project</u> <u>No.</u>	Sponsor	Project Title	Balances	Required Activity	<u>Date</u> <u>Due</u>	Activity Completed (Date or Y/N)	<u>Notes</u>
GREEN Z	ONE (Milestone	e deadline beyond 7 mor	ths), continued				
11ALA08	Hayward	Clawiter Road Arterial	TFCA Award	Agreement Executed	1/5/12	02/27/12	Project to start by Dec '12
		Management	\$ 190,000.00	Project Start	Dec-12	Feb-12	Expenditure deadline Nov '13 FMR due date Feb '14
			TFCA Expended	Final Reimbursement	12/31/14		FINIK due date Feb. 14
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA09	Oakland	Traffic Signal	TFCA Award	Agreement Executed	1/5/12	03/08/12	Project to start by Dec '12
		Synchronization along Martin Luther King Jr.	\$ 125,000	Project Start	Dec-12		Expenditure deadline Nov '13 FMR due date Feb '14
		Way	TFCA Expended	Final Reimbursement	12/31/14		FINIK due date Feb. 14
		,	\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA10	Oakland	Broadway Shuttle - 2012	TFCA Award	Agreement Executed	1/5/12	05/07/12	Expenditure deadline Nov '13
	Daytime Operations	\$ 52,154	Project Start	Dec-12	Jan-12	FMR due date Feb '14	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ 26,078	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA11	•	TFCA Award	Agreement Executed	1/5/12	10/24/11	Expenditure deadline Nov '13	
		Reduction Program (FY 11/12)	\$ 52,816	Project Start	Dec-12	Sep-11	FMR due date Feb '14
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA12	San Leandro	San Leandro	TFCA Award	Agreement Executed	1/5/12	11/08/11	Expenditure deadline Nov '13 FMR due date Feb '14
		LINKS Shuttle (FYs 11/12 & 12/13)	\$ 59,500	Project Start	Dec-12		FINIK due date Feb. 14
		(* 15 1 1 1 2 1 1 1 2 1 1 1 1 2 1 1 1 1 2 1 1 1 1 2 1 1 1 1 2 1 1 1 1 2 1 1 1 1 2 1 1 1 1 2 1 1 1 1 2 1 1 1 1 2 1	TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA13	Alameda CTC	Alameda County Guaranteed Ride Home	TFCA Award	Agreement Executed	1/5/12	07/05/11	Expenditure deadline Nov '13 FMR due date Feb '14
		(GRH) Program	\$ 245,000	Project Start	Dec-12	Jan-12	I WIT due date i eb 14
		(FYs 11/12 & 12/13)	TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
44 01 04 4		Davida O Chartila		Expend Deadline Met?	11/14/13		Company distance as a secondaria
11ALA14	LAVTA	Route 9 Shuttle BART/Hacienda	TFCA Award	Agreement Executed	1/5/12	10/24/11	Expenditures complete FMR due date Feb '14
		Business Park		Project Start	Dec-12	Jul-11	I WIT due date i es 14
		(FY 11/12)		Final Reimbursement	12/31/14	Jul-12	
			\$ 42,947		Feb-14		
44 41 445	 	Davita 40 Dishlip/		Expend Deadline Met?	11/14/13	Yes	Europadituro de odice Necesta
11ALA15	LAVTA	Route 10 - Dublin/ Pleasanton BART	TFCA Award	Agreement Executed	1/5/12	10/24/11	Expenditure deadline Nov '13 FMR due date Feb '14
		to Livermore ACE		,	Dec-12	Jul-11	duo dato i ob i i
		Station	TFCA Expended	Final Reimbursement	12/31/14	<u> </u>	
		(FY 11/12)	\$ 123,956		Feb-14	1	
				Expend Deadline Met?	11/14/13		

TFCA County Program Manager Fund

At Risk Report

Report Date: September 30, 2012

Project No.	<u>Sponsor</u>	Project Title	Balances	<u>Required</u> <u>Activity</u>	<u>Date</u> <u>Due</u>	Activity Completed (Date or Y/N)	<u>Notes</u>
Complete	d Projects (wil	I be removed from the ne	ext monitoring repo	ort)			
08ALA02	BART	Castro Valley BART	TFCA Award	Agreement Executed	1/31/09	2/12/09	Expenditures complete
		Station Bicycle Lockers	\$ 60,410	Project Start	Jan-09	Jan-09	FMR received Final Invoice paid
			TFCA Expended	Final Reimbursement	12/31/12	Aug-12	\$6,090.41 relinguished
			\$ 60,410	FMR	Mar-12	Mar-12	,
				Expend Deadline Met?	12/22/11	Yes	
09ALA08	ALA08 ACCMA Guaranteed Ride Home Program (FYs 09/10 & 10/11)	TFCA Award	Agreement Executed	1/7/10	7/7/09	Expenditures complete	
		\$ 279,847	Project Start	Nov-09	Nov-09	FMR received Final Invoice paid	
		(1 13 03/10 & 10/11)	TFCA Expended	Final Reimbursement	12/31/13	Jun-12	\$153.33 relinguished
			\$ 279,847	FMR	Mar-12	Apr-12	'
			Expend Deadline Met?	01/13/12	Yes		
09ALA10			TFCA Award	Agreement Executed	1/7/10	7/7/09	Expenditures complete
		Marketing and Survey	\$ 96,000	Project Start	Mar-10	Mar-10	FMR received Final Invoice paid
			TFCA Expended	Final Reimbursement	12/31/13	Jun-12	i iliai ilivoice paid
			\$ 96,000	FMR	Mar-12	Apr-12	
				Expend Deadline Met?	01/13/12	Yes	
10ALA01	Alameda	Fairmont Campus to	TFCA Award	Agreement Executed	2/17/11	02/08/11	Expenditures complete
	County	BART Shuttle (FY 10/11)	\$ 110,000	Project Start	Mar-11	Jan-11	FMR received Final Invoice paid
		(F1 10/11)	TFCA Expended	Final Reimbursement	12/31/13	Jul-12	Filiai ilivoice paid
			\$ 110,000	FMR	Jan-13	May-12	
				Expend Deadline Met?	10/28/12	Yes	
10ALA07	Pleasanton	Pleasanton Trip	TFCA Award	Agreement Executed	2/17/11	01/05/11	Expenditures complete
		Reduction Program (FY 10/11)	\$ 52,000	Project Start	Mar-11	Aug-10	FMR received Final Invoice paid
		(1 1 10/11)	TFCA Expended	Final Reimbursement	12/31/13	Jul-12	i iliai ilivoloe palu
			\$ 52,000	FMR	Jan-13	May-12	
				Expend Deadline Met?	10/28/12	Yes	

Report Milestone Notes

Agmt Executed = Date TFCA Agreement executed

Project Start = Date of project initiation

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

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



Memorandum

DATE: October 12, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: FY 11-12 Alameda CTC Program Status Update on Pass-through

Fund and Grant Programs

Recommendation

This is an informational item only.

Summary

In 1986, Alameda County voters approved the Measure B half-cent transportation sales tax, which was later reauthorized in November 2000. Alameda CTC allocates approximately 60 percent of the net sales tax revenues to essential programs, services, and projects in Alameda County.

In November 2010, voters approved the Vehicle Registration Fee (VRF) Program, thereby authorizing the collection of an annual \$10 per vehicle registration fee starting in May 2011. Funds raised by the VRF Program are for local transportation purposes in Alameda County.

On a monthly basis, Alameda CTC disburses Measure B and VRF pass-through program funds to (20) twenty agencies/jurisdictions through formulas and percentages. The funded programs are listed in Table 1 below.

Table 1: Pass-through funded programs

	<u> </u>
Measure B	Vehicle Registration Fee
Local Streets and Roads	Local Streets and Roads
Bicycle and Pedestrian Safety	
Mass Transit	
Paratransit	

Pass-through program recipients are required to submit separate annual independent financial audits and accompanying descriptive compliance reports at the end of each calendar year. For fiscal year 11-12 (FY 11-12), the audits are due to Alameda CTC on December 27, 2012 and the compliance reports are due on December 31, 2012.

Local agencies/jurisdictions and nonprofit organizations may also receive Measure B grant funds through Alameda CTC's discretionary funding programs. Grant recipients are required to submit

progress reports every six months. These progress reports summarize the status of grant programs semi-annually (as reported by recipients).

Discussion

Summary of Measure B Pass-through Fund Program

Alameda CTC has collected and distributed over \$602.8 million in Measure B program funds, including pass-through and grant funds, to local agencies, transit agencies, jurisdictions, and nonprofit organizations for transportation purposes since sales tax collection began for the 2000 Measure B on April 1, 2002.

For FY 11-12, Measure B net sales tax revenues generated \$107.5 million, higher than the \$104 million initially projected. As a result, agencies and jurisdictions received more pass through funds than originally anticipated based on the higher sales tax revenue.

Measure B Pass-through Program highlights are noted below:

• In FY 11-12, Alameda CTC distributed \$60.5 million in Measure B pass-through program funds to recipients. The Measure B pass-through funding distributions are depicted in the Table 2 below.

Program/Projects	Amount Distributed (in millions)		Percent
Local Streets and Roads	\$	24.0	39.7%
Mass Transit	\$	22.8	37.7%
Paratransit	\$	9.7	16.0%
Bicycle and Pedestrian	\$	4.0	6.6%
TOTAL	\$	60.5	100%

Table 2: Measure B Pass-through Funding Distribution

• Alameda CTC distributed pass-through funds to (21) jurisdictions including (14) fourteen local cities: Alameda, Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, Pleasanton, San Leandro, and Union City; Alameda County; and (6) six transportation agencies: Alameda-Contra Costa Transit District (AC Transit), Altamont Commuter Express Rail Service, Livermore Amador Valley Transit Authority (LAVTA), San Francisco Bay Area Rapid Transit District (BART), San Francisco Bay Area Water Emergency Transportation Authority (WETA), and Union City Transit.

Summary of Vehicle Registration Fee Pass-through Fund Program

Alameda CTC has collected \$12.5 million in net Vehicle Registration Fee Funds since collection began in May 2011. Alameda CTC recently began distributing VRF pass-through funds to local jurisdictions in Spring 2012. These pass-through funds are eligible for local street and road improvements.

VRF Pass-through Fund program highlights are noted below.

- In FY 11-12, Alameda CTC VRF net revenue amounted to \$11.6 million.
- In FY 11-12, Alameda CTC distributed \$7.0 million (60%) in VRF pass-through program funds to recipients. The remaining \$4.6 million (40%) is reserved for discretionary grant programs.
- Alameda CTC distributed VRF pass-through funds to (14) fourteen local cities: Alameda, Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, Pleasanton, San Leandro, and Union City; and Alameda County.

Summary of Measure B Grant Programs

Alameda CTC distributes discretionary Measure B funds through four competitive grant programs to local agencies, transit agencies, and nonprofit organizations for transportation purposes. Alameda CTC evaluates grant proposals before awarding grants to project sponsors. For the Bicycle and Pedestrian Countywide Discretionary Fund (CDF) and the Paratransit Gap Grant programs, community advisory committees also review and make funding recommendations to the Commission for approval. In FY 11-12, Alameda CTC reimbursed project sponsors a total of \$3 million.

Alameda CTC also distributed \$96,293 in Measure B Minimum Service Level (MSL) grants to the City of Oakland and City of San Leandro for maintaining minimum paratransit service operations.

Bicycle and Pedestrian Countywide Discretionary Fund (CDF) Grant Program

Through the Bicycle and Pedestrian CDF Grant Program, Alameda CTC provides funding to bicycle and pedestrian transportation projects which encourage and increase accessibility, safety, and mobility for bicyclists and pedestrians throughout the County.

Alameda CTC has allocated \$10.1 million to (44) forty-four bicycle and pedestrian projects related to capital projects, master planning activities, and outreach efforts. The Alameda CTC Bicycle and Pedestrian Advisory Committee (BPAC) provides project funding recommendations to the Commission. Currently, there are (11) eleven active CDF projects.

In FY 11-12, Alameda CTC reimbursed approximately \$800,000 to project sponsors.

Express Bus Service Grant Program

The Express Bus Service program is designed to improve rapid bus services throughout the County. Projects funded under this competitive grant program include transportation facilities improvements, operations, and transit center/connectivity expansion.

To date, Alameda CTC has allocated approximately \$7.4 million to (7) seven express bus service projects. Currently, there are (3) three active express bus service projects.

In FY 11-12, Alameda CTC reimbursed over \$1.0 million to project sponsors.

Paratransit Gap Grant Program

The Paratransit Gap Grant program provides funding to local jurisdictions, transit agencies, and non-profit groups to improve transportation mobility and access to seniors and people with disabilities. The program funds a variety of projects from shuttle operations, same day/taxi services, and transportation/outreach services including special transportation services for individuals with dementia, ridercare and fare assistance programs, travel escorts, and travel mobility and safety awareness training.

Alameda CTC has allocated approximately \$12.4 million to (60) sixty transportation projects and programs for seniors and people with disabilities. The Alameda CTC Paratransit Advisory and Planning Committee (PAPCO) makes recommendations to the Commission on the Paratransit Gap grant funding. Currently, there are (23) twenty-three active Paratransit Gap projects.

In FY 11-12, Alameda CTC reimbursed approximately \$1.0 million to project sponsors.

Transit Oriented Development Grant Program

The Transit Oriented Development (TOD) grant program focus on development of mixed-use residential or commercial areas designed to maximize access to public transportation. These projects are also referred to as Transit Center Development Projects (TCD) or Priority Development Areas (PDA). Alameda CTC makes these funds available to Alameda County cities and to the County to encourage development near transit centers.

Alameda CTC allocated over \$2.1 million to TOD projects throughout Alameda County. Currently, there are (3) three active TOD projects.

In FY 11-12, Alameda CTC reimbursed approximately \$242,000 to project sponsors.

Measure B Grant program highlights

- Since the start of Measure B grant funding in 2004, over 40 agencies and nonprofit organizations have received grant awards through the four grant programs.
- As of September 2012, Alameda CTC has funded 121 grant projects in the amount of \$32.0 million.
- To date, there are (81) eight-one completed projects which have expanded access to transportation and improved mobility in Alameda County for each type of grant program.
- Each Measure B grant funded project/program has been successful, meeting and exceeding performance measures and other markers of success.
- These grant programs have leveraged Measure B funds to cover total grant program costs of over \$119.5 million.
- Currently, there are (40) forty active grants.

Summary of Grant Funding Cycles

The following Table 3 - Measure B Grant Programs Summary lists depicts the Measure B grant cycles, including the Measure B award amount to date and the total number of projects for each cycle. In lieu of issuing a Call for Projects for the grant programs in FY 10/11 and 11/12, the Commission approved supplemental funding, funding reallocation, and/or time extensions (reference as "mid-cycle").

Alameda CTC anticipates a new Call for Projects for Measure B and VRF discretionary Funds this Winter 2012/Spring 2013. This will be the first Call for Projects for the VRF program.

For additional project information, Attachment A provides project funding allocations for active and completed projects. Attachments B-E describes the current status and activities of the active grant projects.

Table 3: Total Measure B Grant Programs Summary

				t i rograms Sun		
Program	Cycle	Start Date	Measure B Awards	Total Project Costs	Total Projects	Active Projects
	1	02/26/04	\$1,250,000	\$5,845,092	7	0
_	2	04/28/05	\$1,000,000	\$2,143,921	8	0
and ian	3	07/01/07	\$2,407,292	\$16,592,705	14	0
sle s str	4	07/01/09	\$4,926,983	\$10,204,000	12	8
Bicycle and Pedestrian	Mid- Cycle	07/01/10	\$484,000	\$4,204,000	3	3
		Subtotal:	\$10,068,275	\$39,546,686	44	11
7.0	1	07/01/06	\$3,170,843	\$12,284,677	3	1
Bus	2	07/01/09	\$3,907,157	\$5,448,679	3	1
Express Bus	Mid- Cycle	07/01/10	\$321,000	\$321,000	1	1
內		Subtotal:	\$7,399,000	\$18,054,356	7	3
	1 & 2	07/01/04	\$1,536,365	\$1,536,365	16	0
sit	3	07/01/06	\$3,921,152	\$4,554,835	16	2
.au	4	07/01/08	\$6,133,191	\$8,876,540	20	13
Paratransit	Mid- Cycle	07/01/10	\$848,256	\$848,256	8	8
		Subtotal:	\$12,438,964	\$15,815,996	60	23
nt	1	07/01/05	\$340,390	\$1,662,175	4	0
sit Sed mer	2	07/01/07	\$767,000	\$43,369,344	4	1
Transit Oriented Development	Mid- Cycle	07/01/10	\$1,000,000	\$1,000,000	2	2
De		Subtotal:	\$2,107,390	\$46,031,519	10	3
		Total:	\$32,013,629	\$119,448,557	121	40

Attachments

Attachment A: Alameda CTC Grant Program Summary

Attachment B: Bicycle and Pedestrian CDF Grant Program Status Update

Attachment C: Express Bus Service Grant Program Status Update
Attachment D: Paratransit Gap Grant Program Status Update

Attachment E: Transit Oriented Development Grant Program Status Update

Last Updated: September 24, 2012 Attachment A

it am	Cycle	Agreement No.	Location	Grant Project Sponsor	Grant Project Name	Current (Amended) MB Funds	Current Other Funds	Current (Amended) Total Project Cost	Project S
		A04-0016 A04-0018 A04-0017	N N C	City of Oakland City of Oakland Public Works Agency City of San Leandro	Eastlake Streetscape and Pedestrian Enhancement Project Oakland Bicycle Master Plan Update San Leandro Bay Trail Slough Bridge	\$262,000 \$134,000 \$0	\$2,827,600 \$166,440 \$0	\$3,089,600 \$300,440 \$0	Comple Comple Superced
	1	A04-0019 A04-0022 A04-0021	C, E N, C, S E	County of Alameda Public Works Agency East Bay Asian Youth Center East Bay Regional Park District	Alameda County Pedestrian Master Plan for Unincorporated Areas Bicycle Education Programs Iron Horse Trail	\$120,000 \$222,750 \$450,000	\$50,000 \$170,000 \$1,381,052	\$170,000 \$392,750 \$1,831,052	Comple Comple Comple
		A04-0023 A05-0030	N	University of California (Berkeley) Alameda County Congestion Mangement Agency	UC Berkeley Bicycle Plan Cycle 1 Grants (7) Subtotal Countywide Bicycle Plan Update	\$61,250 \$1,250,000 \$30,000	\$0 \$4,595,092 \$20,000	\$61,250 \$5,845,092 \$50,000	Comple
		A05-0030 A05-0036 A05-0031 A05-0035	N N N	Alameda County Public Works Agency City of Alameda	Countywide Bicycle Flan Opdate Coliseum BART to Bay Trail Connector Environmental Study City of Alameda Pedestrian Master Plan Buchanan and I-80/I-580 Intersection Alternative Bicycle/Pedestrian Connector Trail	\$100,000 \$36,000 \$75,000	\$15,000 \$9,000 \$35,000	\$115,000 \$45,000 \$110,000	Comple
	2	A05-0034 A05-0032	N S	City of Albany City of Oakland City of Union City	Market Street Bikeway Project 11th Street Enhancement Project	\$235,000 \$300,000	\$459,921 \$497,000	\$694,921 \$797,000	Comple
		A05-0033 A05-0037	E CW	East Bay Regional Park District San Francisco Bay Area Rapid Transit District	Alamo Canal Trail Undercrossing of I-580 Feasibility Study BART Station Electronic Bicycle Lockers Cycle 2 Grants (8) Subtotal	\$50,000 \$174,000 \$1,000,000	\$50,000 \$58,000 \$1,143,921	\$100,000 \$232,000 \$2,143,921	Comple
		A07-0004 A07-0003 A07-0005	N, C, S N, C, S N	Alameda County Public Works Agency Alameda-Contra Costa Transit District Berkeley Redevelopment Agency	Union Pacific (Oakland Subdivision) Railroad Corridor Improvement Plan Bike Racks for New Buses Aquatic Park Connection Streetscape Improvement Project - Phase 1 Bike & Ped Improvements	\$75,000 \$20,000 \$65,000	\$75,000 \$23,578 \$1,160,000	\$150,000 \$43,578 \$1,225,000	Compl Compl Compl
		A07-0006 A07-0007 A07-0008	N N N	City of Alameda City of Albany City of Berkeley	Alameda-Oakland Estuary Crossing Feasibility Study Buchanan Bicycle/Pedestrian Path Ashby BART Station/Ed Roberts Campus Pedestrian and Bicycle Access and Safety Project	\$100,000 \$266,000 \$136,000	\$310,797 \$51,600 \$6,914,000	\$410,797 \$317,600 \$7,050,000	Compl Compl Compl
	3	A07-0009 A07-0010 A07-0011	N E	City of Berkeley City of Livermore City of Oakland	Travel Choice - Berkeley Iron Horse Trail Feasibility & Engineering Study MacArthur Transit Hub Streetscape Improvement Project	\$190,000 \$70,000 \$215,000	\$447,000 \$98,000 \$2,608,000	\$637,000 \$168,000 \$2,823,000	Compl Compl Compl
		A07-0012 A07-0013	E C	City of Pleasanton City of San Leandro	Pleasanton Pedestrian & Bicycle Master Plan Bay Trail Slough Bridge	\$111,000 \$150,000	\$0 \$1,860,000	\$111,000 \$2,010,000	Comp
		A07-0015 A07-0014 A07-0016	CW E CW	East Bay Bicycle Coalition East Bay Regional Park District Transportation and Land Use Coalition	Bicycle Safety Education Classes I-580 Undercrossing, Alamo Canal Trail Safe Routes to School (SR2S) Alameda County Partnership	\$38,000 \$235,000 \$736,292	\$3,250 \$100,000 \$534,188	\$41,250 \$335,000 \$1,270,480	Comp Comp Comp
		A09-0023 A09-0021	CW N	Alameda County Transportation Commission City of Albany	Alameda Countywide Bicycle Plan Update Albany Pedestrian Master Plan and Update to the Albany Bicycle Master Plan	\$2,407,292 \$130,000 \$130,000	\$14,185,413 \$46,104 \$55,800	\$16,592,705 \$176,104 \$185,800	Activ
		A09-0018 A09-0020 A09-0026	E S S	City of Dublin City of Fremont City of Fremont	Alamo Canal Regional Trail Undercrossing of I-580: Construction Irvington Area Pedestrian Improvements Tri-City Senior Walk Clubs	\$491,000 \$286,000 \$105,000	\$1,760,000 \$49,000 \$15,000	\$2,251,000 \$335,000 \$120,000	Activ
	4	A09-0022 A09-0017	S N CW	City of Newark City of Oakland	Newark Pedestrian and Bicycle Master Plan Lakeshore/Lake Park Avenue Complete Streets Project	\$119,000 \$573,599	\$30,000 \$633,992	\$149,000 \$1,207,591	Acti Acti
		A09-0025 A09-0019 A09-0024	E CW	East Bay Bicycle Coalition East Bay Regional Parks District TransForm	Bicycle Safety Education Program Iron Horse Trail Feasibility Study - Dublin BART to Santa Rita Road Safe Routes to Schools Alameda County Partnership	\$410,384 \$25,000 \$820,000	\$54,889 \$25,000 \$1,075,000	\$465,273 \$50,000 \$1,895,000	Comp
		A09-0027 ACTIA-6 (A09-0016)	CW N, C	TransForm Alameda CTC	TravelChoice New Residents East Bay Greenway Environmental Review and Implementation Strategy Cycle 4 Grants (12) Subtotal	\$175,000 \$1,662,000 \$4,926,983	\$178,000 \$1,911,200 \$5,833,985	\$353,000 \$3,573,200 \$10,760,968	Comp
	Mid- Cycle	N/A N/A N/A	C C C	Alameda CTC Alameda CTC Alameda CTC	Safe Routes to School - Operations Safe Routes to School - CAP TAP Safe Routes to School - BikeMobility	\$270,000 \$149,000 \$65,000	\$2,069,000 \$1,151,000 \$500,000	\$2,339,000 \$1,300,000 \$565,000	Acti Acti Acti
					Mid-Cycle Grants (3) Subtotal 44 Bicycle and Pedestrian - Cycles 1 - 4 and Mid-Cycle Grants Total	\$484,000 \$10,068,275	\$3,720,000 \$29,478,411	\$4,204,000 \$39,546,686	
	1	A06-0039 A06-0038 A06-0040	S CW E	Alameda-Contra Costa Transit District Alameda-Contra Costa Transit District Livermore Amador Valley Transit Authority	Ardenwood Express Bus Park and Ride Improvements Express Bus Connectivity - Major Hubs LAVTA Bus Rapid Transit	\$1,500,000 \$21,843 \$1,649,000	\$6,800,000 \$2,427 \$2,311,407	\$8,300,000 \$24,270 \$3,960,407	Comp Comp Acti
		N/A A09-0035	CW C, N	Alameda-Contra Costa Transit District Alameda-Contra Costa Transit District	Alameda County Countywide Express Bus Plan (from Cycle 1 funding) 1R International Rapid Weekday and Weekend Operations (funding rolled over from superceded)	\$3,170,843 \$0 \$2,028,157	\$9,113,834 \$0 \$1,171,522	\$12,284,677 \$0 \$3,199,679	Supero
	2	A09-0036	E	Livermore Amador Valley Transit Authority	LAVTA Express Bus Operating Assistance Cycle 2 Grants (3) Subtotal	\$1,879,000 \$3,907,157	\$370,000 \$1,541,522	\$2,249,000 \$5,448,679	Acti
	Mid- Cycle	Pending	CW, S	Alameda-Contra Costa Transit District	AC Transit Expansion of Transit Center at San Leandr0 Bart Mid-Cycle Grants (1) Subtotal	\$321,000 \$321,000	\$0 \$0	\$321,000 \$321,000	Acti
		A04-0027	N	City of Alameda	7 Express Bus - Cycles 1-2 and Mid-Cycle Grants Total Medical Return Trip Improvement Program (MRTIP)	\$7,399,000 \$64,514	\$10,655,356 \$0	\$18,054,356 \$64,514	Comp
		A04-0026 A04-0028 A04-0029	N N N	City of Albany City of Berkeley City of Emeryville	Medical Return Trip Improvement Program (MRTIP) Medical Return Trip Improvement Program (MRTIP) Medical Return Trip Improvement Program (MRTIP)	\$11,480 \$76,163 \$10,080	\$0 \$0 \$0	\$11,480 \$76,163 \$10,080	Comp Comp
		A04-0033 A04-0033 A04-0033	S S S	City of Fremont City of Fremont City of Fremont	Paratransit Fare Assistance Program Travel Escort Program Medical Outreach Transportation Program (South County)	\$52,388 \$77,836 \$89,599	\$0 \$0 \$0	\$52,388 \$77,836 \$89,599	Comp Comp Comp
	1 & 2	A04-0031 A04-0031 A04-0031	C C	City of Hayward City of Hayward City of Hayward	Pre-scheduled Non-Medical Trips Same Day Medical Trips Joint Medical Transportation Outreach Project	\$93,700 \$164,650 \$26,023	\$0 \$0 \$0	\$93,700 \$164,650 \$26,023	Comp Comp Comp
		A04-0031 A04-0030 A04-0030	C N N	City of Hayward City of Oakland City of Oakland	Group Recreational Trips Medical Return Trip Improvement Program (MRTIP) Accessible Home Improvement Paratransit Program (AHIPP)	\$93,700 \$397,783 \$132,763	\$0 \$0 \$0	\$93,700 \$397,783 \$132,763	Comp Comp
	_	A04-0032 A04-0032 A04-0036	C C E	City of San Leandro City of San Leandro Livermore Amador Valley Transit Authority/Pleasanton Paratransit	Joint Medical Transportation Outreach Project San Leandro Out of Town Medical Trips Tri-Valley Taxi Study for Seniors and Disabled	\$7,500 \$96,975 \$141,211	\$0 \$0 \$0	\$7,500 \$96,975 \$141,211	Comp Comp
_		ACTIA-3	CW	Alameda County Transportation Improvement Authority	Cycles 1 & 2 Grants (16) Subtotal Countywide Mobilty Coordination Program	\$1,536,365 \$500,000	\$0 \$0	\$1,536,365 \$500,000	Comp
		ACTIA-2 (A06-0044) ACTIA-1 (A06-0044)	S	Alameda County Transportation Improvement Authority/City of Fremont Alameda County Transportation Improvement Authority/City of Fremont	South County Taxi Pilot Project (includes \$100K to St. MiniCab PSA) Tri-City Travel Training Pilot Project	\$455,700 \$230,000	\$0 \$60,000	\$455,700 \$290,000	Comp
		A06-0030 A06-0036	CW N, C	Alameda-Contra Costa Transit District Alzheimer's Services of the East Bay	East Bay Paratransit Mobile Data Computer/Automatic Vehicle Location Pilot Program Special Transportation Services for Individuals with Dementia	\$500,000 \$300,000	\$61,645 \$348,743	\$561,645 \$648,743	Comp
	3	A06-0028 A06-0034 A06-0035	N N N	Bay Area Community Services Bay Area Community Services Center for Independent Living/USOAC	Dimond-Fruitvale Senior Shuttle and East Oakland Senior Shuttle Expansion North Alameda County Group Trip Program Outreach and Travel Training Project of North Alameda County	\$330,245 \$240,454 \$239,976	\$5,129 \$17,447 \$18,888	\$335,374 \$257,901 \$258,864	Acti Comp Comp
		A06-0027 A06-0044 A06-0044	N S S	City of Berkeley/Ed Roberts Campus City of Fremont City of Fremont	Ashby BART Station/Ed Roberts Campus Older Driver Safety Awareness Program Volunteers for Independence Program	\$141,000 \$36,000 \$73,483	\$16,000 \$0 \$0	\$157,000 \$36,000 \$73,483	Comp Comp Comp
		A06-0032 A06-0031 A06-0033	C S E	City of Hayward City of Newark Livermore Amador Valley Transit Authority/Pleasanton Paratransit	Hayward Ride-Today! Fare Assistance for AC Transit Circulator Routes LAVTA Paratransit Customer Service Software	\$355,700 \$93,026 \$175,000	\$0 \$0 \$26,000	\$355,700 \$93,026 \$201,000	Comp Comp Comp
		A06-0037 A06-0029	E	Livermore Amador Valley Transit Authority/Pleasanton Paratransit San Francisco Bay Area Rapid Transit District	Tri-Valley Travel Training Program East Bay Paratransit Rider Care Specialist Cycle 3 Grants (16) Subtotal	\$123,800 \$126,768 \$3,921,152	\$57,460 \$22,371 \$633,683	\$181,260 \$149,139 \$4,554,835	Comp
		ACTIA-4 ACTIA-5 A08-0028	C, S CW	Alameda County Transportation Improvement Authority Alameda County Transportation Improvement Authority	Central County Taxi Program Expansion and "Guaranteed Ride Home" for Travel Training Participants Countywide Mobility Coordination	\$35,000 \$374,000	\$0 \$0	\$35,000 \$374,000	Cance
		A08-0025 A08-0026 A08-0024	N, C, S CW N, C, S	Alameda-Contra Costa Transit District Alameda-Contra Costa Transit District Alameda-Contra Costa Transit District	Interactive Voice Response (IVR)/Web-based Scheduling Software New Freedom Fund Grant Match EBP Mobile Data Terminal/Automatic Vehicle Locator Project	\$200,000 \$36,000 \$306,000	\$0 \$144,000 \$300,000	\$200,000 \$180,000 \$606,000	Acti Acti Comp
		A08-0029 A08-0030	N, C, S	Alzheimer's Services of the East Bay Bay Area Outreach and Recreation Program	Driving Growth through Transportation: Special Transportation Services for Individuals with Dementia BORP North County Youth/Adults with Disabilities Group Trip Project	\$720,000 \$604,200	\$1,222,001 \$168,230	\$1,942,001 \$772,430	Acti
		A08-0031 A08-0032 A08-0033	N, C N	Center for Independent Living City of Albany City of Emeryville	Mobility Matters! Albany Senior Center Community Shuttle Bus 94608 Area Demand Response Shuttle Service for Seniors and/or People with Disabilities	\$550,429 \$172,600 \$357,000	\$255,459 \$42,223 \$34,000	\$805,888 \$214,823 \$391,000	Acti Acti
	4	A08-0034 A08-0035	S C	City of Fremont City of Hayward	VIP Rides Program Hayward Round About - Paratransit Shuttle Service	\$398,148 \$440,000	\$0 \$0	\$398,148 \$440,000	Acti Comp
		A08-0036 A08-0037 A08-0038	N N E	City of Oakland City of Oakland - Department of Human Resources City of Pleasanton	GRIP - Grocery Return Improvement Program TAXI - UP & GO Project! Downtown Route	\$345,885 \$327,472 \$557,617	\$0 \$431,697 \$84,899	\$345,885 \$759,169 \$642,516	Acti
		A08-0039 A08-0041 A08-0040	E E	City of Pleasanton Livermore Amador Valley Transit Authority Livermore Amador Valley Transit Authority	Rider Assessment Service Paratransit Vehicle Donation Program and Dial-a-Ride Scholarship LAVTA Livermore Senior Housing Shuttle	\$9,200 \$95,000 \$191,000	\$8,927 \$4,813 \$9,500	\$18,127 \$99,813 \$200,500	Comp Acti Comp
		A08-0042 A08-0043	CW E	San Francisco Bay Area Rapid Transit District Senior Support Program of the Tri Valley	Learn BART! A Picture Guide to Riding BART Volunteers Assisting Same Day Transportation and Escorts Cycle 4 Grants (20) Subtotal	\$43,000 \$370,640 \$6,133,191	\$21,600 \$16,000 \$2,743,349	\$64,600 \$386,640 \$8,876,540	Comp
		A11-0059 A12-0010 A12-0004	S S S	City of Fremont MV Transportation St. Mini Cab Corporation	Tri-City Mobility Management Program Emergency Wheelchair/Scooter and Hospital Discharge Service Same Day Taxi Program in South Alameda County	\$114,500 \$50,000 \$125,000	\$0 \$0 \$0	\$114,500 \$50,000 \$125,000	Acti Acti Acti
	Mid- Cycle	A12-0001 A12-0030 N/A	C C N,C,S	St. Mini Cab Corporation Senior Helpline Services Countywide Mobility Management Program Pilot	Same Day Taxi Program in Central Alameda County Volunteer Drivers Program Countywide Mobility Management Program Pilot	\$240,000 \$100,000 \$118,756	\$0 \$0 \$0	\$240,000 \$100,000 \$118,756	Active Active Active
		N/A N/A	C S	City of Oakland City of San Leandro	Minimum Level of Service Grants Minimum Level of Service Grants	\$25,000 \$75,000	\$0 \$0	\$25,000 \$75,000	Acti
		A05-0019	CW	Alameda County Congestion Management Agency (ACCMA)	Mid-Cycle Grants (8) Subtotal 60 Paratransit - Cycles 1 - 4 and Mid-Cycle Grants Total Transit Oriented Development Technical Assistance Program	\$848,256 \$12,438,964 \$250,000	\$0 \$3,377,032 \$50,000	\$848,256 \$15,815,996 \$300,000	Comp
	1	A05-0046 A05-0047 A05-0048	N C E	City of Alameda City of San Leandro City of Pleasanton	Alameda Point Station Area Plan Project Downtown San Leandro Bus Rapid Transit Station Area Plan Project Pleasanton Hacienda Business Park Station Area Plan Project	\$25,415 \$51,750 \$13,225	\$224,585 \$648,250 \$398,950	\$250,000 \$700,000 \$412,175	Comp Comp
		A07-0017 A07-0018	E S	City of Livermore	Cycle 1 Grants (4) Subtotal Downtown Livermore Pedestrian Transit Connections Program	\$340,390 \$180,500	\$1,321,785 \$1,200,000	\$1,662,175 \$1,380,500	Comp
	2	A07-0018 A07-0019 A07-0020	S N N	City of Fremont City of Oakland City of Berkeley	Bay Street Streetscape Project West Oakland Seventh Street Transit Village Streetscape Transportation Enhancements at Ashby BART Station/Ed Roberts Campus	\$138,000 \$218,500 \$230,000	\$3,262,000 \$4,370,344 \$33,770,000	\$3,400,000 \$4,588,844 \$34,000,000	Comp Activ Comp
		21/2	N, C	Alameda CTC	TOD - TAP (FY 2009-10 CMA Program)	\$767,000 \$500,000	\$42,602,344 \$0	\$43,369,344 \$500,000	Activ
	Mid- Cycle	N/A N/A	N, C	Alameda CTC	TOD - TAP (FY 2011-12 CMA Program)	\$500,000	\$0	\$500,000	Acti

Attachment B: Bicycle and Pedestrian Countywide Discretionary Fund Grant Program Status Update on Active Projects

The active projects in this program appear below according to grant cycle. The Project Sponsor for each project is in parentheses.

Cycle 4 Bicycle and Pedestrian Grant Projects

- 1. Alameda Countywide Bicycle Plan Update (Alameda CTC): Alameda CTC is coordinating updates of the Countywide Bicycle Plan and the Countywide Strategic Pedestrian Plan that will reflect current bicycling and walking conditions, needs, and priorities in Alameda County.
 - o The Draft Plan was released on June 25, 2012.
 - o The Final Draft Plan is anticipated to be adopted in September 2012.
- 2. Alamo Canal Regional Trail Interstate 580 Undercrossing (Construction) (City of Dublin): The Alamo Canal Regional Trail in Dublin will connect with the Centennial Trail in Pleasanton, creating a 3.6-mile continuous Class 1 multi-use path.
 - o The project started construction on April 16, 2012.
 - o The project is anticipated to be completed in late Fall 2012.
- 3. Bicycle Safety Education Program (East Bay Bicycle Coalition (EBBC)): EBBC is educating and training bicyclists on safe biking techniques, ranging from proper and safe riding to basic repair and maintenance. This project also includes the coordination with the Cycles of Change on their Neighborhood Bicycle Transportation Centers' bicycle distribution and education program (aka Bike-Go-Round).
 - The Project Sponsor continues to conduct Traffic Skills 101 Classes, Train-the-Trainer sessions, Family Cycling Workshops, Kids' Bike Rodeos, Lunchtime Commute Workshops, How-to-Ride-a-Bike Classes and Police Diversion Outreach classes.
 - o The Alameda CTC Board approved an extension of time to October 31, 2013, and additional funding in the amount of \$99,699.
- **4. East Bay Greenway Environmental Review and Implementation Strategy** (Alameda CTC): The East Bay Greenway eliminates barriers separating local communities and provides mobility for economically and socially disadvantaged communities through safe connections to five BART stations, two downtown areas, and multiple parks and schools, by building a 12-mile walking and biking path under and adjacent to the BART tracks between Oakland and Hayward.
 - Alameda CTC in collaboration with local and regional partners is currently obtaining environmental clearance to construct the segment that will connect to the Oakland Coliseum BART Station.
 - o The project is included in a TIGER II grant awarded to the East Bay Regional Parks District.

Bicycle and Pedestrian CDF Grant Program

- **5. Irvington Area Pedestrian Improvements (City of Fremont):** The City of Fremont is improving pedestrian safety in the Irvington Area of Fremont at signalized and non-signalized intersections, some of which are adjacent to bus stops.
 - o Construction began in January 2012, and completed in September 2012.
 - o The Project Sponsor anticipates closing out the project in October 2012.
- **6.** Lakeshore/Lake Park Avenue Complete Streets Project (City of Oakland): The City of Oakland is coordinating improvements to create a "complete street" near Lakeshore and Lake Park Avenues.
 - The Project Sponsor issued a Notice to Proceed for the construction contract on March 5, 2012.
 - o Construction is approximately 70% complete.
- 7. Newark Pedestrian and Bicycle Master Plan (City of Newark): The City of Newark is drafting its first Pedestrian and Bicycle Master Plan to thoroughly address gap closure needs and safety improvements, and to increase convenient access to public transit, activity centers, and schools.
 - The draft version of the plan, including additional documentation, is available online for public viewing at http://newarkbikepedplan.fehrandpeers.net/draft-documents.
 - o An amendment request is pending to extend this project agreement for an additional year.
- 8. Tri-City Senior Walk Clubs (City of Fremont): Each "Walk This Way Program" session, led by a fitness instructor/program facilitator, includes a 16-week curriculum of educational and motivational classes to promote the health benefits of walking, teach awareness of pedestrian safety and personal security, including how to avoid falls and injuries, and encourage walking as a mode of transportation and a means of connecting with public transit and local activity centers.
 - o The Project Sponsor reviewed project progress with Generations Community Wellness and determined the changes needed for future program implementation.
 - o The Project Sponsor conducted outreach to individuals and groups interested in Walk This Way.
 - o The program facilitator implemented and led 16-week program sessions with seventeen sessions conducted between July 1, 2009 and December 31, 2011.
 - o The Alameda CTC Board approved an extension of time to October 31, 2013, and additional funding in the amount of \$27,872.

Mid-Cycle Bicycle and Pedestrian Grant Projects

- 1. Safe Routes to School Bike Mobility (Alameda CTC): The BikeMobile is a pilot program managed under the Alameda CTC's Safe Routes to Schools (SR2S) program. The BikeMobile and its bicycle mechanic staff will visit schools and community organizations and events to deliver no-cost, hands-on bicycle repair and bicycle safety training to promote riding bikes to school.
 - o On April 24, 2012, the Alameda CTC and the Metropolitan Transportation Commission (MTC) with partner Cycles of Change launch the new BikeMobile

Bicycle and Pedestrian CDF Grant Program

- program and the newly designed BikeMobile vehicle at an inaugural ceremony and bike "Fix-a-Thon".
- o The program will run through November 2013.
- 2. Safe Routes to School Operations (Alameda CTC): Alameda CTC's SR2S program goal is to educate and encourage children to walk and bike to school through walking, school buses, bicycle education, safety training, and parent- and student-coordinated education efforts.
 - o The program has reached almost 150 schools throughout the county.
- **3.** Safe Routes to School Technical Assistance Program (Alameda CTC): The SR2S Technical Assistance Program aim is to provide Capital Project development resources (i.e. Environmental Documents, Design Phase) to local agencies, and to assist agencies in competing for other capital focused SR2S grant programs.
 - o The Alameda CTC Commission approved a federal funding exchange with the San Joaquin Regional Rail Commission in March 2012.

Attachment C: Express Bus Service Grant Program Status Update on Active Projects

The active projects in this program appear below according to grant cycle. The Project Sponsor for each project is in parentheses.

Cycle 1 Express Bus Service Grant Projects

- 1. **LAVTA Bus Rapid Transit (LAVTA):** LAVTA's is currently mirroring the existing Route 10 and has maintained 15-minute headways on the Pleasanton portion of the existing Local 10 line. The Project Sponsor has also added Transit Signal Priority technology to the intersections in Pleasanton to speed up the current service, allowing this travel-time-sensitive rapid project to migrate to the Dublin side of Interstate 580.
 - o In January 2011, the Project Sponsor launched Bus Rapid Transit service operations.

Cycle 2 Express Bus Service Grant Projects

- 1. **LAVTA Express Bus Operating Assistance (LAVTA):** LAVTA Express Bus works in tandem with other local service programs to create, expand, and enhance express bus services countywide, with a focus on three existing, vital lines: the 20 X, the 12V, and the 70X.
 - o All Measure B-funded routes are currently in operation.
 - o The Alameda CTC Commission approved a time extension for this project to October 31, 2013, and additional funding in the amount of \$379,000.

Mid-Cycle Express Bus Service Grant Projects

- 1. **Expansion of Transit Center at San Leandro Bart (AC Transit):** AC Transit, in coordination with BART and the City of San Leandro, is proposing to expand the transit center at the San Leandro BART station to accommodate the East Bay Bus Rapid Transit Project (BRT) terminus, other AC Transit routes, and other transit services.
 - o This project will make street and BART station geometric improvements, add bus staging, and real-time signage at the San Leandro BART Station.

Attachment D: Paratransit Gap Grant Program Status Update on Active Projects

The active projects in this program appear below according to grant cycle. The Project Sponsor for each project is in parentheses.

Cycle 3 Paratransit Gap Grant Projects

- 1. Dimond-Fruitvale Senior Shuttle and East Oakland Senior Shuttle Expansion (Bay Area Community Services (BACS)): This BACS project fills a service gap in the City of Oakland's shuttle network by expanding services of the existing Dimond-Fruitvale Senior Shuttle and East Oakland Senior Shuttle programs.
 - o The Project Sponsor has surpassed project performance measures.
 - o Beginning in July 2011, BACS added an extra day of service to East Oakland residents, serving an additional five senior residences.
 - o Alameda CTC awarded \$90,000 in additional Measure B funds, and extended the project end date to October 2013.
- 2. Tri-City Travel Training Pilot Program (City of Fremont): Tri-City Travel Training teaches seniors and people with disabilities in Fremont, Newark, and Union City how to use public transportation, including AC Transit buses and BART trains.
 - The Project Sponsor is implementing travel training workshops at various locations throughout the community.
 - o Follow-up surveys are sent to workshop participants to enable continuous program improvement.
 - O During the last reporting period, the Project Sponsor provided eight 2-day travel training workshops and six Transit Adventure Program trips through this group follow-up program that teaches older adults and people with disabilities how to use public transit to get to various community destinations.
 - Alameda CTC extended the project end date to December 2014 to coincide with the city's New Freedom Grant funding.

Cycle 4 Paratransit Gap Grant Projects

- 1. Interactive Voice Response (IVR)/ Web-based Scheduling Software (AC Transit): The Project Sponsor secured federal funds to purchase and install IVR/Web-based scheduling software, enabling the IVR system to call passengers five minutes before the vehicle arrival time.
 - o The Project Sponsor continues to work with a software vendor to upgrade the software and add IVR/Web Based Scheduling Software.
 - o The project is expected to close-out by December 31, 2012.
- 2. New Freedom Fund Grant Match Program (AC Transit): AC Transit is determining the feasibility of establishing a mobility management structure within its jurisdiction, by identifying and cataloging all transportation resources in the East Bay that will foster coordinated transportation services.

Paratransit Gap Grant Program

- o The Project Sponsor submitted an amendment request for a time extension which is currently under staff review.
- 3. Driving Growth through Transportation: Special Transportation Services for Individuals with Dementia (Alzheimer's Services of the East Bay (ASEB)): ASEB continues to provide transportation to those with moderate to late stage Alzheimer's disease or dementia, consistently increasing the number of individuals served and the trips provided with each fiscal year.
 - o ASEB is running a pilot weekend program due to the increase in ridership.
 - The Project Sponsor received two awards: the California Association of Adult Day Services (CAADS) – a *Leadership Award* for the Executive Director, and a *Team Award* for the transportation team.
 - o In FY 11/12 ASEB provided transportation 13,218 one-way trips, 126 days of services, and served 144 individuals with dementia.
 - o Alameda CTC awarded \$140,000 in additional Measure B funds, and extended the project end date to October 2013.
- 4. North County Youth/Adults with Disabilities Group Trip Project (Bay Area Outreach and Recreation Program (BORP): BORP provides accessible group trip transportation in North County for children, youth, and adults with disabilities who participate in sports and recreational programs.
 - o BORP conducted a total of 282 rounds trips and a total of 175 one-way trips during FY 11-12.
 - o Alameda CTC awarded \$130,000 in additional Measure B funds and extended the project to October 2013.
- **5. Mobility Matters!** (Center for Independent Living): The Center for Independent Living continues to expand the Outreach & Travel Training Project of Northern Alameda County, which conducts group and individualized travel training for seniors and people with disabilities in northern Alameda County.
 - o Alameda CTC awarded \$81,365 in additional Measure B funds and extended the project to October 2013.
- **6. Albany Senior Center Community Shuttle Bus (City of Albany):** This shuttle bus enriches the lives of seniors and those with disabilities by expanding transportation services; the popular program provides a door-to-door shopping program, transportation for a walking group that goes on scenic walks in the Bay Area, and takes seniors on recreational day trips that provide lifelong learning and socialization.
 - o The Project Sponsor consistently meets or exceeds project performance measures.
 - To date, the Project Sponsor has provided 4,134 shopping trips; 3,706 recreational day trips; 550 community-based organization field trips; and 3,634 walking club trips.
 - o Alameda CTC awarded \$11,000 in additional Measure B funds and extended the project to October 2013.

- 7. 94608 Area Demand Response Shuttle Service for Seniors and/or People with Disabilities (City of Emeryville): The shuttle service program provides free ridership anywhere within the 94608 zip code to seniors and those with disabilities.
 - The 8-To-Go service is featured in the City News/Activity Guide, which is delivered to every address in Emeryville and available for pick-up in many commercial areas.
 - o Alameda CTC awarded \$65,000 in additional Measure B funds and extended the project to October 2013.
- **8. VIP Rides Program (City of Fremont):** The City of Fremont links seniors and those with disabilities with volunteers who accompany them on paratransit rides through the VIP Rides Program, which provides assistance where needed, provides cost-effective, streamlined service delivery, and alleviates demand on existing paratransit services.
 - The Project Sponsor reports 1,176 service linkages (or a total of 2,352 one-way escorted trips) made during the second half of FY 11-12. Escorted trips for medical appointments accounts for 77% of the services.
 - o Alameda CTC awarded \$90,000 in additional Measure B funds and extended the project to October 2013.
- **9. GRIP Grocery Return Improvement Project (City of Oakland)**: GRIP offers ondemand return trips for individuals for grocery needs, provides on-demand or scheduled service for areas not served by East Bay Paratransit, and transports people awaiting Americans with Disabilities Act (ADA) certification.
 - o All three components of the grant are active: 21-day Referral, Grocery Return, and Out of ADA programs.
 - o Alameda CTC awarded \$70,000 in additional Measure B funds and extended the project to October 2013.
- **10.** Taxi Up & Go Project! (City of Oakland Department of Human Resources): A partnership between the City of Oakland Paratransit for the Elderly and Disabled Program (OPED) and the Senior Companion Program (SPC), Taxi Up & Go enhances and expands the taxi scrip program, providing transportation access escorts and case management support for frail, mono-lingual, and socially isolated residents in the City of Oakland.
 - o The Project sponsor reports the program's client base continues to show a mark increase in the distribution of taxi scrip/vouchers and rides with 500 clients transported in the second half of FY 11-12.
 - o Alameda CTC awarded \$92,000 in additional Measure B funds and extended the project to October 2013.
- **11. Downtown Route (DTR) (City of Pleasanton):** The DTR provides shared-ride paratransit services to Pleasanton and Sunol residents, connecting senior housing complexes with the Main Street business district via a shuttle bus on a circular route through downtown Pleasanton.
 - o The Project sponsor offering a three-day-a-week DRT schedule to meet the current ridership need.
 - o Alameda CTC awarded \$43,825 in additional Measure B funds and extended the project to October 2013.

- 12. Paratransit Vehicle Donation Program and Dial-A-Ride Scholarship Project (LAVTA): The keystone of this project is offering surplus paratransit vehicles retired from the Wheels Dial-a-Ride fleet to community-based organizations, in addition to offering Dial-a-Ride scholarships.
 - o The Project sponsor reports 240 trips were provided to eligible clients during the second half of FY 11-12.
 - o Alameda CTC extended the project to October 2013 to allow the Project Sponsor to implement and expend the remaining funds for the project.
- 13. Volunteers Assisting Same Day Transportation and Escorts (Senior Support Program of the Tri Valley): The Volunteers Assisting Same Day Transportation program provides same-day, door-to-door transportation service in the Greater Bay Area for seniors, in addition to volunteer escorts for those who cannot use public transportation independently.
 - o Over 300 Tri-Valley seniors are signed up for the Volunteers Assisting Same Day Transportation and program since the program inception in 2008.
 - o Alameda CTC awarded \$72,500 in additional Measure B funds and extended the project to October 2013.

Mid-Cycle Paratransit Gap Grant Projects

- 1. **Tri-City Mobility Management Program (City of Fremont):** The City of Fremont provides mobility management services for seniors and persons with disabilities in the Tri-City area to assist individuals navigate the transportation system.
 - o The Project Sponsor assigned a program manager responsible for project development, implantation, and outreach of mobility management activities.
- 2. Emergency Wheelchair/Scooter and Hospital Discharge Services (MV Transportation and Alameda CTC): This project provides a service called the Wheelchair and Scooter Breakdown Transportation Service (WSBTS) for wheelchair and scooter users in Alameda County that are stranded due to a mechanical breakdown of their mobility device or a medical emergency that has separated them from their chair.
 - o This service is available 7 days a week, 24 hours a day, and is free to the wheelchair or scooter user.
- **3. South County Taxi Pilot Program (Alameda CTC and City of Fremont):** The South County Taxi Pilot Program continues to provide safety-net, same-day taxi service to city-based program registrants in the cities of Fremont, Union City, and Newark.
 - o Tri-City paratransit staff, Alameda CTC staff, the contractor, and the Paratransit Coordination staff hold regular meetings to review complaints and operational procedures, and to ensure all parties involved understand project expectations.
 - o Alameda CTC awarded \$125,000 in additional Measure B funds, and extended the project end date to June 2013 due to the program's success.

Paratransit Gap Grant Program

- **4.** Central County Taxi Pilot Program (Alameda CTC): The Central County Taxi Pilot Program seeks to provide same-day taxi service to city-based program registrants in the cities of Hayward and San Leandro
 - Paratransit staff, Alameda CTC staff, the contractor, and the Paratransit Coordination staff hold regular meetings to review complaints and operational procedures, and to ensure all parties involved understand project expectations.
 - o Alameda CTC awarded \$134,400 in Measure B funds and authorized a project end date to June 2014.
- **5.** Volunteer Drivers Program (Senior Helpline Services): The Project sponsor will develop and provide coordination, outreach, management, oversight, and mileage reimbursement for a volunteer-based driver program to provide one-on-one, door-through-door, escorted transportation for ambulatory seniors who are unable to utilize other modes of transportation.
 - o Alameda CTC awarded \$100,000 in Measure B funds and authorized a project end date to October 2013.
- **6.** Countywide Mobility Management Program Pilot (Alameda CTC): The Project sponsor will coordinate elements and resources already present in Alameda County related to travel training, and information and referral to move towards a more full-fledged mobility management approach in Alameda County.
 - o The Project Sponsor assigned mobility management tasks to the current County Paratransit Coordinator and to Education and Outreach Coordinator.
- 7. Minimum Level of Service (City of Oakland): Minimum Service Level (MSL) grants are designated to help City-based programs meet Minimum Service Levels. The City of Oakland is reimbursed for approved expenses after the end of the Fiscal Year.
 - o The City of Oakland receives up to \$75,000 to fulfill their MSL requirements.
 - o This fund will be unnecessary after FY 12/13 because MSLs have been replaced by Implementing Guidelines.
- **8. Minimum Level of Service (City of San Leandro):** Minimum Service Level (MSL) grants are designated to help City-based programs meet Minimum Service Levels. The City of San Leandro is reimbursed for approved expenses after the end of the Fiscal Year.
 - o The City of San Leandro receives up to \$25,000 to fulfill their MSL requirements.
 - o This fund will be unnecessary after FY 12/13 because MSLs have been replaced by Implementing Guidelines.

Attachment E: Transit Oriented Development Grant Program Status Update on Active Projects

The active projects in this program appear below according to grant cycle. The Project Sponsor for each project is in parentheses.

Cycle 2 Transit Oriented Development Grant Projects

- 1. West Oakland Seventh Street Transit Village Streetscape (City of Oakland): This transit village streetscape project improves bicycle and pedestrian access to the West Oakland BART Station.
 - Phases I and II, which include construction on the south side and median, are complete.
 - o Phase III, northside construction is near completion.
 - o The project is scheduled to be completed by October 31, 2012.

Mid-Cycle Transit Oriented Development Grant Projects

- 1. Technical Assistance Program FY 2009-10 Congestion Management Agency Program (Alameda CTC): The Transit Oriented Development Technical Assistance Program (TOD-TAP) Program was created in 2005 to provide jurisdictions technical assistance to complete studies and plans in a variety of topics that help advance Transit Oriented Development projects..
 - o The TAP provides a pool of on-call consultants with technical expertise to overcome barriers to advancing TODs in Alameda County.
- 2. Technical Assistance Program FY 2011-12 Congestion Management Agency Program (Alameda CTC): The TOD-TAP Program continues to provide jurisdictions technical support for Transit Oriented Development related projects and studies.
 - o Of the several studies conducted through the TOD-TAP program, the City of Oakland's Priority Development Area study has yet to be completed.



Memorandum

DATE: October 12, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: Review of California Transportation Commission (CTC) September 2012

Meeting Summary

Recommendation

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

Summary

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. A summary of Alameda County items for that will be considered at the September 2012 CTC meeting is further discussed.

Discussion

The September 2012 CTC meeting was held at Burlingame, CA. There were five (5) items on the agenda pertaining to Projects / Programs within Alameda County (Attachment A). Listed below is a summary of CTC items of significance that will be considered at the September 2012 CTC meeting.

1. Proposition 1B CMIA Program Savings Beneficial Use Plan

Proposition 1B, approved by the voters in 2006, created the Corridor Mobility Improvement Account (CMIA). As detailed in the proposition, projects must commence construction or implementation no later than December 31, 2012. The Department estimates approximately \$252 Million of contract award savings from existing CMIA projects will be available to apply to other CMIA eligible projects.

In order to assure full utilization of all available funds, CTC is recommended the available CMIA savings be applied to 2 projects in Southern California (Gerald Desmond Bridge

Replacement and Devore Interchange Improvement projects) and the previously allocated State Highway Operation and Protection Program (SHOPP) funds in the same amount be removed through an allocation adjustment. The value of SHOPP funds allocated to these projects totals \$335 Million. The SHOPP funds made available through the application of CMIA savings are subsequently available to fund high priority roadway and bridge rehabilitation projects.

<u>Outcome</u>: As a result of this exchange the MacArthur Boulevard Bridge along I-580 in Oakland, is scheduled to receive \$57 Million

2. <u>State-Local Partnership Program (SLPP) Transit projects</u>

The California Transportation Commission allocated approximately \$31.2 Million SLPP funds for 3 Transit projects in Alameda County.

<u>Outcome</u>: As a result of this allocation BART's Oakland Airport Connector Project will receive \$8.9 Million for the construction phase of the project, BART's Warm Springs Extension Project will receive \$9.2 Million for the construction phase of the project and AC Transit will receive \$12.8 Million for Bus Procurement.

3. Traffic Congestion Relief Program (TCRP) Allocation

The California Transportation Commission allocated \$10 Million in Traffic Congestion Relief Program (TCRP) funds for the I- 580 Westbound HOV lane Project.

<u>Outcome</u>: Allocation will allow Project to be advertised and proceed to CON phase.

Attachment

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

September 2012 CTC Summary for Alameda County Projects/ Programs

Sponsor	Program / Project	Item Description	CTC Action / Discussion
Caltrans	State Highway Operation and Protection Program (SHOPP) /On Route 92, from Clawiter Road to Hesperian Boulevard; also on Route 880 at Decoto Road \$1,883,000 for Contract 1 (04-15300), for the Freeway on-ramps	Approve amendment to increase the original SHOPP allocation for Construction by \$449,000, from \$1,434,000 to \$1,883,000 for Contract 1 (04-15300), for the Freeway Performance Initiative Project (PPNO 0024)	Approved
BART	State-Local Partnership Program(SLPP) / Oakland Airport Connector Project	Allocate \$8.9 Million in CON phase	Approved
BART	State-Local Partnership Program(SLPP) / Warm Springs Allocate \$9.5 Million in CON phase Extension Project	Allocate \$9.5 Million in CON phase	Approved
AC Transit	State-Local Partnership Program(SLPP) / Bus Procurement	Allocate \$12.8 Million in CON phase	Approved
Alameda CTC	Traffic Congestion Relief Program (TCRP) /1-580 Westbound HOV Lane Project.	Allocate \$10 Million for Construction per approved TCRP Allocation Plan	Approved

http://www.dot.ca.gov/hg/transprog/ctcbooks/2012/0912/00 Timed.pdf



Memorandum

DATE: October 12, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: East Bay Greenway – Authorization to Execute all Necessary Agreements for

Construction Management of East Bay Greenway Segment 7A

Recommendation

It is recommended that the Commission approve the following actions related to the East Bay Greenway Project:

- 1. Authorize the Executive Director, or designee of the Executive Director, to negotiate and execute a professional services agreement for construction management services with a consultant firm selected via a request for proposals issued jointly with another Alameda CTC project entering the construction phase, i.e. the I-580 Landscaping Project. The authorized contract amount for the East Bay Greenway construction management shall not exceed \$175,800 to be funded by federal funding and required local match currently identified for the project; and
- 2. Authorize the Executive Director, or designee of the Executive Director, to negotiate and execute the necessary inter-agency agreements to secure project funding and to implement the construction phase of the segment of the East Bay Greenway funded by the Tiger II federal grant.

Discussion

The East Bay Greenway is a planned 12-mile bicycle and pedestrian facility that will travel through Oakland, San Leandro, Hayward and unincorporated Alameda County. The alignment generally runs under the BART tracks and the Greenway will ultimately connect five BART stations.

A federal stimulus TIGER II grant has been obtained to build a one half-mile segment of the project (Segment 7A, between Coliseum BART and 85th Avenue in Oakland). Caltrans issued a NEPA Categorical Exclusion for that segment in February 2012, and Alameda CTC filed a CEQA Categorical Exemption for that segment in March 2012. FHWA has authorized the project and Caltrans is expected to issue an E-76 Authorization to Proceed with Construction prior to the October PPC meeting. Construction of this segment is planned to occur in spring 2013.

The Alameda CTC will be using a portion of the federal Tiger II grant to fund the construction management for the East Bay Greenway. The Request for Proposals, and expected professional

services agreement for the construction management of the East Bay Greenway, is combined with the I-580 Landscaping Project, another Alameda CTC project of similar scale entering the construction phase. Both projects are federally funded and subject to the same federal contracting requirements.

Fiscal Impact

The recommended actions will result in up to \$175,800 being encumbered in a professional services agreement for construction management of the East Bay Greenway. The encumbrance, and subsequent expenditures are consistent with the Alameda CTC's approved budget, and the funding to reimburse the expenditures will be authorized prior to any expenditures being incurred.



Memorandum

DATE: October 12, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: Isabel Avenue/Route 84/I-580 Interchange Project (ACTC No. 623) -

Approval of Reduction of 2000 Measure B Allocated Amount by \$1.5 million and of Amendments to Project Specific Funding Agreements A07-0058 and A08-0045 (Amendments No. 1 and 2, respectively) between the Alameda CTC and the City of Livermore to shift the Allocated Measure B funding

between phases and extend the termination dates

Recommendation

It is recommended that the Commission approve the following actions related to the Isabel Avenue – Route 84/I-580 Interchange Project (ACTC Project No. 623):

- 1. Reduce the allocated amount of 2000 Measure B Capital Program funding for the project by \$1.5 million; and
- 2. Authorize amendments to two existing Project Specific Funding Agreements between the ACTC and the City of Livermore (PSFA No.s A07-0058 and A08-0045) to reduce the total combined amount of 2000 Measure B obligations for both PSFA's by \$1.5 million, and to allow for the transfer of 2000 Measure B obligation between the two agreements.

Summary

The requested amendments to the PSFA's between the City of Livermore and the Alameda CTC will provide for the final closeout of the Isabel Avenue – Route 84/I-580 Interchange project (ACTC Project No. 623) and reduce the amount of 2000 Measure B capital funding allocated for the project from \$25.1 million to \$23.6 million, as proposed in the attached letter from the City (Attachment A). The City has also requested that the resulting \$1.5 million in Measure B savings be redirected to the Route 84 Expressway – South Segment project (ACTC Project No. 624.2) to partially fund the undergrounding of electric facilities between Ruby Hill Drive and Vallecitos Road (Attachment B).

Discussion

The Isabel Avenue – Route 84/I-580 Interchange project was constructed at a cost of \$111.7 million and opened to traffic in November 2011. The project is included in the 2000 Measure B Expenditure Plan, with \$25.1 million of 2000 Measure B funding allocated to date.

The project funding plan shown in Attachment C provides four snapshots at different points in time: 1) 2008 after CMIA funds completed the project funding plan; 2) 2010 at the time of project advertisement; 3) 2010 again following award of the construction contract; and 4) at present in 2012 to close out the project based on actual costs. As shown on the 2012 project funding plan, funding sources for the project include \$44.4 million of State Corridor Mobility Improvement Account (CMIA) funds, \$23.6 million in Measure B funds, \$11.3 million in federal earmarks and \$32.4 million of local funding (City and TVTC).

In 2008, the project funding plan for the construction capital phase included \$19.6 million in Measure B and \$14 million in Alameda CMA funding for the project. The Alameda CMA funding commitment of \$14 million was made to make the project funding plan whole and was committed as funds of last resort if necessary to award the project.

At the time the project was advertised in 2010, the combined Measure B and Alameda CMA amount had reduced to \$32.8 million, coupled with \$58.3 million in federal and state funding.

Bids for the construction projects came in below the Engineer's Estimate by 47% for a total of \$48.3 million. As shown in the 2010 At Award project funding plan, the state de-allocated \$25.7 million in CMIA funding as its pro-rata share of the bid savings. The local share of the commitment required to complete the award of the project was \$15.7 million. At this time it was identified that Alameda CMA funding was not required to make the award, and that the remaining source of funding to cover the local share of the construction capital was Measure B funds.

At present, the project has been completed and most of the actual costs have been determined as shown in the 2012 project funding plan. The amendments to the PSFA's proposed by the City also include minor adjustments to the Measure B distribution among project phases to allow for actual costs to be reimbursed and final closeout of the project.

Additional details and graphics of the completed project are shown in Attachment D, the Isabel Avenue – Route 84/I-580 Interchange project fact sheet.

Fiscal Impact

The budget for this project is included in the Alameda CTC's Consolidated FY 2012-13 budget. Approval of the requested action will reduce the amount of Measure B funding obligated to project 623.0 from \$25.1 million to \$23.6 million.

Attachments

Attachment A: City of Livermore letter dated August 29, 2012

Attachment B: Mayor Marchand's letter to Art Dao dated August 6, 2012

Attachment C: Project Funding Plans from City of Livermore

Attachment D: Isabel Avenue – Route 84/I-580 Interchange Project Fact Sheet



August 29, 2012

Mr. Stewart Ng, Deputy Director Programming and Projects Alameda County Transportation Commission 1333 Broadway, Suite 300 Oakland, CA 94612

Subject:

Amendment to Alameda County Transportation Improvement Authority (ACTIA) Project Specific Funding Agreements (PSFAs) A07-0058 and A08-0045, Isabel Avenue/I-580 Interchange, ACTC Project No. 623, City No. 199238

Dear Stewart,

Attached hereto are the revised PSFA tables for inclusion in the staff report for the October Alameda County Transportation Commission (ACTA) Board meeting. These tables reflect an immediate \$1.5 million reduction of the ACTC Project 623 funding allocation from \$25.1 million to \$23.6 million. The City fully supports reallocating this \$1.5 million (and any future Project 623 savings that may be realized) to ACTC Project 624 – Route 84 Expressway.

The City appreciates the cooperation between ACTC and City staff in effectuating this funding redistribution within Project 623, and if you have any questions please call Mike Irby at (925) 960-4539.

Sincerely,

Cheri Sheets, City Engineer

Engineering Division/Community Development Department

Phone: (925) 960-4510 Fax: (925) 960-4504

Attachments:

Revised PSFA Existing and Proposed Funding Tables

Mr. Stewart Ng, Deputy Director August 29, 2012 Page 2 of 2

cc: Mayor John Marchand - w/o attachments

Marc Roberts, City Manager - w/o attachments

Stephan Kiefer, Community Development Director - w/o attachments

Stefan Garcia, Project Manager, ACTC Mike Cavalieri, Assistant City Engineer

Mike Irby, Senior Civil Engineer

Roberto Escobar, Associate Civil Engineer

PSFA A07-0058 Existing Funding

FINAL DESIGN	Measure B Funding Obligations					
(PS&E) PHASE	07/08	08/09	09/10	TOTAL		
Contracts	900,000			900,000		
Sponsor Staff	63,000		1	63,000		
PHASE TOTAL	\$963,000			\$963,000		

RIGHT-OF-WAY	Measure B Funding Obligations					
CAPITAL AND SUPPORT PHASE	07/08	08/09	09/10	TOTAL		
Contracts	100,000			100,000		
Capital	650,000			650,000		
Sponsor Staff	150,000			150,000		
PHASE TOTAL	\$900,000		N 2	\$900,000		

ALL PHASES	Measure B Funding Obligations					
ALLITIAGES	07/08	08/09	09/10	TOTAL		
SPECIFIC AGREEMENT						
TOTAL	\$1,863,000			\$1,863,000		

Revised PSFA A07-0058 Proposed Funding

FINAL DESIGN	Me	s		
(PS&E) PHASE	07/08	08/09	09/10	TOTAL
Contracts	900,000			900,000
Sponsor Staff	63,000			63,000
PHASE TOTAL	\$963,000			\$963,000

RIGHT-OF-WAY	Measure B Funding Obligations						
CAPITAL AND SUPPORT PHASE	07/08	08/09	09/10	TOTAL			
Contracts	100,000		545,000	645,000			
Capital	650,000		4,000,000	4,650,000			
Sponsor Staff	150,000		505,000	655,000			
PHASE TOTAL	\$900,000		\$4,590,000	\$5,950,000			

ALL PHASES	Measure B Funding Obligations						
ALLITIAGES	07/08	08/09	09/10	TOTAL			
SPECIFIC AGREEMENT							
TOTAL	\$1,863,000		\$4,590,000	\$6,913,000			

PSFA A08-0045 Existing Funding

CONSTRUCTION	Measure B Funding Obligations						
SUPPORT PHASE	08/09	09/10	10/11	11/12	TOTAL		
Contracts	100,000	100,000	100,000		300,000		
Sponsor Staff	200,000	200,000	100,000		500,000		
PHASE TOTAL	\$300,000	\$300,000	\$200,000		\$800,000		

CONSTRUCTION	Measure B Funding Obligations						
CAPITAL PHASE	08/09	09/10	10/11	11/12	TOTAL		
Contracts	3,000,000	8,000,000	7,000,000	800,000	18,800,000		
Sponsor Staff							
PHASE TOTAL	\$3,000,000	\$8,000,000	\$7,000,000	\$800,000	\$18,800,000		

ALL PHASES	Measure B Funding Obligations						
ALL FIIASES	08/09	09/10	10/11	11/12	TOTAL		
SPECIFIC AGREEMENT TOTAL	\$3,300,000	\$8,300,000	\$7,200,000	\$800,000	\$19,600,000		

Revised PSFA A08-0045 Proposed Funding

CONSTRUCTION		Measure I	3 Funding Ob	oligations	
SUPPORT PHASE	08/09	09/10	10/11	11/12	TOTAL
Contracts	200,000	400,000	300,000	350,000	1,250,000
Sponsor Staff	100,000	100,000	100,000		300,000
PHASE TOTAL	\$300,000	\$500,000	\$400,000	\$350,000	\$1,550,000

CONSTRUCTION		Measure E	3 Funding Ob	ligations	
CAPITAL PHASE	08/09	09/10	10/11	11/12	TOTAL ¹
Contracts	3,000,000	5,500,000	4,160,000	800,000	11,500,000
Sponsor Staff					
PHASE TOTAL	\$3,000,000	\$5,500,000	\$4,160,000	\$800,000	\$11,500,000

ALL PHASES		Measure	B Funding O	bligations	
ALL FIIAGES	08/09	09/10	10/11	11/12	TOTAL ¹
SPECIFIC AGREEMENT TOTAL	\$3,300,000	\$6,000,000	\$4,560,000	\$1,150,000	\$13,050,000

1. Revised PSFA A08-0045 Total Amount reflects a de-allocation of \$1.5 million from \$25.1 million to \$23.6 million



August 6, 2012

Alameda County Transportation Commission 1333 Broadway, Ste 300 Oakland, CA 94612

Dear Executive Director Dao.

Thank you so much for taking time out after the SR 84 Widening groundbreaking ceremony to accommodate the City's concerns regarding the reallocation of funds from the Measure B Isabel Interchange to the I-580 HOV lane project.

Our mutual commitment to complete a review of the amendment to the Project Sponsor Funding Agreement for the Isabel Interchange with the intent of taking it to the Board in September, helps to assure that the City's fiscal house remains in order. I stand by my offer to provide office space at City Hall and chocolate croissants from our new bakery as we work out the details toward this effort.

I want to reiterate the City's commitment of \$3.5 million toward the undergrounding of the utilities on the south segment of SR84. These monies are anticipated to be available from unspent funds from the Isabel Interchange Project (currently estimated at approx. \$1.5 million plus any unspent claim reserves) and from City Rule 20 A funds which the City Council has already acted upon.

I appreciate ACTC's commitment of up to \$1.4 million from their sources should the SR 84 project exceed its budget.

I will be checking in with staff regularly to make sure we are meeting our commitments regarding these activities. I sincerely appreciate your commitment to Livermore.

Sincerely,

Mayor John Marchand

The Marchand

City of Livermore

cc: Stewart Ng, ACTC Deputy Director Programming

Cheri Sheets, City Engineer

2012 FUNDING PLAN - At Present Isabel Avenue - Route 84/I-580 Interchange

	All cos	All costs x \$1,000		<u> </u>	Federal	S	State			4	Local Sources	rces	
	Estimated Cost At Closeout	F B	Total Funding	ŭ	Earmark	9-1	-BOND CMIA	ρ 20	ACTIA 2000 MB	TVTC	ي ي	City	ACCMA Commitment
Capital Phases													
ROW*	\$ 26,109	\$	26,109	ب	1,809	ب	ı	⊹	4,650	\$	350 \$	19,300	- \$
CON	\$ 56,509	\$	56,509	φ.	4,346	⊹	31,363	\$	11,500	.	\$ 008'2	1,500	
Subtotal	\$ 82,618	\$	82,618	\$	6,155	\$	31,363	\$	16,150	\$	8,150 \$	20,800	- \$
Support Phases													
PAED	\$ 11,237	\$	11,237	\$	4,500	ب	ı	\$	3,637	\$	1,850 \$	1,250	- \$
PS&E	\$ \$	\$	896	\$	ı	ب	ı	\$	896	\$	⊹	1	- \$
ROW	\$ 1,945	\$	1,945	ب	645	ب	ı	\$	1,300		\$-	ı	- \$
CON	\$ 14,900	\$	14,900	ᡐ	1	ب	13,000	⊹	1,550	ب	·	350	· \$
Subtotal	\$ 29,045	\$	29,045	\$	5,145	\$	13,000	\$	7,450	\$	1,850 \$	1,600	- \$
Project TOTAL	\$ 111,663	\$	111,663	\$	11,300	\$	44,363	\$	23,600	\$ 1	10,000 \$	22,400	- \$

Existing PSFA Total: \$25,100 Surplus Measure B Funds: \$1,500

\$23,600

Proposed PSFA Total:

* amount includes \$2 million Measure B contingency funding for Baca settlement

2010 FUNDING PLAN - At Award Isabel Avenue - Route 84/I-580 Interchange

					L											
		All costs x \$1,000	x \$1,000	2		Federal	S	State				Local Sources	onc	es		
	Es	Estimated Cost	Ш	Total Funding		Earmark	<u> </u>	I-BOND CMIA	7	ACTIA 2000 MB		TVTC		City	AC	ACCMA Commitment
Capital Phases																
ROW	↔	24,000	ب	24,000	↔	3,400	↔	ı	\$	006	\$	ı	\$	19,700	Ş	ı
CON	φ.	48,312	የ	48,312	የ	3,300	ζ.	29,288	\$	15,724	ς.	•	ζ.	•	\$	1
Bid Savings					\$	-	\$	25,712	\$	3,076					\$	14,000
Subtotal	\$	72,312	\$	72,312	\$	6,700	\$	55,000	\$	19,700	\$	-	\$	19,700	\$	14,000
Support Phases																
PAED	↔	11,100	\$	11,100	Ş	1,300	ς.	1	<u></u>	2,500	\$	2,400	\$	4,900	\$	1
PS&E	⊹∽	13,000	ب	13,000	⊹	3,300	Ş	1	\$	2,100	\$	2,600	ئ	ı	\$	1
ROW	⋄	ı	⊹	ı	\$	ı	Ş	ı	\$	ı	\$	ı	ئ	ı	Ş	ı
CON	↔	13,800	⋄	13,800	ş	I	ب	13,000	⊹	800	\$	1	ب	1	\$	ı
Subtotal	\$	37,900	\$	37,900	Ŷ	4,600	\$	13,000	\$	5,400	\$	10,000	\$	4,900	\$	-
Project TOTAL	\$	110,212	\$	110,212	⊹	11,300	\$	68,000	\$	25,100	\$	10,000	\$	24,600	\$	14,000
								•								

To Award Project \$ 3,300 \$ 29,288

Local Source Share Required For Award \$15,724
CON Phase Local Sources = ACTIA

2010 FUNDING PLAN - Prior To Advertisement Isabel Avenue - Route 84/I-580 Interchange

		All costs.	All costs x \$1,000		4	Federal	S	State				Local Sources	our	ses		
	Est	Estimated Cost	Ę	Total Funding		Earmark	<u> </u>	I-BOND CMIA	β 20	ACTIA 2000 MB		TVTC		City	Cor	ACCMA Commitment
<u>Capital Phases</u>																
ROW	ب	24,000	↔	24,000	⊹	3,400	\$	ı	\$	006	\$	ı	\$	19,700	\$	ı
CON	⋄	91,100	δ.	91,100	ᡐ	3,300	φ.	55,000	\$	18,800	ب	ı	⊹	ı	Ş	14,000
Subtotal	\$	115,100	\$	115,100	\$	6,700	\$	55,000	\$	19,700	Ş	,	\$	19,700	\$	14,000
Support Phases																
PAED	↔	11,100	↔	11,100	Ŷ	1,300	\$	ı	\$	2,500	φ.	2,400	\$	4,900	\$	ı
PS&E	⊹	13,000	↔	13,000	Ŷ	3,300	\$	ı	\$	2,100	⊹	2,600	ب	ı	\$	ı
ROW	\$	1	⊹∽	•	Ş	ı	\$	ı	\$	ı	ئ	1	\$	1	\$	ı
CON	↔	13,800	↔	13,800	Ş	ı	ب	13,000	ب	800	ب	ı	δ.	ı	δ.	ı
Subtotal	\$	37,900	\$	37,900	ب	4,600	\$	13,000	Ş	5,400	\$	10,000	\$	4,900	Ş	-
Project TOTAL	\$	153,000	\$	153,000	\$	11,300	\$	68,000	\$	25,100	\$	10,000	\$	24,600	\$	14,000

CON Phase Local Sources = ACTIA & ACCMA \$32,800

2008 FUNDING PLAN - As Amended CMIA Isabel Avenue - Route 84/I-580 Interchange

		All costs x \$1,000	x \$1,000	_	Ľ	Federal	S	State				Local Sources	our	Ses		
	Esti (Estimated Cost	ű.	Total Funding	ш	Earmark		I-BOND CMIA	, 20	ACTIA 2000 MB		тутс		City	CO	ACCMA Commitment
<u>Capital Phases</u>																
ROW	Ş	24,000	⊹∽	24,000	Ş	3,400	Ş	ı	\$	006	\$	ı	\$	19,700	\$	ı
CON	ب	96,900	❖	006'96	φ.	3,300	φ.	000'09	ب	19,600	⊹	ı	ب	ı	Ş	14,000
Subtotal	\$	120,900	\$	120,900	\$	6,700	Ş	60,000	\$	20,500	\$	1	Ş	19,700	\$	14,000
Support Phases																
PAED	Ş	11,100	↔	11,100	Ş	1,300	\$	ı	\$	2,500	Ş	2,400	\$	4,900	\$	ı
PS&E	\$	13,000	⊹∽	13,000	Ş	3,300	Ş	ı	ب	2,100	\$	7,600	⊹	ı	\$	ı
ROW	↔	ı	\$	ı	⊹	1	\$	ı	\$	1	\$	ı	Ş	1	\$	1
CON	↔	8,000	\$	8,000	↔	ı	\$	8,000	\$	ı	❖	1	❖	•	\$	ı
Subtotal	\$	32,100	\$	32,100	\$	4,600	\$	8,000	\$	4,600	\$	10,000	\$	4,900	Ş	
Project TOTAL	\$	153,000	\$	153,000	\$	11,300	\$	68,000	\$	25,100	\$	10,000	\$	24,600	\$	14,000

CON Phase Local Sources = ACTIA & ACCMA \$33,600

CAPITAL PROJECTS PROGRAM

Project Fact Sheet



PROJECT SPONSOR

City of Livermore

PROJECT DESCRIPTION

The project was designed to improve the connection from I-580 to the future Route 84 alignment along Isabel Avenue in Livermore. The improvements included constructing a new interchange at I-580, realigning Isabel Avenue to connect with the new interchange; realigning and extending Portola Avenue from East Airway Boulevard to Isabel Avenue and realigning East Airway Boulevard to conform to the new interchange configuration.

PROJECT STATUS

The project was constructed in three segments. The northern and southern local road segments including all portions of the work outside of the state's right-of-way (ROW) in the City of Livermore were advertised, awarded and administered by the City of Livermore. The interchange segment included all portions of the work within the state's ROW, including the main span across I-580, was advertised, awarded and administered by Caltrans. This project received Corridor Mobility Improvement Account (CMIA) bond funds with strict project delivery guidelines.

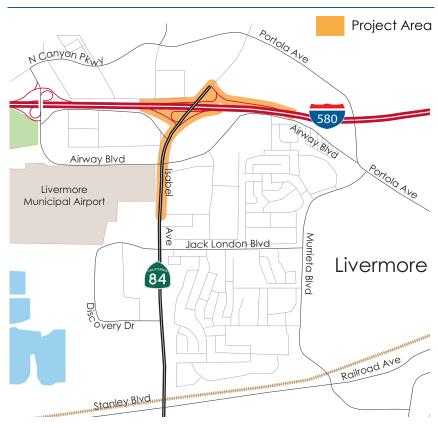
The construction contract for contract #1, South Local, was awarded in June 2009 and was completed February 2012.

Contract #2, North Local, was awarded in June 2009 and construction is complete.

Construction work on Contract #3 began in August 2009 and the new Isabel interchange at I-580 / Route 84 opened to traffic in November 2011. A ribbon cutting ceremony to celebrate completion of the project was held on March 30, 2012.

Isabel Avenue - Route 84 / I-580 Interchange

Project Number: 623.0 | September 2012



Project Highlights

- Completion of the project was celebrated with a ribbon cutting ceremony held on March 30, 2012
- Contract closeout expected fall 2012

Project Fact Sheet

Isabel Avenue - Route 84 / I-580 Interchange | Project Number: 623.0 | September 2012

PROJECT COST ESTIMATE		
Cost Estimate by Phase (\$ X 1,000))	
PE/Environmental	\$	11,237
Final Design (PS&E)	\$	963
Right-Of-Way Support	\$	1,945
Right-Of-Way Capital	\$	26,109
Construction Support	\$	14,900
Construction Capital	\$	56,509
TOTAL Expenditures:	\$	111,663

PROJECT FUNDING		
Funding by Fund Source (\$ X 1,000))	
Measure B	\$	23,600
Federal	\$	11,300
State	\$	44,363
Regional	\$	0
Local	\$	32,400
Other	\$	0
TOTAL Revenues:	\$	111,663

PROJECT SCHEDULE								
Project Phase	Begin - End MM/YY	2010	2011	2012	2013	2014	2015	2016
PE/Environmental	2002 - 08/07							
Final Design (PS&E)	10/05 - 08/08							
Right-Of-Way	08/07 - 08/08							
Utility Relocation	01/09 - 01/10							
Construction	01/09 - 03/12							





Left: Aerial view of newly constructed Rte 84/ I-580 Isabel Interchange in Livermore, CA. Right: Ribbon Cutting Ceremony held March 30, 2012 to celebrate completion of the project.

Note: The information on this fact sheet is subject to periodic updates.



Memorandum

DATE: October 12, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: Dumbarton Corridor Project (ACTC No. 625) - Approval of Time Extension for

Project Specific Funding Agreement No. A05-0007 (Amendment No. 5) between

the Alameda CTC and San Mateo County Transportation Authority

Recommendation

It is recommended that the Commission approve the following action related to the Dumbarton Corridor Project (ACTC Project No. 625):

1. Authorize the execution of Amendment No. 5 to the Project Specific Funding Agreement with the San Mateo County Transportation Authority (Agreement No. ACTIA A-05-0007)) for a time extension from December 31, 2012 to December 31, 2014 for the completion of the Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) and additional conceptual engineering and technical studies.

Summary

The Alameda County Transportation Improvement Authority (ACTIA) and the San Mateo County Transportation Authority entered into Project Specific Agreement No. A05-0007 for the Preliminary Engineering/Environmental Phase of ACTIA Project No. 25, the Dumbarton Corridor Project. This phase of the project delivery process will be completed when a Record of Decision (ROD) and Notice of Determination (NOD) are published for public review and comment. This will mean that the Design and Right-of-Way Phase for the project can move forward, if the project is fully funded. The preparation, review and approval of an EIR/EIS is a very complex process, involving numerous Federal and State Agencies and the need to satisfy both the National Environmental Protection Act (NEPA) and the California Environmental Protection Act (CEQA). This project will be subject to review and approval by Federal Transit Administration (FTA).

Discussion

In March 2005, the Alameda County Transportation Improvement Authority ("ACTIA") entered into a Project Funding Agreement (PFA A05-007) with the San Mateo County Transportation Authority for the Preliminary Engineering/Environmental Phase of Dumbarton Corridor Project (ACTIA 25).

In December 2006, the ACTIA Board authorized two one-year extensions of the environmental and full-funding deadline for the Dumbarton Corridor Project to April 1, 2009.

On June 26, 2008, Amendment No. 1 to the Preliminary Engineering/Environmental PSA extended the termination date of the agreement to June 30, 2010.

On June 19, 2009, Amendment No. 2 to the Preliminary Engineering/Environmental PSA was entered into to correct an administrative error in the ACTIA participation Phase Limitations.

On October 15, 2009, Amendment No. 3 to the Preliminary Engineering/Environmental PSA was entered into to modify the ACTIA participation Phase Limitation for the "Contracts" and "Staff" portions for the Preliminary Engineering/Environmental Phase to realign with anticipated expenditures for the phase.

On June 26, 2010, Amendment No. 4 to the Preliminary Engineering/Environmental PSA extended the termination date of the agreement to December 31, 2012.

Fiscal Impact

The recommended action will have no financial impact and there will be no need to amend the budget.



Memorandum

DATE: October 12, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: Eastbound I-580 High Occupancy Toll (HOT) Project (ACTC No. 720.4) –

Approval of Time Extension for Professional Service Agreement No. A08-030 (Amendment No. 2) between the Alameda CTC and Solem and Associates

Recommendation

It is recommended that the Commission approve the following action related to the Eastbound I-580 High Occupancy Toll (HOT) Lane project (Alameda CTC project number 720.4): Authorize the execution of Amendment No. 2 to Contract A08-030 with Solem & Associates to extend the contract expiration date to September 30, 2013. Solem & Associates is providing public education and marketing services for the I-580 Eastbound Express (HOT) Lane Project. Approval of the contract extension will not increase the contract budget and will have no fiscal impact.

Summary

As a part of the project to construct express lanes on eastbound I-580 between Hacienda Drive and Greenville Road, the Alameda County CMA entered into an agreement with Solem & Associates for public education and marketing services. Due to difficulties in obtaining approval for the double express lane footprint, the project delivery schedule was delayed. Completion of the draft environmental document is pending approval of the final project footprint. It is anticipated that the draft environmental document will be circulated in January 2013 and be finalized in March 2013. Approval of a contract time extension will allow for coordination of the public meeting required to complete the environmental phase.

Discussion

On May 12, 2009, the CMA executed an agreement with Solem & Associates to provide public education and marketing services for the I-580 Eastbound Express (HOT) Lane project. This contract expired on September 30, 2011, with a maximum budget of \$149,160. There is currently approximately \$42,000 remaining in the contract.

On May 10, 2012, ACTC executed Amendment No. 1 with Solem & Associates to extend the contract time to September 30, 2012.

Table 1 below summarizes the contract actions related to Agreement No. A08-030.

Table 1: Summary of Agr with Solem & A				
Description		endment mount	Not 1	Contract to Exceed mount
Professional Services Agreement (PSA) with Solem & Associates (A08-030) for public education and marketing services, dated May 12, 2009		NA	\$	149,160
Amendment No. 1 to A08-030 for time extension, dated May 10, 2012	\$	0	\$	149,160
Recommended Amendment No. 2 to A08-030 (This Agenda Item) for time extension	\$	0	\$	149,160
Total Amended Contract Not	t to Exce	ed Amount	\$	149,160

The contract tasks include developing a public education and marketing plan, coordinating a public meeting, branding and marketing, and media relations, with the latter tasks continuing through completion of the project. The project scope originally included a single express lane in the eastbound direction. Based on feasibility studies, it was determined that a double lane express facility would be supported in the eastbound direction. There has been a significant delay in getting approval for the double express lane footprint, which has affected the delivery schedule.

Currently it is anticipated that the environmental phase will be completed in March 2013. Approval of a contract extension will allow for coordination of the public meeting required to complete the environmental phase.

Fiscal Impact

Approval of the contract time extension will have no impact on the approved Alameda CTC budget. This action will extend contract time only, through September 30, 2013.



Memorandum

DATE: October 12, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: Oakland Airport Connector Project (ACTC Project No. 603.0)

Approval of Time Extension for Project Specific Funding Agreement No. A06-0041 (Amendment No. 4) between the Alameda CTC and the San

Francisco Bay Area Rapid Transit District (BART)

Recommendation

It is recommended that the Commission approve the following actions related to the Oakland Airport Connector Project (ACTC Project No. 603.0):

- 1. Adjust the amounts and timing of the 2000 Measure B funding obligations included in the Project Specific Funding Agreement (PSFA) with BART for the Construction Engineering and Design/Build Phases (AlaCTC Agreement No. A06-0041) to reflect the current project delivery plan and encumber the total 2000 Measure B Commitment for the project, which has been previously allocated.
- 2. Extend the termination date for PSFA A06-0041 with BART for the Construction Engineering and Design/Build Phases until December 31, 2015 to allow for the completion of the phase, closeout of the design/build contract for the phase, and final billing to the Alameda CTC.

Discussion

The Oakland Airport Connector Project (Alameda CTC No. 603.0) is currently under construction and being implemented by the San Francisco Bay Area Rapid Transit District (BART) via a design/build contract. The PSFA with BART for the Construction Engineering and Design/Build phases was originally executed in 2006 and has been amended three times to reflect updates to the project delivery plan. The most recent amendment was executed in 2009 and included \$71.3 million of 2000 Measure B funding obligated for the Design/Build Phase. The PSFA allows for the escalation of the \$71.3 million in accordance with the annual Strategic Plan process which includes adjustments to the 2000 Measure B Programmed Balances for each capital project. The total 2000 Measure B commitment is currently \$89.052 million which includes \$72.64 million for the Design/Build contract.

The recommended actions include adjusting the timing and fiscal year amounts of 2000 Measure B capital funding for the Construction Engineering and Design/Build phases to reflect the current project delivery plan. The total 2000 Measure B obligations for the Construction Engineering and Design/Build phases are \$5.5 million and \$72.64 million, respectively.

The recommended actions also include extending the termination date of PSFA No. A06-0041 until December 31, 2015. The current project schedule reflects the opening of the Oakland Airport Connector service during early to mid-2014. The recommended termination date would allow one year for the transition of the Design/Build contract to operations following the opening, and six months after the transition period for a final billing to be submitted to the Alameda CTC.

Fiscal Impact

There is no significant fiscal impact anticipated as a result of the recommended actions. The funding for the Oakland Airport Connector Project has already been allocated and is reflected in the current 2000 Measure B Capital Program Account financial models.



Memorandum

DATE: October 12, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: I-880 Operational and Safety Improvements at 23rd and 29th Avenues Project

(ACTC Project #717.0) - Approval of the Initial Project Report to Request MTC Allocation of Regional Measure 2 Funds for Construction Support

Recommendation

It is recommended that the Commission approve the following actions in support of the I-880 Operational and Safety Improvements at 23rd and 29th Avenues Project (ACTC Project #717.0 and Regional Measure 2 (RM2) Project 30):

- 1. Approve the IPR Update for the I-880 Operational and Safety Improvements at 23rd and 29th Avenues Project (ACTC Project #717.0 and Regional Measure 2 (RM2) Project 30). The Initial Project Report (IPR) update is a requirement for requesting the Metropolitan Transportation Commission (MTC) to allocate \$1,340,000 in Regional Measure 2 (RM2) funds for construction support for the I-880 Operational and Safety Improvements at 23rd and 29th Avenues Project.
- 2. Approve Resolution 12-0032 required for MTC to allocate RM2 funds.

Summary

The I-880 Operational and Safety Improvements at 23rd and 29th Avenues Project, which is a Trade Corridor Improvement Fund (TCIF) project, will construct operational and safety improvements on I-880 at the existing overcrossings of 23rd Avenue and 29th Avenue in the City of Oakland. Improvements include replacement of the freeway overcrossing structures, improvements to the northbound on- and off-ramps as well as the freeway mainline. The majority of the project is funded with \$73 million from the Trade Corridor Improvements Fund (TCIF) of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006; approved by the voters as Proposition 1B in November 2006.

The Alameda CTC is the implementing agency for Final Design and R/W Phases of the I-880 Operational and Safety Improvements at 23rd and 29th Avenue Project. The project has reached a significant project milestone. The project design package has been completed and approved by Caltrans District 4 and the design package was sent to Caltrans Headquarters for processing on September 11, 2012. The next phase of the project will be the construction phase. When the

project moves into construction California Department of Transportation (CALTRANS) will be administering the construction contract and ACTC will be performing Design Services During Construction, i.e., construction support. The requested allocation of \$1,340,000 in RM2 funds will provide funding for ACTC to perform the construction support activities. The following actions are required to support the RM2 allocation request.

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 \$1,340,000 to fund construction support for the I-880 Operational and Safety Improvements at 23rd and 29th Avenues Project (see Attachment B).

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 CTC's Resolution 12-0032 (see Attachment C).

Fiscal Impact

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

Attachments

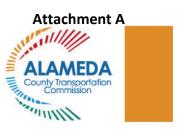
Attachment A: I-880 Operational and Safety Improvements at 23rd and 29th Avenues Project Fact Sheet

Attachment B: Initial Project Report

Attachment C: Alameda County Transportation Commission Resolution 12-0032

CAPITAL PROJECTS PROGRAM

Project Fact Sheet



PROJECT SPONSOR

Alameda CTC

PROJECT DESCRIPTION

This project proposes to construct operational and safety improvements on I-880 at the existing overcrossings of 23rd Avenue and 29th Avenue in the City of Oakland. Improvements include replacement of the freeway overcrossing structures, improvements to the northbound on and off ramps as well as the freeway mainline. The majority of the project is funded with \$73 million from the Trade Corridor Improvements Fund (TCIF) of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006; approved by the voters as Proposition 1B, November 2006.

PROJECT STATUS

The final Project Report (PR) and Environmental Document (ED) were approved by Caltrans in April 2010. Final design, right-of-way (ROW) activities and utility relocation efforts are underway. All ROW acquisition offers were made to affected property owners in December 2011. Final design documents will be submitted to Caltrans Headquarters for review in September 2012. The project is scheduled for Ready To List (RTL) status in November 2012; the California Transportation Commission (CTC) will then vote on the allocation of funds for construction of the project.

I-880 North Safety and Operational Improvements at 23rd and 29th Avenues

Project Number: 717.0 | August 2012



Project Highlights

- All ROW offers were made to affected property owners in December 2011, property acquisitions are currently underway
- Final design documents scheduled for submittal to Caltrans Headquarters in the month ahead
- The CTC vote for construction funding allocation is expected January 2013

I-880 North Safety and Operational Improvements at 23rd/29th Ave. | Project Number: 717.0 | August 2012

PROJECT COST ESTIMATE		
Cost Estimate by Phase (\$ X 1,000)	
PE/Environmental	\$	5,642
Final Design (PS&E)	\$	8,946
Right-Of-Way / Utility Relocation	\$	6192
Construction	\$	80,000
TOTAL Expenditures:	\$	100,780

PROJECT FUNDING		
Funding by Fund Source (\$ X 1,000))	
Measure B	\$	1,620
Federal	\$	1,787
State	\$	85,000
Regional	\$	10,000
Local	\$	2,373
TOTAL Revenues:	\$	100,780

PROJECT SCHEDULE								
Project Phase	Begin - End MM/YY	2011	2012	2013	2014	2015	2016	2017
PE/Environmental	11/07 - 04/10							
Final Design (PS&E)	04/10 - 11/12							
Right-of-Way	05/10 - 11/12							
Vote / Adv. / Award	01/13 - 05/13							
Construction	05/13 - 05/17							





Top Left: Current I-880 northbound on-ramp near 23rd Avenue in Oakland, CA. Top Right: Aerial of approximate project location.

Note: The information on this fact sheet is subject to periodic updates.

Regional Measure 2

Initial Project Report (IPR)

I-880 – North Safety Improvement Project Operational and Safety Improvements at 29th Avenue and 23rd Avenue

#30

Submitted by Alameda County Transportation Commission

September 21, 2012

Regional Measure 2 Initial Project Report (IPR)

Project Title: I-880 North Safety Improvements Project

RM2 Project No. 30

Allocation History:

	MTC Approval Date	Amount	Phase
#1:	10/04	\$ 1.1 M	Scoping
#2	9/07	\$.7 M	PA/ED & PE
#3	4/08	\$ 2.3 M	PA/ED & PE
#4	5/10	\$ 4.56M	Right of Way (.75M) and Final PS&E (3.81M)
Total:		\$ 8.66 M	

Current Allocation Request:

IPR Revision Date	Amount Being Requested	Phase Requested
9-21-12	\$ 1.34 M	Construction

I. OVERALL PROJECT INFORMATION

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

The Alameda County Transportation Commission (ACTC), City of Oakland, and Caltrans are the lead sponsors responsible for the delivery of this project.

The ACTC, with support from the City of Oakland and Caltrans, will be responsible for delivering the environmental, PSE, ROW phases of this project, as well as Design Services During Construction, i.e., construction support. Caltrans will be responsible for constructing the project.

The ACTC will be the responsible agency for delivering the RM-2 funded segments and seeking RM-2 allocations.

B. Project Purpose

The purpose of the proposed project is to improve the mobility of mainline vehicles and improve traffic safety through the I-880 corridor, in the vicinity of 29th Avenue and 23rd Avenue.

The purpose of the Project includes:

- To correct existing geometric deficiencies of the overcrossings at 29th Avenue and 23rd Avenue along I-880;
- To improve the safety and operations of I-880 from PM 28.4 to PM 29.2;
- To improve operational deficiencies of the northbound ramps at 29th Avenue and 23rd Avenue for I-880; and,
- To provide I-880 noise protection to the Jingletown residential community.

C. Project Description (please provide details)

Project Graphics to be sent electronically with This Application

The proposed specific improvements include:

- Relocating the northbound Lisbon Avenue on ramp to begin at 29th Avenue and constructing a sound wall along the northbound auxiliary lane between 29th and 23rd Avenue:
- Lengthening the northbound auxiliary lane between 29th Avenue and 23rd Avenue;
- Removing and reconstructing the 29th Avenue overcrossing;
- Removing and reconstructing both the eastbound and westbound 23rd Avenue overcrossings;
- Reconstructing the 23rd Avenue / I-880 Northbound ramps / 11th Street intersection into a roundabout;
- Lengthening and improving the northbound off ramp at 29th Avenue to terminate directly onto the 29th Avenue overcrossing.

D. Impediments to Project Completion

Critical items remaining to be completed at this time are R/W acquisition, utility relocations, freeway and maintenance agreements between Caltrans and Oakland.

E. Operability

When the project is completed, the ramp elements will be maintained by Caltrans and local streets will be maintained by the City of Oakland. An area underneath the 29th Avenue Overcrossing will require a Caltrans/City of Oakland Maintenance Agreement to define the responsibilities of each agency.

II. PROJECT PHASE DESCRIPTION and STATUS

F. Environmental – Does NEPA Apply: x Yes No

An Initial Study with Mitigated Negative Declaration / Environmental Assessment with Finding of No Significant Impact was approved in April 2010.

G. Design -

The Design Package (PS&E) activities for the project have been completed and approved by Caltrans District 4. The PS&E package has been sent to Caltrans HQ for processing.

H. Right-of-Way Activities / Acquisition -

Right of Way acquisition activities for the project are underway. Right of Way acquisition is expected to be completed by April 2013.

I. Construction -

Construction award is expected in June 2013 and construction is expected to be completed by June 2017.

III. PROJECT BUDGET

J. Project Budget (Escalated to year of expenditure)

Phase	Total Amount - Escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$4,200
Design - Plans, Specifications and Estimates (PS&E)	\$8,946
Right-of-Way Activities /Acquisition (R/W)	\$5,200
Construction (CON)	\$80,000
Total Project Budget (in thousands)	\$98,346

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

Phase	Total Amount - De-escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$4,200
Design - Plans, Specifications and Estimates (PS&E)	\$8,946
Right-of-Way Activities /Acquisition (R/W)	\$5,200
Construction (CON)	\$80,000
Total Project Budget (in thousands)	\$98,346

IV. OVERALL PROJECT SCHEDULE

	Planned (Upda	ate as needed)
Phase-Milestone	Start Date	Completion Date
Environmental Document	5/08	4/10
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	5/08	4/10
Final Design - Plans, Specs. & Estimates (PS&E)	4/10	09/12
Right-of-Way Activities /Acquisition (R/W)	4/10	4/13
Construction (Begin – Open for Use) (CON)	10/12	7/17

V. ALLOCATION REQUEST INFORMATION

L. Detailed Description of Allocation Request

This request will fund the following Design Services During Construction, i.e., construction support activities for the project:

Amount being requested (in escalated dollars)	\$1,340,000
Project Phase being requested	Construction
Are there other fund sources involved in this phase?	⊠ Yes □ No
Date of anticipated Implementing Agency Board approval of the RM2 IPR Resolution for the allocation being requested	10/12
Month/year being requested for MTC Commission approval of allocation	10/12

M. Status of Previous Allocations (if any)

A Caltrans Project Study Report (PSR) was approved in September 2007. The PAED Phase (Environmental Document and Project Report) was approved in April 2010. The Design Package (PS&E) activities for the project have been completed and approved by Caltrans District 4. The PS&E package has been sent to Caltrans HQ for processing. R/W Acquisition is underway.

N. Workplan

Workplan in Alternate Format Enclosed

TASK			Completion
NO	Description	Deliverables	Date
1	Draft PA/ED	Draft ED	4/09
2	Final PA/ED	Final ED	4/10
3	Final PS&E	Final PS&E to Caltrans HQ	9/12
4	Final ROW	ROW Certification No. 2	12/12

O. Impediments to Allocation Implementation

None identified at this time.

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

This request will use the expected remaining allocation capacity.

VII. GOVERNING BOARD ACTION

Check the box that applies:

⊠ Governing Board Resolution attached

☐ Governing Board Resolution to be provided on or before:

VIII. CONTACT / PREPARATION INFORMATION

Contact for Applicant's Agency

Name: Stewart Ng Phone: 510-208-7437

Title: Deputy Director of Programming and Projects

E-mail: stewartng@alamedactc.org

Address: 1333 Broadway Suite 200, Oakland, CA 94612

Information on Person Preparing IPR

Name: Dale Dennis Phone: 925-595-4587

Title: PCT – Project Manager

E-mail: dodennis@dataclonemail.com

Address: 1333 Broadway Suite 200, Oakland, CA 94612

Revised IPR 5-04-10.doc

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1333 Broadway, Suites 220 & 300

ALAMEDA COUNTY TRANSPORTATION COMMISSION

RESOLUTION 12-032

RM2 Project 30: I-880 – North Safety Improvement Project Operational and Safety Improvements at 29th Avenue and 23rd Avenue

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 (ACTC) is an eligible sponsor of transportation projects in Regional Measure 2, Regional Traffic Relief Plan funds; and

Whereas, Project 30: I-880 - North Safety Improvement Project, Operational and Safety Improvements at 29th Avenue and 23rd Avenue 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 ACTC is requesting that MTC allocate Regional Measure 2 funds; and therefore be it

Resolved, that the ACTC, 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 ACTC certifies that the project is consistent with the Regional Transportation Plan ("RTP"); and be it further

Commission Chair

Mark Green, Mayor - Union City

Commission Vice Chair

Scott Haggerty, Supervisor - District 1

AC Transit

Greg Harper, Director

Alameda County

Supervisors Richard Valle - District 2

Wilma Chan – District 3 Nate Miley - District 4

Keith Carson - District 5

BART

Thomas Blalock, Director

City of Alameda

Rob Bonta, Vice Mayor

City of Albany

Farid Javandel, Mayor

City of Berkeley

Laurie Capitelli, Councilmember

City of Dublin

Tim Sbranti, Mayor

City of Emeryville

Ruth Atkin, Councilmember

City of Fremont

Suzanne Chan, Councilmember

City of Hayward

Marvin Peixoto, Councilmember

City of Livermore

John Marchand, Mayor

City of Newark

Luis Freitas, Councilmember

City of Oakland

Councilmembers Larry Reid Rebecca Kaplan

City of Piedmont

John Chiang, Mayor

City of Pleasanton

Jennifer Hosterman, Mayor

City of San Leandro

Michael Gregory, Vice Mayor

Executive Director

Arthur L. Dao

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; and be it further

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

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

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

Resolved, that the ACTC 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 ACTC 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 ACTC is authorized to submit an application for Regional Measure 2 funds for the RM2 Project 30: I-880 – North Safety Improvement Project, Operational and Safety Improvements at 29th Avenue and 23rd Avenue, in accordance with California Streets and Highways Code 30914(c); and be it further

Resolved, that the ACTC 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 ACTC 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 ACTC to deliver such project; and be it further

Resolved, that ACTC 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 ACTC, 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

Alameda County Transportation Commission Resolution No. 12-032 Page 3 of 3

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 ACTC 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 ACTC 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 ACTC authorizes its Executive Director, or his designee, to execute and submit an allocation request of \$1,340,000 for the Construction/Construction Support Phase of the subject project with MTC for Regional Measure 2 funds, purposes and amounts included in the project application attached to this resolution; and be it further

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; and be it further

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

Duly passed and adopted by the Alameda Congestion Management Agency at the regular meeting of the Board held on Thursday, October 25, 2012 in Oakland, California by the following votes:

AYES:	NOES:	ABSTAIN:	ABSENT:
SIGNED:		ATTEST:	
Mark Green, Chair	person	Vanessa Lee, Clerk of the	e Commission

RM-2 Initial Project Report

TOTAL PROJECT FUNDING PLAN

(Amounts Escalated in Thousands)

	(Amounts Escalated in Thousands)		
Project Title:		Project ID:	30
Agency:	icy: ACCMA	Date:	9/21/2012
TOTAL PROJECT: COMM	TOTAL PROJECT: COMMITTED + UNCOMMITTED+ TO BE DETERMINED		
Fund Source	Phase Prior 2004-05 2005-06 2006-07 2007-08 2008-09 2009-10 2010-11 2011-12	2012-13 2013-14 2014-15 Future	TOTAL
COMMITTED FUNDING PL	PPROVED FUNDING)		
RM-2	1,100		1,100
RM-2	3		3,000
Federal - Demo	E 100		100
RM-2	PS&E 3,810		3,810
State - STIP	PS&E 2,000		2,000
Federal - Demo	PS&E 1,577		1,577
Local - Meas B	PS&E 1,559		1,559
RM-2	ROW 750		750
Local - Meas B	ROW 50		20
State - SHOPP	ROW 4400		4,400
State - SHOPP	Construction	5,600	5,600
RM-2	Construction	1,340	1,340
Local - Meas B	Construction	09	09
TCIF - SHOPP	Construction	73,000	73,000
UNCOMMITTED FUNDING	UNCOMMITTED FUNDING PLAN (NON-PROGRAMMED/ALLOCATED, BUT PLANNED FUNDING)		
FUNDING SOURCE STILL	FUNDING SOURCE STILL TO BE DETERMINED (LIST POTENTIAL SOURCES THAT WILL LIKELY BE PURSUED)		
	Prior 2004-05 2005-06 2006-07 2007-08 2008-09 2009-10 2010-11 2011-12	2012-13 2013-14 2014-15 Future	TOTAL
TOTAL PROJECT: COMM) + TBD FUNDING TOTAL		
	1100 3100 12 ERZ 1 EEG	80,000	98.346
Comments:		00000	
Totor off to disciplination	t - both Committed and Uncommitted - Enter amounts in thousands and secalated to the year of funding		

Enter all funding for the project - both Committed and Uncommitted. Enter amounts in thousands and escalated to the year of funding Eligble Phases: ENV (or PA&ED), PS&E, R.W or CON. For planning activites use ENV. For Vehides, Equipment or Operating use CON. OK to use CT R.W SUP or CT CON SUP for Caltrans support, but not necessary (optional).

Page 1 of 1



Memorandum

DATE: October 12, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: I-238 Widening Project (ACTC No. 621.0) - Approval of Reduction CMA

TIP Programmed Amount for the I-Bond Project Development Closeout, Construction Phase Support and Project Closeout; and Adopt the I-238 Widening Project Closeout into the CMA TIP, and Authorize Related

Amendments to Existing Agreements and Contracts

Recommendation

It is recommended that the Commission approve the following actions related to the CMA TIP Program of Projects:

- 1. Approval to reduce the Programmed Amount of CMATIP funding for the I-Bond Project Development Closeout, Construction Phase Support and Project Closeout by \$520,000 for a revised Programmed Amount of \$3,919,000 (i.e. maintain the combined total of \$4.439 million approved in July 2012);
- 2. Approval to program \$520,000 of CMATIP funding to a new CMATIP project titled, "I-238 Widening Project Closeout," and to make the CMATIP funds available for encumbrance and subsequent expenditure on eligible costs related to project closeout; and
- 3. Authorization for the Executive Director, or designee of the Executive Director, to execute amendments to existing professional service agreements, interagency agreements, staff budgets, and other encumbrances related to the I-238 Widening project closeout for a cumulative amount not to exceed \$520,000 to be funded with CMA TIP dollars.

Discussion

The I-238 Widening Project (AlaCTC No. 621.0) widened I-238 between I-580 and I-880 to reduce a major regional bottleneck. The widened facility has been open to traffic since 2009, and the final project closeout was recently completed. The project was funded in partnership by the California Department of Transportation (Caltrans), the Alameda County Congestion Management Agency, and the Alameda County Transportation Improvement Authority with a mix of State and locally programmed funds, including the 2000 Measure B Capital Program.

The Alameda CTC implemented the project development and right of way phases of the project and Caltrans administered the construction phase. The local funding for the construction support and capital costs was provided to Caltrans via a Cooperative Agreement between Caltrans and the Alameda CTC (Caltrans Coop No. 04-1925), which will require amending to allow for the additional contribution from the Alameda CTC for project closeout costs. Caltrans has provided a final accounting for the construction phase which is the basis of the recommended amount of additional funding. The total cost of the construction phase is in excess of \$110 million with a majority of the construction funding programmed by the Alameda CTC.

The Alameda CTC also provided support services during construction, including services provided by the design consultant. The project closeout activities to be funded by the recommended actions include as-built plans required by Caltrans being finalized by the design consultant.

Fiscal Impact

The recommended actions will result in an anticipated encumbrance and subsequent expenditure of up to \$520,000 from the CMA TIP Account for project closeout costs related to the I-238 Widening Project (Alameda CTC No. 621.0). The amount made available by the recommended actions for the I-238 project is offset by the corresponding reduction in the amount of CMA TIP funding currently programmed for the I-Bond Project Development Closeout, Construction Phase Support and Project Closeout.

Memorandum

DATE: October 12, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: Alameda CTC Semi-Annual Capital Projects Status Update October 2012

Recommendations

This is an informational item only.

Summary

The Semi-Annual Capital Projects Status Update provides information related to the 43 active capital projects being implemented by the Alameda CTC, and/or being funded wholly, or in part, with Measure B Capital funds. The active capital projects are listed in Table A in Attachment A. The list of 43 projects includes 36 Measure B funded capital projects, i.e. projects funded wholly, or in part, with funding from either the 1986 Measure B (ACTA) Capital Program or the 2000 Measure B (ACTIA) Capital Program. Six active capital projects are funded by the 1986 Measure B Capital Program, and 31 projects are funded by the 2000 Measure B Capital Program. One project is funded by both the 1986 and 2000 Measure B Capital Programs (thus the total of 36 Measure B funded individual active projects). The other seven projects included in the 43 are capital projects being implemented by the Alameda CTC using non-Measure B funding sources. Table A in Attachment A includes a summary of current project status information including the current project phase, the begin and end dates for construction, the amounts of 1986 and 2000 Measure B funding, and the total project funding.

The 2000 Measure B Expenditure Plan included commitments of Measure B funding for 27 capital projects and studies. Some of the 27 projects have been split into smaller projects or combined with other projects to accelerate delivery of useable segments, and to facilitate funding requirements, project monitoring, and controls. The original 27 Measure B projects have currently been split into 45 projects and sub-projects. Thirty-one 2000 Measure B capital projects are included in the list of active capital projects shown in Table A in Attachment A.

Table B in Attachment B shows two planning projects funded by the 2000 Measure B Capital Program along with the twelve completed 2000 Measure B capital projects and the 43 active projects for a total of 57 projects. By including the completed projects from the 2000 Measure B Capital Program, Table B in Attachment B accounts for the total of \$756.4 million of 2000 Measure B Capital Program funding commitments to the 45 projects, and sub-projects, funded by the 2000 Measure B Capital Program.

The 43 active capital projects may be grouped by the following four project types as indicated in Table A in Attachment A:

- 1. Mass Transit (Seven projects);
- 2. Bicycle and Pedestrian (Two projects);
- 3. Local Streets & Roads (Seven projects); and
- 4. Highway (Twenty-seven projects).

The 43 active capital projects can also be divided into the following four categories based on project funding and implementing agency (Six projects fall into two categories as noted):

- A. Infrastructure Bond (I-Bond) funded projects, or project phases, being implemented by the Alameda CTC (Eight projects);
- B. Measure B funded projects being implemented by the Alameda CTC (Twenty projects, including the eight I-Bond projects being implemented by the Alameda CTC);
- C. Projects being implemented by the Alameda CTC without I-Bond or Measure B funding (Seven projects); and
- D. Measure B funded projects being implemented by other agencies (Sixteen projects).

The Semi-Annual Capital Projects Status Update is organized by the categories shown above for the type of project funding and whether or not the Alameda CTC is the implementing agency. Some of the capital projects fall into multiple categories as indicated above. Projects are only included once in the summaries for the categories below.

Additional, project-specific, information is available in the Project Fact Sheets posted on the Alameda CTC website and updated regularly.

A. Infrastructure Bond (I-Bond) Funded Projects Being Implemented by the Alameda CTC

The Alameda CTC is the implementing agency for the following capital projects, or phases of the following capital projects, included in the State's Proposition 1B Infrastructure Bond Programs. All of the I-Bond funded projects being implemented by the Alameda CTC are included in this Update. The project type and I-Bond funding accounts for each project are indicated in parenthesis following the project title and project number.

- 1. Route 84 Expressway North Segment (Highway) (624.1)(CMIA);
- 2. I-880 North Safety and Operational Improvements at 23rd and 29th (Highway)(717.0)(TCIF);

- 3. I-580 Eastbound HOV Lane Segment 3 with Auxiliary Lane (Highway) (720.5)(CMIA);
- 4. I-580 Westbound HOV Lane East Segment) (Highway)(724.0)(CMIA);
- 5. I-580 Westbound HOV Lane West Segment) (Highway)(724.0)(CMIA);
- 6. I-880 Southbound HOV Lane North Segment) (Highway)(730.0)(CMIA);
- 7. I-880 Southbound HOV Lane South Segment) (Highway)(730.0)(CMIA); and
- 8. I-80 Integrated Corridor Mobility (Highway)(791.0)(CMIA/TLSP).

The eight I-Bond funded projects are a very high priority for the Alameda CTC given the stringent nature of the delivery deadlines associated with the I-Bond funding. Seven of the eight I-Bond projects (the I-880 / 23rd-29th project is the exception) must have the construction contracts awarded by December 2012, or risk losing the I-Bond funds. The final design, right of way certification, and funding allocation activities required for the construction phase of all the CMIA and TLSP projects have been satisfied, and each of the projects is expected to meet the December 2012 contract award deadline.

A construction contract has been awarded by Caltrans for the Route 84 Expressway Project, and the Alameda CTC has awarded contracts for the I-80 Integrated Corridor Mobility project. The I-80 ICM project consists of multiple bond-funded contracts that need to be awarded by the deadline, including some that will be administered by Caltrans. The remaining CMIA projects are at various points along the path between advertising for bids, opening bids, and awarding the construction contract.

The I-880 North Safety and Operational Improvements at 23rd and 29th project, funded by the TCIF I-Bond funding, is scheduled for award in May of 2013, i.e. in advance of the December 2013 award deadline for the TCIF.

B. Measure B Funded Projects Being Implemented by the Alameda CTC

The twelve (12) Measure B funded projects listed below (in addition to the eight I-Bond projects listed above) are being implemented by the Alameda CTC. The project type for each project is indicated in parenthesis following the project title.

- 1. I-880 to Mission Blvd East-West Connector in Fremont and Union City (LSR)(505.0);
- 2. Central Alameda County Freeway System Operational Analysis (Highway)(507.0);
- 3. I-880/Broadway-Jackson Interchange Improvement (Highway)(610.0);
- 4. I-580 Castro Valley Interchanges Improvements (Highway)(612.0);
- 5. Route 84 Expressway South Segment (Highway) (624.2);

- 6. Route 84 Expressway Landscaping (Highway) (624.3);
- 7. Dumbarton Corridor Improvements (Right of Way Study)(Mass Transit)(625.0);
- 8. I-680 Sunol Express Lane Southbound (Highway)(710.4);
- 9. I-680 Sunol Express Lane Northbound (Highway)(721.0);
- 10. I-580 Corridor Right of Way Preservation (Mass Transit)(723.0);
- 11. I-880 Southbound HOV Lane Landscaping/Hardscaping (Highway)(730.0); and
- 12. I-680 / I-880 Cross Connector Studies (Highway)(770.0).

Three of the projects listed above are "Study Only," which implies that the Measure B funds can be expended on studies and project development even with no capital funding identified. The Study Only projects are the Central Alameda County Freeway System Operational Analysis; I-880/Broadway-Jackson Interchange Improvement; and I-680 / I-880 Cross Connector Studies.

The I-680 Sunol Express Lane – Southbound project is currently in transition from capital project delivery to operations. The Sunol Smart Carpool Lane Joint Powers Authority (Sunol JPA) operates the southbound express lane. The Alameda CTC is a member of the Sunol JPA along with the Santa Clara Valley Transportation Authority (VTA). The Alameda CTC is the managing agency.

The I-680 Sunol Express Lane – Northbound project is being implemented by the Alameda CTC. The Alameda CTC has retained a consultant team which is providing services for the preliminary engineering and environmental studies phase.

The I-880/Broadway-Jackson Interchange Improvement project is currently in transition between the scoping phase required by Caltrans and the Preliminary Engineering and Environmental Studies phase. The Alameda CTC is coordinating with the City of Alameda, the City of Oakland, and interested community groups to prepare the project to proceed with the PE/Env phase.

The I-580 Castro Valley Interchanges Improvements project has been constructed and is open to use by the public. The Alameda CTC is required to perform plant maintenance for the landscaping replaced with the project for a period of three years after the plants were accepted. The construction contract was accepted in June 2011.

The I-680/I-880 Cross Connector Studies project is currently in the scoping phase. The most recent studies have been focused on improvements along Mission Boulevard which is Route 262 in the State Highway System. Since the studies involved the State Highway System, the Alameda CTC will need to pay for the Caltrans oversight in accordance with a directive issued by the State that limited the Caltrans resources available for oversight. The current project funding is not adequate to cover the costs of oversight in addition to the costs of the studies, so the project is currently on hold in the scoping phase.

The Dumbarton Corridor Improvements project is being implemented, in part, by three agencies. The San Mateo County Transportation Authority is leading the efforts for the Preliminary Engineering and Environmental Studies phase of the Dumbarton Rail Corridor project using a mix of funding including 2000 Measure B Capital funding. The Alameda CTC also allocated 2000 Measure B capital funds to the City of Newark for project development of a railroad overpass project in the corridor, and the Alameda CTC is using 2000 Measure B capital funds, matched with RM2 funds from MTC, for a preliminary right of way study.

The I-580 Corridor Right of Way Preservation project is being implemented by the Alameda CTC and involves coordinating with current planning efforts related to various modes and future improvements in the corridor.

I-880 Southbound HOV Lane – Landscaping/Hardscaping is a separate, follow on project to the I-Bond funded southbound HOV lane project in the cities of Oakland and San Leandro funded by a mix of federal, regional and local monies.

C. Projects Being Implemented by the Alameda CTC Without I-Bond or Measure B Funding

The following seven projects are being implemented by the Alameda CTC without I-Bond or Measure B funding (the project type is indicated in parenthesis):

- 1. I-580 Corridor Environmental Mitigation (Highway)(720.3);
- 2. I-580 Eastbound Express Lanes (Highway)(720.4);
- 3. I-580 Westbound HOV Lane Landscaping (Highway)(724.0);
- 4. I-580 Westbound Express Lane (Highway)(724.1);
- 5. Webster Street Smart Corridor (LSR)(740.0);
- 6. I-580 San Leandro Landscaping (Highway)(764.0); and
- 7. I-80 Gilman (Highway)(765.0).

The Alameda CTC is implementing various projects using federal, state, regional and local funds along the I-580 corridor in the Tri-Valley area. These projects include the I-580 Eastbound and Westbound Express Lane projects and other projects in the I-580 corridor related to the overall HOV/HOT improvements being implemented from west of the I-680 interchange east to Greenville Road. The I-580 Corridor Environmental Mitigation project is a separate project established to implement the various mitigation measures required for the capital projects being delivered in the corridor. The corridor projects also include the I-580 Westbound HOV Lane – Landscaping project that will follow the construction of the east and west segments of the I-580 Westbound HOV Lane.

The Webster Street Smart Corridor project is being implemented in partnership with the City of Alameda. The Alameda CTC approved the award of a construction contract in September 2012.

The I-580 San Leandro Landscaping is a follow up to the construction of a soundwall along the same segment of I-580 in San Leandro. Construction of the soundwall is complete, and the landscaping contract is expected to begin by the end of 2012.

The I-80 Gilman project is intended as an operational improvement at the interchange. The project is currently identified as a "Study Only" project.

D. Measure B Funded Projects Being Implemented by Other Agencies

The following sixteen (16) Measure B funded projects are being implemented by other agencies (the project type is indicated in parenthesis):

- 1. I-880 / Mission Blvd (Route 262) Interchange Completion (Highway)(501.0);
- 2. Route 238 / Mission-Foothill-Jackson Corridor Improvement (LSR)(506.0);
- 3. Castro Valley Local Area Traffic Circulation Improvement (LSR)(509.0);
- 4. Altamont Commuter Express Rail (Mass Transit)(601.0);
- 5. BART Warm Springs Extension (Mass Transit)(602.0);
- 6. BART Oakland Airport Connector (Mass Transit)(603.0);
- 7. Downtown Oakland Streetscape Improvement (Bicycle Pedestrian)(604.0);
- 8. Union City Intermodal Station (Mass Transit)(606.0);
- 9. Telegraph Avenue Corridor Transit Project (Mass Transit)(607.0);
- 10. Iron Horse Transit Route (Bicycle Pedestrian)(609.0);
- 11. Leweling / East Leweling Boulevard Widening (LSR)(613.0);
- 12. Route 92 / Clawiter-Whitesell Interchange and Reliever Route (Highway)(615.0);
- 13. Hesperian Blvd / Leweling Blvd Intersection Improvement (LSR)(617.1);
- 14. East 14th St / Hesperian Blvd / 150th St Intersection Improvements (LSR)(619.0);
- 15. I-580 / Isabel Avenue (Route 84) Interchange (Highway)(623.0); and
- 16. I-580 Corridor / BART to Livermore Studies (Mass Transit)(626.0).

The Measure B funded projects being implemented by other agencies include three projects from the 1986 Measure B. The first three projects on the list above are funded by the 1986 Measure B. The other thirteen (13) projects in this category are funded by the 2000 Measure B.

The projects listed above are stand-alone projects being implemented by other agencies that are expected to result in some level of capital construction activity with the exception of the Study Only project. The I-580 Corridor / BART to Livermore Studies is a Study Only project being implemented in part by BART, and also in part by the Alameda CTC (a portion of the 2000

Measure B commitment is slated for the corridor improvements and right of way preservation being implemented by the Alameda CTC).

The construction of two Measure B funded projects is being integrated with the construction of a larger project with limits that envelop the Measure B funded project limits. The I-880 / Mission Boulevard (Route 262) Interchange Completion project is being integrated into the larger Mission Boulevard – Warren Avenue Grade Separation – Truck Rail Transfer project being implemented by the VTA, which was awarded earlier this year. The Westgate Parkway Extension – Stage 2 project is the second phase of the Westgate Parkway Extension project included in the 2000 Measure B Capital Program. The first phase was completed in 2006 and the remaining second phase is being coordinated with the larger project to reconstruct the I-880/Davis Street interchange as part of the I-Bond funded I-880 Southbound HOV Lane - South Segment expected to go to construction during 2012.

Discussion/Background

1986 Measure B (ACTA) Capital Projects

The 1986 Measure B program of capital projects included a mix of freeway, rail, and local roadway improvements throughout Alameda County. Collection of the sales tax for the 1986 Measure B ended on March 31, 2002 (the day before collection for the 2000 Measure B began). To date, there have been two amendments to the 1986 Measure B Expenditure Plan which have deleted projects from the 1986 Expenditure Plan and created replacement projects.

- Amendment No. 1 to the 1986 Expenditure Plan, approved in December of 2005, deleted the Hayward Bypass Project and added four replacement projects:
 - o Route 238/Mission-Foothill Corridor Improvement Project in Hayward (MB238);
 - o I-580 Interchange Project in Castro Valley (MB239) (included in ACTIA 12);
 - o Central Alameda County Freeway System Operational Analysis (MB240); and
 - o Castro Valley Local Area Traffic Circulation Improvement Project (MB241).
- Amendment No. 2 to the 1986 Expenditure Plan, approved in June 2006, deleted the Route 84 Historic Parkway Project, identified the three Mission Boulevard Spot Improvements projects and added a replacement project for the Historic Parkway:
 - o I-880 to Mission Boulevard East-West Connector Project (505.0).

The following five projects are still active and have remaining, unexpended commitments of Measure B funding from the 1986 Measure B:

- 1. I-880/Mission Boulevard (Route 262) Interchange Completion Project (501.0);
- 2. I-880 to Mission Boulevard East-West Connector Project (505.0);
- 3. Route 238/Mission-Foothill Corridor Improvement Project in Hayward (506.0);
- 4. Central Alameda County Freeway System Operational Analysis (507.0); and
- 5. Castro Valley Local Area Traffic Circulation Improvement Project (509.0).

In addition to the five individual capital projects listed above, there is a sixth commitment of 1986 Measure B capital funds:

6. Program-Wide and Project Closeout Costs (600.0)

The Program-Wide and Project Closeout Costs commitment is a lump sum commitment to miscellaneous costs for multiple projects being closed out. Project closeout costs are typically incurred after the project is perceived as complete by most users of the facility for capital projects, or by users of the information for Study Only projects. The approach of combining the closeout out costs for multiple projects into a single, program-wide commitment simplifies the project controls and budgeting processes. The closeout costs are tracked by individual project as they are incurred. The authority to incur the closeout costs for individual projects is limited by the lump sum commitment of 1986 Measure B capital funding to the Program-Wide and Project Closeout Costs in the annual Strategic Plan Update. The 1986 Measure B commitment to the Program-Wide and Project Closeout Costs line item is reviewed and adopted each year during the Strategic Plan Update process, and is coordinated with the Alameda CTC annual budget process.

2000 Measure B (ACTIA) Capital Projects

The 2000 Measure B (ACTIA) 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 27 projects of various magnitude and complexity that incorporate all travel modes throughout Alameda County. The projects in the 2000 Measure B provide for mass transit expansion, improvements to highway infrastructure, local streets and roads, and bicycle and pedestrian safety improvements. Some of the projects have been segmented into multiple stages or distinct projects, for ease of implementation, creating a total of 45 projects or project segments funded by the 2000 Measure B Capital Program as shown in Attachment B.

Since 2002, when the 2000 Measure B began collecting taxes, 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 traveling public as quickly as possible. While the downturn in the economy has substantially decreased external funding to many transportation projects and Measure B funding to pass-through programs, it has resulted in one of the most competitive public works bidding environments in decades. The timing of this favorable bidding market has proven to be beneficial to the delivery of the capital program in the form of lower than expected bids. The remaining projects to be delivered face a continuing uncertainty related to outside funding that the previously delivered projects did not experience.

Alameda CTC Active Measure B (1986 and 2000) Capital Project Schedules

The current project schedules and total project funding amounts for the 43 active capital projects included in this Update are shown in Table A in Attachment A. The projects can be grouped as

follows to provide a sense for the number of projects in the "pipeline to construction" and the estimated value of the projects.

- Seventeen (17) projects with total project costs of more than \$2.53 billion are in the Construction phase;
- Twelve (12) projects are currently in the Design and/or Right of Way phases with total costs estimated at more than \$590 million;
- Five (5) are in the Preliminary Engineering/Environmental Studies phase estimated at more than \$465 million;
- Six (6) are in the Scoping phase with total costs of \$24.5 million (Note: The Study Only projects are listed in the Scoping phase and only include the funding identified for the studies and project development); an
- Five (5) other projects are listed in the Plant Establishment, Project Closeout or "Various" phase with total costs of \$230 million.

(Note: There are 45 projects accounted for in the groups above due to the inclusion of two 2000 Measure B funded planning "projects" considered for this Update in the Scoping phase. The two planning projects are the "CWTP/TEP Development" project (627.4) and the "Studies for Congested Segments/Locations on the CMP Network" project (627.5).)

Projects in the Pipeline to Construction

The current phase and scheduled construction dates for each of the 43 active capital projects included in this Update are shown in Table A in Attachment A. The projects can be grouped as follows to provide a sense for the number of projects in the pipeline to construction and where they are in the pipeline.

- Nine (9) projects have entered the construction phase, or are expected to go to construction, during 2012 after the production of this update, including the CMIA I-Bond funded projects with the award deadline of December 2012.
- Seven (7) projects have construction scheduled to begin in 2013 or later;
- Six (6) have construction begin and end dates to be determined (shown as "TBD" in Attachment A), including two corridor landscaping projects for which the construction phase schedules are dependent on the preceding projects in the corridor being completed, and one corridor environmental mitigation project which includes a variety of mitigation measures and sub-projects; and
- Six (6) projects will not have construction schedules determined (shown as "NA" in Attachment A) because they are Study Only projects (5 projects), or the project does not have a construction phase as is the case for the I-580 Right of Way Preservation project.

Projects Scheduled to Begin Construction during 2012

1. I-880 / Mission Boulevard (Route 262) Interchange Completion (Project No. 501.0) – The project is being implemented by the VTA in conjunction with the Warren Avenue Grade Separation and Truck Rail Transfer Facility Relocation projects. The overall project funding plan includes I-Bond funding secured for the Grade Separation by the

City of Fremont and the project is scheduled to begin construction during the Summer of 2012 to satisfy requirements related to the I-Bond funding. The project is also included in the approved Local Alternative Transportation Improvement Program (LATIP) related to the Historic Parkway alignment right of way. The VTA awarded the construction contract earlier this year.

- 2. Route 84 Expressway North Segment (Project No. 624.1) The north segment of the Route 84 Expressway project is partially funded by I-Bond funding. Caltrans awarded the contract for the north segment in March 2012.
- 3. I-580 Eastbound HOV Lane Segment 3 with Auxiliary Lane (Project No. 720.5) The I-580 Eastbound HOV Lane Segment 3 with Auxiliary Lane project is scheduled for award of a construction contract in October of 2012.
- 4. I-580 Westbound HOV Lane East Segment (Project No. 724.0) The construction contract for the I-580 Westbound HOV Lane East Segment is scheduled to be awarded during October of 2012.
- 5. I-580 Westbound HOV Lane West Segment (Project No. 724.0) The construction contract for the I-580 Westbound HOV Lane West Segment is scheduled to be awarded during October of 2012.
- 6. I-880 Southbound HOV Lane North Segment (Project No. 730.0) The construction contract for the I-880 Southbound HOV Lane North Segment project is scheduled for award during November of 2012.
- 7. I-880 Southbound HOV Lane South Segment (Project No. 730.0) The construction contract for the I-880 Southbound HOV Lane South Segment project is scheduled for award during October 2012.
- 8. Webster Street Smart Corridor (Project No. 740.0) Award of the construction contract for the Webster Street Smart Corridor project was approved by the Alameda CTC at their meeting in September of 2012.
- 9. I-580 San Leandro Landscaping (Project No. 764.0) The landscape project is a follow up to the construction of a soundwall within similar limits along I-580 in San Leandro. The project is scheduled to begin construction by the end of 2012.

Projects Scheduled to Begin Construction during 2013 or Later (10 Projects)

1. East-West Connector in Fremont and Union City (Project No. 505.0) - The Alameda CTC is implementing this project in cooperation with the cities of Union City and Fremont. Final design is proceeding and construction is anticipated to begin by the end of 2014.

The project cost estimate is \$190 million. Available funding for this project is approximately \$110 million, including \$88 million in 1986 Measure B funds. Additional funding is anticipated from various sources, including the dedication of required publicly owned right-of-way, possible future STIP programming and city contributions, and proceeds from the sale of state-owned right-of-way associated with the State Route 84 Historic Parkway via the LATIP.

- 2. Telegraph Avenue Corridor Bus Rapid Transit (Project No. 607.0) AC Transit is the sponsor of the Telegraph Avenue Corridor BRT project. The project is currently in the environmental phase with federal approval expected by the end 2012. The project is scheduled to begin construction during 2014. The Commission recently approved an extension to the Environmental Clearance deadline for this project. The deadline was extended to March 31, 2013.
- 3. Iron Horse Transit Route (Project No. 609.0) The project scope was revised in 2010 to reflect the changing project area in the vicinity of the Dublin-Pleasanton BART Station. The project is currently in the design and right of way phases. Construction is scheduled to begin during June of 2013.
- 4. Route 92 / Clawiter-Whitesell Interchange and Reliever Route (Project No. 615.0) The City of Hayward is the project sponsor and is currently implementing the design and right of way phases funded by recent allocations of 2000 Measure B funding. Construction for the first phase is scheduled to begin during summer 2013.
- 5. East 14th Street/Hesperian Blvd./150th Street Intersection Improvements(619.0) The City of San Leandro is the project sponsor. The City requested, and the Alameda CTC approved, the transfer of \$2.1 million of the 2000 Measure B commitment from the Westgate Avenue Extension Stage 2 project to this project. Construction is scheduled to begin in September of 2013.
- 6. Route 84 Expressway South Segment (624.2) The project is the southern segment of the overall project and funded by a mix of 2000 Measure B Capital Program funding along with local and state funds. The Alameda CTC approved an exchange for \$37.03 million of 2012 STIP funding. The exchanged Measure B funding will be transferred to the Alameda CTC's Local Exchange Fund and be used to fund thirteen projects that were slated for adoption into the 2012 STIP. Construction of the southern segment is scheduled for February of 2015.
- 7. Route 84 Expressway Landscaping (624.3) The landscaping related to the north and south segments will be a separate project to follow the two other projects. Construction is currently expected to begin in 2016, but the schedule is dependent on the closeout of the two preceding projects.
- 8. I-880 North Safety and Operational Improvements at 23rd/29th Avenues in Oakland (Project No. 717.0) The I-880/ 23rd-29th project is the one I-Bond funded project not subject to the December 2012 contract award deadline since the I-Bond funding was approved in the Trade Corridor Improvement Fund (TCIF) which has a later deadline. The legislative deadline for beginning construction on TCIF projects is December 2013. The project is currently scheduled to begin construction in spring 2013.
- 9. I-580 Eastbound Express Lane (Project No. 720.4) The I-580 Eastbound Express Lane project is dependent on the I-580 Eastbound Auxiliary Lane project being constructed in advance to provide the required footprint for the express lane. Combining the two projects during construction may provide overall benefit, however the auxiliary lane project is I-Bond funded and is subject to strict delivery deadlines. Any delivery approach for the express lane that presents a risk to the schedule of the

- auxiliary lane project would have to be considered carefully. The express lane project construction schedule is dependent on the schedule for the auxiliary lane project, and whether or not the express lane work can be incorporated into the auxiliary lane contract.
- 10. I-580 Westbound Express Lane (Project No. 724.1) The westbound express lane project is dependent on the I-580 Westbound HOV Lane project being constructed in advance to provide the required footprint for the express lane. Combining the two projects during construction may provide overall benefit, however the HOV lane project is I-Bond funded and is subject to strict delivery deadlines. Any delivery approach for the express lane that presents a risk to the schedule of the HOV lane project would have to be considered carefully. The express lane project construction schedule is dependent on the schedule for the auxiliary lane project, and whether or not the express lane work can be incorporated into the HOV lane contract.

Projects with Construction Schedules To Be Determined

- Castro Valley Local Area Traffic Circulation Improvement (Project No. 509.0) The local area circulation project consists of multiple project phases and potentially, multiple projects. The \$5 million total 1986 Measure B funding was put in place by Amendment No. 1 to the 1986 Expenditure Plan. The schedule for construction will be determined as the individual improvements to be funded are identified during the project development phases.
- 2. Dumbarton Corridor Improvements (Project No. 625.0) The Dumbarton Rail Corridor element of this project will extend rail service from San Mateo County to the Union City Intermodal Station, with three proposed East Bay Stations. The project funding plan includes a significant shortfall and the project is currently included in countywide and regional discussions about future funding sources. A phased project approach has been recommended to deliver elements of the project with available funding while the overall shortfall is addressed. The Commission has approved extensions to the Environmental Clearance and Full Funding Plan deadlines. Both deadlines were extended to March 31, 2013. The Draft EIS/EIR is being updated to reflect current funding and delivery conditions. Near term activities include funding interim bus operations, and corresponding capital improvements, to enhance ridership on the Dumbarton Bridge and looking at opportunities for early right-of-way acquisition of the Oakland Subdivision (this segment has already received CEQA environmental clearance by Union City). A timeframe for construction of the rail project has not been determined at this point.

The Commission allocated funds for a preliminary right of way study related to the acquisition of the right of way required for the rail project. The Alameda CTC is implementing the study which is funded by 2000 Measure B and RM2 funding.

The Commission also allocated 2000 Measure B capital funding to the City of Newark for project development of a railroad overpass project within the corridor.

- 3. I-580 Corridor Environmental Mitigation (720.3) The I-580 Corridor Environmental Mitigation project is a separate project established to implement the various mitigation measures required for the capital projects being delivered in the corridor.
- 4. I-680 Sunol Express Lane Northbound (Project No. 721.0) The Commission has allocated 2000 Measure B funding for project development work related to the northbound express lane project. The project is being forwarded into the preliminary engineering and environmental studies phase. A timeframe for construction has not been determined at this point.
- 5. I-580 Westbound HOV Lane Landscaping (724.0) The I-580 Westbound HOV Lane Landscaping project that will follow the construction of the east and west segments of the I-580 Westbound HOV Lane.
- 6. I-880 Southbound HOV Lane Landscaping/Hardscaping (730.0) I-880 Southbound HOV Lane Landscaping/Hardscaping project is a separate, follow on project to the I-Bond funded southbound HOV lane project in the cities of Oakland and San Leandro. The construction schedule is dependent on the closeout of the two preceding projects.

Role of the Transportation Sales Tax

Measure B has proven to be a steady and reliable funding source, even in uncertain economic times. The Measure B Capital Projects are well underway to being delivered substantially before the end of the sales tax collection period, and the Alameda County residents will have the benefit of the full complement of the capital projects to improve mobility throughout the county. The next challenge will be to meet the needs of a changing environment, including greenhouse gases, the aging population and gaps in connections, as well as funding the projects.

Local contributions to transportation improvements have been playing an increasingly important role as regional, state and federal funding becomes less reliable. Alameda County voters have authorized two transportation ½¢ sales taxes over the last three decades. The first 15-year transportation sales tax was approved by voters in 1986 and collection of the sales tax for the first Measure B concluded in 2002. The second ½¢ sales tax was a 20-year program approved by voters in November 2000 with sales tax collection starting in April 2002 when the first tax measure concluded. Combined, these two programs will contribute approximately \$1.8 billion in Measure B funds to transportation improvements in Alameda County. These funds will be used to leverage other federal, state, regional, and local funding sources, thereby accomplishing a total investment package of over \$5.2 billion.

The Alameda CTC has had success in delivering the 2000 Measure B Capital Program, but there remain projects, such as the Dumbarton Corridor Improvements, that have not been fully delivered due to cost increases, funding shortfalls, and the lack of funding sources. Transit investments continue to be identified within the County, such as the BART to Livermore Extension, but funding sources for these investments has not been identified or secured. In addition to the traditional cost-funding imbalances, the changing legislative landscape presents new challenges related to the connection between transportation planning and infrastructure investment. The recent efforts related to the update of the Alameda Countywide Transportation Plan (CWTP) and the development of a Transportation Expenditure Plan for placement on the

November 2012 ballot have provided an opportunity to coordinate the planning activities required for the update of the CWTP with new legislative requirements to develop a new vision for transportation investment in Alameda County which includes the potential for the next sales tax initiative. By moving forward with these two activities simultaneously, it will be possible to focus the limited resources available to the County in the best way to achieve a shared vision of transportation for the future.

Fiscal Impact

There is no direct fiscal impact anticipated from the recommended action.

Attachments

Attachment A: Table A: Summary of Active Capital Projects Current Status and Funding

Attachment B: Table B: Project Funding Summary for Active Capital Projects and

Completed Projects in the 2000 Measure B Capital Program

Alameda CTC Index Proj. No. 1 501.0 2 505.0 3 506.0	Project Title			Construction S	Schedule (Note 3)	<u> </u>	Funding (\$ x mil	million)
20 20 20	Project Title							
		Project Type (Note 1)	Current Phase (Note 2)	Begin	End	1986 MB (ACTA) (Note 4)	2000 MB (ACTIA) (Note 5)	l otal Funding (All Sources) (Note 6)
	I-880/ Mission Blvd (Route 262) Interchange Completion	Hwy	Construction	Jul 2012	Jan 2015	3.5	0.0	152.2
	I-880 to Mission Blvd East-West Connector	LSR	Design	Nov 2014	May 2017	88.9	0.0	196.4
	Route 238/Mission-Foothill-Jackson Corridor Improvement	LSR	Construction	Apr 2010	Jul 2013	80.0	0.0	98.0
4 507.0	Central Alameda County Freeway System Operational Analysis	Hwy	Scoping	N/A	N/A	5.0	0.0	5.7
5 509.0	Castro Valley Local Area Traffic Circulation Improvement	LSR	Environmental	TBD	TBD	5.0	0.0	5.0
6 601.0	Altamont Commuter Express Rail	MT	Construction	Various	Various	0.0	13.2	405.7
7 602.0	BART Warm Springs Extension	MT	Construction	Sep 2009	Dec 2015	0.0	224.4	890.0
8 603.0	BART Oakland Airport Connector	MT	Construction	Sep 2010	Dec 2013	0.0	1.68	484.2
9 604.0	Downtown Oakland Streetscape Improvement	BP	Construction	Sep 2007	Jun 2015	0.0	6.4	14.9
10 606.0	Union City Intermodal Station	MT	Project Closeout	Jun 2007	Mar 2012	0.0	12.6	47.0
11 607.0	Telegraph Avenue Corridor Transit Project	MT	PE / Design	Jan 2014	Apr 2016	0.0	11.5	173.9
12 609.0	Iron Horse Transit Route	ВР	Design	Jun 2013	Jun 2014	0.0	6.3	11.2
13 610.0	I-880/Broadway-Jackson Interchange Improvement	Hwy	Scoping	N/A	N/A	0.0	8.1	11.1
14 612.0	I-580 Castro Valley Interchanges Improvements	Hwy	Plant Establishment	Jun 2008	Jun 2011	15.0	11.5	30.9
15 613.0	Lewelling/East Lewelling Blvd Widening	LSR	Construction	Jul 2009	Aug 2012	0.0	13.6	31.8
16 615.0	Route 92/Clawiter - Whitesell Interchange and Reliever Route	Hwy	Design	Jul 2013	Jul 2015	0.0	27.0	27.4
17 617.1	Hesperian/Lewelling Blvd Intersection Improvement - Stage 2	LSR	Construction	Jan 2010	Aug 2012	0.0	0.1	0.1
18 619.0	East 14th St / Hesperian Blvd / 150th St Intersection Improvements	LSR	Design	Sep 2013	May 2015	0.0	3.2	5.3
19 623.0	Isabel Avenue - Route 84/I-580 Interchange	Hwy	Project Closeout	Jan 2009	Mar 2012	0.0	25.1	113.2
20 624.1	Route 84 Expressway - North Segment	Hwy	Construction	Mar 2012	Mar 2014	0.0	20.5	36.6
21 624.2	Route 84 Expressway - South Segment	Hwy	Design	Feb 2015	Dec 2016	0.0	71.9	85.4
22 624.3	Route 84 Expressway - Landscaping	Hwy	Design	Mar 2016	Sep 2019	0.0	4.0	4.0

Attachment A

		Table A: Summary of Act	tive Capita	Summary of Active Capital Projects Current Status	tus and Funding				
					Construction S	Construction Schedule (Note 3)	L	Funding (\$ x million)	lion)
Index	Alameda CTC Proj. No.	Project Title	Project Type (Note 1)	Current Phase (Note 2)	Begin	End	1986 MB (ACTA) (Note 4)	2000 MB (ACTIA) (Note 5)	Total Funding (All Sources) (Note 6)
23	625.0	Dumbarton Corridor Improvements	MT	Environmental	TBD	TBD	0.0	19.4	258.9
24	626.0	I-580 Corridor/BART to Livermore Studies	MT	Environmental	N/A	N/A	0.0	6.7	8.0
25	710.4	I-680 Sunol Express Lanes - Southbound	Hwy	Project Closeout	Oct 2008	Apr 2012	0.0	15.2	36.6
26	717.0	I-880 North Safety and Operational Improvements at 23rd and 29th	Hwy	Design	May 2013	May 2017	0.0	1.6	100.8
27	720.3	I-580 Corridor Environmental Mitigation	АмН	Various	TBD	TBD	0.0	0.0	2.3
28	720.4	I-580 Eastbound Express (HOT) Lanes	Аму	Design	Oct 2014	Nov 2015	0.0	0.0	21.5
29	720.5	I-580 Eastbound HOV Lane - Segment 3 with Auxiliary Lane	Hwy	Construction	Oct 2012	Nov 2014	0.0	0.7	42.0
30	721.0	I-680 Sunol Express Lanes - Northbound	АмН	Environmental	TBD	TBD	0.0	20.0	20.0
31	723.0	I-580 Corridor Right of Way Preservation	Hwy	Right of Way	N/A	N/A	0.0	3.0	118.7
32	724.0	I-580 Westbound HOV Lane - East Segment	Hwy	Construction	Oct 2012	Nov 2014	0.0	3.9	93.3
33	724.0	I-580 Westbound HOV Lane - West Segment	Hwy	Construction	Oct 2012	Nov 2014	0.0	1.6	77.6
34	724.0	I-580 Westbound HOV Lane - Landscaping	Hwy	Design	TBD	TBD	0.0	0.0	0.4
35	724.1	I-580 Westbound Express (HOT) Lane	Hwy	Design	Nov 2014	Nov 2015	0.0	0.0	17.5
36	730.0	I-880 Southbound HOV Lane - North Segment	Нму	Construction	Nov 2012	Jan 2015	0.0	0.2	44.0
37	730.0	I-880 Southbound HOV Lane - South Segment	Нму	Construction	Sep 2012	Jan 2016	0.0	1.0	70.2
38	730.0	I-880 Southound HOV Lane Project - Landscaping/Hardscaping	Hwy	Design	TBD	TBD	0.0	0.1	1.4
39	740.0	Webster Street SMART Corridor	LSR	Construction	Sep 2012	Feb 2013	0.0	0.0	1.6
40	764.0	I-580 San Leandro Landscaping	Нму	Construction	Sep 2012	Feb 2013	0.0	0.0	0.4
41	765.0	I-80 Gilman (Study Only)	Hwy	Scoping	N/A	N/A	0.0	0.0	1.4
42	770.0	I-680/I-880 Cross Connector Studies (Study Only)	Hwy	Scoping	N/A	N/A	0.0	1.2	2.5
43	791.0	I-80 Integrated Corridor Mobility	Hwy	Construction	Jun 2011	Sep 2014	0.0	2.8	91.1
						TOTALS	197.4	622.9	3,840.2

Attachment A

		Table A: Summary of Active Capital Projects Current Status and Funding	/e Capital	Projects Current Sta	tus and Funding				
					Construction So	Construction Schedule (Note 3)	Ē.	Funding (\$ x million)	lion)
	Alameda		Project Tvpe	Current Phase			1986 MB (ACTA)	2000 MB (ACTIA)	Total Funding (All Sources)
Index	Proj. No.	Project Title	(Note 1)	(Note 2)	Begin	End	(Note 4)	(Note 5)	(Note 6)

Project Types: Hwy = Highway; LSR = Local Streets and Roads; MT = Mass Transit; and BP = Bicycle and Pedestrian.

The current phase shown is based on available information as of October 2012. The Project Closeout phase indicates that construction is complete, and the project financial closeout is underway.

Construction schedules shown are subject to change based on project delivery activities. Begin Construction date shown is typically the expected contract award date.

1986 MB amounts shown are based on the current Strategic Plan. 9. 6. 4. R. 6.

2000 MB amounts shown are based on the current Strategic Plan.

The Total Funding amounts shown are based on the current project delivery plans and information available as of October 2012.

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		Table B: Table B: Project Funding Summary for Active Capital Projects and Completed Pr	jects and C	ompleted F	ojects	in the 2000 M	2000 Measure B	Capital Program	gram	
			-	Proje	ect Funding	Sources (\$ x	ct Funding Sources (\$ x million) (Note 1)	1)		
Index	AlaCTC Project No.	Project Name	1986 MB (ACTA)	2000 MB (ACTIA)	Federal	State	Regional	Local	Other	Total Funding (All Sources)
7	501.0	I-880/ Mission Blvd (Route 262) Interchange Completion	3.5	0.0	3.8	64.3	0.0	23.3	57.3	152.2
2	505.0	I-880 to Mission Blvd East-West Connector	88.9	0.0	0.0	0.0	0.0	20.9	9.98	196.4
3	0.903	Route 238/Mission-Foothill-Jackson Corridor Improvement	80.0	0.0	0.0	0.0	0.0	11.5	9.9	08.0
4	0'.209	Central Alameda County Freeway System Operational Analysis	2.0	0.0	0.0	0.0	0.0	0.7	0.0	5.7
5	0.603	Castro Valley Local Area Traffic Circulation Improvement	2.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0
9	0.109	Altamont Commuter Express Rail	0.0	13.2	5.5	84.1	0.0	29.0	243.9	405.7
7	602.0	BART Warm Springs Extension	0.0	224.4	0.0	295.4	321.0	49.2	0.0	890.0
8	0.509	BART Oakland Airport Connector	0.0	89.1	130.7	78.9	146.2	39.3	0.0	484.2
6	0.409	Downtown Oakland Streetscape Improvement	0.0	6.4	0.0	0.0	0.0	8.5	0.0	14.9
10	0.909	Union City Intermodal Station	0.0	12.6	20.4	7.7	0.0	6.3	0.0	47.0
11	0.709	Telegraph Avenue Corridor Transit Project	0.0	11.5	76.4	42.7	43.3	0.0	0.0	173.9
12	0.609	Iron Horse Transit Route	0.0	6.3	0.0	0.0	0.0	4.9	0.0	11.2
13	0.019	I-880/Broadway-Jackson Interchange Improvements	0.0	8.1	0.0	3.0	0.0	0.0	0.0	11.1
14	612.0	I-580 /Castro Valley Interchanges Improvements	15.0	11.5	6.0	3.5	0.0	0.0	0.0	30.9
15	613.0	Lewelling/East Lewelling Blvd Widening	0.0	13.6	0.0	4.3	0.0	13.8	1.0	31.8
16	615.0	Route 92/Clawiter - Whitesell Interchange and Reliever Route	0.0	27.0	0.0	0.0	0.0	0.4	0.0	27.4
17	617.1	Hesperian/Lewelling Blvd Intersection Improvement - Stage 2	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
18	619.0	East 14th St/Hesperian Blvd/150th St Intersection Improvement	0.0	3.2	0.0	0.0	0.0	2.1	0.0	5.3
19	623.0	Isabel Avenue - Route 84/I-580 Interchange	0.0	25.1	11.3	44.4	0.0	32.4	0.0	113.2
20	624.1	Route 84 Expressway - North Segment	0.0	20.5	0.0	16.1	0.0	0.0	0.0	36.6
21	624.2	Route 84 Expressway - South Segment	0.0	71.9	0.0	0.0	0.0	10.0	3.5	85.4
22	624.3	Route 84 Expressway - Landscaping	0.0	4.0	0.0	0.0	0.0	0.0	0.0	4.0
23	625.0	Dumbarton Corridor Improvements	0.0	19.4	0.0	51.5	91.0	0.76	0.0	258.9
24	626.0	I-580 Corridor/BART to Livermore Studies	0.0	6.7	0.0	0.0	1.3	0.0	0.0	8.0
25	627.4	CWTP/TEP Development	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1

Attachment B

		Table B: Table B: Project Funding Summary for Active Capital Projects	and	Completed F	rojects in	Projects in the 2000 Measure	В	Capital Program	yram	
				Pro	ject Funding	Sources (\$ x	oject Funding Sources (\$ x million) (Note 1)	1)		
Index	AlaCTC Project No.	Project Name	1986 MB (ACTA)	2000 MB (ACTIA)	Federal	State	Regional	Local	Other	Total Funding (All Sources)
26	627.5	Studies for Congested Segments/Locations on the CMP Network	0.0	3.7	0.0	0.0	0.0	0.0	0.0	3.7
27	710.4	I-680 Sunol Express Lanes - Southbound	0.0	15.2	5.4	8.0	0.0	8.0	0.0	36.6
28	717.0	I-880 North Safety and Operational Improvements at 23rd and 29th	0.0	1.6	1.8	85.0	10.0	2.4	0.0	100.8
59	720.3	I-580 Corridor Environmental Mitigation	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.3
30	720.4	I-580 Eastbound Express (HOT) Lanes	0.0	0.0	7.5	0.0	8.5	1.4	4.1	21.5
31	720.5	I-580 Eastbound HOV Lane - Segment 3 with Auxiliary Lane	0.0	0.7	0.2	26.6	5.9	2.5	6.2	42.1
32	721.0	I-680 Sunol Express Lanes - Northbound	0.0	20.0	0.0	0.0	0.0	0.0	0.0	20.0
33	723.0	I-580 Corridor Right of Way Preservation	0.0	3.0	0.0	4.7	111.0	0.0	0.0	118.7
34	724.0	I-580 Westbound HOV Lane - East Segment	0.0	3.9	6.3	73.2	0.6	0.8	0.1	93.3
35	724.0	I-580 Westbound HOV Lane - West Segment	0.0	1.6	0.1	8.79	9.7	0.5	0.0	77.6
36	724.0	I-580 Westbound HOV Lane - Landscaping	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.4
37	724.1	I-580 Westbound Express (HOT) Lanes	0.0	0.0	1.0	2.0	0.0	3.4	11.1	17.5
38	730.0	I-880 Southbound HOV Lane - North Segment	0.0	0.2	3.6	36.0	0.0	4.2	0.0	44.0
39	730.0	I-880 Southbound HOV Lane - South Segment	0.0	1.0	4.2	58.6	0.0	6.4	0.0	70.2
40	730.0	I-880 Southbound HOV Lane Landscaping/Hardscaping	0.0	0.1	0.5	0.4	0.0	0.4	0.0	1.4
41	740.0	Webster Street SMART Corridor	0.0	0.0	9:0	0.0	6:0	0.1	0.0	1.6
42	764.0	I-580 San Leandro Landscaping	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.4
43	765.0	I-80 Gilman (Study Only)	0.0	0.0	1.1	0.0	0.0	0.3	0.0	1.4
44	770.0	I-680/I-880 Cross Connector Studies (Study Only)	0.0	1.2	0.0	1.0	0.0	0.3	0.0	2.5
45	791.0	I-80 Integrated Corridor Mobility Project	0.0	2.8	3.2	77.9	1.2	0.9	0.0	91.1
46	Complete	Fruitvale Transit Village	0.0	4.4	0.0	7.7	0.0	1.4	0.0	13.5
47	Complete	San Pablo Avenue Corridor Transit Improvement Project	0.0	2.3	95.1	52.7	50.2	0.0	24.2	224.5
48	Complete	Telegraph Avenue Corridor Transit Project - Stage 2 Rapid Bus Service	0.0	10.7	0.0	0.0	0.0	0.0	0.0	10.7
49	Complete	I-880/Washington Avenue Interchange Improvement	0.0	1.3	0.5	0.0	0.0	1.4	0.0	3.2
20	Complete	I-580 WB Auxiliary Lane (Fallon Road to Tassajara Road)	0.0	2.5	0.0	0.0	0.0	0.0	0.0	2.5

Attachment B

		Table B: Table B: Project Funding Summary for Active Capital Projects and Completed	cts and Co		Projects in	the 2000 N	Projects in the 2000 Measure B Capital Program	Sapital Pro	gram	
				Pr	oject Funding	Sources (\$ x	Project Funding Sources (\$ x million) (Note 1)	1)		
Index	AlaCTC Project No.	Project Name	1986 MB (ACTA)	2000 MB (ACTIA)	Federal	State	Regional	Local	Other	Total Funding (All Sources)
51	Complete	I-580 EB Auxiliary Lane (El Charro Road to Airway Blvd)	0.0	7.8	0.0	0.0	0.0	0.0	0.0	7.8
52	Complete	Oakland Local Streets Rehabilitation	0.0	5.3	0.0	0.0	0.0	0.0	0.0	5.3
53	Complete	Hesperian/Lewelling Blvd Intersection Improvement - Stage 1	0.0	9.0	0.0	0.0	0.0	0.1	0.0	0.7
54	Complete	Westgate Parkway Extension - Stage 1	0.0	6.7	0.0	0.0	0.0	0.0	0.0	7.9
55	Complete	Newark Local Streets Rehabilitation	0.0	1.4	0.0	0.0	0.0	4.1	0.0	5.5
99	Complete	I-238 Widening	0.0	81.0	18.3	29.2	0.0	3.3	0.0	131.8
22	Complete	Vasco Road Safety Improvements	0.0	1.5	4.7	12.2	0.0	4.0	0.0	22.4
		PROJECT TOTALS \$	197.4	\$ 756.4	\$ 403.5	\$ 1,238.9	\$ 809.8	\$ 430.3	\$ 443.6	\$ 4,279.9
Notes:	The funding	The funding amounts shown are subject to change based on programming and allocation activities by the applicable governing agency.	y the applical	ble governin	g agency.					

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Memorandum

DATE: October 12, 2012

TO: Alameda County Transportation Commission

FROM: Finance and Administration Committee

SUBJECT: Approval of Alameda County Technical Advisory Committee (ACTAC) Bylaws

Recommendation

It is recommended that the Commission approve the Alameda County Technical Advisory Committee (ACTAC) Bylaws.

Summary

The ACTAC, in its current format, dates back to the creation of the Alameda County Congestion Management Agency (ACCMA). The Alameda CTC was formed in July, 2010, and the Administrative Code was adopted at that time. The Administrative Code clarifies the duties and powers of the Alameda CTC's officers, Executive Director and staff and the procedures of agency operations, including the ACTAC. The Administrative Code was amended in June, 2012 and included an expansion of the ACTAC membership by including local agency planning personnel to improve intra-agency coordination to address Senate Bill 375's (SB 375) land use element requirements. Based on the latest Administrative Code revisions, the creation of ACTAC Bylaws (Attachment A) are proposed to provide clarification on the committee structure and roles and responsibilities of Alameda CTC and its member agencies.

Background

SB 375 changed the requirements for how transportation and land use planning occur in the State of California and the Bay Area. The One Bay Area Grant (OBAG) Program, approved on May 17, 2012 by the Metropolitan Transportation Commission (MTC), fundamentally changed the way that federal funding is distributed to counties in the MTC region. The OBAG Program includes requirements, when programming federal funds, that land use policies be considered and that we work with local planners and public works staff.

Based on this new approach, the Alameda CTC amended its Administrative Code in June, 2012 to incorporate expansion of the ACTAC participants to include local agency planning personnel to improve intra-agency coordination addressing SB 375's land use element requirements. Historically, ACTAC did not have Bylaws in place. In the past, ACTAC relied on language in the agency's Joint Powers Agreement and Administrative Code for guidance.

The creation of ACTAC Bylaws was discussed with the ACTAC at their September, 2012 meeting. The proposed Bylaws do not impact the roles and responsibilities historically held by the ACTAC as a Committee. In general, the roles and responsibilities of the Committee are to provide technical expertise, analysis and recommendations related to transportation planning, programming and

funding. The new bylaws would provide clarification on the voting structure, quorum and the inclusion of local agency planning personnel in the Committee. The Bylaws also propose including two new agencies: the Association of Bay Area Governments based on its involvement with SB375 and land use element requirements and the California Highway Patrol due to its involvement with the Express lanes projects.

At the September ACTAC meeting, the committee discussed two different structures that could be considered.

The first structure was composed of up to two staff representatives for agencies that have representation on the Alameda CTC Board (member agencies) and one staff representative for other agencies such as Livermore Amador Valley Transit Authority (LAVTA), Union City Transit, Altamont Commuter Express (ACE), Water Emergency Transportation Authority (WETA), Port of Oakland, MTC, Association of Bay Area Governments (ABAG), Bay Area Air Quality Management District (BAAQMD), California Department of Transportation (Caltrans), California Highway Patrol (CHP), with each representative allowed one vote.

The second structure considered historical participation levels and identified the group of member agencies as having one vote per agency and a second group, composed of the remaining agencies, that would be ex-officio members who would not be counted for purposes of establishing a quorum and would not have voting rights.

Though there appears to be support for the second option, that Committee structure would be inconsistent with the Alameda CTC Joint Powers Authority (JPA) and the Administrative Code. The JPA and the Administrative Code (June, 2012) state that the ACTAC will function as the technical advisory committee to the Alameda CTC, allows for participation of both the member agencies and the additional agencies listed above, and specifies that each representative shall have one vote.

In consideration of the language included in the JPA and Administrative Code, staff recommends the Bylaws included in Attachment A. This version includes the Committee comprised of two staff representatives for member agencies and one staff representative for all other agencies with each representative having one vote.

It is recommended that the Bylaws include language related to members and quorum consistent with the JPA and Administrative code.

Next Steps:

In order to implement other options into the ACTAC Committee structure, an amendment to the Alameda CTC JPA and the Administrative Code would be required. Staff is not recommending an amendment to the JPA at this time; however staff will consider this issue at the next opportunity to amend that document.

Fiscal Impacts:

There are no fiscal impacts at this time.

Attachments

Attachment A: Proposed ACTAC Bylaws

Alameda County Technical Advisory Committee Bylaws

Article 1: Definitions

- **1.1 Alameda County Transportation Commission (Alameda CTC).** The Alameda CTC or "Commission" is a joint powers authority resulting from the merger of the Alameda County Congestion Management Agency ("ACCMA") and the Alameda County Transportation Improvement Authority ("ACTIA"). The 22-member Commission is comprised of the following representatives:
 - **1.1.1** All five Alameda County Supervisors.
 - **1.1.2** Two City of Oakland representatives.
 - **1.1.3** One representative from each of the other 13 cities in Alameda County.
 - **1.1.4** A representative from Alameda-Contra Costa Transit District ("AC Transit").
 - **1.1.5** A representative from San Francisco Bay Area Rapid Transit District ("BART").
- **1.2** Alameda County Congestion Management Agency (ACCMA or CMA). The governmental agency originally tasked with the duty of coordinating land use, air quality and transportation planning, programming transportation funds from a variety of sources and preparing a Congestion Management Program to spend these funds. The CMAs duties also included preparation of a Countywide Transportation Plan. Alameda CTC has now assumed duties of the CMA.
- **1.3 Alameda County Transportation Improvement Authority (ACTIA).** The governmental agency previously responsible for the implementation of the Measure B half-cent transportation sales tax in Alameda County, as approved by voters in 2000 and implemented in 2002. Alameda CTC has now assumed responsibility for the sales tax.
- **1.4 Brown Act.** California's open meeting law, the Ralph M. Brown Act, California Government Code, Sections 54950 *et seq.*
- **1.5 Congestion Management Program (CMP)**. A short-range document mandated by Proposition 111. It ensures that gas-tax funds produce the greatest benefit by coordinating planning, funding and other activities that affect the transportation system.
- **1.6 Countywide Transportation Plan (CWTP)**. A long-range policy document that guides transportation funding decisions for Alameda County's transportation system over a 25-year horizon.
- **1.7 Expenditure Plan.** The plan for expending Transportation sales tax (Measure B) funds, presented to the voters in 2000, and implemented in 2002.

- **1.8 Fiscal Year.** July 1 through June 30.
- **1.9 JPA.** The Joint Powers Agreement which created Alameda CTC, dated for reference purposes as of March 25, 2010, as it may subsequently be amended from time to time.
- **1.10 Measure B.** The measure approved by the voters authorizing the half-cent sales tax for transportation services now collected and administered by the Alameda CTC and governed by the Expenditure Plan. The sales tax authorized by Measure B will be in effect for 20 years, beginning on April 1, 2002 and extending through March 31, 2022.
- **1. 11 Measure B Program.** Transportation or transportation-related program specified in the Expenditure Plan for funding on a percentage-of-revenues basis or grant allocation.
- **1.12 Measure B Project.** Transportation and transportation-related construction projects specified in the Expenditure Plan for funding in the amounts allocated in the Expenditure Plan.
- **1.13 Member Agency.** Public agency which is a member of the Commission pursuant to the JPA.
- **1.14 Planning Area.** Geographic groupings of cities and of Alameda County for planning and funding purposes. North County: Alameda, Albany, Berkeley, Emeryville, Oakland, Piedmont; Central County: Hayward, San Leandro and the unincorporated areas of Castro Valley and San Lorenzo, as well as other unincorporated lands in that area; South County: Fremont, Newark, Union City; East County: Dublin, Livermore, Pleasanton and all unincorporated lands in that area.

Article 2: Purpose and Responsibilities

2.1 Committee Purpose.

The Committee purpose is to provide technical expertise, analysis and recommendations related to transportation planning, programming and funding. The Committee will advise the Commission on major policy and technical issues related to Alameda CTC projects and programs which are referred to the Committee either by the Commission. It shall be the responsibility of the committee members to keep their respective agencies and departments in their agencies informed of key issues, facilitate communication between those agencies and Alameda CTC, and to help build the consensus necessary to make policy decisions.

- **2.2 Committee Roles and Responsibilities.** The roles and responsibilities of the Committee include, but are not limited to:
 - Review and provide recommendation and analysis on the State Transportation Improvement Program (STIP) and Federal Transportation Act Funding;

- Review and provide recommendation and analysis on the Congestion Management Program and related studies, programs, amendments and revisions thereto;
- Review and provide recommendation and analysis on the Countywide
 Transportation Plan and related studies and programs and including the Bicycle and Pedestrian Plans and revisions thereto;
- Review and provide recommendations and analysis on other long range and special studies as may be developed in response to changing legislative and planning environments;
- Review and provide recommendation and analysis on the development of regional planning efforts such as the Regional Transportation Plan, the Sustainable Communities Strategy;
- Review and provide recommendation and analysis on the Transportation and Land Use Program and revisions thereto;
- Review and provide recommendation and analysis on the Vehicle Registration
 Fee Strategic Plan and amendments and revisions thereto;
- Review and provide recommendation and analysis on Transportation Funds for Clean Air (TFCA) projects;
- Review and provide input on issues relevant to Measure B funds;
- Review and provide input on issues relevant to Policy development;
- Review and provide input on issues relevant to Legislative program;
- Review and provide recommendation and analysis on specific countywide planning studies such as Priority Development Areas, Parking management, Rail Freight and Goods movements;
- Review and provide recommendation and analysis on specific countywide guidelines such as Complete Streets guidelines and Transit Oriented Development guidelines;

Article 3: Members

- **3.1 Members of the Committee.** Pursuant to the JPA and the Alameda CTC Administrative Code, the Committee shall be composed of the following: two staff representatives (one from a planning / economic development department and one from a public works / engineering department) from each agency represented on the Commission (each City in Alameda County, the County, BART and AC Transit) and one staff representative from a planning or engineering department (or equivalent) from each of the following agencies: Alameda CTC, Livermore Amador Valley Transit Authority (LAVTA), Union City Transit, Altamont Commuter Express (ACE), Water Emergency Transportation Authority (WETA), Port of Oakland, Metropolitan Transportation Commission (MTC), Association of Bay Area Governments (ABAG), Bay Area Air Quality Management District (BAAQMD), the California Department of Transportation (Caltrans) and the California Highway Patrol (CHP). Each member of the Committee shall have one vote, except that a representative of a Commission member may cast two votes in the absence of the other representative of such Commission member.
- **3.2 Appointment.** Committee members shall be assigned by the chief administrative officer, or designee, of each Member Agency and shall serve at the pleasure of the Member Agency.
- **3.3 Membership Term.** Members to the Committee shall serve continuously until replacement by their respective agency.
- **3.4 Attendance.** Members will actively support committee activities and regularly attend meetings.
 - **3.5 Vacancies.** Vacancies shall be filled by the body which made the original appointment.

Article 4: Officers

- **4.1 Chairperson.** The Executive Director of Alameda CTC or his/her designee shall be the chairperson of the Committee.
- **4.2 Duties.** The chairperson shall preside at all meetings of the Committee and represent the Committee before the Commission.
- **4.3 Secretary.** The Alameda CTC shall assign an employee to attend each meeting of the Committee to serve in the capacity as the Committee's secretary. The Secretary shall furnish clerical services to prepare and distribute the Committee's agendas, notices, minutes, correspondence and other documents. The secretary shall maintain a record of all proceedings of the Committee as required by law and shall perform other duties as provided in these Bylaws.

Article 5: Meetings

- **5.1 Open and Public Meetings.** All Committee meetings shall be governed by the Brown Act. The time allotted for comments by a member of the public in a general public comment period or on any agenda item shall be limited at the discretion of the chair.
- **5.2 Regular Meetings.** Regular meetings of the Committee shall be held on the first Tuesday of each month or as determined by Committee. Whenever a regular meeting falls on a holiday observed by Alameda CTC, the meeting shall be held on another day or cancelled at the direction of the Committee. A rescheduled regular meeting shall be designated a regular meeting.
- **5.3 Quorum.** Presence of a majority of the Member Agencies constitutes a quorum for the transaction of business of the Committee, regardless of whether one or two representatives is present for each Member Agency, and further regardless of the percentage of representatives present at the time. Items may be discussed and information may be distributed on any item even if a quorum is not present.
- **5.4 Special Meetings.** Special meetings may be called by the chair or by an action of the Committee on an as-needed basis. Agenda item(s) for special meeting(s) shall be stated when the meeting is called, but shall not be of a general business nature. Specialized meetings shall be concerned with studies, emergencies, or items of a time-urgent nature. Agenda item(s) of a regular meeting may be tabled for further discussion and action at a special meeting, the time and location to be announced in the tabling motion. Notice of such meetings shall be given to all Committee members in accordance with the Brown Act.
- **5.5 Agenda.** All meetings shall have a published agenda. Action may be taken only on items indicated on the agenda as action items. The Commission and/or chairperson will be responsible for preparing the meeting agenda. Items will be included on a meeting agenda by the Commission, the chairperson or action of the Committee.
- **5.6 Roberts Rules of Order.** The rules contained in the latest edition of "Roberts Rules of Order Newly Revised" generally govern the proceedings of the Committee and any subcommittees thereof to the extent that the person presiding over the proceeding determines that such formality is required to maintain order and make process and to the extent that these actions are consistent with these bylaws.
- **5.7 Place of Meetings.** Committee meetings shall be held at the Alameda CTC offices, unless otherwise designated by the Committee. Meeting locations shall be within Alameda County, accessible in compliance with the Americans with Disabilities Act of 1990 (41 U.S.C., Section 12132) or regulations promulgated there under, shall be accessible by public transportation, and shall not be in any facility that prohibits the admittance of any person, or persons, on the base of race, religious creed, color, national origin, ancestry, or sex, or where members of the public may not be present without making a payment or purchase.

Article 6: Subcommittees

- **6.1 Establishment.** The chairperson and/or Committee may establish subcommittees when and as necessary to develop and propose policy on a particular issue, to conduct an investigation, to draft a report or other document, or for any other purpose within the authority of the Committee, subject to availability of resources.
- **6.2 Membership.** Committee members will be appointed to subcommittees by the Committee, on a voluntary basis, or by the chair. Alameda CTC staff assigned by the chair will be part of the subcommittee. No subcommittee shall have fewer than three members.

Article 7: Records and Notices

- **7.1 Minutes.** Minutes of all meetings, including actions and the time and place of holding each meeting, shall be kept on file at the Alameda CTC office. Actions taken by the Committee will be conveyed to Sub-Committee of the Commission or to the Commission.
- **7.2 Attendance Roster.** A member roster and a record of member attendance shall be kept on file at the Alameda CTC office.
- **7.3 Brown Act.** All meetings of the Committee will comply with the requirements of the Brown Act. Members of the public may address the Committee on any matter not on the agenda and on each matter listed on the agenda, pursuant to procedures set by the chair and/or the Committee.
- **7.4 Meeting Notices.** Meeting notices will be in writing and will be issued via one of the following methods: U.S. Postal Service, personal delivery, agency website and/or email. Any other notice required or permitted to be given under these bylaws may be given by any of these means.

Article 8: General Matters

- **8.1 Per Diems.** No expenditures or requisitions for services and supplies shall be made by the Committee and no individual member thereof shall be entitled to reimbursement for travel or other expenses except as authorized by the Commission.
- **8.3** Adoption and Amendments of Bylaws. These Bylaws shall be adopted and may be amended, repealed, or altered, in whole or in part, by a vote taken at a duly-constituted Committee meeting at and with the approval of the Commission.



Memorandum

DATE: October 12, 2012

TO: Alameda County Transportation Commission

FROM: Finance and Administration Committee

SUBJECT: Approval of Exchange Program Reimbursement Policy

Recommendations

It is recommended that the Commission approve an Exchange Program Reimbursement policy to include and account for the role of Alameda CTC local pass through funds. The policy recommendation will introduce a process to receive local funds from the exchange project sponsor through the withholding of Measure B and/or Vehicle Registration Fee (VRF) pass through funds when payment has not been made in a timely manner.

Summary

The Exchange Program provides funding for projects programmed in the CMA Transportation Improvement Program (CMATIP), a local fund source administered by the Alameda CTC. The Alameda CTC programs federal or state funds to "exchange" projects which are able to use these funds and in return receives local funds into the CMATIP from the "exchange" projects sponsors. The local CMATIP funds can be used for projects that either do not have the ability to make use of state or federal funds or projects that would face unacceptable delays if state or federal funds were used. The policy recommendation is to introduce a process for the CMATIP to receive local funds from the exchange project sponsor through the withholding of Measure B and/or Vehicle Registration Fee (VRF) pass through funds when payment has not been made in a timely manner.

Discussion

Since inception, the Exchange Program has entered into exchange agreements related to 19 projects totaling approximately \$79 million. To date, approximately \$69.5 million of local funds have been received through the program, which in turn have been used to support other projects through the CMATIP Program.

The Exchange Program is utilized when a project sponsor has the ability to accept federal (or state) funding for an eligible transportation project. The Alameda CTC programs the federal (or state) funding to the project sponsor and the project sponsor completes the transportation project, receives the federal (or state) reimbursement for the transportation project expenditures, and then provides the Alameda CTC with the local funds that would have otherwise been used for the project. Not every project is a good candidate for a fund exchange. It is necessary for the

Alameda CTC to receive the local funds provided through these exchange agreements on a timely basis to make the overall program work.

The Exchange Program and corresponding CMATIP Program is one of multiple approaches the Alameda CTC uses to program funds and deliver projects in Alameda County. Exchanges and CMATIP programming have provided benefits by allowing for efficient administration of large amounts of federal and state funds as well as facilitation of the delivery for smaller projects such as local streets and roads projects in smaller jurisdictions and project development work. As part of the One Bay Area Grant (OBAG) Program, an exchange may be an option to include in the program delivery strategy.

Since the inception of the Exchange Program and CMATIP Program in 2000, the merger of the ACCMA and ACTIA has been completed. The Alameda CTC's role includes the programming of federal and state funding in Alameda County as well as administering local sales tax and the vehicle registration fee.

Staff is proposing to include language in future Exchange Agreements that acknowledges the role of the Alameda CTC in regards to local sales tax and vehicle registration fee funding in Alameda County. The policy recommendation would also include introducing a process for the CMATIP to receive the local funds required in a CMA Exchange agreement through Measure B and/or VRF pass through funds in the event of unjustified delays.

Fiscal Impact

There is no fiscal impact at this time.

Attachment A Alameda CTC Community Advisory Committee Appointment Detail for Vice Mayor Rob Bonta, City of Alameda

Check the box(es) and date and sign this form to approve reappointment of members whose

terms are expiring or to app	oint new members.
Citizen Advisory Committ	ee (CAC)
Appoint (action required)	Vacant
Paratransit Advisory and	Planning Committee (PAPCO)
Appoint	Harriette Saunders
(action required)	2104 Eagle Avenue, Apt. B
	Alameda, CA 94501
	Email: harriettewsaunders@gmail.com
	Home Phone: (510) 473-0690
	Term Began: September 2010
	Term End: September 2012

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 mail, email, or fax to:

Alameda CTC

Attn: Angie Ayers

1333 Broadway, Suite 300

Oakland, CA 94612

Email: aayers@alamedactc.org

Fax: 510-893-6489

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Attachment A

Alameda CTC Community Advisory Committee Appointment of the firm being Mayor Farid Javandel, City of Albany

The box(es) and date and sign this form to approve reappointment of the box (es) and date and sign this form to approve reappointment.

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

Citizen Advisory Committee (CAC)

Appoint

Vacant

(action required)

Paratransit Advisory and Planning Committee (PAPCO)

The City of Albany's PAPCO seat has been vacant for over two years. Jonah Markowitz would like to continue serving on PAPCO and lives near Albany. He has been a long time contributing member to PAPCO, and due to the committee restructuring by the Alameda CTC, his current appointer had to reduce one seat and is continuing to appoint the current PAPCO vice chair. If you would like to appoint Jonah, please check the box below.

Appoint

Jonah Markowitz

(action required)

1518 Dewight Way Berkeley, CA 94703

Email: yonahshalom@msn.com

Phone: (510) 549-3263 Term Began: March 2009 Term Expires: March 2011

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: aavers@alamedactc.org

Fax: 510-893-6489

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September 27, 2012

Tess Lengyel Alameda County Transportation Commission 1333 Broadway, Suite 200 Oakland CA 94612

Re: East Bay Bicycle Coalition appointment to the Citizen's Watchdog Committee

Dear Tess:

The East Bay Bicycle Coalition hereby appoints Aaron Welch to be our representative on the Citizen's Watchdog Committee, replacing our prior appointee Erik Jensen. Aaron's work address is:

Aaron Welch 1272 Delaware St Berkeley CA 94702

email: aaronjwelch@yahoo.com

Dod Contul

Sincerely,

Program Director

East Bay Bicycle Coalition

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Attachment A

Alameda CTC Community Advisory Committee Appointment Detail for Supervisor Wilma Chan, Alameda County, District 3

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)	Lucy Gigli 849 Laurel Street Alameda, CA 94501 Email: lucy@bikealameda.org Home Phone: (510) 522-3252 Term Began: January 2009 Term Expires: January 2011
Citizen Advisory Comm	nittee (CAC)
Reappoint (action required)	Alton Jefferson 256 Lexington Avenue San Leandro, CA 94577 Email: altjefferson@aol.com Home Phone: (510) 367-7148 Term Began: September 2010 Term Expires: September 2012
Citizens Watchdog Com	mittee (CWC)
Appoint (action required)	Vacant
Paratransit Advisory an	d Planning Committee (PAPCO)
Reappoint (action required)	Sylvia J. Stadmire P.O. Box 3761 San Leandro, CA 94578 Email: sistadmire@gmail.com Home Phone: (510) 534-7038 Term Began: February 2010 Term Expires: February 2012
10 15 20 2	Supervisor Wilma Chan, Alameda County
	ouper visor vinna chan, Alameda County

(over)

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Attachment A

Alameda CTC Community Advisory Committee Appointment Detail for Councilmember Laurie Capitelli, City of Berkeley

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)

Appoint

Vacant

(action required)

ALG. MURROY

Paratransit Advisory and Planning Committee (PAPCO)

Current Appointment:

Aydan Aysoy

(no action required)

2406 Dana Street, Apt. A

Berkeley, CA 94704

Email: <u>aaysoy@yahoo.com</u> Phone: (510) 849-3125

Term Began: January 2012 **Term Expires:** January 2014

Date

Council Thember Laurie Capitelli, City of Berkeley

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 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: Al G. Murray
Home Address: 1801 Ward Street, Berkeley, CA 94703
Mailing Address (if different): PO Box 3609, Berkeley, CA 94703-0609
Phone: (home) 510.647.8514 (work) 415.972.3309 (fax) 510.647.8514
Email: algmurraylegal@yahoo.com (5/0)734555/ ce//
 Please respond to the following sections on a separate attachment: 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. 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. 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 Date D/10/2012

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: ///5/17

Bicycle and Pedestrian Advisory Committee (BPAC) • Citizens Advisory Committee (CAC) • Citizens Watchdog Committee (CWC) • Paratransit Advisory and Planning Committee (PAPCO)

Statement of Qualifications

To formulate a comprehensive and effective Transit Program that meets the needs of Alameda County by achieving viable Transportation services. The combination of my experiences as Chief of Staff to a City Council Member, District 6 in the City of Oakland, Commissioner, Open Government, City of Berkeley and Assistant Professor in the School of Environmental Studies and Planning, CSU, Sonoma, 10 years as a State Inspector, Community Care Licensing, California Department of Social Services all has prepared me extensive understanding and address the needs of Transportation in general, and Para transit programs indirectly. If selected, I look forward towards the implementation of this important program.



May 4, 2012

Mr. Al Murray 1801 Ward Street Berkeley, CA 94703

Dear Mr. Murray:

Congratulations! You have been appointed by Councilmember Anderson for membership on the Fair Campaign Practices Commission, effective May 3, 2012. In addition to this appointment, you also automatically assume membership on the City's Open Government Commission per Berkeley Municipal Code Section 2.06.190.

I am providing you with a copy of the document which establishes each commission and provides guidelines regarding their activities. The commission secretary will be contacting you in the near future to acquaint you with the schedule of meetings and provide you with an agenda in advance of meetings. Feel free to contact the secretary if you do not hear anything within a few days.

Your appointment makes you a public official, with both the honor of public service and certain responsibilities under the laws of the State of California. Before you can participate as a voting member, you must take the Oath of Office as required by law. The commission secretary will administer the oath to you at the beginning of the first meeting you attend, or you may come to the Office of the City Clerk, Monday through Friday, 8:00 a.m. to 5:00 p.m. Either way, please note that you must be sworn in prior to participating or taking any action on the commission. Failure to take the Oath of Office within 30 days of the date of this letter shall be cause for automatic termination.

Furthermore, as a member of a commission, you are required to file a Form 700, Conflict of Interest Statement within 30 days of your appointment date. You must complete and return to my office the enclosed Form 700, Assuming Office Statement, by June 4, 2012. If you do not file this statement you will be automatically terminated from the commissions and could face fines and other penalties as required by the California Political Reform Act. You will also be required to file annual statements and a leaving office statement at the time you leave the commissions.

Please refer to the instructions provided and review the enclosed appendix that identifies your unique disclosure requirements. A fact sheet regarding Limitations and Restrictions on Gifts, Honoraria, Travel and Loans is available for reference on the Fair Political Practices Commission website at: http://www.fppc.ca.gov/factsheets/1-09/local_elected.pdf. Please contact me at (510) 981-6916 if you have any questions regarding these requirements.

To assist you in your role as a commissioner, I am providing you with information on Parliamentary Procedures and the City of Berkeley Commissioners' Manual. This manual will give you an overview of your role and obligations and contains information on the Brown Act, Conflict of Interest and general information regarding appointment and termination. Additionally, you can download many useful reference materials and review a webcast presentation regarding the role of a commissioner at your convenience at http://www.cityofberkeley.info/ContentDisplay.aspx?id=9910.

Please accept the thanks of the City Council and the citizens of Berkeley for your willingness to contribute in this important area.

Sincerely,

Sheila Soo

Assistant Management Analyst

on behalf of

Mark Numainville, CMC

Shule So-

Acting City Clerk

Enclosures

cc: Councilmember Anderson

Kristy van Herick, Secretary to the Fair Campaign Practices Commission and Open Government Commission

Al Murray

P.O. Box 3609 • Berkeley, California 510-734-5551

algmurraylegal@yahoo.com

Job Title:

Department Associate assigned to Paratransit Program

Department:

Recreation & Human Services

Agency:

City of San Leandro

Location:

San Leandro, CA

Announcement Number:

PROFILE

10 years experience as a Paralegal and administrative support professional providing legal support to federal, state, and county attorneys as well as civic officials. Demonstrated ability to conduct thorough legal research and analyze legal decisions, opinions, rulings, memoranda, and other materials. Proficiency in preparation of correspondence, reports, legal documents, and other materials that require knowledge of legal instruments, process, and terminology. Experience filing documents with courts.

Independently conducts a variety of analytical paralegal or legal work which demonstrates an in-depth knowledge of law, litigation, judicial process, and applicable rules, regulations, policies and procedures; analyzing and evaluating legislative history, legal decisions, opinions, rulings, and case files to identify relevant issues and potential evidence; conducting legal research concerning legislative history, precedents, past court decisions, and opinions; preparing summary statements, applicable legal memoranda and documents, analyzing and assembling legal documents and accompanying exhibits; maintaining records management controls; interviewing witnesses and other individuals who provide insight into cases under review; preparing evidence and documents to support recommendations; and summarizing research findings and materials for attorneys to swiftly understand issues in question.

PROFESSIONAL EXPERIENCE

05-08 to Present United States Environmental Protection Agency, Region 9 San Francisco, California

40 hours per week

Supervisor: Steven Barhite

Phone: 415-972-3980 - May contact

Title: Administrative Support

Provide legal and administrative support, primarily to the Director and Associate Directors of the Waste Management Division. Utilize a comprehensive knowledge of, and expertise with, federal environmental statutes through research, writing, and other case-related work.

Authorized to access and process confidential business information under the Clean Air Act (CAA), the Federal Water Pollution Control Act (WPCA), the Safe Drinking Water Act (SDWA), the Rodenticide Act (RA), the Federal Food, Drug, and Cosmetic Act (FDCA), the Resource Conservation and Recovery Act (RCRA), the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), and other authorities. I summarize findings and organize materials in a manner that highlights facts or points of greatest significance for Confidential Business Information (CBI).

I was responsible for the entire Division's preparation and processing of any Freedom of Information Act (FOIA) requests, including responding to general inquiries from the public and/or other federal and state agencies.

From 2008 to present, I am periodically responsible for the Division support to the Region 9 Regional Administrator's Office. I maintain electronic calendars, appointments, and schedules; I create organizational charts; PowerPoint presentations; Excel spreadsheets; correspondences; and reports. I provide excellent customer service in the Office of Regional Administrator.

05-06 to 05-08 United States Environmental Protection Agency, Region 9 San Francisco, California

Supervisor: Teddy Ryerson

Phone: 415-947-3935 - May contact

Title: Paralegal

In the course of my duties in the Office of Regional Counsel, I assisted attorneys with both substantive and procedural matters involving almost every EPA program (e.g., Superfund, RCRA, Clean Air Act, Clean Water Act, etc.). I applied advanced legal principles and concepts, legal research methods, and data analysis techniques to perform complex and highly visible assignments. Attended community hearings in enforcement and other cases, received formal briefings from agency expert attorneys on current priority issues, and participated in local environmental State Bar education and social sessions with criminal enforcement staff.

I supported 75 Assistant U.S. Attorneys in the Hazardous Waste Branch and Air, Toxic, Water and General Law Branch. I performed comprehensive and thorough research and analysis of legislative history, legal decisions, opinions, rulings, memoranda, and other materials; prepared correspondence, reports, legal documents, and other materials implementing extensive knowledge of legal instruments, process, and terminology with and without the use of automated legal research information systems. I am proficient in the use of both Lexis and West Law. I utilize West Law for citation checking and shepardizing, as well as legislative and case related research.

Utilized individual state and regional reporters and conducted research into the regulations of the specific states (Arizona, California, Nevada, Hawaii, 147 federally recognized tribes in the Pacific Southwest, U.S. territories of Guam and American Samoa, the Commonwealth of the Northern Marianas Islands, and other unincorporated U.S. Pacific possessions) where the assigned cases been filed.

Worked with senior staff members on precedent setting cases and participated in special projects dealing with legal issues, which were novel or involved implementation of new legislation. Prepared correspondence, memoranda, justification, and other written documentation involved to provide information about the research aspect of the cases or issues.

I independently performed complex legal research in a variety of specialty areas, such as claims and other matters arising from various legislative acts, e.g. Freedom of Information Act (FOIA). In the course of my duties of FOIA(s) I selected, assembled, summarized and compiled substantive information through review of statutes, regulations, department orders, digests, commentaries, legal instruments, and other legal reference materials.

I assisted in case preparation for litigation and analyzed facts and legal questions. Prepared legal memoranda based on the analysis of questions presented, federal court decisions, and federal court procedures. Received and analyzed defense motions, researched pertinent legal issues, prepared motions, assembled legal documents, and other materials which require knowledge of legal instruments, process, and terminology.

I was periodically responsible for the Division support to the Region 9 Regional Administrator's Office, where I maintained electronic calendars, appointments, and schedules, and created organizational charts;

PowerPoint presentations; Excel spreadsheets; correspondences; and reports. I provided excellent customer service in the Office of Regional Administrator.

05-02 to 09-03 Michel-Langsam Law Firm Walnut Creek, California

40 hours per week

Supervisor: Georgia Langsam (Deceased)/Office closed

Title: Paralegal

Assisted attorneys by independently performing activities related to conducting legal research covering diverse and complex legal issues or problems. Analyzed and evaluated legislative history, legal decisions, opinions, rulings, memoranda, and other materials; prepared correspondence, reports, legal documents including subpoenas, interrogatories, request for production documents, civil discovery, and court filings, and other materials that required knowledge of legal instruments, process, and terminology to provide preliminary options and recommendations for use by attorneys in the preparation of opinions, briefs, and other legal documents.

I organized, reviewed, and maintained investigatory and/or litigation files, including documentary and electronic evidence. I prepared legal research and summary investigations for preparing of witnesses and/or examination during depositions, interviews, or trial.

Participated in the preparation of cases to be presented in administrative hearings; prepared summary statements and applicable legal memoranda. In addition, I analyzed and assembled legal documents and accompanying exhibits for submission to the legal parties controlling the hearings or cases. I was responsible for maintaining records management controls for the office.

I reviewed and analyzed data and prepared spreadsheets and similar summaries of data and related information. I developed specialty expertise in Family Law litigation.

04-01 to 10-01 City of Oakland Oakland, California

40 hours per week

Supervisor: Moses Mayne, Jr.

Phone: 510-504-8210 - May contact

Title: Chief of Staff, City Council Member Moses Mayne, Jr., District 6

As Chief of Staff for City Council Member Moses Mayne, Jr., I provided professional and confidential policy, legal, budgetary, personnel, and administrative work. Developed policies, procedures, and budgets for assigned projects, and assisted with the development of short and long term planning. Assisted with reviewing city ordinances, resolutions and policies with the City Attorney's office and prepared City Council agenda materials, prepare staff reports.

I analyzed grant programs to make recommendation(s) to the City Council Member to either accept or reject proposed grant(s), and developed and recommended required policies and procedures in the grant process. I supervised and evaluated assigned personnel in numerous program functions. I coordinated with the City Manager, Office of the Mayor, City Departmental Directors, Office of Marketing and Public Information for City Council needs. Researched and performed fiscal or service operations; reviewed relevant policies and procedures. Prepared and analyzed complex city reports. I researched and analyzed contractual services with the City Attorney's office. Developed and maintained record maintenance systems. Directed and participated in public information projects. I performed related duties as assigned.

I established, evaluated and recommended administrative/operational policies, practices and procedures. I prepared and administered a complex budget system. I maintained confidential data and information. I coordinated functions and activities between the City Council, City departments and outside agencies. I communicated effectively and persuasively in both oral and written form on City issues. Analyzed and solved problems. Supervised, trained, and evaluated assigned staff. Established and maintained effective professional relationships with those contacted in the performance of required duties.

I provided direct and indirect supervision over assigned technical and clerical personnel.

01-00 to Present
Quality Assurance Legal Services
Oakland/Berkeley, California
Salary: varies

10 hours per week Supervisor: Self

Phone: 510-734-5551 - May contact

Title: Owner/Paralegal

Own and operate Document Legal Services for small claim cases, Worker's Compensation cases, and Family Law cases.

Assist attorneys by conducting legal research and analyzing legal decisions, opinions, rulings, memoranda, and other materials; prepare correspondence, reports, legal documents, and other materials that require knowledge of legal instruments, process, and terminology, and file documents with courts.

Demonstrate knowledge of legal techniques and skills necessary to analyze issues of fact and issues of law in order to prepare digests of case decisions, evaluate the applicability of precedents, and to draft briefs, other litigation papers, advisory opinions, or findings.

I have utilized practical knowledge of formal or informal rules of evidence and discovery; evaluating the adequacy and/or admissibility of evidence; requesting additional data or further investigation; and developing narrative or graphic exhibits to support specified legal arguments. Evaluate documents for responsiveness to discovery and other document requests, and to identify and clarify privileged material. A Certified Process Server, 2006-2008.

STATE OF CALIFORNIA 1973-1999

Special Assistant to the Governor, Governor's Office, State Capitol, Sacramento, CA, 1976
Special Assistant to the Superintendent of Public Instruction, Department of Education;
Special Assistant to the Director, Department of Parks and Recreation;
Warehouse Supervisor, Department of Corrections & Rehabilitation;
Business Tax Specialist, Department of Employment Development;
Personnel Officer, Department of Social Services;
Associate Governmental Program Analyst, Department of Developmental Services;
Licensing Program Analyst, Department of Social Services, Los Angeles & San Francisco, CA.
Assistant Professor, School of Environmental Studies and Planning, Spring, California State University,
Sonoma, 1975.

EDUCATION

Merritt College Oakland, California Paralegal Studies 30 Semester Hours Certification: 12-99

University of California, Davis Davis, California Bachelor of Arts, Political Science Completed 201 Quarter Hours Degree: 06-72

California State University, Sacramento
Sacramento, California
Master's program-Public Administration
Graduate Course Work, 1973-1975: Completed 30 Semester Hours
John F. Kennedy School of Law

Walnut Creek, California
Juris Doctorate program
Legal Course Work, 2001- 2002: Completed 24 Semester Hours

University of Phoenix Walnut Creek, California Masters degree program-Organizational Management Graduate Course Work, 2003: Completed 7 Quarter Hours

LICENSES AND CERTIFICATIONS

Certified Paralegal

TRAINING

CSU, Sacramento-Administrative Law, 1975
University of Phoenix-Legal Environment of Business, 2003
NO FEAR Act,10-10
Cyber Security Awareness, 06-10
E-mail Records Management, 10-09
Ethics, 09-09
Personally Identifiable Information, 06-09
Cyber Security Awareness, 07-08
Personally Identifiable Information, 07-07
E-mail Records, 04-07

TECHNICAL PROFICIENCIES

Windows Operating System
Microsoft Word, Excel, PowerPoint, and Works
Lotus Notes
Lexis

TECHNICAL PROFICIENCIES

Windows Operating System
Microsoft Word, Excel, PowerPoint, and Works
Lotus Notes
Lexis
West Law
Business Education Technologies

ADDITIONAL INFORMATION

Electronic Questionnaire for Investigations Processing (e-QIP) Investigation Request #4022116-Questionnaire for Public Trust Positions (SF85P format), 07-08

PROFESSIONAL AFFILIATIONS

California State Employees Association, California State Retiree, 1999

VOLUNTEER AND COMMUNITY WORK

Panel Member, Educational Environmental Grant Program, U.S. Environmental Protection Agency, Region 9, Certificate of Appreciation, 2008 & 2009.

Administrative Council on Excellence, Certificate of Appreciation, U.S. Environmental Protection Agency, Region 9, 2007 & 2008

Commissioner, Fair Campaign Practices Commission and Open Government Commission, City of Berkeley, CA, 05-2012

CITY OF OAKLAND



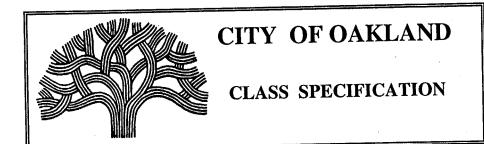
AL G. MURRAY CHIEF OF STAFF TO COUNCILMEMBER MOSES MAYNE, JR., DISTRICT 6

e-mail: amurray@oaklandnet.com

(510) 238-7061 FAX 238-6129 Too 839-6541

1 FRANK H. OGAWA PLAZA, 2ND FLOOR, OAKLAND, CA 94612

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Class Code: 122

Rep. Unit: M

CSB Status: CU

CITY COUNCIL POLICY ANALYST

DEFINITION

To perform professional and confidential policy, budgetary, personnel, and administrative work for City Council Members; and to supervise assigned staff.

SUPERVISION RECEIVED AND EXERCISED

Receives general supervision from a City Council Member.

May provide direct and indirect supervision over assigned technical and clerical personnel.

EXAMPLES OF DUTIES - Duties may include, but are not limited to, the following:

Develop policies, procedures, and budgets for assigned projects; assist in development of short and long term planning.

Assist in reviewing and preparing City Council agenda materials; prepare staff reports.

Analyze grant programs; develop and recommend required policies and procedures.

Supervise and evaluate assigned personnel in assigned program functions.

Provides coordination with the Office of Marketing and Public Information for City Council needs.

Research and perform fiscal or service operations; review relevant policies and procedures.

Prepare and analyze complex reports.

Research and analyze contractual services.

Develop and maintain record maintenance systems.

Direct and participate in public information projects.

Perform related duties as assigned.

QUALIFICATION

Knowledge of:

Principles, practices and methods of administrative and organizational analysis.

Municipal government and organizations.

Principles of supervision and training.

Principles of budget development.

Applications and implementation of computer systems.

Ability to:

Establish, evaluate and recommend administrative/operational policies, practices and procedures.

Prepare and administer a complex budget system.

Maintain confidential data and information.

Coordinate functions and activities between the City Council, City departments and outside agencies.

Prepare and analyze complex reports.

Communicate effectively and persuasively in both oral and written form.

Analyze and solve problems.

Supervise, train, and evaluate assigned staff.

Establish and maintain effective work relationships with those contacted in the performance of required duties.

EXPERIENCE AND EDUCATION

Any combination of experience and education that would likely provide the required knowledge and abilities is qualifying. A typical way to obtain the knowledge and abilities would be:

Experience:

Three years of experience performing progressively responsible administrative work.

CITY COUNCIL POLICY ANALYST PG. 3

Education:

Bachelor's degree from an accredited college or university in public or business administration, economics, accounting, or related field. A Master's degree is desirable.

LICENSE OR CERTIFICATE

None required.

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1333 Broadway, Suites 220 & 300

Oakland, CA 94612

PH: (510) 208-7400

www.AlamedaCTC.org

Alameda CTC Bicycle and Pedestrian Advisory Committee Meeting Minutes Thursday, July 12, 2012, 5:30 p.m., 1333 Broadway, Suite 300, Oakland

	Attendance Key (A = Absent, P = Present)
Mem	bers:	
P	_ Midori Tabata, Chair	A Preston Jordan
P	_ Ann Welsh, Vice Chair	P Glenn Kirby
P	_ Alex Chen	P Diana Rohini LaVigne
P	_ Lucy Gigli	P Sara Zimmerman
P	_ Jeremy Johansen	
	Beth Walukas, Deputy Director of Planning Rochelle Wheeler, Bicycle and Pedestrian Coordinator	P Angie Ayers, Acumen Building Enterprise, Inc.

1. Welcome and Introductions

Midori Tabata, BPAC Chair, called the meeting to order at 5:30 p.m. The meeting began with introductions and a review of the meeting outcomes.

Guests Present: Mike Ansell, Las Positas College; Lynne Bosche; Victoria Eisen, Eisen | Letunic; Paul Hodges, Hayward Area Recreation & Parks District (H.A.R.D.); Alison Horton; Jim Rothstern

Midori mentioned that this is the first meeting for fiscal year 2012-2013, and many exciting activities are anticipated for the year. She stated that once the updates to the Countywide Bicycle and Pedestrian Plans are complete and approved by the Commission, BPAC will participate in preparation for Cycle 5 of the Countywide Discretionary Fund Grant Program. Midori stated that many of the BPAC members are also interested in the Complete Streets policy that Alameda CTC is working on with the jurisdictions and agencies.

2. Public Comment

Lynne Bosche stated that she is representing a committee forming in Piedmont to advocate for a city bicycle plan, because Piedmont is the last city in Alameda County to have one. Lynne attended the BPAC meeting to say thank you, because the Countywide Bicycle Plan update is helping to engage the City of Piedmont.

Mike Ansell, an employee of Las Positas College and a Livermore resident, stated that in the 10 years he's lived in Livermore, a bike community has become more possible. He's been the chair of the Las Positas Sustainability Committee for the last 3 years and the college hosted its first Bike to Work Day in May 2012. Mike said that he advocates a connection

between Dublin and Las Positas College on the north side of Interstate 580. He said there are approximately one or two farms on county land blocking the link between the two. According to the city's master plan, this section is pending development, and Mike said it would be best if the city developed the section into a bike path instead of waiting for a developer. Approximately 2,000 people attend Las Positas College, and that section of land would be a great connection if a bike path existed.

3. Approval of May 31, 2012 Minutes

Midori Tabata requested a correction in the "Guests Present" section of the May 31, 2012 minutes to change guest John Spangler's agency/affiliation to BART Bicycle Advisory Task Force.

Ann Welsh moved to approve the May 31, 2012 minutes with the above correction. Diana Rohini LaVigne seconded the motion. The motion carried unanimously (7-0). At the time of the vote, one member had not arrived.

4. Review of Draft Countywide Pedestrian and Bicycle Plans

Rochelle Wheeler and Victoria Eisen gave a presentation on the draft Countywide Pedestrian and Bicycle Plans, which were released on June 25th. Staff requested the committee members provide input on the implementation chapters, in particular on activities included in the next steps; and on the countywide priorities chapters, including the priority bicycle network and priority pedestrian system that Alameda CTC will use to guide discretionary funding decisions. Written comments are due by July 27, 2012.

Staff mentioned that during August, Alameda CTC will revise the plans to incorporate the comments received in July from the following Alameda CTC committees:

- Alameda County Technical Advisory Committee (ACTAC)
- Alameda CTC Commission
- Bicycle and Pedestrian Plans Working Group
- Countywide BPAC
- Paratransit Advisory and Planning Committee
- Planning, Policy and Legislation Committee

BPAC will review final drafts of the plans at the September 6, 2012 meeting and make a recommendation to the Commission that they adopt the plans on September 27, 2012. Refer to Attachment A for questions/feedback from the BPAC members.

Public comment: Allison Horton stated that bus drivers need to be educated about bicycle safety. She stated that she does not see cycle tracks mentioned in the plans and believes that cycle tracks are the number one way to solve problems, and they're not mentioned in the description of facilities or in the long-term plans. She stated that one well-placed cycle track would inspire many people to take up cycling.

5. Review Annual Countywide Pedestrian and Bicycle Count Program, 2012 List of Count Sites and 2012 Draft Counts Report

Rochelle Wheeler led the discussion on the Countywide Pedestrian and Bicycle Count Program. She noted that staff reviewed and revised the list of count sites, which Alameda CTC will use for the fall 2012 bicycle and pedestrian counts, and ACTAC reviewed the Counts Report on July 3, 2012 and did not have comments. Rochelle asked the BPAC to provide any additional comments on the report to her by July 20, 2012.

Rochelle told the committee that the *Draft Pedestrian and Bicycle Manual Count Report for Alameda County 2002 to 2011* is virtually the same data from the preliminary draft report that BPAC reviewed in April 2012. She stated that Alameda CTC revised the report to incorporate many of the comments from the BPAC, including expanding the comparison of the count data trends to other data trends, such as population and gas price changes over the past 10 years.

Rochelle stated that the 63 sites that Alameda CTC is proposing to count this fall were included as an attachment to the staff report. Two minor modifications were made to sites in Hayward and Newark based on input received. Rochelle mentioned that Alameda CTC would like to increase the number of count locations to 100 in 2013 if funding permits. Staff recommended that this effort to analyze and consider the selection of additional count locations take place after adoption of the Countywide Bicycle and Pedestrian Plans, which will establish new pedestrian and bikeway networks. Rochelle stated that Alameda CTC wants to work with local jurisdictions to make sure the sites selected make the most sense. Alameda CTC will also use geographic information to better select the additional sites.

Based on comments from BPAC in April, Alameda CTC is considering counting in the morning versus in the 2 to 4 p.m. time period at sites near schools.

Questions/feedback from the members:

- On pages 44 and 52 of the count report change "site with the greatest % increase" to "site with the greatest % decrease."
- Will Alameda CTC incorporate recreational and weekend data into the counts? Staff stated that when the site list is expanded, Alameda CTC will look at incorporating weekend and recreational count locations. Staff stated 24-hour trail data is now coming in and will be incorporated into the Counts Report in the future.
- A member commented that the site list does not include areas in West Berkeley and South Berkeley, which have many schools and are communities of concern.
- The commute hour only covers a small percent of trips and may not have the highest percent of collisions.
- Can we also track race and ethnicity? Staff considered adding the telephone survey information from Bike to Work Day, which provided data on ethnicity. Staff stated that we have county level data, and we can consider adding this in the future.
- Members stated that the demographics of recreational riders are different than commute riders and this is missing from the report.

- At which schools will the AM counts be conducted? Would recommend asking
 TransForm about which schools to focus on. Staff explained that currently the count
 program has 17 sites within a half mile of schools. Staff could decide to count at the
 sites around schools for three time periods to gather information to use for
 evaluation.
- Recommend adding before and after count data that is captured from grant-funded projects, and also mapping the locations of grant-funded projects, to use in determining additional count location.
- Does Alameda CTC have data on the peak periods, in particular around schools?
 Staff said that Alameda CTC will look at this in the future when expanding the site locations.
- Consider adding new sites along the *proposed* bikeways in the Bicycle Plan, to see changes over time.

6. Board Actions/Staff Reports

A. Draft Performance Report

Rochelle mentioned that Alameda CTC released the *Draft Performance Report* this month. This report shows the annual performance of roadways and transit, bicycle and pedestrian networks. Beth Walukas mentioned that the BPAC has seen the information in this report in various forms. Rochelle informed the group that Alameda CTC provided the hyperlink to the *Draft Performance Report* on the agenda.

B. Update on Complete Streets

Rochelle informed the committee that Alameda CTC hosted a Complete Streets Workshop on June 19, 2012. She mentioned that the workshop was very well attended, and the attendees showed a lot of enthusiasm and interest in the Complete Streets topic. Alameda CTC is creating a Complete Streets policy, which will be in alignment with the Metropolitan Transportation Commission policy. Rochelle stated that the hyperlink to the Complete Streets Workshop presentation is provided on the agenda.

C. General Information

Midori informed members of the South County Transportation Forum in Union City on July 26, 2012, and encouraged all members to attend.

Staff will email the schedule of outreach events to BPAC members, so that those who are interested can attend and represent BPAC at outreach events. The Alameda CTC will have a table at the August 18, 2012 Pedalfest in Jack London Square.

Midori mentioned that the next Measure B grant call for projects is moving forward, and it may include funds from the new measure and OneBayAreaGrant funds.

Rochelle informed the group that the next BPAC meeting is scheduled for September 6, 2012, which is the first Thursday of the month.

7. BPAC Members Reports

Lucy Gigli stated that the City of Alameda received a grant to build bike lanes along Crown Beach but that after extensive public comments the City voted to build cycle tracks instead of the bike lanes.

Midori Tabata mentioned that she attended the Alameda CTC Complete Streets Workshop, which was very interesting and informative. It was noted that the City of Oakland was not able to attend the workshop; however, the City of Oakland has generated a Complete Streets policy.

Midori informed the committee that the BPAC Renaming Subcommittee will meet on July 25, and she will make a report at the September BPAC meeting.

Midori stated that the City of Oakland will be testing green bike lanes with arrows on 40th Street near MacArthur BART and will use video to analyze how well the new green lanes will work.

8. Meeting Adjournment

The meeting adjourned at 7:30 p.m.

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Comments on Draft Countywide Bicycle and Pedestrian Plans

BPAC

July 12, 2012 Meeting

Public Comment

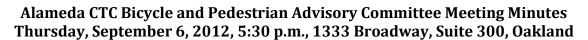
- Need to educate bus drivers regarding sharing the road with bicyclists
- Add cycle tracks to the plans, as the best way to get more people bicycling

BPAC Member Comment

- Alameda CTC, as a countywide agency should lead the way for local jurisdictions. It should promote cycle tracks, and encourage local agencies to include them in their plans.
- Make the "next steps" section more action-oriented, including who and by when activities will be done. Draw out discrete projects.
- Include more trails in south county.
- Would be good to limit the priorities further. They are good, but seem very broad.
- Appreciate focus on continuous, close-in access to transit, particularly for pedestrians.
- Add bus driver safety training to the plans.
- How will these new priorities change the next call for projects? Will the multiple priorities be layered on each other, to increase priority for a project?
- In the "Evaluation of plans, policies and practices" chapters, add more about what Alameda CTC can do to improve existing local policies and practices, such as bus driver training and local bicycle parking policies. Then, add these actions to the Next Steps section.
- Have the two plans (bicycle and pedestrian) been coordinated, for example to see if there are conflicts between the two?
- Further address safety data in the plans. Address dangerous areas.
- How will these plans relate to complete streets efforts?
- Plan is very readable and informative.
- Comprehensive and interesting documents.

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Attendance Key (A =	Absent, P = Present)	
Members:		
P Midori Tabata, Chair	P Jeremy Johansen	
P Ann Welsh, Vice Chair	P Preston Jordan	
A Alex Chen	A Diana Rohini LaVigne	
A Lucy Gigli	<u>A</u> Sara Zimmerman	
Staff:		
P Beth Walukas, Deputy Director of Planning	P Vivek Bhat, Senior Transportation Engineer	
P Rochelle Wheeler, Bicycle and Pedestrian	P Matt Todd, Manager Programming	
Coordinator	P Angie Ayers, Acumen Building Enterprise, Inc.	

1. Welcome and Introductions

IIIII

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

Guests Present: Aleida Andrino-Chavez, City of Albany; Mike Bucci; Wendy Cosin, City of Berkeley; Jeff Hobson, TransForm; Glenn Kirby; John Knox White, formerly of TransForm

Midori Tabata acknowledged the BPAC's longest-serving member, Glenn Kirby, whose term recently ended. Midori and Rochelle Wheeler thanked him for his service and dedication to BPAC. Rochelle said that the BPAC will miss his knowledge and varied experience. Glenn said that he is thankful for the opportunity of working with BPAC since 2004.

2. Public Comment

There were no public comments.

3. Approval of July 12, 2012 Minutes

Due to a lack of a quorum, BPAC postponed approval of the July 12, 2012 minutes until the next meeting.

4. CDF Funded Grant Projects Updates

A. Sponsor Presentations on Completed Projects

Wendy Cosin, Deputy Planning Director at the City of Berkeley, gave a presentation on the results of the Cycle 3 grant for the Aquatic Park Connection Streetscape Improvement project. She stated that Alameda CTC funded \$65,000 out of a \$1.3 million project. This funding allowed improvements including signage, way-finding banners, maps, and electronic bike lockers. The project, which also included major rail-crossing

enhancements funded with redevelopment monies, has greatly improved safety and convenience for walkers and bicyclists.

John Knox White, a former TransForm employee, gave a final presentation on the results of the Cycle 4 grant for the TravelChoice New Residents program. He stated that the program focused on reducing driving trips, and was conducted in every planning area of Alameda County. The program promoted bicycling, walking, public transportation, and carpooling as alternate travel methods. The staff worked with specific developments instead of larger neighborhoods. He mentioned that TransForm contacted 11,000 households and worked with 52 different developments throughout the county. TransForm developed an online communications strategy and delivered materials electronically. John referred BPAC to page 45 of the agenda packet for the results of the project surveys.

BPAC members discussed how a successful program such as TravelChoice can be used to encourage other programs going forward. John suggested that the TravelChoice program should be part of a TDM toolkit. Staff mentioned that if Measure B1 passes, a TDM plan will be created, and Alameda CTC can consider including this program in the plan.

Aleida Andrino-Chavez, Transportation Planner with the City of Albany, gave a presentation on Albany's Active Transportation Plan, which is both the city's first pedestrian plan and an update to its existing bicycle plan. The City used its \$130,000 Measure B grant, combined with its own Measure B pass-through funds in the amount of \$47,317, towards for the development of the plan and the environmental work, which totaled \$226,691. Aleida stated that the plans contain a total of 27 bicycle and pedestrian projects prioritized by ease of implementation and closure of gaps in the pedestrian and bicycle networks.

B. Review of CDF Semi-annual Progress Reports

Rochelle stated that the CDF semi-annual progress reports for active grant projects are in the agenda packet. She informed the BPAC members that they can contact Vivek Bhat with any questions. Members requested an update on the Alamo Canal project.

5. Presentation and Input on the OneBayArea Grant Program and Draft Alameda CTC Complete Streets Policy Requirement

Beth Walukas, Matt Todd, and Rochelle Wheeler gave a presentation on implementation of the Metropolitan Transportation Commission's (MTC) and Association of Bay Area Governments (ABAG) One Bay Area Grant (OBAG) program and the draft Alameda CTC Complete Streets policy. Rochelle stated that Alameda CTC has requested that BPAC review and comment on the proposed policy considerations. The presentation covered:

- Overview of federal cycle 2 and OBAG program
- Requirements for:
 - Complete Streets
 - Priority Development Area (PDA) Investment and Growth Strategy

- Programming and project selection considerations
- Outreach activities
- Implementation schedule
- Policy recommendation

Rochelle stated that page 179 of the agenda packet includes the draft Alameda CTC Complete Streets policy elements. She said that only Fremont has a general plan that is compliant with the state's complete streets requirements.

Questions/feedback from the members:

- Regarding the vision element of the proposed Alameda CTC Complete Streets policy, which mentions that the street would be designed for "function and context," how would Alameda CTC apply this to Albany's project on the San Pablo Avenue Whole Foods site? Staff stated that Alameda CTC would expect local agencies to be responsible for implementing complete streets for local projects.
- What is included in the PDA inventory? Staff said that Alameda CTC sent a survey to the jurisdictions to gather more information about their requirements. The survey contains a series of questions on housing and job requirements, and an inventory of housing policies, jobs, and transportation investments.
- A member noted that potentially a lot more funding could go to bicycle and pedestrian projects via OBAG than from Measure B bicycle and pedestrian funding cycles.

Public comments:

- Glenn Kirby expressed concern, with the demise of redevelopment agencies, that
 funding directed to PDAs will be used for projects that private developers should pay
 for. A public oversight body, like BPAC, could be helpful to distinguish public versus
 private projects. Staff mentioned that funds can be used to provide an incentive, and
 transportation improvements may sway development.
- Jeff Hobson with TransForm asked that since OBAG is replacing MTC's allotment of funds to a variety of programs (Transportation for Livable Communities, Local Streets and Roads, Regional Bicycle Program, etc.) will Alameda CTC make sure the OBAG funds go to a variety of modes? Staff said that discussions for this are occurring now and that there are many unknowns, such as project readiness.
- Jeff Hobson asked how much Alameda CTC is talking to other counties about the OBAG implementation approach. Staff said that Alameda CTC is talking and sharing with other counties; however, Alameda County is further along than other counties for the implementation approach and developing an inventory, with the exception of possibly San Francisco County.

Beth informed the BPAC that Alameda CTC will bring an update on the OBAG implementation to the October meeting. She stated that staff will take input on the items presented at the meeting to the Commission on September 27, 2012, which will include comments from the BPAC.

Rochelle said Alameda CTC will continue to keep BPAC informed as the OBAG and Complete Streets items evolve. Beth said that the BPAC role in reviewing OBAG projects would be defined at a later date. She stated that Alameda CTC will solicit BPAC's input on projects; however, the manner in which it is solicited may be different than with Measure B funding because of the requirements necessary for OBAG funds.

A member inquired if the \$63 million received from MTC will be committed over the next five years. Staff stated that the money from the federal government delivered to the state will come in fiscal years 13-14 through 15-16. Projects will be selected in fiscal year 12-13 and recipients are required to start or complete construction by January 2017, so the results of the projects will be realized over two to five years.

6. Board Actions/Staff Reports

A. End-of-year Compliance Report

Rochelle mentioned that the End-of-year Compliance Report is a report to the community on how the local jurisdictions spent Measure B pass through funds over the last fiscal year. She informed the committee that the Executive Summary is in the agenda packet, and the full report is on the website.

B. General

Rochelle informed the committee that the next BPAC meeting is on October 4, which is the first Thursday of the month, and the November meeting is scheduled for the November 15, 2012, which is the third Thursday of the month. Rochelle said that the final Bicycle and Pedestrian Plans will be presented at the October 4 BPAC meeting.

Rochelle told the committee that the Alameda CTC schedule of outreach events is in the packet, and members should contact Krystle Pasco (kpasco@alamedaCTC.org) if they are interested in helping to staff a table at an event.

Rochelle invited the BPAC members to attend the North County Transportation Forum on Thursday, October 25, 2012, at the Alameda CTC offices.

7. BPAC Members Reports

A. BPAC Renaming Subcommittee Update

Preston Jordan provided an update on the BPAC Renaming Subcommittee. He stated that the subcommittee met in July. He said that the meeting discussion focused on developing draft goals for renaming the committee, which are: (1) increase accuracy of what the committee does; (2) use a name that markets/has persuasive value; (3) is more inclusive (doesn't exclude natural allies); and (4) avoids confusion. He stated that the subcommittee will continue to meet and will bring a report to BPAC in October.

Preston Jordan reported that, in Albany, a developer is being required to fund a study of a cycle track on San Pablo Avenue.

Jeremy Johansen reported that San Leandro had a kick-off event for Safe Routes to Schools, and that San Leandro Boulevard and East 14th Street are slated for renovation in the city.

8. Meeting Adjournment

The meeting adjourned at 7:35 p.m.

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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	Re-	Term Expires	Mtgs Missed
Ms. Tabata, Chair	Tabata, Ch	air	Midori	Oakland	Alameda County Mayors' Conference, D-4	90-Inc	0ct-11	Oct-13	0
Ms. Welsh, Vice-Chair	Welsh, V	ice-Chair	Ann	Pleasanton	Alameda County Supervisor Nate Miley, District 4	Oct-09	Oct-11	Oct-13	0
Mr. Ansell	Ansell		Mike	Livermore	Alameda County Mayors' Conference, D-1	Sep-12		Sep-14	0
Mr. Bucci	Bucci		Mike	Newark	Alameda County Supervisor Richard Valle, District 2	Sep-12		Sep-14	0
Mr. Chen	Chen		Alexander	Fremont	Alameda County Supervisor Scott Haggerty, District 1	Oct-09	Jan-12	Jan-14	7
Ms. Gigli	Gigli		Lucy	Alameda	Alameda County Supervisor Wilma Chan, District 3	Jan-07	Jan-09	Jan-11	1
Mr. Johansen	Johan	sen	Jeremy	San Leandro	Alameda County Mayors' Conference, D-3	Sep-10	Oct-11	Oct-13	0
Mr. Jordan	Jordar		Preston	Albany	Alameda County Supervisor Keith Carson, District 5	Oct-08	Sep-12	Sep-14	1
Ms. LaVigne	LaVigi	-	Diana Rohini	Fremont	Alameda County Mayors' Conference, D-2	Jan-12		Jan-14	2
Mr. Maddox	Maddo	×	Heath	Berkeley	Transit Agency (Alameda CTC)	Sep-12		Sep-14	0
Ms. Zimmerman	Zimme	erman	Sara	Berkeley	Alameda County Mayors' Conference, D-5	Feb-12		Feb-14	~
-		F:\SHAR	F:\SHAKED\GovBoard\ACTIA\BPAC\BPAC	TIA\BPAC\BPAC	CRecords and Administration\2_Member Roster\BPAC_Roster and Attendance_FY12-13_100112	ter and Attendar	re_FY12-13_1	00112	

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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.	Mr. Ferrier, Chair	Barry	Union City	City of Union City Mayor Mark Green	Jan-04	Apr-12	Apr-14	0
7	Ms.	Ms. Dorsey, Vice-Chair	Cynthia	Oakland	Alameda County Supervisor Keith Carson, D-5	Feb-02	Apr-12	Apr-14	0
3	Ms.	Ms. Chinn	Val	Hayward	City of Livermore Mayor John Marchand	Dec-99	Jan-12	Jan-14	0
4	Mr.	Mr. Collier	Joseph	San Leandro	City of San Leandro Vice Mayor Michael Gregory	Dec-09	Jan-12	Jan-14	0
5	Ms.	Ms. Hilliard	Frances	Oakland	City of Oakland Councilmember Larry Ried	Jun-02	Feb-10	Feb-12	0
9	Mr.	Mr. Jefferson	Alton	San Leandro	Alameda County Supervisor Wilma Chan, D-3	Sep-08	Sep-10	Sep-12	1
7	Dr.	Dr. Jindal	Roop	Hayward	Alameda County Supervisor Scott Haggerty, D-1	Oct-03	Jan-12	Jan-14	0
8	Mr.	Mr. Jones	Dennis	Fremont	BART Director Tom Blalock	Apr-12		Apr-14	1
6	Ms.	Ms. LePell	Audrey	Hayward	City of Hayward Councilmember Marvin Peixoto	May-04	Jan-12	Jan-14	0
10	Mr.	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.	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		Mr. Scheuerman	John	Emeryville	City of Emeryville Councilmember Ruth Atkin	Sep-12	Sep-14	0
14		Ms. Diane	Shaw	Fremont	AC Transit Director Greg Harper	Jul-12	Jul-14	0
15		Vacancy			Alameda County Supervisor Nate Miley, D-4			
16		Vacancy			City of Alameda Vice Mayor Rob Bonta			
17		Vacancy			City of Albany Mayor Farid Javandel			
18		Vacancy			City of Berkeley Councilmember Laurie Capitelli			
19		Vacancy			City of Dublin Mayor Tim Sbranti			
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*
-	Ā.	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	60-InC		N/A	0
8	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
9	Mr.	Mr. Dubinsky	Peter "Mike"	Fremont	Alameda County Supervisor Richard Valle, D-2	Oct-10		Oct-12	0
9		Mr. Geen	Arthur B.	Oakland	Alameda County Taxpayers Association	Jan-01		N/A	1
2		Mr. Haussener	James	Castro Valley	Alameda County Supervisor Nate Miley, D-4	Feb-10	Sep-12	Sep-14	0
8	Mr.	Mr. Jensen	Erik	Oakland	East Bay Bicycle Coalition	May-10		N/A	1
6	Ms.	Lew	Jo Ann	Union City	Alameda County Mayors' Conference, D-2	Oct-07	Oct-11	Oct-13	0
10	Dr.	Salwan	Raj	Fremont	Alameda County Supervisor Scott Haggerty, D-1	Sep-12		Sep-14	0
1-	Mr.	Zukas	Hale	Berkeley	Alameda County Supervisor Keith Carson, D-5	Jun-09	Apr-12	Apr-14	0

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

12	Vacancy		Alameda County Mayors' Conference, D-1
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		Supervisor Wilma Chan, D-3

Alameda CTC Meeting 10/25/12 Agenda Item 7D



1333 Broadway, Suites 220 & 300

Oakland, CA 94612

PH: (510) 208-7400

www.AlamedaCTC.org

Paratransit Advisory and Planning Committee Meeting Minutes Monday, June 25, 2012, at 1:00 p.m., 1333 Broadway, Suite 300, Oakland

Atte	ndance Key (A = Absent, P = Present)	
Members:		
P Sylvia Stadmire,	P Joyce Jacobson	P Vanessa Proee
Chair	<u>P</u> Sandra Johnson-	A Carmen Rivera-
P Will Scott,	Simon	Hendrickson
Vice-Chair	P Gaye Lenahan	P Michelle Rousey
P Aydan Aysoy	P Jane Lewis	P Harriette
P Larry Bunn	<u>A</u> Jonah Markowitz	Saunders
A_ Herb Clayton	P Betty Mulholland	P Esther Waltz
P Shawn Costello	P Rev. Carolyn Orr	A_ Hale Zukas
P Herb Hastings	A Sharon Powers	
Staff:		
A_ Matt Todd, Manager of	P Krystle	Pasco, Paratransit
Programming	Coordin	ation Team
<u>A</u> Cathleen Sullivan,	<u> </u>	Pol, Acumen Building
Nelson/Nygaard	Enterpr	ise, Inc.
P Naomi Armenta, Paratra	insit	
Coordinator		

1. Welcome and Introductions

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

Guests Present: Andrew Balmat, Alzheimer's Services of the East Bay; Anne Culver, City of Hayward Paratransit; Kim Huffman, AC Transit; James Li; Chris Mullin; Leslie Simon, Center for Independent Living; Julie Yates

2. Public Comments

James Li made a public comment regarding a paratransit trip his neighbor took on Tuesday, May 22, 2012. He reported that after paratransit dropped her off at her residence, two armed individuals followed her into her home and

proceeded to rob her and her son who was home at the time. James proposed changes to the procedures regarding dropping off passengers at their homes. He suggested drivers should honor a passenger's request to be walked to his or her home, or at the very least, make sure that the individual makes it into the home. He mentioned we should recognize there are people who are willing to take advantage of vulnerable paratransit passengers.

Naomi Armenta suggested James send a letter to the PAPCO chair, Sylvia Stadmire, and to contact Naomi to receive contact information for the East Bay Paratransit Service Review Advisory Committee (SRAC) so he can send the committee a letter as well.

3. Approval of May 21, 2012 Minutes

Harriette Saunders moved that PAPCO approve the May 21, 2012 minutes as written. Michelle Rousey seconded the motion. The motion carried unanimously (16-0).

4. Bylaws Subcommittee Update

Sylvia Stadmire gave an update on the June 8, 2012 Bylaws Subcommittee meeting. She reported the subcommittee discussed the update process and agreed to coordinate with the other community advisory committees, staff, and the legal department. She noted the only update the subcommittee recommends is to Article 3, Section 6.3. Staff will coordinate with the other community advisory committees and legal counsel, and present the proposal to PAPCO in September.

5. Election of Officers for Fiscal Year 2012-2013

Naomi Armenta encouraged members to review the attachment in the packet for the PAPCO evaluation, membership, outreach, attendance, and roles and responsibilities of PAPCO officers.

PAPCO members nominated the following members:

- Sylvia Stadmire or Will Scott as Chair
- Will Scott or Rev. Carolyn Orr as Vice Chair
- Herb Hastings, Harriette Saunders, or Esther Waltz as the Citizens Watchdog Committee (CWC) representative
- Rev Carolyn Orr, Esther Waltz, or Shawn Costello as the East Bay Paratransit Service Review Advisory Committee (SRAC) representative

The committee used the ballot approach to elect the following officers and committee representatives:

- Sylvia Stadmire, PAPCO Chair
- Will Scott, PAPCO Vice Chair
- Harriette Saunders, CWC Representative
- Rev. Carolyn Orr, SRAC Representative

6. Countywide Bicycle and Pedestrian Plans Update and Input on the Programs Approach

Rochelle Wheeler gave a general overview of the Countywide Bicycle and Pedestrian Plans, including the timeline for adopting these plans. She mentioned that Alameda CTC will soon release to the public the draft Countywide Bicycle and Pedestrian Plans via the Alameda CTC website, and will accept comments through July 27.

Rochelle focused on the pedestrian portion of the plan and stated that 13 percent of all trips countywide are taken on foot or by bike. Of those trips, 11 percent are taken on foot or by a mobility device. Rochelle also discussed the roles of the various advisory committees involved with giving input on the bicycle and pedestrian plans. These committees include the Countywide Bicycle and Pedestrian Advisory Committee, Bicycle and Pedestrian Plans Working Group, Alameda County Transportation Advisory Committee, and the Paratransit Advisory and Planning Committee.

Rochelle introduced the existing conditions chapter, the evaluation of plans, policies, and practices (including the complete streets concept), and the plan's vision and goals. She highlighted the countywide capital project priorities, including access to communities of concern and major trails. She discussed the countywide program priorities such as Safe Routes to Schools and Safe Routes for Seniors programs. She also addressed the costs and maintenance of projects and programs as found in the plan's implementation chapter.

Questions/feedback from the members:

- The pedestrian category should be separated to differentiate between pedestrians walking and those in mobility devices. This can provide a more accurate account of these users.
- The budget should include staffing costs.

- Are there plans to include charging stations for mobility devices on trails? Rochelle answered that it is not a priority at this time.
- Are there plans to accommodate both bicyclists and individuals in mobility devices on trails and sidewalks in these plans? Rochelle stated sidewalks and trails need to be big enough to accommodate both pedestrians and individuals in mobility devices at the same time. She said there is a need for a promotional program to educate bicyclists on sharing trails with pedestrians.
- There have been issues with individuals not being able to cross larger streets before the signal changes. Rochelle recommended contacting the specific cities to follow up on these issues.
- A PAPCO member stated that staff did not mention the collisions that take place between individuals in mobility devices, and bicyclists and pedestrians. Rochelle stated bicyclists using Iron Horse Trail may not be aware of other people using the trail. These incidents may be due to the lack of trail maintenance.
- There is a need to report on collisions between bicyclists and pedestrians.
- We should work with the other committees to improve recreational use of these trails.
- Will there be any efforts to increase the safety of those crossing major intersections? Rochelle stated more education on this issue needs to happen because some individuals need more time to cross larger streets.
- PAPCO members stated it is important to educate motorists and bicyclists regarding rules of the road.

7. City of Hayward Quarterly Report

Anne Culver gave a quarterly report on the City of Hayward's paratransit program. She reported since the beginning of fiscal year 2011-2012 (FY 11-12), 198 riders have enrolled in the program, and a total of 575 unduplicated riders are currently using Hayward's paratransit services. She noted enrollment has been fairly stable. She reported the program provided 2,484 individual door-to-door trips and 2,227 one-way group trips in this FY. Group trips for individuals are \$11.38 per passenger trip, and go to destinations like the Hayward Area Senior Center and the African American Museum in Oakland. She also reported Alzheimer's Services of the East Bay has provided 3,645 one-

way trips for 24 riders at \$10.28 per trip. Lastly, Anne said S.O.S. Meals on Wheels has delivered 27,179 healthy meals to 132 clients in this FY.

Questions/feedback from the members:

 Is there a time frame for your group trips? Anne stated the program has extended service hours for group trips, especially for individuals who would like to attend late-night civic meetings and other similar activities.

8. Member Reports and PAPCO Mission, Roles, and Responsibilities Implementation

Herb Hastings gave an update on the bus route to and from the Dublin/Pleasanton BART station to the Alameda County fairgrounds. The next phase of the project will extend the ACE train access to and from the fairgrounds.

Michelle Rousey, along with Carmen Rivera-Hendrickson, attended an outreach and lobbying effort with TransForm in Sacramento.

Esther Waltz stopped by the Alameda CTC table at the Alameda County fair.

Sandra Johnson Simon attended the Capital Disability Day in Sacramento, and the Oakland AIDS Walk.

Sylvia Stadmire reported to the Public Utilities Commission on the Countywide Transportation Plan. She also attended a meeting with Wilma Chan for the Board of Equalization on the nonprofit hospitals that Sutter is interested in acquiring.

9. Committee Reports

A. East Bay Paratransit Service Review Advisory Committee (SRAC) – Since Rev. Orr had to leave, Naomi Armenta reported that SRAC discussed the new Interactive Voice Response (IVR) system and parameters. Some examples include no calls to subscription riders who use the service for regular appointments. However, the IVR will notify all other riders the night before their appointment, and when their ride is ten minutes away. Naomi states no current policies are changing, but it will serve as a reminder to help riders manage their time better, and to have the system run smoother.

There will be more updates later, and the next meeting is the first Tuesday in September.

B. Citizens Watchdog Committee (CWC) – Harriette Saunders reported on the last CWC meeting. The committee will hold a public hearing in July to receive public input on the 10th Annual Report to the Public, which Alameda CTC will release in August. Staff is still working on the layout of the report and will release an updated report soon.

10. Mandated Program and Policy Reports

Sylvia asked members to review the attachments in their packets for more information.

11. Information Items

A. Mobility Management

Naomi Armenta encouraged the committee to review the item from *Metro Magazine*, "Enhancing Independence Through Travel Training" on page 47 in the packet.

- B. 2012 Annual Mobility Workshop Update
 Krystle Pasco distributed the workshop flyer, and Naomi updated the
 committee on the final workshop agenda. Krystle highlighted the keynote
 speaker, Karen Hoesch, the new bingo activity during the resource fair, and
 the vehicle show and tell.
- C. Countywide Transportation Plan and Transportation Expenditure Plan Update

Naomi Armenta noted that the TEP was progressing.

D. Updated Volunteer Driver CMMP Memo
Naomi Armenta noted that an updated memo was available in the packet for information.

E. Outreach Update

Krystle Pasco gave an update on the following outreach events:

- 6/28/12 Senior Day at the Alameda County Fair at the Alameda County Fairgrounds in Pleasanton
- 7/5/12 Senior Day at the Alameda County Fair at the Alameda County Fairgrounds in Pleasanton
- 7/19/12 Healthy Living Festival at the Oakland Zoo
- 7/26/12 South County Transportation Forum at Union City City Hall
- 8/8/12 Healthy Aging Fair at Chabot College in Hayward

 8/29/12 – Four Seasons of Health Expo at the Fremont Senior Multi-Service Center

F. Other Staff Updates

Naomi Armenta mentioned that Cory LaVigne, a former AC Transit and LAVTA staff member and TAC member, recently passed away.

12. Draft Agenda Items for September 24, 2012 PAPCO

- A. Report from East Bay Paratransit
- B. Development and Approval of PAPCO Work Plan for FY 12-13

13. Adjournment

The meeting adjourned at 3:10 p.m.

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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
7	Ms.	Stadmire, Chair	Sylvia J.	Oakland	Alameda County Supervisor Wilma Chan, D-3	Sep-07	Feb-10	Feb-12	0
7	Mr.	Scott, Vice Chair	Will	Berkeley	Alameda County Supervisor Keith Carson, D-5	Mar-10	Apr-12	Apr-14	1
က	Ms.	Aysoy	Aydan	Berkeley	City of Berkeley Councilmember Laurie Capitelli	90-InC	Jan-12	Jan-14	0
4	Mr.	Bunn	Larry	Union City	Union City Transit Wilson Lee, Transit Manager	Jun-06	Jan-12	Jan-14	1
2	Mr.	Clayton	Herb	Hayward	City of Newark Councilmember Luis Freitas	Sep-03	Jan-12	Jan-14	2
9	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	1
∞	Ms.	Jacobson	Joyce	Emeryville	City of Emeryville Councilmember Ruth Atkin	Mar-07	Jan-12	Jan-14	0
0	Ms.	Johnson-Simon	Sandra	San Leandro	BART Director Tom Blalock	Sep-10	Jan-12	Jan-14	1
10	Ms.	Lenahan	Gaye	Piedmont	City of Piedmont Mayor John Chiang	May-11	Jan-12	Jan-14	0
1	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

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

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13	Rev. Orr	Orr	Carolyn M.	Oakland	City of Oakland Councilmember Rebecca Kaplan	Oct-05	Jan-12	Jan-14	0
14	Ms.	Ortt	Suzanne	Union City	City of Union City Mayor Mark Green	Sep-12		Sep-14	0
15	Ms.	Powers	Sharon	Fremont	City of Fremont Councilmember Suzanne Chan	Dec-07	Jan-12	Jan-14	1
16	Ms.	Proee	Vanessa	Hayward	City of Hayward Councilmember Marvin Peixoto	Mar-10	Jan-12	Jan-14	1
17	Ms.	Rivera-Hendrickson	Carmen	Pleasanton	City of Pleasanton Mayor Jennifer Hosterman	60-dəS	Jan-12	Jan-14	7
18	Ms.	Rousey	Michelle	Oakland	Alameda County Supervisor Richard Valle, D-2	May-10		May-12	0
19	Ms.	Saunders	Harriette	Alameda	City of Alameda Vice Mayor Rob Bonta	90-unr	Sep-10	Sep-12	2
20	Ms.	Waltz	Esther Ann	Livermore	LAVTA Executive Director Paul Matsuoka	Feb-11	Jan-12	Jan-14	0
21	Mr.	Zukas	Hale	Berkeley	A. C. Transit Director Greg Harper	Aug-02	Jan-12	Jan-14	0
22		Vacancy			Alameda County Supervisor Nate Miley, D-4				
23		Vacancy			City of San Leandro Vice Mayor Michael Gregory				



Memorandum

DATE: October 12, 2012

TO: Alameda County Transportation Commission

FROM: Stewart D. Ng, Deputy Director of Programming and Projects

Victoria Eisen, Project Controls Team

SUBJECT: East Bay Greenway – Adoption of Initial Study/Mitigated Negative

Declaration (IS/MND) for 12-Mile East Bay Greenway Project

Recommendation

It is recommended that the Commission adopt the Initial Study/Mitigated Negative Declaration (IS/MND) for the 12-mile East Bay Greenway project. This item was presented to the Programs and Projects Committee solely as an information matter, but no action was requested from the Committee.

Discussion

The East Bay Greenway is a planned 12-mile bicycle and pedestrian facility that will travel through Oakland, San Leandro, Hayward and unincorporated Alameda County. The alignment generally runs under the BART tracks and the Greenway will ultimately connect five BART stations.

In order to position the East Bay Greenway (beyond Segment 7A, the construction management and construction of which you are being asked to approve in a consent calendar item on this agenda) for outside funding, Alameda CTC has used discretionary bicycle/pedestrian Measure B funds for preliminary engineering and CEQA analysis of the full 12-mile project. The 138-page final CEQA analysis has been posted on the Alameda CTC website at www.alamedactc.org/news_items/view/7903, and is also available to members of the public at the Alameda CTC's offices.

The purpose of the Initial Study (IS) is to determine whether implementation of the East Bay Greenway could result in potentially significant effects to the environment, and, if so, whether mitigation measures could be identified that would eliminate or reduce the project's potentially significant adverse effects to less than significant levels. Based on available project information and the environmental analysis presented in the document, there is no substantial evidence that, after incorporation of mitigation measures, the proposed project would have a significant effect on the environment. Accordingly, staff recommends that the Commission adopt a Mitigated Negative Declaration (MND), as provided in the California Environmental Quality Act (CEQA), Section 21064.

The adoption of the Initial Study/Mitigated Negative Declaration for the East Bay Greenway will meet an important milestone in the project's progress toward becoming a reality. However, approval of the IS/MND does not necessarily constitute approval of a particular design and/or alignment; rather it is an analysis of the environmental impacts of the alignment that is our best estimate at this point in time. If, when funding is obtained to construct a particular segment, a superior and/or more detailed alignment is feasible at that time, then additional environmental analysis may be needed to determine the impact of that alignment. If and when further funding is found, the roles and responsibilities of each of the project partners will have to be defined.

Public Outreach

The IS/MND was made available for a 30-day public review period starting on June 4, 2012 and ending on July 5, 2012. Alameda CTC used several methods to elicit comments on the document including sending copies to the State Clearinghouse for distribution to State agencies; sending a Notice of Intent to the Alameda County Clerk; and posting of notices on the Alameda CTC, BART, City of San Leandro, and Alameda County websites. Notices were also posted at the City of San Leandro libraries, City of Hayward City Hall, and through legal advertisements in the Oakland Tribune and East Bay Daily Review. The notices were designed to inform residents, and property and business owners along the route of the East Bay Greenway where the IS/MND could be viewed and how to submit comments.

The Alameda CTC received comments on the proposed project and various environmental areas of concern from five public agencies: County of Alameda, BART, California Public Utilities Commission, Caltrans and City of Oakland. No comments were received from members of the public. These letters and Alameda CTC's responses were added as a new appendix in the final document and refinements were made to the document body as appropriate. As far as we are aware, these agencies are satisfied with how their comments were addressed in the final document. No mitigation measures were changed or added as part of these revisions, and accordingly there is no need to recirculate the MND. A federal stimulus TIGER II grant has been obtained to build a one half-mile segment of the project (Segment 7A, between Coliseum BART and 85th Avenue in Oakland). Caltrans issued a NEPA Categorical Exclusion for that segment in February 2012, and Alameda CTC filed a CEQA Categorical Exemption for that segment in March 2012. FHWA has authorized the project and Caltrans is expected to issue an E-76 Authorization to Proceed with Construction prior to the October PPC meeting. Construction of this segment is planned to occur in spring 2013.

Fiscal Impact

There is no significant fiscal impact expected as a result of the recommended action.



Memorandum

DATE: October 12, 2012

TO: Alameda County Transportation Commission

FROM: Planning, Policy and Legislation Committee

SUBJECT: Approval of Priority Development Area (PDA) Readiness Criteria

Recommendation

It is recommended that the Commission approve the proposed PDA readiness criteria to be used in the development of the PDA Investment and Growth Strategy/Strategic Plan. These criteria will be used to group Alameda County's 43 PDAs into three readiness categories: active, borderline active, and in need of planning support.

Summary

Resolution 4035, approved by MTC and ABAG on May 17, 2012, provides guidance for the 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). It includes specific policy objectives and implementation requirements that Bay Area congestion management agencies must meet as a condition for the receipt of OBAG funds. 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 elsewhere in the county. Currently, there are 43 PDAs in Alameda County approved by ABAG.

To ensure that CMAs have a transportation project priority setting process for OBAG funding that supports and encourages development in the region's PDAs, MTC requires that Alameda CTC work with Alameda County jurisdictions to develop a PDA Investment and Growth Strategy. The PDA Investment and Growth Strategy must be adopted by the Alameda CTC and submitted to MTC/ABAG by May 1, 2013.

Alameda CTC has been working with local jurisdictions to understand the parameters and status of development in the County's PDAs. This effort has resulted in the development of a PDA inventory that will be used to develop Alameda County's PDA Investment and Growth Strategy, which will include a PDA Strategic Plan. This memo proposes criteria for defining PDA "readiness" to receive funding for transportation projects based on the type of planning that has been done, the status of housing and commercial development and the housing and development policies in place. The PDA Strategic Plan, which will classify Alameda County's 43 PDAs by

readiness status using the criteria presented in this memo, will be presented to the committees in November 2012 along with the results of PDA inventory conducted in August and September 2012. The Strategic Plan is one component of the PDA Investment and Growth Strategy which will be presented to the Committee in February and March 2013. Other OBAG requirements, including Complete Streets and Programming Guidelines, are discussed under separate agenda items.

Discussion

PDAs are envisioned to be vibrant places with adequate housing for all income levels, a mix of uses, access to jobs and multi-modal transportation infrastructure. However, development and implementation of a PDA is a complex long-term process; it can easily take 10, 20 or 30 years for market support, city support, and community support to align to enable this vision to come to fruition. There are many factors that make development of a PDA complex.

PDA success hinges on general plan and zoning updates, public process, environmental review, and upgrades to infrastructure to provide basic public services such as police, fire, schools, sewer and water. Perhaps most importantly, however, market demand for housing and/or commercial space in a PDA must be strong for development to take place; this market demand may take time to mature.

Development of a PDA is planned by the public sector, but is really driven by the private sector. Before proposing a real estate development project, a developer will evaluate the factors mentioned above, such as if zoning is in place, if there is sufficient water and sewer capacity, and how difficult entitlements are to get. But they will look most closely at the strength of the market for their proposed use (e.g. housing, commercial, retail) which determines whether their financial return is going to be sufficient to balance the risk and cost of the project. Market analysis takes into consideration factors such as 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. Market strength can be impacted by public sector actions, but is also impacted by many factors outside a city's control.

In addition, PDA development relies primarily on infill development opportunities, which can be uniquely complex. Although every land-use development project can be risky, infill development often has its own set of challenges including:

- More expensive product type
- Need for higher than currently zoned height limits
- Small and/or narrow parcels
- Difficulty redeveloping existing uses
- Lack of community support, particularly in existing neighborhoods that are primarily composed of single-family homes
- Expensive infrastructure upgrades (due to the economic downturn in 2008 and the loss of redevelopment funds, local jurisdictions are facing challenges in providing this basic infrastructure to support PDA development)

As a result of these challenges, it can sometimes be more difficult to attract financing for infill development. In summary, PDA development is a long and complex process and Alameda County's PDAs may take decades to be fully "built out."

The PDA Investment and Growth Strategy Development Process

Currently, Alameda County's 43 PDAs vary greatly in terms of progress in the development process. See Attachment A for a preliminary evaluation of the PDA Inventory information. Some PDAs have relatively strong markets and significant development activity, while others are far less active. As part of the PDA Investment and Growth Strategy, the Alameda CTC is developing a long term strategy to support PDA development called the "PDA Strategic Plan." This Plan aims to identify specific investment strategies and other actions to support the development of active PDAs; to strengthen the development markets in less-active PDAs in order to move them towards becoming "active"; and to provide a road map for creating new PDAs from Growth Opportunity Areas (GOAs). See Figure 1 for a summary of the PDA Investment and Growth Strategy process and how it informs the programming process. See Attachment B for the outline of the PDA Investment and Growth Strategy document.

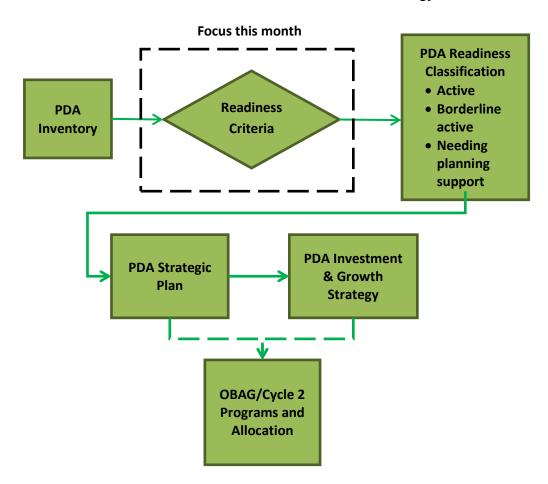


Figure 1: PDA Investment and Growth Strategy Process

In the short term, in order to meet OBAG requirements, it is recommended that this OBAG cycle focus on those PDAs that are active and can begin constructing transportation projects by January 2017, with the Strategic Plan specifying how OBAG and other potential funding can be used to support less active PDAs.

PDA Readiness Criteria

It is recommended that PDAs be divided into three groups: active, borderline active, and in need of planning support defined as follows:

- Active PDAs have a higher level of planning completed, a strong history of development activity as well as development activity currently underway; OBAG funds will play a pivotal role in continuing the development momentum in these PDAs.
- Borderline Active PDAs have completed most planning milestones and are ready for development, but have seen less development activity to date than active PDAs. Borderline active PDAs could use OBAG funds used as a catalyst to spur developer interest. A public investment in one of these PDAs could signal to the private market that the area is ready for development. In these cases, use of public funds must be carefully evaluated to ensure that these public funds are leveraging new private investments not merely replacing already committed private funds.
- **PDAs in need of planning support** would be identified to receive additional resources for planning and preparation while the development market matures, especially if these PDAs play an important role in supporting regional goals for infill development or are otherwise high priority in the County.

The specific criteria or "screens" that are recommended to determine which PDAs are "active" are described below in Table 1. These "screens" are simple, measurable, and provide the best indication of market strength of any information available in the PDA inventory. They are: past residential and commercial development activity, residential and commercial development activity currently underway, and achievement of key planning milestones. The 43 PDAs in Alameda County will each be evaluated by whether they meet these screens. The evaluation will take into account the following:

- Constructed units will be weighted more heavily than units currently moving through the development process as these demonstrate that the PDA can overcome the numerous barriers to infill development.
- PDAs with past development activity will be checked for current development activity to ensure ongoing strength of the development market.
- Housing production will be the primary factor considered, but significant commercial
 activity will also be used to determine PDA readiness. The development of both housing
 and commercial development indicates a mix of uses which is a goal for PDA
 development.
- Natural breakpoints in the PDA Inventory data will determine the cut-off for "active" PDAs. This allows our definition of "active" PDAs to be tailored to Alameda County as it will be based on the actual levels of planning and development activity in the county today.

This process sets the stage for future rounds of funding. In 2014, additional information gathered over coming years can be used to better assess how cities are progressing towards PDA build out and at that time the criteria can be adjusted to better reward those jurisdictions taking on the bulk of the growth.

Table 1: PDA Readiness Criteria

PDA Readiness Category	Description	Planning and Development Screen
Active	PDA has a higher level of planning complete with a history of development and development activity currently underway	Has at least 3 of 5 planning screens completed or in progress (1) Meets at least 3 of 4 development screens (2)
Borderline Active	PDA has some planning complete and moderate market strength. Although the PDA is "ready" for development in terms of planning, it has not seen much development activity. In these PDAs, a catalyst may be needed for market demand to mature.	Has at least 2 of 5 planning screens completed or in progress* Meets at least 2 of 4 development screens (2)
Needing Planning Support	PDA has experienced no construction activity in recent years and has little to no development activity underway. PDA may still need planning support or zoning updates to accommodate level of envisioned growth	Has 1 or less of 5 Planning screens completed or in progress* Meets at less than 1 of 4 development screens(2)

Definitions (Based on information available in the PDA Inventory):

- (1) Planning screens: Has completed or is making progress on General Plan Update, Specific Plan/Other Area Plan, Redevelopment Plan, Zoning Code Amendments, and Programmatic EIR. Higher emphasis is placed on completed than in making progress.
- (2) Development screens: Has significant development activity in
 - a) The number of units constructed since 2007
 - b) The number of units underway (3)
 - c) The amount of commercial square footage constructed since 2007
 - d) The amount of commercial square footage underway (3)
- (3) Underway a.k.a. "in the pipeline" is defined as units or commercial square footage that is in one of the following stages of the approvals process: building permits, entitlements, CEQA document completed.

Summary of Committee Comments

This item was presented to the Planning, Policy and Legislation Committee (PPLC), ACTAC, and the Bicycle Pedestrian Advisory Committee (BPAC).

The Planning, Policy and Legislation Committee recommended approval of the PDA readiness criteria with two members voting no. Comments were heard from the public. A letter addressed to the Commission from the Equitable TOD Coalition is found in Attachment C. The Committee comments ranged from a recognition that a method for determining PDA readiness is needed because not all PDAs can receive funding in this cycle if Alameda CTC is to show that it can successfully link transportation projects and land use development; that implementation of this policy is a huge mandate; that cities already have affordable housing policies in place; that the state has taken away redevelopment funds; that there is no discussion of how to fund other public services and infrastructure as these PDAs develop; and that affordable housing policies should be a screen for PDAs not a weighted score for transportation project selection.

ACTAC recommended that for the Planning Screen, documents that are "in progress" be given less weight or eliminated from the Planning Screening criteria because of the uncertainty of how much time documents "in progress" can take. Similarly, they recommended that for the Development Screen "under review" be eliminated as a stage of approval for housing and commercial development for the same reason. They requested more information regarding breakpoints for housing and commercial development. Staff responded that this information would be provided next month and would be based on the results of the inventory so that the categories reflect conditions in Alameda County. There was discussion about other criteria to use to determine PDA readiness, such as transit frequency.

Staff recommended that the PDA readiness criteria for this cycle be kept as simple and measureable as possible so that at the end of the funding cycle we can show successful development of PDAs and linkages between transportation and housing. As more information about PDAs is known, the criteria will be revisited and revised as appropriate for future cycles. Staff stated that comments made at the meeting will be addressed next month when the draft PDA Strategic Plan is presented along with the results of the PDA inventory, which should describe what housing policies are already being implemented by jurisdictions.

Attachments

Attachment A: Initial Summary of Alameda County's PDA Inventory

Attachment B: PDA Growth and Investment Strategy Outline

Attachment C: Letter to Commission from the Equitable TOD Coalition dated October 1, 2012

The PDA Inventory: Understanding Alameda County's PDAs

Purpose of PDA Inventory

Alameda CTC worked closely with local jurisdictions to develop the Alameda County PDA inventory. After compiling existing data, Alameda CTC surveyed the jurisdictions to fill in information gaps in the inventory. This "survey" consisted of distributing the partially completed inventory to the Planning Director, housing representative (if appropriate) and the ACTAC (Alameda County Transportation Advisory Committee) representative of every jurisdiction in Alameda County. These agencies were encouraged to work together to complete the inventory.

This inventory is intended to serve multiple purposes:

- To develop a "high level picture" of the 43 Alameda County PDAs
- To compile detailed information on each PDA to determine which are "ready" for funding and which need planning assistance
- To get a sense for the strength of the development market in each PDA including level of development activity historically and currently, level of support from elected officials and the public, and whether there are barriers to development in the PDA. In some cases, certain parts of a PDA are more ready for development than others. Jurisdictions were requested to provide as much detail in the comments section as possible.
- To collect basic information on transportation projects associated with each PDA, why each project is supportive of PDA development and which of these are ready for implementation in the next 4 years. Eventually, project sponsors will need to provide additional, more detailed information about any project that receives funding.
- To collect data on citywide housing production since 2007 and about housing policies in each jurisdiction. Not all policies are necessary or even appropriate in all locations; jurisdictions were encouraged to provide detail about their housing policies in the comments section.

Surveys were received from all jurisdictions in Alameda County and the data is being finalized and compiled. Data received by September 14 has been compiled and an initial summary of what was received is found below. The data is still being reviewed and refined for use in the PDA Strategic Plan.

Preliminary Draft Overview of Alameda County's PDAs

Basic Description

Alameda County has 43 PDAs which vary significantly across the county. Different PDAs have different urban characters, will attract different types of development and will require different types of infrastructure investments. Many PDAs are smaller than 100 acres while several exceed 5,000 acres in size. Similarly, some PDAs currently contain no housing or jobs, while others are relatively built out, with thousands of residents and workers. PDAs also vary in terms of level of

current development activity, market strength and "readiness" for development. Supporting development in these diverse areas will require different strategies in different places.

Table 1 below provides a table showing basic characteristics of Alameda County's PDAs. This table is populated based on the PDA inventory data received from city and county staff.

Figure 1 shows a map of Alameda County's PDAs. Figures 2 and 3 provide a breakdown of these PDAs by place type and transit service, and Figure 4 provides a summary of the place type categorization.

Alameda County's PDAs span a range of place types; these place types correspond to different levels of density, land use types and mixing, regional/local orientation, and transit service. North and Central County PDAs span the widest wide range of place types including Regional and City centers and Mixed Use Corridors, while East County has only Suburban Centers and Transit Town Centers and the diversity of South County falls somewhere in between.

All of Alameda County's PDAs are accessible by bus, and more than two-thirds are or will be accessible by BART. A few PDAs are accessible by other forms of transit.

Figures 5 and 6 summarize the level of planning completed and in progres in Alameda County PDAs as well as stated community receptiveness to growth in PDAs (as judged by city planning staff). Encouragingly, nearly all PDAs have completed general plan Updates and/or specific area plans, and between half and two-thirds have completed zoning code updates and/or certified a programmatic environmental impact report (EIR). Overall, community receptiveness to growth in PDAs is strong, though there is important variation across planning areas.

Table 1: Description of Priority Development Areas (PDAs) in Alameda County

	Sponsoring Jurisdiction	Name of PDA	Location Description	Planning Area	PDA status	Place Type	Size (acres)	Current Population	Pop. Density (ppl/acre)	Current Housing Units	Current Jobs	Existing Transit
1		Castro Valley BART	Castro Valley BART surface parking lot	Central	Planned	Transit Neighborhood	200	4,883	24.4	1,480	2,020	BART, AC Transit
7		Hesperian Blvd	Commercial corridor between San Leandro and Hayward	Central	Planned	Transit Neighborhood	100	5,650	56.5	2,860	1,860	BART, AC Transit
က	Alameda County	E 14th St and Mission Blvd Mixed Use Corridor	Major thoroughfare between San Leandro and Hayward	Central	Planned	Transit Neighborhood/ Mixed Use Corridor	110	14,085	128.0	7,190	2,730	BART, AC Transit
4		Meekland Ave Corridor	Commercial/Industrial area in San Lorenzo	Central	Planned	Transit Neighborhood	165	4,185	25.4	1,400	006	Amtrak, AC Transit, BART
2	City of Alameda	Naval Air Station	Includes Alameda Point, Bayport, Alameda Landing, North Housing areas	North	Planned	Transit Town Center	096	200	0.5	200	1,220	Ferry, AC Transit
9		Northern Waterfront	Area from Coast Guard Island to Fruitvale Ave bridge	North	Potential	Transit Neighborhood	918	W/A	N/A	1,070	2,430	N/R
7	City of Albany	San Pablo Ave/Solano Ave Mixed Use Neighborhood	Bounded by El Cerrito and Berkeley borders and Tulare Ave.	North	Potential	Mixed-Use Corridor/ Neighborhood	18	200	6.2	1,810	1,910	Bus
∞		Adeline Street	From Shattuck Avenue to Oakland border	North	Potential	Mixed-Use Corridor	24	N/A	N/A	069	950	BART, AC Transit
6		Downtown	Area bounded by Hearst Ave, Oxford/Fulton St, Dwight Way, and MLK, Jr. Way	North	Planned	City Center	170	N/A	N/A	2,690	15,200	BART, AC Transit, UC Shuttle, LBNL Shuttle
10	City of Berkeley	San Pablo Avenue	San Pablo Ave from Oakland to Albany	North	Planned	Mixed-Use Corridor	74	N/A	N/A	1,630	2,390	AC Transit Rapid and standard routes
7		South Shattuck	Shattuck Avenue from Dwight Way to Ward Street	North	Planned	Mixed-Use Corridor	10	N/A	N/A	340	1,140	AC Transit
12		Telegraph Avenue	Telegraph Avenue from Parker Street to Woolsey Street	North	Potential	Mixed-Use Corridor	24	N/A	N/A	1,110	1,730	AC Transit Rapid bus
Page		University Avenue	University Avenue from 3rd Street to Martin Luther King, Jr. Way	North	Planned	Mixed-Use Corridor	54	N/A	N/A	1,660	1,410	AC Transit rapid and standard routes, Amtrak

Note: N/R = Not reported in survey; N/A = Reported as not available in survey; Population number of 0 indicates no current residents in PDA

	Sponsoring Jurisdiction	Name of PDA	Location Description	Planning Area	PDA status	Place Type	Size (acres)	Current Population	Pop. Density (ppl/acre)	Current Housing Units	Current	Existing Transit
14		Downtown Specific Plan Area	West Dublin BART Area; between San Ramon Rd and Village Pkwy, N of I-580, S of Amador Valley Blvd	East	Planned	Suburban Center	260	902	3.5	334	4,440	BART, LAVTA
15	City of Dublin	Town Center	Town Center Planning Sub Area of the Eastern Dublin Specific Plan	East	Planned	Suburban Center	694	10,781	15.5	4,130	310	LAVTA
16		Transit Center/Dublin Crossing	Area N of I-580, S of 5th St. between the Iron Horse Trail and Arnold Road	East	Planned	Suburban Center	277	1,820	9.9	670	0	BART, LAVTA
17	City of Emeryville	Mixed Use Core	Most of Emeryville between I-80 and San Pablo Ave	North	Planned	City Center	009	10,200	17.0	4,150	11,260	Emery Go-Round, AC Transit, Amtrak
18		Centerville	Area east of I-880, between Decoto Road and Mowry Avenue	South	Planned	Transit Neighborhood/ Mixed Use Corridor	1,700	N/R	N/R	10,850	4,020	ACE train, Amtrak, AC Transit, commuter shuttles
19	of Erronous	City Center (Central Business District)	Area southwest of the Fremont BART station between Mowry Ave and Stevenson Blvd to Fremont Blvd	South	Planned	City Center	1,100	N/R	N/R	7,310	18,750	BART, AC Transit, VTA
20		Irvington District	Area east of Grimmer Blvd, between Paseo Padre Pkwy and Blacow Rd and Osgood Rd	South	Planned	Transit Town Center	1,300	N/R	N/R	7,280	5,460	AC Transit
21		South Fremont/Warm Springs	Area generally bounded by I-680, I- 880, SR-262, and Auto Mall Pkwy	South	Potential	Suburban Center	1,600	N/R	N/R	2,330	12,880	AC Transit
22		Mission Boulevard Corridor	Two segments along Mission Blvd from Harder Rd to the city limits, excluding the downtown core.	Central	Potential	Mixed-Use Corridor	240	2,754	11.5	1,480	1,690	BART, AC Transit
23	City of Hayward	Downtown	Area bounded by Alice St, Jackson St, 4th St, & Hazel Ave	Central	Planned	City Center	196	4,541	23.2	2,290	7,350	BART, AC Transit
Page		South Hayward BART Mixed Use Corridor	Area generally bounded by Harder Rd, Mission Blvd., Jefferson St and the BART ROW.	Central	Planned	Mixed-Use Corridor	54	420	7.9	180	320	BART, AC Transit

Note: Note: N/R = Not reported in survey; N/A = Reported as not available in survey; Population number of 0 indicates no current residents in PDA

									•			
	Sponsoring Jurisdiction	Name of PDA	Location Description	Planning Area	PDA status	Place Type	Size (acres)	Current Population	Pop. Density (ppl/acre)	Current Housing Units	Current Jobs	Existing Transit
25	City of Hayward	South Hayward BART Urban Neighborhood	Area generally bounded by Harder Rd, Mission Blvd., Jefferson St and the BART ROW.	Central	Planned	Urban Neighborhood	183	2,171	11.9	1,800	470	BART, AC Transit
26		The Cannery	Area bounded by A St, Alice St, Winton Ave and Centennial Park	Central	Planned	Transit Neighborhood	114	841	7.4	340	1,450	BART, AC Transit, Amtrak
27		Downtown	Area along First St./Railroad Ave./Stanley Blvd roughly between Murietta Blvd. and Scott St.	East	Planned	Transit Town Center	272	N/A	N/A	1,020	2,870	LAVTA, ACE train, Greyhound bus
28	City of Livermore	East Side Priority Development Area	Area south of I-580 bounded by Vasco Rd., Greenville Rd., and existing growth extents to south	East	Planned	Suburban Center	2,339	1,042	0.4	100	16,360	ACE Train, LAVTA "Wheels"
29		Isabel Avenue/BART Station Planning Area	Area bounded by Portola Ave, Doolan Rd, the City's Urban Growth Boundary, and Airway Blvd.	East	Planned	Suburban Center	1,132	N/A	N/A	530	3,290	LAVTA
30	City of Newark	Dumbarton Transit Area TOD	Area bounded by Thornton Ave, Enterprise Dr. and Willow St, Perrin Ave, and salt production facilities	South	Potential	Transit Town Center	143	0	0.0	0	40	AC Transit
31		Old Town Mixed Use Area	Thornton and Sycamore	South	Potential	Transit Neighborhood	45	N/R	N/R	100	100	AC Transit
32		Coliseum BART station area	Area roughly bounded by International Blvd., 54th Ave., 77th Ave., and I-880.	North	Planned	Transit Town Center	1,014	9,323	9.2	3,870	5,150	BART, AC Transit, Amtrak
33	City of Oakland	Downtown and Jack London Square	Area bounded by 29th St., the Oakland estuary, I-980, and Lake Merritt, excluding much of Chinatown.	North	Planned	Regional Center	750	12,992	17.3	11,910	88,180	BART, AC Transit, Ferry, Downtown Shuttle, Amtrak
Påge 26		Eastmont Town Center	Corridor along MacArthur Blvd. from the southern Oakland border to Seminary Ave., and including 73rd Ave. from MacArthur Blvd. to International Blvd.	North	Planned	Urban Neighborhood	578	25,359	43.9	6,850	3,450	AC Transit

Note: Note: N/R = Not reported in survey; N/A = Reported as not available in survey; Population number of 0 indicates no current residents in PDA

	Sponsoring Jurisdiction	Name of PDA	Location Description	Planning Area	PDA status	Place Type	Size (acres)	Current Population	Pop. Density (ppl/acre)	Current Housing Units	Current	Existing Transit
35		Fruitvale and Dimond areas	The Dimond district at Fruitvale Ave. and MacArthur Blvd. along Fruitvale Ave. to International Blvd. from 23rd Ave. to Seminary Ave.	North	Planned	Urban Neighborhood	1,511	38,068	25.2	14,210	8,130	BART, AC Transit
36	City of Oakland	MacArthur Transit Village	Area bounded by Adeline St., 5th St, Piedmont Ave., and I- 580, with an extra section surrounding Telegraph Avenue to the south.	North	Planned	Urban Neighborhood	940	9,380	10.0	8,820	10,580	BART, AC Transit, Emery Go-Round, Hospital Shuttles
37		TOD Corridors	Half-mile radius around BART stations in Oakland and within a quarter mile of the major transportation corridors in and along BART tracks and AC Transit routes on major arterials	North	Potential	Mixed-Use Corridor	14,345	190,825	13.3	67,370	33,490	BART, AC Transit, Amtrak
38		West Oakland	West Oakland, bounded by I-980, I- 580, and I-880	North	Planned	Transit Town Center	1,630	24,576	15.1	10,830	7,430	BART, AC Transit
39	City of Pleasanton	Hacienda	Area south of Highway 580 and east of Hopyard Road	East	Potential	Suburban Center	873	71,269	81.6	1,310	9,910	BART, WHEELS, County Connection, MAX, SMART, Tri- Delta, Amtrak
40		Bay Fair BART Transit Village	Area bounded by East 14th St, Thornally Dr. and the BART station, Hesperian Blvd., and Bayfair Dr.	Central	Potential	Transit Town Center	55	N/R	N/R	099	1,430	AC Transit, BART
41	City of San Leandro	Downtown TOD	Half-mile radius around the intersection of East 14th and Davis Streets	Central	Planned	City Center	502	N/R	N/R	4,210	2,790	AC Transit, BART, LINKS
42		East 14th Street	East 14th Street within San Leandro	Central	Planned	Mixed-Use Corridor	240	N/R	N/R	4,920	000'6	AC Transit, BART
Päge 2	City of Union City	Intermodal Station District	Area SE of Decoto Rd, between Alvarado-Niles Rd and Mission Blvd (includes Pacific States Steel Corporation remediation site)	South	Planned	City Center	105	Z/R	Z Z	1,060	340	BART, Union City Transit, AC Transit, Dumbarton Express
66		: Note: $N/R = Not$	Note: Note: N/R = Not reported in survey; N/A = Reported as not available in survey; Population number of 0 indicates no current residents in PDA	= Reporte	d as not ave	ilable in survey;	Population	number of 0 i	indicates no	current resia	lents in PL	<i>Y</i> (

Note: Note: NR = Not reported in survey; NA = Reported as not available in survey; Population number of 0 indicates no current residents in PDA

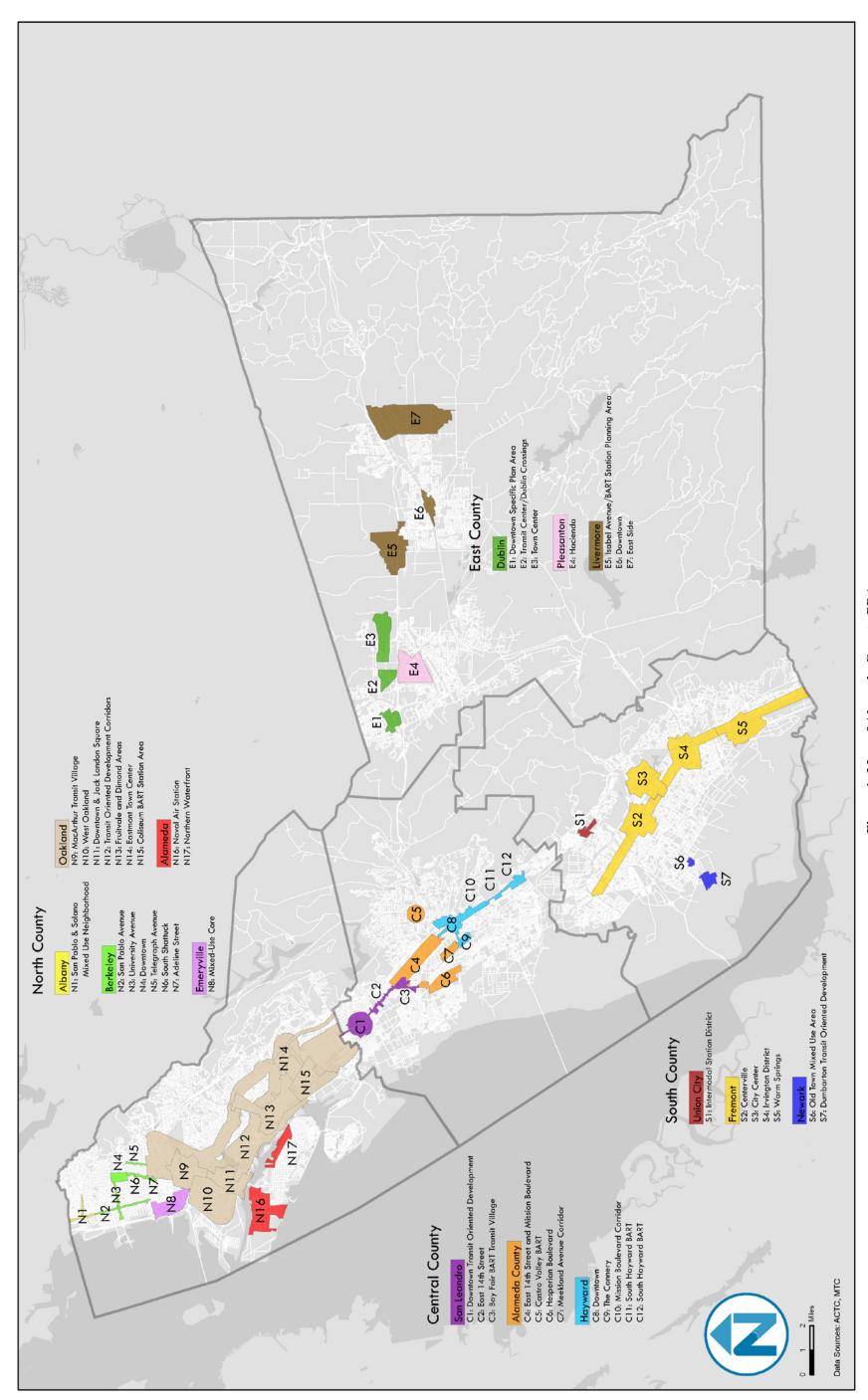


Figure 1: Map of Alameda County PDAs

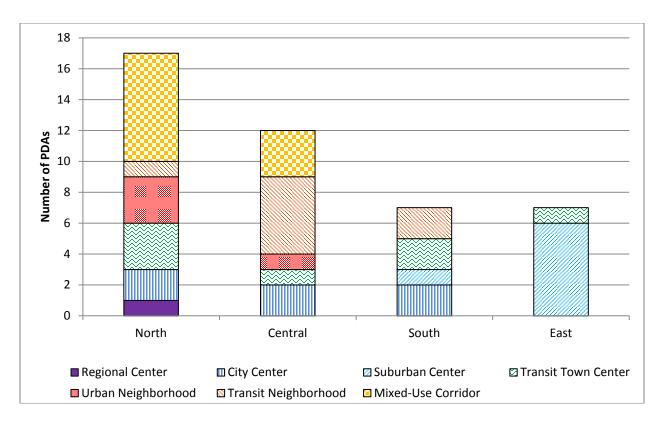


Figure 2: Alameda County PDAs by Place Type and Planning Area

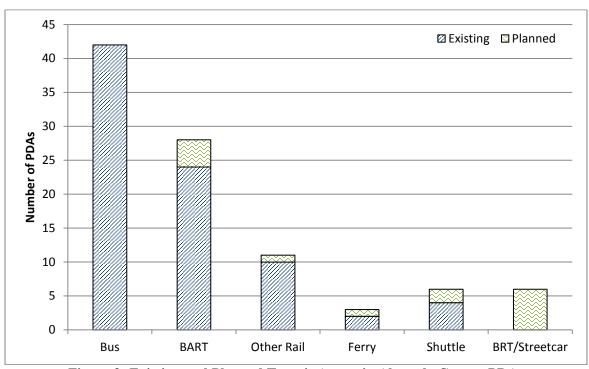


Figure 3: Existing and Planned Transit Access in Alameda County PDAs







activity with a dense mix of entertainment that caters economic and cultural Regional Center housing, retail and Primary centers of employment,

Example: Downtown Oakland

to regional markets.



areas & commuter hubs to the region

Examples: Downtown Berkeley, Downtown Hayward

Hacienda Business Park

Example: Pleasanton's and single-use areas.



economic and community **Transit Town Center** Local-serving centers of

Example: San Leandro Bayfair



Similar to City Centers but Suburban Center

activity.

with lower densities, less transit, & more parking



Mixed-Use Corridor

community activity with rail, streetcar, or high frequency Areas of economic and bus service that lack a distinct center.

Example: Albany's Solano Avenue



Primarily residential areas Transit Neighborhood served by rail or multiple bus lines. with low-to-



Example: Newark's Old moderate densities.



Figure 4: PDA Place Types

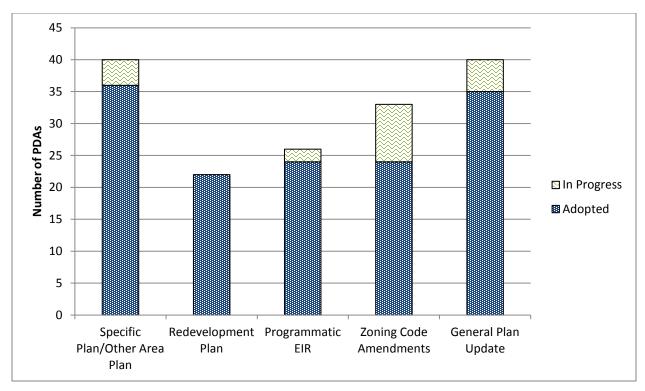


Figure 5: Status of Key Planning Milestones

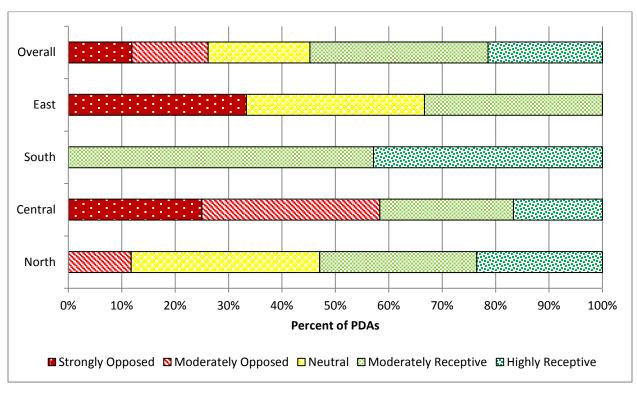


Figure 6: Community Receptiveness of Growth in PDAs by Planning Area

Housing and Job Growth Projections

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).

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.

Figures 7 and 8 present both job and housing projections from ABAG/MTC and from the Alameda CTC Locally Preferred Land Use Scenario Concept for informational purposes. The Alameda CTC projections were developed as part of the Countywide Transportation Plan. They were prepared through an iterative process that used input from local governments and residents to adjust regional projections to be more reflective of conditions in Alameda County. Ultimately, the Alameda CTC is required by statue to comply with ABAG/MTC land use projections, but both versions are presented for this initial summary for informational purposes.

All of the PDAs in Alameda County are projected to experience significant housing and employment growth, but there is wide variation across the county in absolute numbers of dwelling units and jobs added as well as how much of a change this growth represents over existing development.

Figures 9 and 10 present job and housing projections by city according to ABAG/MTC forecasts. As these figures illustrate, some cities' PDAs are projected to add many more units and jobs than others in absolute numbers (e.g. Oakland and Fremont for housing and jobs), while other cities' PDAs are projected to have more moderate growth in housing and jobs but this growth represents a major change over existing development levels (e.g. Livermore and Newark for housing and Newark and Union City for employment).

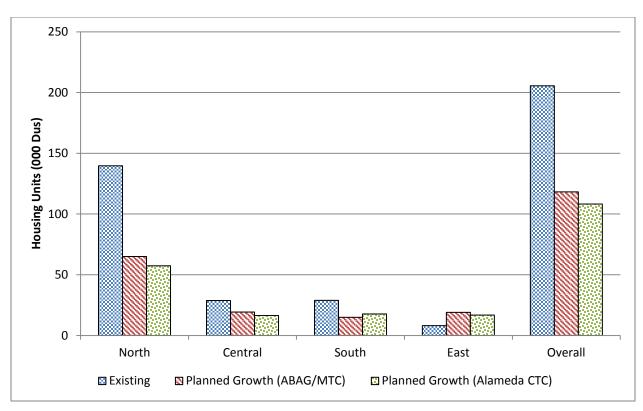


Figure 7: Growth in Housing Units within PDAs by Planning Area

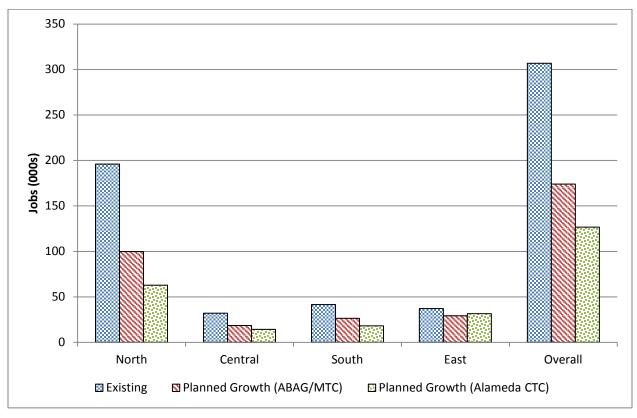


Figure 8: Growth in Jobs within PDAs by Planning Area

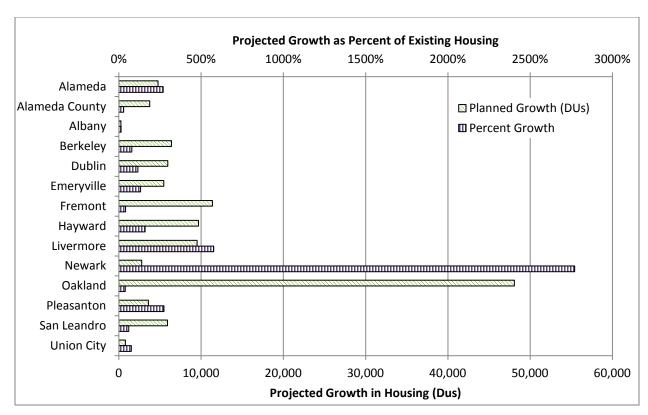


Figure 9: Projected Growth in Housing Units within PDAs by City (ABAG/MTC Forecasts)

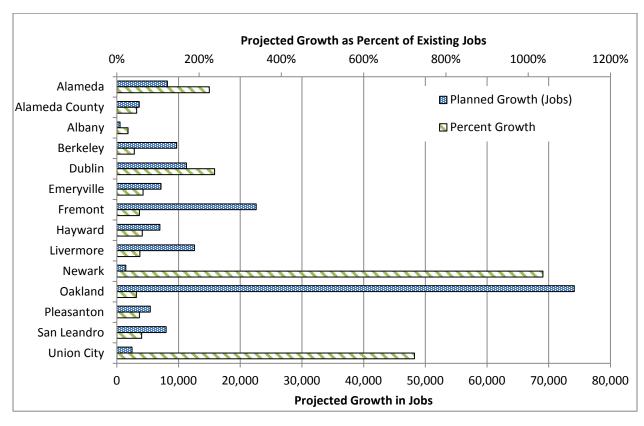


Figure 10: Projected Growth in Jobs within PDAs by City (ABAG/MTC Forecasts)

Table 2 presents ABAG/MTC housing and job projections by city; it shows growth within PDAs and outside PDAs. In most cities, the percent of housing and employment growth that is projected to be added within PDAs is near or above the county average (80% of dwelling units and 69% of jobs in PDAs). In some cities where the level of projected housing within PDAs is lower than the county average, the level of jobs expected to be added within PDAs exceeds the county average (e.g. Dublin and Fremont). In only a handful of cities are both the projected level of projected housing and employment within PDAs below average (Albany, Berkeley, Newark and Pleasanton); this may be partially explained by the size or number of designated PDAs in these jurisdictions. Some of these cities may be interested in establishing new PDAs to accommodate more growth which they are currently prevented from doing due to an ABAG-imposed moratorium on new PDA designations.

Table 2: Housing and Employment Allocations by City

				ABAG/MT	C Projection	ns		
		Hou	sing (DUs)				Jobs	
	Overall	PDA	Non PDA	% in PDAs	Overall	PDA	Non PDA	% in PDAs
Alameda	5,890	4,770	1,120	81%	9,150	8,200	950	90%
Albany	1,170	240	930	21%	1,400	520	880	37%
Berkeley	9,280	6,390	2,890	69%	22,210	9,700	12,510	44%
Dublin	8,530	5,950	2,580	70%	12,540	11,280	1,260	90%
Emeryville	5,470	5,470	0	100%	7,540	7,160	380	95%
Fremont	17,620	11,370	6,250	65%	29,970	22,590	7,380	75%
Hayward	12,290	9,680	2,610	79%	20,800	6,970	13,830	34%
Livermore	9,670	9,420	250	97%	13,250	12,580	670	95%
Newark	3,670	2,770	900	75%	5,210	1,450	3,760	28%
Oakland	51,490	48,080	3,410	93%	85,240	74,140	11,100	87%
Piedmont	90	0	90	0%	480	0	480	0%
Pleasanton	7,150	3,590	3,560	50%	15,300	5,410	9,890	35%
San Leandro	7,210	5,900	1,310	82%	12,930	7,980	4,950	62%
Union City	3,010	800	2,210	27%	5,100	2,460	2,640	48%
Unincorporated	5,430	3,750	1,680	69%	12,080	3,620	8,460	30%
County Total	147,970	118,180	29,790	80%	253,200	174,060	79,140	69%

Finally, Table 3 presents projected housing and jobs by PDA according to the ABAG/MTC Jobs-Housing Connection Strategy. This table also presents development activity – both construction since 2007 and development "in the pipeline" – as reported by planning staff completing the PDA survey.

Table 3: Job and Housing Projections and Development Activity by PDA

3 6 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	V C C	Existing	ing	ABAG/MTC Projected Growth 2010-2040	Projected	Construct	Constructed since 2007	Devel Pi	Development in Pipeline
Junsaiction	4	SNO	Jobs	DUs	Sqof	DUs	Comm. Sq. Ft.	SNO	Comm. Sq. Ft.
	Castro Valley BART	1,480	2,020	029	950	19	2,280	40	25,000
Alameda County	East 14th Street and Mission Street	7,190	2,730	1,930	1,500	13	0	0	16,700
Unincorporated	Hesperian Boulevard	2,860	1,860	690	740	135	0 0	0 0	20,000
	Meekland Avenue Comoo	1,400	300	400	430	0 0	> 0	000	000
City of Alameda	Naval All Station	1,460	1,220	760	1,200	200 45	25,000	300 67	140,000
City of Albany	San Pablo Avenue & Solano Avenue	1.810	1.910	240	520	25	000,02	175	85,000
	Adeline Street	069	950	250	089	0	0	42	1,900
	Downtown	2,690	15,200	4,150	6,380	240	000'09	437	32,200
City of Borkolov	San Pablo Avenue	1,630	2,390	870	940	81	14,000	238	33,500
Oity of Definerey	South Shattuck	340	1,140	110	300	0	0	150	23,000
	Telegraph Avenue	1,110	1,730	360	820	0	0	38	4,000
	University Avenue	1,660	1,410	650	280	400	20,000	110	2,000
	Downtown Specific Plan Area	830	4,440	096	3,900	0	24,580	1,300	3,059,784
City of Dublin	Town Center	4,130	310	1,860	1,010	953	0 77	1,661	1,565,000
Clive of Emory		970	070	5,130	6,370	220	13,000	071,20	1,630,000
City of Eiller yville	Mixed-Use Core	4,150	11,260	0,470	7,160	857	522,780	878	244,650
	Centerville	10,850	4,020	2,510	430	308	61,000	224	25,000
City of Fremont	City Center	7,310	18,750	2,900	5,890	o ;	15,000	328	91,000
	Irvington District	7,280	5,460	2,980	180	447	008,4	760	0 (
	South Fremonyvarm Springs	2,330	12,880	2,980	060,01	o (0 (0	0 1
	Mission Corridor	1,480	1,690	1,840	1,150	0 8	0	0	75,350
	Downtown	2,290	7,350	3,220	3,240	90 9	/8,2//	433	39,158
City of Hayward	South Hayward BART (MUC)	180	320	1,170	490	0 (0 (0 [1,391
	South Hayward BART (UN)	1,800	470	2,700	1,160	o ()	758	78,484
	The Cannery	340	1,450	750	930	42/	0 .	340	4,000
	Downtown	1,020	2,870	1,680	069	124	4,061	105	23,350
City of Livermore	East Side	100	16,360	4,270	8,080	0 0	0	510	637,401
	Isabel Avenue/BART Station Planning Area	050	3,290	3,470	3,810	400	379,045	200	190,000
City of Newark	Dumbarton Transit Oriented Development	140	860	2,400	1,240	>	o 0	1,066	o 0
	Colicoum BADT Station Area	000	100	0.00	0767	255	0 0	000	130,000
	Downtown & Jack London Square	3,670	3, 130 88 180	0,830 14 290	39 440	233 2.106	218,000	320 1 395	3 007 885
	Eastmont Town Center	6.850	3.450	410	1.860	j 0	0 0	0,-	72,000
City of Oakland	Fruitvale & Dimond Areas	14,210	8,130	4,370	7,540	38	20,115	1,248	41,000
	MacArthur Transit Village	8,820	10,580	5,090	2,280	34	165,000	1,138	1,775,500
	Transit Oriented Development Corridors	67,370	33,490	10,200	8,280	511	56,000	4,531	285,750
	West Oakland	10,830	7,430	6,870	7,470	994	64,512	2,539	338,500
City of Pleasanton	Hacienda	1,310	9,910	3,590	5,410	0	680,580	811	125,220
	Bay Fair BART Transit Village	099	1,430	006	1,260	0	0	0	0
City of San Leandro	Downtown Transit Oriented Development	4,210	2,790	3,690	20	0	0	200	0
Otto of Haion City	East 14th Street	4,920	9,000	1,310	6,670	119	0	0	0 200
City of Union City	Intermodal Station District	1,060	340	800	2,460	654	9,000	1,130	43,700
	County lotal	207,440	307,730	118,180	174,060	10,107	2,440,030	26,874	14,099,423

Overview of Transportation Projects

The PDA inventory survey also included a call for example transportation projects within or providing proximate access to a PDA. Projects were received from all jurisdictions and the data is still be evaluated for eligibility. The total request submitted was \$4.3 billion. Further information on the inventory results for transportation projects will be presented in November.

Growth Opportunity Areas (GOAs)

Growth Opportunity Areas (GOAs) were identified by local jurisdictions at ABAG's request during the development of the Sustainable Communities Strategy. These are non-PDA areas that may also be able to accommodate growth.

Alameda CTC built on the regional GOA process in our development of the Alameda County Preferred Land Use Scenario Concept. In addition to refining the GOAs in Alameda County, the Alameda CTC also designated new GOAs in Alameda County that will be focused on job growth.

Job development is a critical element in the success of PDA development. Commute mode choice depends on both ends of the trip: home location and job location. Originally, PDAs and GOAs focused on housing production, but increasingly the region is recognizing the importance of job development in the regional planning process. Figure 12 shows a map of the GOAs in Alameda County.

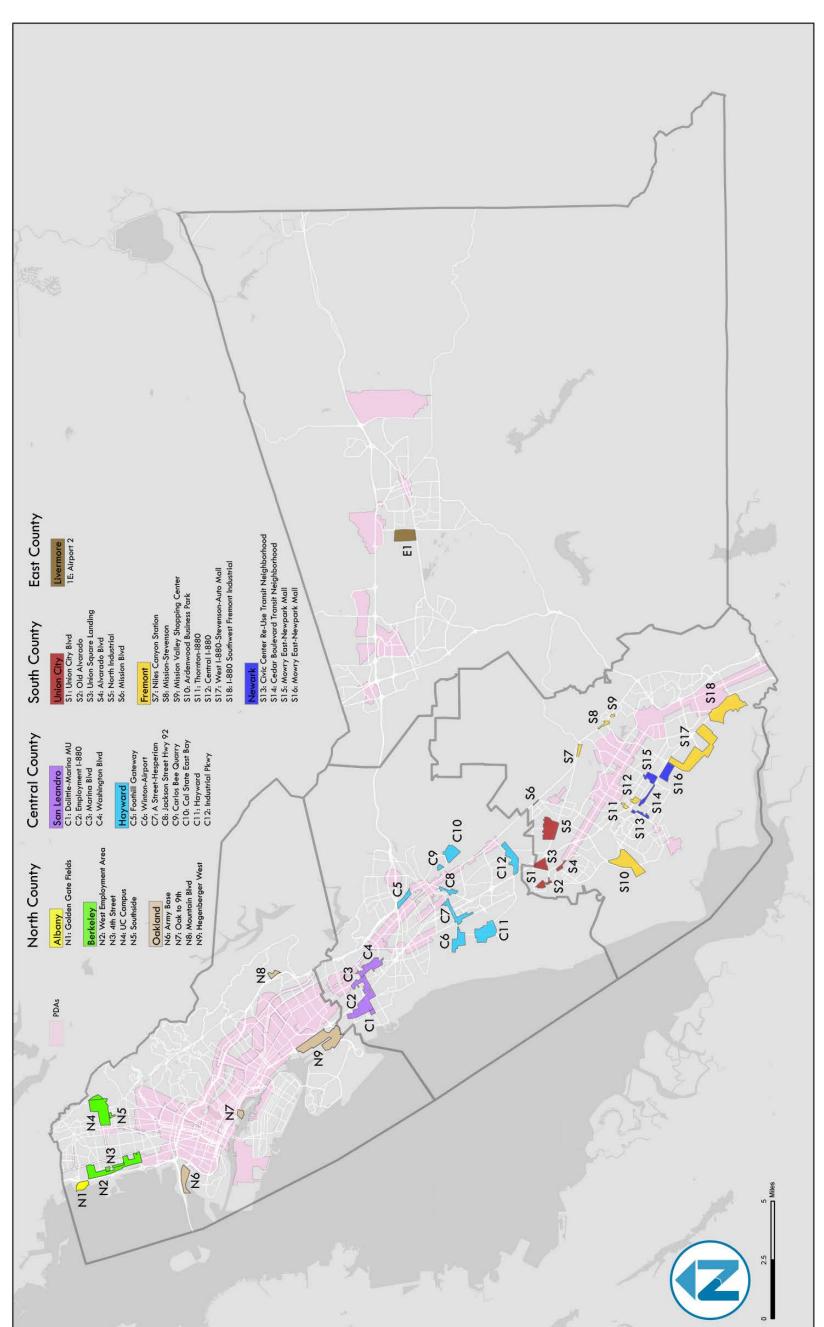


Figure 11: Map of Growth Opportunity Areas in Alameda County

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PDA Investment and Growth Strategy DRAFT OUTLINE

- 1. Introduction/Overview
 - a. Introduction to OBAG
 - b. What are PDAs?

SIDEBAR: FOCUS Program

SIDEBAR: SB 375 and Sustainable Communities Strategy

- c. Overview of PDA Growth and Investment Strategy
- 2. The PDA Inventory: Understanding Alameda County's PDAs
 - a. PDAs: A complex, long-term process
 - i. PDA Development Factors/Challenges
 - b. Overview of PDA Inventory & survey
 - c. Describe Alameda County's PDAs
 - i. Description of PDAs (projected housing units and jobs, map of PDAs in Alameda County, summary charts describing PDAs in Alameda County, etc.)
 - d. Growth Opportunity Areas (GOAs)
 - i. What are GOAs?
 - ii. Describe GOAs in Alameda County
- 3. PDA Strategic Plan
 - a. Introduction
 - b. Evaluation criteria/factors provided by MTC in Resolution 4035
 - c. PDA Readiness Criteria
 - d. Supporting PDA "readiness"
 - e. Alameda County PDA Evaluation
- 4. OBAG Investment Strategy
 - a. List of projects proposed for funding
- 5. Alameda County Inventory of PCAs
 - a. What are PCAs?
 - b. Describe PCAs in Alameda County
 - c. Criteria for funding
 - d. Eligible projects for funding in PCAs
- 6. Monitoring
 - a. Describe ongoing strategies to monitor PDA development over time
- 7. Summary/Next Steps

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October 1, 2012

Mark Green, Chair and Members of the Board Alameda County Transportation Commission 1333 Broadway, Suite 300 Oakland, CA 94612

Re: Promoting A Vision for Equitable Transit-Oriented Development through Guidelines for One Bay Area Grant and Measure B1 funds

Dear Chair Green and Alameda CTC Commissioners:

Our county is at an exciting and challenging crossroads as we plan for the Bay Area's future growth. While local and state funding sources for transportation, housing and infrastructure have shrunk dramatically, regional planning and SB 375 have created new opportunities for integrated funding. Alameda County has been at the forefront of efforts to invest strategically in projects and programs that connect land use, transportation, jobs and housing for long-term sustainable growth. The One Bay Area Grant (OBAG) process and Measure B1 will determine how millions of transportation dollars are spent over the next 30 years.

Given these opportunities, our coalition (see list below) has come together to ensure that these funds promote opportunity and health for *all* residents of the Bay Area. Our groups share related missions of social, environmental, transportation, and housing justice and have been active throughout the Plan Bay Area and Measure B1 process. We believe public investment should flow to those jurisdictions that demonstrate – through actions, policies and planning – that they support healthy communities with good jobs and affordable homes served by reliable public transit in walkable, bikeable neighborhoods. Towards that end we have developed the attached recommended guidelines for Alameda CTC's Transit Oriented Development (TOD) funding.

Investments such as OBAG can potentially catalyze development of such complete communities. To have the greatest impact, these limited funds should be spent in jurisdictions with a demonstrated commitment and track record of creating affordable homes and preventing displacement for those often left out of regional prosperity: working families, low-income tenants, seniors, people with disabilities, veterans, and formerly homeless people. Mixed-income housing and tenant protections are key to maximizing social, environmental and economic benefits of TOD for residents while boosting transit ridership. As summarized in the 2009 *Development Without Displacement* report by the Association of Bay Area Governments (ABAG):

Transit-oriented development can bring multiple, synergistic benefits, including revitalized neighborhoods, greater public transit use, reduced traffic congestion and carbon emissions, and preserved open space...

Building affordable homes in new transit-oriented developments can enable low-income working families (predominantly people of color) to lower their transportation costs, live in healthy and walkable neighborhoods with shops and services, and access jobs and economic opportunities throughout the region.

This is the vision we hope to achieve. Given that the Alameda CTC has been charged with developing a PDA Growth and Investment Strategy by May 2013, our coalition is recommending policies <u>now</u> to guide investment to jurisdictions that prioritize the connection between good jobs, social equity, health and the environment. Directly linking TOD funds to results, such as affordable housing construction and tenant protections, will reward those jurisdictions who are trying to think and act regionally, while offering incentives for other cities to take on their fair share of growth. The result will be a region with increased transit ridership, improved health outcomes, and accessible housing – leading to greater access to opportunity and better quality of life for all. We know that Alameda County shares these goals, and we believe that transit-oriented-development funding is an important tool to help achieve this sustainable, inclusive future.

We thank you for your consideration of these draft guidelines and we look forward to working with you.

Sincerely,

The Equitable TOD Coalition:

Asian Pacific Environmental Network (APEN)
Building Opportunities for Self-Sufficiency (BOSS)
Causa Justa::Just Cause (CJJC)
Center for Sustainable Neighborhoods
Congregations Organizing for Renewal (COR)
East Bay Housing Organizations (EBHO)
East Bay Asian Local Development Corporation (EBDALDC)
Genesis
Greenbelt Alliance
Public Advocates
St. Mary's Center
TransForm
Urban Habitat

Attachment A: Proposed Affordability and Anti-Displacement Guidelines for Transit Oriented Development/Priority Development Area Investment Strategy

Cc: Art Dao, Executive Director
Beth Walukas, Deputy Director of Planning
Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation

Attachment A

Proposed Affordability and Anti-Displacement Guidelines for Transit Oriented Development/Priority Development Area Investment Strategy

Alameda CTC is charged with developing strategies to address affordable housing, economic development, and displacement in Priority Development Areas (PDA) and Transit-Oriented Development (TOD) projects. The following guidelines are proposed to ensure that neighborhoods in the County best-served by transit remain affordable to existing residents, promote increased transit ridership, and accommodate a vibrant and diverse mix of future residents. Low-income residents are among those households most likely to use (and depend upon) transit, so investment in TOD/PDA projects must incorporate access to opportunity and protections for these workforce and special needs populations. Therefore, TOD and funding administered by Alameda CTC shall be awarded according to anti-displacement and affordability guidelines into account (along with other standard criteria such as geographic equity and project readiness) in a competitive, points-based process.

Threshold Requirements on TOD/PDA Funding:

To be eligible for funding, by May 1, 2013 or at the time of application for funding, jurisdictions must demonstrate both *past commitments* to affordable housing and inclusion, and efforts to ensure that *future* TOD development promotes mixed-income communities. While all PDAs should have policies that provide a mix of anti-displacement and inclusionary strategies, in PDAs that already have high concentrations of low income households, more emphasis might be placed on anti-displacement, while in PDAs with lower concentrations, more emphasis might be placed on creating new affordable housing.

1. Affirmative Policies to Encourage Mixed-Income, Inclusive Communities

Establish a regional goal that the target income mix in each PDA should provide affordable housing for low-income and workforce households in at least the same proportion as those populations represent for the region as a whole. This should take into account existing housing as well as new units to be developed in the PDA.

a. Anti-displacement Policies: Jurisdictions must have a plan that identifies and addresses the factors that contribute to an increased risk of displacement, with the goal of preventing the direct or indirect displacement of low-income residents in the project area. Jurisdictions must have adopted policies or programs such as preservation of existing affordable & deed-restricted housing with extended affordability mechanisms, rent control, rental

¹ For the purposes of these guidelines, "low-income" shall refer to those households in the extremely-low, very-low and low-income ranges, as defined by California state housing element law and the state Department of Housing and Community Development. We believe it is crucially important that extremely-low-income households – those between 0-30% area median income – be accommodated along with those at slightly higher levels of income.

- assistance, strong relocation assistance requirements, relocation benefits, enforcement of tenant protections in foreclosed properties, right-of-first refusal policies, just cause for eviction ordinance, and requiring one-for-one replacement of low-income or assisted units removed by TOD/PDA projects.
- b. Planning for mixed-income communities: Jurisdictions must incorporate affordable housing development and preservation into the PDA neighborhood through concrete and affirmative plans and policies. Such plans and policies may include density bonuses, inclusionary housing requirements, impact fees, overlay zones and other mechanisms to ensure that a significant proportion of new housing is available to an appropriate mix of low-income households.
- 2. Compliance with state Housing Element requirements: Jurisdictions must have an adopted Housing Element for the current RHNA cycle that is certified by the State Department of Housing and Community Development. Jurisdictions must also have submitted a housing element progress report to HCD for the most recent year.
- 3. A Record of Affordable Housing Creation: Jurisdictions must be able to demonstrate that they have produced and/or facilitated the creation of affordable housing, as measured by substantial progress toward meeting RHNA goals for lower income housing allocations in the last two Housing Element cycles. OR jurisdictions must demonstrate the have plans to create significant affordable housing through a specific plan for the PDA area with an inclusionary requirement, citywide or PDA-specific policies such as an affordable housing overlay zone, designated or landbanked sites, or identified financing for affordable housing developments.

Additional Competitive Criteria for TOD/PDA Funding Distribution:

ACTC shall prioritize the following in allocating TOD/PDA funding, awarding additional points to jurisdictions that have:

- Demonstrated record in the production of deeply affordable housing for extremelylow and very low-income populations, service-enriched, supportive or transitional affordable housing and/or housing for people with special needs: including seniors, formerly homeless people, foster youth, and people with disabilities.
- Within the PDA, plans for higher proportions of affordable housing for extremely low, very-low and low-income residents than required by the RHNA regional allocation.
- Citywide or within the PDA, jurisdiction-supported programs to reduce combined transportation and housing costs of low-income residents such as Eco Passes, employer-participation plans, carshare and bicycle incentives, etc.



Memorandum

DATE: October 12, 2012

TO: Alameda County Transportation Commission

FROM: Planning, Policy and Legislation Committee

SUBJECT: Approval of Draft One Bay Area Grant (OBAG) Program Guidelines

Elements

Recommendation

It is recommended the Commission approve the Draft One Bay Area Grant (OBAG) Program Guideline elements.

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 of the OBAG Program that Bay Area congestion management agencies (Alameda CTC in Alameda County) must meet as a condition for the receipt of OBAG funds.

Alameda County's estimated share of the OBAG funding is \$63 million of STP/CMAQ spread over four fiscal years (FY 2012-13 through FY 2015-16). In large counties, such as Alameda County, 70 percent of the OBAG funding must be programmed to transportation projects that support Priority Development Areas (PDAs) and 30 percent of the OBAG funds may be programmed for transportation projects anywhere else in the county.

OBAG also provides annual funds for Congestion Management Agency (CMA) planning activities, previously provided by MTC to CMAs through a separate process and agreement. The ongoing planning and programming functions provided by the Alameda CTC maintains compliance with MTC mandated requirements (e.g., Regional Transportation Plan (RTP), Congestion Management Program (CMP), countywide travel demand model, Lifeline programming, fund programming). In addition to these traditional planning tasks there are other new or significantly expanded planning needs that emerge as a result of OBAG.

MTC Resolution 4035 also provides funds for a Regional Safe Routes to Schools (SR2S) program. Similar to Cycle 1 federal funding in the MTC region, the SR2S program remains a regionally funded program with direct county distributions. MTC has identified about \$4.3

million for Alameda County for SR2S efforts for a 4-year period over and above the OBAG funds. The OBAG program does allow for the option to contribute additional funding to augment SR2S activities of the Regional SR2S program funding.

The Draft Programming Guidelines will be presented to the Committees and Commission at the November meetings

Discussion

MTC has requested the Alameda CTC provide an OBAG program recommendation by June 30, 2013, that meets the OBAG program requirements 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 and Eligibility

Projects will need to comply with OBAG and federal funding requirements as well as local criteria that will be used to evaluate projects in Alameda County. The programming of these federal funds is constrained to a mix of transportation projects that conform to the eligibility requirements of the approximately \$31 million of CMAQ and \$32 million of STP (including \$4 million of Transportation Enhancement (TE)/Transportation Alternatives under MAP-21) available to program. The selected projects will be required to meet federal obligation deadlines no later than FY 15-16 (e.g. be ready to submit request for fund obligation to Caltrans no later than January 2016). Certain types of transportation projects are eligible under the OBAG and federal funding requirements. 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 (STP only)

Programming Categories

The OBAG funds are proposed to be programmed 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 43 PDAs in Alameda County will play a primary role in the amount of funds available for each program category.

Table 1: OBAG Programming Categories

Program / Category	Total	% Share
Planning	7,106,000	11.3%
Local Streets and Roads	15,257,000	24.2%
PDA Supportive Transportation Investment	38,702,000	61.4%
Augment Regional SR2S	2,000,000	3.2%
Total	63,065,000	100%

Note: Attachment A provides additional detail on the funding by Program/Category

Planning/Programming:

The ongoing planning and programming functions provided by the Alameda CTC maintains compliance with MTC mandated requirements (e.g., Regional Transportation Plan (RTP), Congestion Management Program (CMP), countywide travel demand model, Lifeline programming, fund programming). Other planning needs that emerge from OBAG are new or significantly expanded. Staff has identified the following tasks that have been required or will add to the existing planning work load.

Traditional CMA Tasks

- ➤ Developing and updating the Congestion Management Program (CMP)
- ➤ Developing and updating the Countywide Transportation Plan (CWTP) including Arterial Performance Initiative
- > Travel Model Support
- > Evaluation of Transportation and Land Use Policies
- > Developing Countywide Bike and Pedestrian Plans
- ➤ Lifeline Program / Community Based Transportation Plan (CBTP)
- Performing ongoing Programming Tasks
- Performing ongoing Monitoring Tasks

Additional OBAG Tasks

- ➤ Lifeline Program / Community Based Transportation Plan (CBTP)
- ➤ Developing and updating the PDA Investment and Growth Strategy

- ➤ Preparing the PDA Strategic Plan and/or programs to provide PDA technical assistance to local agencies
- ➤ Enhanced Monitoring due to PDA Growth Strategy and Complete Streets
- ➤ Multi-jurisdictional PDA Coordination
- ➤ Developing the Capital Improvement Program
- Countywide Bike and Pedestrian Plan related Planning efforts
- Complete Streets Policy Planning efforts (Ensuring local compliance with MTC's Complete Streets policy)
- ➤ Outreach efforts (Expanding public outreach and communication with stakeholders)
- ➤ Priority Conservation Areas related Planning / Programming efforts
- ➤ Development of a Comprehensive Multi-modal Strategic Plan with Bus, Rail, Parking, TDM, land use and Bike and Pedestrian elements

These efforts will need to be funded with STP funds because they are not eligible for CMAQ funds. This programming will be split between the 70/30 percent PDA and non-PDA categories on a similar percentage. It is proposed \$7.1 Million of OBAG funds be available for Planning/Programming related activities. Additional information on planning/programming eligibility is also included in MTC Resolution 4035.

Alameda CTC Planning and Programming efforts are also anticipated to increase with the potential passage of Measure B1. Based on the results of the November election, staff would bring any recommendation revisions to the Committees and Commission.

Local Streets and Roads (LSR):

This programming will support the "fix it first" strategy as well as address the maintenance shortfall in Alameda County. This category of projects is not eligible for CMAQ funding. The LSR funding is proposed to be sub-allocated to cities and County based on 50% Population and 50% Lane Miles formula. The target numbers generated as a result of this formula will be the maximum LSR funds that may be received by a jurisdiction. The minimum LSR funds a jurisdiction may receive is \$100,000 which is consistent with MTC OBAG.

To be eligible for funding of any Local Streets and Roads (LSR) preservation project, the jurisdiction must have an MTC certified Pavement Management Program (StreetSaver® or equivalent). Pavement projects will be based on the needs analysis resulting from the established Pavement Management Program (PMP) for the jurisdiction. PMP certification status can be found at www.mtcpms.org/ptap/cert.html. Other project specific eligibility requirements for LSR projects include:

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.

<u>Federal-Aid Eligible Facilities</u>: 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

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 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 FAS were programmed under the Cycle 1 FAS program (covering a total 6-year period from 2008/09 to 2014/15). Cycle 2 of the OBAG federal funding includes four years of funding through FY 2015/16. Funding provided to the counties by the CMAs under OBAG will count toward the continuation of the FAS program requirement.

Under the OBAG program guidelines, LSR projects may be included in the PDA Supportive category based on the location of the project. Under the OBAG Program, approximately \$15,257,000 will be available to Alameda County for eligible LSR projects. Additional information on LSR project eligibility is also included in MTC Resolution 4035.

PDA Supportive Transportation Investment:

PDA supportive projects are anticipated to include bicycle, pedestrian, and Transportation for Livable Communities (TLC) projects.

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 must 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.

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:

- > 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 car sharing, 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.
- 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, planters, costs associated with on- site storm water management, permeable paving)

Based on the level of needs of the Planning/Programming and LSR categories that require STP funds, it is expected that the projects in the PDA Supportive category will use CMAQ funding. This category will include projects within the geographic boundaries of a PDA as well as projects considered in "proximate access" to a PDA. Additional information on PDA Supportive Transportation Investment project eligibility is also included in MTC Resolution 4035.

Safe Routes to School (SR2S):

MTC has identified about \$4.3 million of Regional SR2S funding over and above the OBAG funds. If additional resources are required, OBAG funds are eligible to supplement the already identified funding. The current Alameda Countywide SR2S program has an annual budget of about \$1.2 million. The Regional SR2S program provides about \$1.1 million per year. This proposal includes the augmentation of \$500,000 per year (\$2 million total) of OBAG funds for

the SR2S program, to augment the Regional SR2S funding to sustain and provide strategic expansion opportunities. The Regional SR2S program is proposed to be operated under a similar model to the existing Countywide SR2S program with the Alameda CTC administering the countywide program. Additional information on SR2S project eligibility is also included in MTC Resolution 4035.

Role of 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 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). Additional information on exchange scenarios will be available in November

OBAG Eligibility, Screening and Selection Criteria

Projects will be first screened for eligibility and will then be prioritized based on project selection criteria for the OBAG program as a whole, as well as for individual OBAG programs (Local Streets and Roads Preservation and PDA Supportive Transportation Investments). MTC's OBAG guidelines dictate multiple screening and evaluation criteria that will be required to be used.

The project selection criteria for this funding cycle will include traditional criteria that have been used in past funding cycles as well as new OBAG specific requirements that have not traditionally been applied to the evaluation of transportation projects.

OBAG Eligibility Criteria

Alameda CTC Requirements

The OBAG program requires that by May 1, 2013, the Alameda CTC complete the OBAG Checklist for Compliance with MTC Resolution No. 4035. The intent of the checklist is to delineate and ensure compliance with the requirements included in the OBAG program related to the:

- PDA Investment and Growth Strategy, the
- Performance and Accountability Policies and
- OBAG calls for Projects Guidance.

The checklist also certifies the Alameda CTC engagement with Regional and local agencies while developing the PDA Investment and Growth Strategy.

Local Agency Eligibility Requirements

A local agency must be an eligible public agency qualified to receive federal funds per MTC's OBAG guidelines. In addition, 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 (or compliant General Plan)
- 2. Certification of housing element by the California Department of Housing and Community Development by January 31, 2013

The OBAG Checklist which details the required activities for the Alameda CTC is included as Attachment B. The Local Jurisdiction OBAG Checklist also includes requirements for local jurisdictions to be eligible to receive OBAG funds is included as Attachment C.

OBAG Screening Criteria

Projects must meet all screening criteria in order to be considered further for OBAG funding. The screening criteria will focus on meeting the eligibility requirements for OBAG funds and include the following factors:

- ➤ Project must be eligible for funding from one or more of the fund programs incorporated into OBAG:
 - Local Streets and Roads Preservation
 - o PDA Supportive Transportation Investments
 - Safe Routes to School
- > The project is in a PDA, or meets the minimum definition of "Proximate Access" to a PDA *
 - o If the project is not physically located within the boundaries of a PDA, provide the benefit of the proposed transportation improvement for travel to or from a PDA or between the PDA and a job center or other important community services or areas or between PDAs
 - o Applies to the 70% portion of the funds
 - O The proposed LSR programming target will allow sponsors to submit LSR projects either inside and/or outside the PDAs. It is anticipated that the 70/30 PDA/Non-PDA split for the overall OBAG program will be met even if a majority of LSR projects proposed are outside the PDAs.
- ➤ Project sponsor is requesting a minimum of \$500,000 in OBAG funds.
 - Requests for less than this amount may be considered on a case by case basis.
 Per MTC OBAG policy, grant amount will be no less than \$100,000 for any project and the overall average of all OBAG grants meet the \$500,000 minimum threshold *
- ➤ Project is consistent with the adopted Regional Transportation Plan and the Alameda Countywide Transportation Plan.
- Project must have the required 11.47% local match in committed or programmed funds.
- * Indicates OBAG specific requirement

OBAG Selection Criteria

The project selection criteria for this funding cycle will include criteria used in past Alameda CTC funding cycles as well as new requirements that are mandated by the OBAG program. Projects that meet all of the OBAG screening criteria will be prioritized for OBAG funding based on the factors listed below.

- Project Readiness
 - o Status / work completed to date
 - o Cost estimate and funding plan
 - o Schedule
- Proximate Access*
 - o If the project is not physically located within the boundaries of a PDA, provide the benefit of the proposed transportation improvement for travel to or from a PDA or between the PDA and a job center or other important community services or areas or between PDAs
- Project is well-defined and results in a usable segment
- Sustainability (e.g. maintenance responsibility, life cycle of improvement)
- Transportation project need/benefit/effectiveness:
 - Also consider transportation project need/benefit/effectiveness in direct relation to the PDA(s)
 - o Includes safety issues
- Project is located in high impact project areas in regards to PDA development and the SCS. 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)
 - o 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 multimodal access
 - o Project areas with parking management and pricing policies
- Project is located in Communities of Concern (COC)*
- Proposed transportation investments in PDAs have affordable housing preservation and creation strategies.*

- Proposed transportation investments in PDAs overlap with Air District Communities Air Risk Evaluation (CARE) communities and/or are in proximity to freight transport infrastructure.*
- Priority of the PDA*
 - Alameda CTC is preparing a PDA Strategic Plan. This plan is proposed to identify PDAs whose development would benefit from the implementation of the proposed transportation project. This issue will be discussed in more detail under agenda item 4B.
- * Indicates OBAG specific requirement

Local Streets and Roads Preservation Additional Selection Criteria

The LSR Program funding is reserved for pavement rehabilitation and preventative maintenance projects located on the Federal-Aid System. Projects applying for LSR funds will be subject to additional criteria below listed:

- Projects located on the Federal-Aid System
- Identify project Functional Classification system
- Identify Functional Category within the Classification System
- Identify Preventive Maintenance projects (Eligible preventive maintenance projects must have a PCI above 70.)
- Sponsoring agency must have a certified Pavement Management System (PMS)
- Proposed project must be based on the analysis results from an established PMS for a jurisdiction

Coordinated Programming

Other fund sources can complement the OBAG programming process, by providing funding that can match federal monies, funding certain project types or phases of a project. It is recommended that additional fund sources allocated by the Alameda CTC be considered in coordination with the OBAG programming process, with a focus on the PDA Supportive Transportation Investment and SR2S Categories. The minimum match required for the federal funds in these two programs would be approximately \$5.4 million.

Staff has identified the following funding to coordinate with the OBAG programming process:

- \$1.5 Million of Measure B Bike Ped. Countywide Discretionary funds
- \$1.5 Million VRF Bike Ped funds
- \$5 million of VRF Transit for Congestion Relief Program

When considering other fund sources in the recommendation for the Coordinated OBAG programming (including STP/CMAQ, Measure B and VRF funding), factors such as eligibility, schedule, and best use of each individual fund source for the entire program of projects being considered will be used.

The project sponsors receiving LSR funds will also need to provide the local match for their respective LSR projects. Based on Federal funding requirements, a 11.47% local match is

required for OBAG funds. This is an eligible cost for both Measures B LSR pass through funds and VRF LSR pass through funds.

Other OBAG Programs

PDA Planning Assistance

We are working with MTC on identifying funding for additional resources to provide assistance to local agencies to further PDA developments. These funds would be from sources above and beyond the \$63 million of OBAG identified for transportation investments. This issue will be discussed at committee meetings in the upcoming months.

Priority Conservation Areas (PCA) Program

This is a \$10 million program that is regionally competitive and 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. Staff recommends that PCA project proposals should partner with agencies such as the East Bay Regional Park District and other organizations such as the Tri Valley Conservancy for this regional competitive program.

Summary of Committee Comments

This item was presented to the Planning, Policy and Legislation Committee (PPLC), ACTAC, and the Bicycle Pedestrian Advisory Committee (BPAC).

The Planning, Policy and Legislation Committee recommended approval of the PDA readiness criteria with two members voting no. Comments were heard from the public. Comments from the public speakers included support for affordable housing and anti-displacement policies and support for implementing the MTC OBAG policies as written. The Committee requested clarification on the guidelines for PDA supportive projects and the guidelines proposed for the LSR program. Staff indicated that LSR projects outside PDAs are not required to meet the PDA investment and Growth Strategies requirements in MTC Resolution 4035. Staff also indicated that additional details related to the project selection criteria, such as weighting of the various criteria, will be available in November.

The ACTAC was supportive of the overall Programming categories and also expressed support for the inclusion of the LSR Category which addresses current shortfall needs and is consistent with a fix-it-first policy. Some members had concerns about Planning needs at the local level and have requested additional assistance for PDA development. Staff indicated we are continuing to work with MTC to identify additional PDA development support resources.

BPAC requested information regarding the schedule of the OBAG programming process and how the next round of Measure B Countywide Bike and Pedestrian Discretionary funds will coordinated with the OBAG funding. The members had concerns about using Measure B funds

as "match" in the proposed coordinated programming approach. The BPAC expressed support for fund Exchanges (Federal to Local Dollars) to provide programming and delivery flexibility.

Next Steps:

The Draft Programming Guidelines will be presented to the Committees and the Commission at the November meetings. The Final Programming Guidelines will be presented to the Committees and Commission at the January 2013 meetings. A detailed implementation and outreach schedule is included as Attachment D.

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:

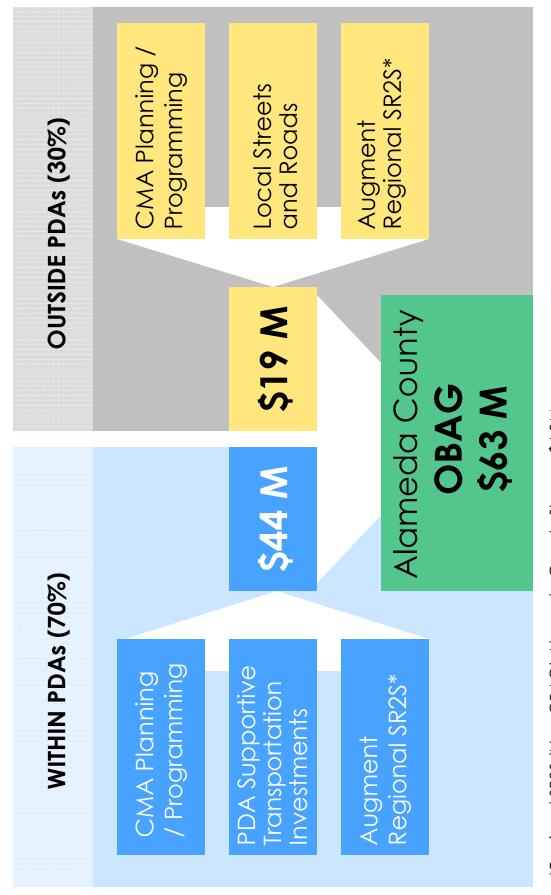
Attachment A: OBAG Program Category Summary (Table)

Attachment B: OBAG Checklist for Compliance with MTC Resolution No. 4035

Attachment C: Local Jurisdiction OBAG Checklist Attachment D: OBAG Implementation Schedule

Attachment E: MTC Resolution 4035

Draft OBAG Fund Category Summary



*Regional SR2S (Non-OBAG) Alameda County Share = \$4.3M

DRAFT One Bay Area Grant Program - Fund Category Summary

Alameda County OBAG Share Within PDAs	\$63,065,000 \$44,145,500		STP @ 46% CMAQ @ 49%	\$28,696,000
Outside PDAs	\$18,919,500		STIP-TE @ 6%	\$3,726,000
Program / Category	Within PDAs (70%)	Outside PDAs (30%)	Total	% Share
CMA Planning / Programming (STP)	4,943,150	2,162,850	7,106,000	11.3%
Local Streets and Roads (STP)		15,256,650	15,256,650	24.2%
PDA Supportive Transportation Investment (STP / CMAQ / STIP-TE)	38,702,350		38,702,350	61.4%
Augment Regional SR2S $(STP \ / \ CMAQ)$	500,000	1,500,000	2,000,000	3.2%
Total	44,145,500	18,919,500	63,065,000	100%

Regional SR2S (Non-OBAG) Alameda County Share

\$4,293,000

DRAFT One Bay Area Grant Program - Fund Category Summary

STP/CMAQ /STIP-TE Breakdown

\$63,065,000	\$44,145,500	\$18,919,500
Alameda County OBAG Share	Within PDAs	Outside PDAs

%
STP @ 46% \$28,696,000

Program / Category	STP	CMAQ	STIP-TE	Total
CMA Planning / Programming	7,106,000	0	0	7,106,000
Local Streets and Roads	15,256,650	0	0	15,256,650
PDA Supportive Transportation Investment	5,333,350	29,643,000	3,726,000	38,702,350
Augment Regional SR2S	1,000,000	1,000,000	0	2,000,000
Total	28,696,000	30,643,000	3,726,000	63,065,000

Regional SR2S (Non-OBAG) Alameda County Share

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For Receipt of Fiscal Years 2012–13 throug	n 2015–16 One Ba _j	y Area Grant Funds
Reporting Period: Calendar Year 2013		

Reporting CMA:	

One Bay Area Grant (OBAG) Checklist for CMA Compliance with MTC Resolution No. 4035

Re: Federal Cycle 2 Program Covering FY 2012-13 through FY 2015-16

The intent of this checklist is to delineate the requirements included in the OBAG Grant Program in MTC Resolution 4035 related to the Priority Development Area (PDA) Investment and Growth Strategy (Appendix A-6), the Performance and Accountability Policies, and OBAG Call for Projects Guidance (Appendix A-5). This checklist must be completed by Congestion Management Agencies and submitted to MTC to certify compliance with the OBAG requirements listed in Resolution No. 4035. This checklist does not cover the programming actions by a CMA for the OBAG grant.

This checklist serves as an instrument for assessing the CMA's compliance with OBAG requirements as set forth in Resolution 4035, adopted by MTC on May 17, 2012.

CMA Requirements

PDA Investment and Growth Strategy: Appendix A-6

1.	Engage with Regional and Local Jurisdictions			
a.	Has the CMA developed a process to regularly engage local planners and public works staff in developing a PDA Investment and Growth Strategy that supports and encourages development in the county's PDAs?	Yes	□No	□ N/A
b.	Has the CMA encouraged community participation throughout the planning and establishment of project priorities?	Yes	□No	□ N/A
c.	Has the CMA's staff or consultant designee participated in TAC meetings established through the local jurisdiction's planning processes funded through the regional PDA planning program?	Yes	□No	□ N/A
d.	Has the CMA worked with MTC and ABAG staff to confirm that regional policies are addressed in PDA plans?	Yes	□No	□ N/A

If "No" or "N/A –Not Applicable" is marked in any box on the checklist, please include a statement at the end of the checklist to indicate why the item was not met.

Page 1

For Receipt of Fiscal Years 2012–13 through 2015–16 One Bay Area Grant Funds Reporting Period: Calendar Year 2013

2.	Pla	anning Objectives to Inform Project Priorities			
a.		s the CMA kept itself apprised of ongoing transportation and d-use planning efforts throughout the county?	Yes	□No	□ N/A
b.	tra	s the CMA encouraged local agencies to quantify nsportation infrastructure needs and costs as part of their nning processes?	Yes	□No	□ N/A
C.	me	s the CMA encouraged and supported local jurisdictions in setting their housing objectives established through their opted Housing Elements and RHNA?			
	1.	By May 1, 2013, has the CMA received and reviewed information submitted to the CMA by ABAG on the progress that local jurisdictions have made in implementing their housing element objectives and identifying current local housing policies that encourage affordable housing production and/or community stabilization?	Yes	□ No	□ N/A
	2.	Starting in May 2014 and in all subsequent updates of its PDA Investment & Growth Strategy, has the CMA assessed local jurisdiction efforts in approving sufficient housing for all income levels through the RHNA process and, where appropriate, assisted local jurisdictions in implementing local policy changes to facilitate achieving these goals?	Yes	□ No	□ N/A

For Receipt of Fiscal Years 2012–13 through 2015–16 One Bay Area Grant Funds Reporting Period: Calendar Year 2013

3. Establishing Local Funding Priorities

- a. Has the CMA developed funding guidelines for evaluating OBAG Yes No N/A projects that support multi-modal transportation priorities based on connections to housing, jobs and commercial activity and that emphasize the following factors?
 - 1. Projects located in high impact project areas, including:
 - a) 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 Transportation for Livable Communities (TLC) design guidelines or design that encourages multi-modal access;
 - e) Project areas with parking management and pricing policies.
 - 2. Projects located in Communities of Concern (COC) as defined by MTC, which can be found at http://geocommons.com/maps/110983
 - a) CMAs may also include additional COCs beyond those defined by MTC that are local priorities.
 - 3. PDAs with affordable housing preservation and creation strategies.
 - 4. Local jurisdictions that employ best management practices to mitigate exposures where PDAs overlap and/or are in proximity with communities identified in the Air District's Community Air Risk Evaluation (CARE) program or freight transport infrastructure. For information regarding the Bay Area Air Quality Management District's CARE program, go to: http://www.baaqmd.gov/Divisions/Planning-and-Research/CARE-Program.aspx

b.	Has the CMA defined the term "proximate access", including a policy justification, and how it would be applied to projects applying for OBAG funds?	Yes	□ No	□ N/A
C.	Has the CMA designated and mapped projects recommended for funding that are not geographically within a PDA but provide "proximate access" to a PDA, along with policy justifications for that determination?	Yes	□No	□ N/A
d.	Has the CMA documented the approach used to select OBAG projects including outreach, and submitted a board adopted list of projects with the outreach documentation to MTC (see Call for Projects Guidance requirements below)?	Yes	□No	□ N/A
P	erformance and Accountability			
	olicies			
4.	Ensuring Local Compliance			
4. a.	Ensuring Local Compliance Has the CMA received confirmation that local jurisdictions have met or are making progress in meeting the Performance and Accountability Policies requirements related to Complete Streets and local Housing Elements as set forth in pages 12 and 13 of MTC Resolution 4035? Note: CMAs can use the Local Jurisdiction OBAG Requirement Checklist to help fulfill this requirement.	Yes	□No	□ N/A
	Has the CMA received confirmation that local jurisdictions have met or are making progress in meeting the Performance and Accountability Policies requirements related to Complete Streets and local Housing Elements as set forth in pages 12 and 13 of MTC Resolution 4035? Note: CMAs can use the Local Jurisdiction OBAG Requirement Checklist to help fulfill this	☐ Yes	□ No	□ N/A
a.	Has the CMA received confirmation that local jurisdictions have met or are making progress in meeting the Performance and Accountability Policies requirements related to Complete Streets and local Housing Elements as set forth in pages 12 and 13 of MTC Resolution 4035? Note: CMAs can use the Local Jurisdiction OBAG Requirement Checklist to help fulfill this requirement. Has the CMA affirmed to MTC that a jurisdiction is in compliance with the requirements of MTC Resolution 4035	_		— <i>,</i>

For Receipt of Fiscal Years 2012–13 through 2015–16 One Bay Area Grant Funds

Reporting Period: Calendar Year 2013

Call for Projects Guidance Appendix A-5

(Public Involvement and Outreach, Agency Coordination, and Title VI)

5.	Public Involvement and Outreach			
a.	Has the CMA conducted countywide outreach to stakeholders and the public to solicit project ideas consistent with Appendix A-5?	Yes	□No	□ N/A
b.	Has the CMA documented the outreach efforts undertaken for the local call for projects to show how it is consistent with MTC's Public Participation Plan as noted in Appendix A-5, and submitted these materials to MTC?	Yes	□No	□ N/A
c.	Has the CMA performed agency coordination consistent with Appendix A-5?	Yes	□No	□ N/A
d.	Has the CMA fulfilled Title VI responsibilities consistent with Appendix A-5?	Yes	□No	□ N/A
6.	Completion of Checklist			
a.	Has the CMA completed all section of this checklist?	Yes	□No	□ N/A
	 If the CMA has checked "No" or N/A to any checklist items, please include which item and a description below as to why the requirement was not met or is considered "Not Applicable." 			

For Receipt of Fiscal Years 2012–13 through 2015–16 One Bay Area Grant Funds Reporting Period: Calendar Year 2013

Review and Approval of Checklist

This checklist was prepared by:		
Signature	 Date	
Name & Title (print)	_	
Phone	Email	
This checklist was approved for submission t	o MTC by:	
Signature	Date	
CMA Executive Director	_	

For Receipt of Fiscal Years 2012–13 through 2015–16 One Bay Area Grant Funds
Reporting Period: Calendar Year 2013

Reporting Jurisdiction:	
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One Bay Area Grant (OBAG) Checklist for Local Compliance with MTC Resolution No. 4035

Re: Federal Cycle 2 Program Covering FY 2012-13 through FY 2015-16

The intent of this checklist is to delineate the requirements included in the OBAG Grant Program related to the PDA Investment and Growth Strategy (Appendix A-6), the Performance and Accountability Policies and OBAG Call for Projects Guidance (Appendix A-5). This checklist must be completed by Local Jurisdictions and submitted to the CMA to certify compliance with the OBAG requirements listed in MTC Resolution No. 4035.

This checklist serves as an instrument for assessing local compliance with OBAG requirements as set forth in Resolution 4035, adopted by MTC on May 17, 2012.

1. Compliance with Complete Streets

a.	Has the local jurisdiction either:			
	1. Adopted a complete streets policy resolution no later than January 31, 2013, or	Yes	□No	□ N/A
	2. Adopted a General Plan Circulation Element that is compliant with the Complete Streets Act of 2008?	☐ Yes	□ No	□N/A
b.	Has the jurisdiction submitted a Complete Streets Checklist for any project for which the jurisdiction has applied for OBAG funding?	☐ Yes	□No	□ N/A
2.	Housing Element Certification			
a.	Has the local jurisdiction's fourth-revision housing element been certified by the California Department of Housing and Community Development (HCD) for 2007–14 RHNA prior to January 31, 2013?	Yes	□No	□ N/A

b.	If the answer to 2.a is "no", will the local jurisdiction submit to ABAG/MTC by November 1, 2012, a request for an extension of the deadline for a certified housing element to January 31, 2014? Note: OBAG funds cannot be programmed into the TIP until the housing element certification is complete, and if not achieved, reserved OBAG funds can be moved by a CMA to another project that meets OBAG policies and regional delivery deadlines. In the 5th Cycle RHNA (2014-2022), jurisdictions will be required to adopt housing elements by October 31, 2014.	☐ Yes	□No	□ N/A
3.	Completion of Checklist			
a.	Has the Jurisdiction completed all sections of this checklist?	Yes	□No	□ N/A
	 If the jurisdiction has checked "No" or N/A to any of the above questions, please provide an explanation below as to why the requirement was not met or is considered "Not Applicable." 			

For Receipt of Fiscal Years 2012–13 through 2015–16 One Bay Area Grant Funds

Reporting Period: Calendar Year 2013

For Receipt of Fiscal Years 2012–13 through 2015–16 One Bay Area Grant Funds Reporting Period: Calendar Year 2013

Review and Approval of Checklist

This checklist was prepared by:		
Signature	Date	
Name & Title (print)		
Phone	Email	
This checklist was approved for submission to		(CMA) by:
Signature	 Date	
City Manager/Administrator or Designee		

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Attachment D: Alameda CTC One Bay Area Grant Program Outreach and Implementation Schedule

Date	0	Outreach Audience ¹	Subject	Public Meeting(s)	Website	Publication	Media	Event	Email Outreach
June 2012	• • •	Alameda County Technical Advisory Committee Alameda CTC PPLC, PPC, and Commission Partner agencies and stakeholders	Overall agency workplan for policy, planning and programming, including OBAG	>	>	>			
			Complete streets workshop						
July 2012	• • •	Specific webpage for OBAG Grant Program ED Report	Publication of OBAG implementation schedule		>	>			
		Alameda CI C L'Hewslettel	Initial development of PDA inventory and survey		•	•			
August 2012	•	Notifications to technical and public outreach stakeholders of OBAG schedule and upcoming	Fact sheet, webpage update, email communications						
	•	actions Fact sheet development	Develop draft PDA Inventory		>	>			>
September 2012	• •	Alameda County Technical Advisory Committee	Overall OBAG approach, policy discussion and feedback from						
	•	BPAC, CAC, CWC, PAPCO	Commission and Committees.	`	`	\	`	_	_
	•	E-newsletter publication	2000 1000 1000 1000 1000 1000 1000 1000	>	>	>	>	>	>
	• •	ED Report publication Press release on OBAG	compiete streets aran poncy						
	•	Outreach events							
October 2012	• •	Alameda County Technical Advisory Committee Alameda CTC PPLC, PPC, and Commission	Initial Draft OBAG Program Guidelines						
	•	BPAC, PAPCO		>	>	>		>	>
	•	ED Report publication	Draft PDA Strategic Plan	•	•	•		•	>
	•	Outreach events	Final Complete Streets Policy						
November /December 2012	• •	Alameda County Technical Advisory Committee Alameda CTC PPLC, PPC, and Commission	Draft OBAG Program guidelines and project and program selection	>	>	>		>	>
			criteria and process						

Pedestrian Advisory Committee; CAC: Community Advisory Committee; CWC: Citizens Watchdog Committee; PAPCO: Paratransit Advisory and Planning Committee;

OUTREACH SCHEDULE SUBJECT TO CHANGE

	>	>	>	>	>	>
	>	>	>	>	>	>
	>	>				>
	>	>	>	>	>	>
	>	>	>	>	>	>
	>	>	>	>	>	>
Draft Final PDA Strategic Plan	Final OBAG Program adoption including guidelines and project and program selection criteria and process	PDA Growth and Investment Strategy update Report on Complete Streets Policy approvals by jurisdictions Update on Programming	Initial Draft PDA Growth and Investment Strategy Draft Update on Programming	Final Draft PDA Growth and Investment Strategy to Commission Update on Programming	Final PDA Growth and Investment Strategy Adoption by Alameda CTC and submission to MTC Draft OBAG programming recommendation	Final Board approval of OBAG programming Submission of OBAG programming to MTC
BPAC, PAPCOED Report publicationE-newsletterOutreach events	 Alameda County Technical Advisory Committee Alameda CTC PPLC, PPC, and Commission BPAC, PAPCO ED Report publication Outreach events 	 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 	 Alameda County Technical Advisory Committee Alameda CTC PPLC, PPC, and Commission ED Report publication Outreach events 	 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 	 Alameda County Technical Advisory Committee Alameda CTC PPLC, PPC, and Commission BPAC, CAC, CWC, PAPCO (per regular schedules) ED Report publication Outreach events 	 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
	December 2012/January 2013	January 2013	February 2013	March 2013	April 2013	May/June 2013 Page 312

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Attachment E

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 ninecounty 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

MTC Resolution 4035 Page 2

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

<u>RESOLVED</u> 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

<u>RESOLVED</u> 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

<u>RESOLVED</u> 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

<u>RESOLVED</u> 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

<u>RESOLVED</u> 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. Vissier, 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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Appendix A-6	PDA Investment and Growth Strategy	

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.

<u>Fund Sources:</u> 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 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

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

^{**}Housing Production Report 1999-2006

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:

- ► <u>Program Eligibility</u>: 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
- ► <u>Fund Source Distribution</u>: 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.
- ▶ <u>Performance and Accountability Policies:</u> 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:
 - o The approach used to select OBAG projects including outreach and a board adopted list of projects
 - o Compliance with MTC's complete streets policy
 - O 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:
 - o Mix of project types selected;
 - o Projects funded within PDAs and outside of PDAs and how proximity and direct connections were used and justified through the county process;
 - o Complete streets elements that were funded;
 - o 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.
- o Public participation process.
- The CMAs will also be required to present their PDA Growth Strategy to the Joint MTC Planning / ABAG Administrative Committee.
- ▶ <u>Project Selection:</u> 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:
 - o Half of the OBAG funds, including all funds programmed for the PE phase, must be obligated (federal authorization/E-76) by March 31, 2015.
 - o 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.

<u>Preventive Maintenance</u>: 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.

<u>Federal-Aid Eligible Facilities:</u> 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 stripping 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 20012-13, 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.

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Cycle 2 Regional and County Programs FY 2012-13 through FY 2015-16 May 2012

Proposed Cycle 2 Funding Commitments

rioposed Cycle 2 i dilding Commitments					
	Regional Program (millions \$ - rounded)	4-Year Total			
Region	nal 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
Counti	es	
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
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Cycle 2 Total Total:*	\$795

^{*} Amounts may not total due to rounding

^{*} OBAG amounts are draft estimates until final adoption of RHNA, expected July 2012.

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Cycle 2 Planning & Outreach FY 2012-13 through FY 2015-16 May 2012

OBAG - County CMA Planning

		Сус	Cycle 2 OBAG County CMA Planning				
County	Agency	2012-13	2013-14	2014-15	2015-16	STP Total	
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

		Су	STP			
Regional Ag	ency	2012-13	2013-14	2014-15	2015-16	Total
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
Regiona	al Agencies Total:	\$1,596,000	\$1,646,000	\$1,696,000	\$1,749,000	\$6,687,000

\$33,965,000

Cycle 2 Safe Routes to School County Distribution FY 2012-13 through FY 2015-16 May 2012

Safe Routes To School County Distribution

	Public School Enrollment	Private School Enrollment	Total School Enrollment		
County	(K-12) *	(K-12) *	(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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Page 1 of 1

^{*} From California Department of Education for FY 2010-11

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Cycle 2
OBAG County Fund Distribution
FY 2012-13 through FY 2015-16
May 2012

OBAG Geographic Funding Distribution

OBAG Geographic Full	anig Bistribution			
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:
 - o 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;
 - o Hold public meetings and/or workshops at times which are conducive to public participation to solicit public input on project ideas to submit;
 - O 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;
 - o 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.
- o 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:
 - o 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.
 - o Assist community-based organizations, communities of concern, and any other underserved community interested in having projects submitted for funding;
 - o Remove barriers for persons with limited-English proficiency to have access to the project submittal process;
 - o For Title IV outreach strategies, please refer to MTC's Public Participation Plan found at: http://www.onebayarea.org/get_involved.htm
 - o 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.
 - o *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.
 - o *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 goals ¹. 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 incomelevels, 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) <u>Establishing Local Funding Priorities</u> 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

CMAs develop PDA Investment & Growth Strategy	June 2012 – May 2013
PDA Investment & Growth Strategy Presentations by CMAs to Joint	Summer/Fall 2013
MTC Planning and ABAG Administrative Committee	
CMAs amend PDA Investment & Growth Strategy to incorporate	May 2014
follow-up to local housing production and policies	
CMAs submit annual progress reports related to PDA Growth	May 2014, Ongoing
Strategies, including status of jurisdiction progress on	
development/adoption of housing elements and complete streets	
ordinances.	

Attachment B-1

Cycle 2 Regional Programs Project List FY 2012-13 through FY 2015-16 May 2012

		l ma m l a ma	onting	Total	Total Other	Total
Project Category and Title	County	Implem Ager	-	Total STP/CMAQ	Total Other RTIP/TE/TFCA	Total Cycle 2
	oounty	7.go.	103			
CYCLE 2 PROGRAMMING				\$435,187,000	\$40,000,000	\$475,187,000
1. REGIONAL PLANNING ACTIVITIES (PL) ABAG Planning	Region-Wide	ABAG	I	\$2,673,000	\$0	\$2,673,000
BCDC Planning	Region-Wide	BCDC		\$2,673,000	\$0 \$0	\$1,341,000
MTC Planning	Region-Wide	MTC		\$2,673,000	\$0	\$2,673,000
1. REGIONAL PLANNING ACTIVITIES (PL)	Ü		TOTAL:	\$6,687,000	\$0	\$6,687,000
2. REGIONAL OPERATIONS (RO)						
Clipper® Fare Media Collection	Region-Wide	MTC	ı	\$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 SUBTOTAL	Region-Wide	MTC/SAFE		\$25,130,000 \$25,130,000	\$0 \$0	\$25,130,000
2. REGIONAL OPERATIONS (RO)			TOTAL:	\$95,300,000	\$0 \$0	\$25,130,000 \$95,300,000
			1017121	+7010001000	75	47070007000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)			_			
Regional Performance Initiatives Implementation	Region-Wide	MTC		\$5,750,000	\$0	\$5,750,000
Regional Performance Initiatives Corridor Implementation Program for Arterial System Synchronization (PASS)	Region-Wide Region-Wide	MTC MTC		\$8,000,000 \$5,000,000	\$0 \$0	\$8,000,000 \$5,000,000
SUBTOTAL	Region-wide	IVITC		\$18,750,000	\$0 \$0	\$18,750,000
Ramp Metering and TOS Elements				, , , , , , , , , , , , , , , , , , , ,	Ţ,	, 10, 00,000
FPI - Specific projects TBD by Commission	TBD	TBD		\$43,250,000	\$34,000,000	\$77,250,000
SUBTOTAL 2. FREEWAY REPEARANCE INITIATIVE (FRI)			TOTAL	\$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. PRIORTY DEVELOPMENT ACTIVITIES (PDA)						
PDA Planning						
Specific projects TBD by Commission	TBD	TBD		\$25,000,000	\$0	\$25,000,000
SUBTOTAL				\$25,000,000	\$0	\$25,000,000
Transit Oriented Affordable Development (TOD) Specific projects TBD by Commission	Region-Wide	MTC		\$15,000,000	\$0	\$15,000,000
SUBTOTAL	Region-wide	IVITO		\$15,000,000	· · · · · · · · · · · · · · · · · · ·	
				\$13,000,000	\$0	\$15,000,000
5. PRIORTY DEVELOPMENT ACTIVITIES (PDA)			TOTAL:	\$40,000,000	\$0 	\$15,000,000 \$40,000,000
5. PRIORTY DEVELOPMENT ACTIVITIES (PDA)			TOTAL:			
5. PRIORTY DEVELOPMENT ACTIVITIES (PDA) 6. CLIMATE CHANGE INITIATIVES (CCI)	TRD	TRD	TOTAL:	\$40,000,000	\$0	\$40,000,000
5. PRIORTY DEVELOPMENT ACTIVITIES (PDA)	TBD	TBD	TOTAL:			
PRIORTY DEVELOPMENT ACTIVITIES (PDA) CLIMATE CHANGE INITIATIVES (CCI) Climate Strategies CLIMATE CHANGE INITIATIVES (CCI)	TBD	TBD		\$40,000,000 \$14,000,000	\$6,000,000	\$40,000,000
PRIORTY DEVELOPMENT ACTIVITIES (PDA) CLIMATE CHANGE INITIATIVES (CCI) Climate Strategies CLIMATE CHANGE INITIATIVES (CCI) SAFE ROUTES TO SCHOOL (SR2S)	TBD	TBD		\$40,000,000 \$14,000,000	\$6,000,000	\$40,000,000
5. PRIORTY DEVELOPMENT ACTIVITIES (PDA) 6. CLIMATE CHANGE INITIATIVES (CCI) Climate Strategies 6. CLIMATE CHANGE INITIATIVES (CCI) 7. SAFE ROUTES TO SCHOOL (SR2S) Specific projects TBD by CMAs				\$14,000,000 \$14,000,000 \$14,000,000	\$6,000,000 \$6,000,000	\$20,000,000 \$20,000,000 \$20,000,000
5. PRIORTY DEVELOPMENT ACTIVITIES (PDA) 6. CLIMATE CHANGE INITIATIVES (CCI) Climate Strategies 6. CLIMATE CHANGE INITIATIVES (CCI) 7. SAFE ROUTES TO SCHOOL (SR2S) Specific projects TBD by CMAs SR2S - Alameda	Alameda	ACTC		\$40,000,000 \$14,000,000 \$14,000,000 \$4,293,000	\$6,000,000 \$6,000,000 \$0	\$40,000,000 \$20,000,000 \$20,000,000 \$4,293,000
5. PRIORTY DEVELOPMENT ACTIVITIES (PDA) 6. CLIMATE CHANGE INITIATIVES (CCI) Climate Strategies 6. CLIMATE CHANGE INITIATIVES (CCI) 7. SAFE ROUTES TO SCHOOL (SR2S) Specific projects TBD by CMAs				\$14,000,000 \$14,000,000 \$14,000,000	\$6,000,000 \$6,000,000	\$20,000,000 \$20,000,000 \$20,000,000
5. PRIORTY DEVELOPMENT ACTIVITIES (PDA) 6. CLIMATE CHANGE INITIATIVES (CCI) Climate Strategies 6. CLIMATE CHANGE INITIATIVES (CCI) 7. SAFE ROUTES TO SCHOOL (SR2S) Specific projects TBD by CMAs SR2S - Alameda SR2S - Contra Costa	Alameda Contra Costa	ACTC CCTA		\$40,000,000 \$14,000,000 \$14,000,000 \$4,293,000 \$3,289,000	\$6,000,000 \$6,000,000 \$0 \$0	\$40,000,000 \$20,000,000 \$20,000,000 \$4,293,000 \$3,289,000
5. PRIORTY DEVELOPMENT ACTIVITIES (PDA) 6. CLIMATE CHANGE INITIATIVES (CCI) Climate Strategies 6. CLIMATE CHANGE INITIATIVES (CCI) 7. SAFE ROUTES TO SCHOOL (SR2S) Specific projects TBD by CMAs SR2S - Alameda SR2S - Contra Costa SR2S - Marin SR2S - Napa SR2S - San Francisco	Alameda Contra Costa Marin Napa San Francisco	ACTC CCTA TAM NCTPA SFCTA		\$40,000,000 \$14,000,000 \$14,000,000 \$4,293,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000	\$6,000,000 \$6,000,000 \$6,000,000 \$0 \$0 \$0 \$0 \$0	\$40,000,000 \$20,000,000 \$20,000,000 \$4,293,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000
5. PRIORTY DEVELOPMENT ACTIVITIES (PDA) 6. CLIMATE CHANGE INITIATIVES (CCI) Climate Strategies 6. CLIMATE CHANGE INITIATIVES (CCI) 7. SAFE ROUTES TO SCHOOL (SR2S) Specific projects TBD by CMAs SR2S - Alameda SR2S - Contra Costa SR2S - Marin SR2S - Napa SR2S - San Francisco SR2S - San Mateo	Alameda Contra Costa Marin Napa San Francisco San Mateo	ACTC CCTA TAM NCTPA SFCTA SMCCAG		\$40,000,000 \$14,000,000 \$14,000,000 \$4,293,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000	\$6,000,000 \$6,000,000 \$6,000,000 \$0 \$0 \$0 \$0 \$0 \$0	\$40,000,000 \$20,000,000 \$20,000,000 \$4,293,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000
5. PRIORTY DEVELOPMENT ACTIVITIES (PDA) 6. CLIMATE CHANGE INITIATIVES (CCI) Climate Strategies 6. CLIMATE CHANGE INITIATIVES (CCI) 7. SAFE ROUTES TO SCHOOL (SR2S) Specific projects TBD by CMAs SR2S - Alameda SR2S - Contra Costa SR2S - Marin SR2S - Napa SR2S - San Francisco SR2S - San Mateo SR2S - Santa Clara	Alameda Contra Costa Marin Napa San Francisco San Mateo Santa Clara	ACTC CCTA TAM NCTPA SFCTA SMCCAG SCVTA		\$40,000,000 \$14,000,000 \$14,000,000 \$4,293,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$5,386,000	\$6,000,000 \$6,000,000 \$6,000,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$40,000,000 \$20,000,000 \$20,000,000 \$4,293,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$5,386,000
5. PRIORTY DEVELOPMENT ACTIVITIES (PDA) 6. CLIMATE CHANGE INITIATIVES (CCI) Climate Strategies 6. CLIMATE CHANGE INITIATIVES (CCI) 7. SAFE ROUTES TO SCHOOL (SR2S) Specific projects TBD by CMAs SR2S - Alameda SR2S - Contra Costa SR2S - Marin SR2S - Napa SR2S - San Francisco SR2S - San Mateo	Alameda Contra Costa Marin Napa San Francisco San Mateo	ACTC CCTA TAM NCTPA SFCTA SMCCAG		\$40,000,000 \$14,000,000 \$14,000,000 \$4,293,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$5,386,000 \$1,256,000	\$6,000,000 \$6,000,000 \$6,000,000 \$0 \$0 \$0 \$0 \$0 \$0	\$40,000,000 \$20,000,000 \$20,000,000 \$4,293,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$5,386,000 \$1,256,000
5. PRIORTY DEVELOPMENT ACTIVITIES (PDA) 6. CLIMATE CHANGE INITIATIVES (CCI) Climate Strategies 6. CLIMATE CHANGE INITIATIVES (CCI) 7. SAFE ROUTES TO SCHOOL (SR2S) Specific projects TBD by CMAs SR2S - Alameda SR2S - Contra Costa SR2S - Marin SR2S - Napa SR2S - San Francisco SR2S - San Mateo SR2S - Santa Clara SR2S - Solano	Alameda Contra Costa Marin Napa San Francisco San Mateo Santa Clara Solano	ACTC CCTA TAM NCTPA SFCTA SMCCAG SCVTA STA		\$40,000,000 \$14,000,000 \$14,000,000 \$4,293,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$5,386,000	\$6,000,000 \$6,000,000 \$6,000,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$40,000,000 \$20,000,000 \$20,000,000 \$4,293,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$5,386,000
5. PRIORTY DEVELOPMENT ACTIVITIES (PDA) 6. CLIMATE CHANGE INITIATIVES (CCI) Climate Strategies 6. CLIMATE CHANGE INITIATIVES (CCI) 7. SAFE ROUTES TO SCHOOL (SR2S) Specific projects TBD by CMAS SR2S - Alameda SR2S - Contra Costa SR2S - Marin SR2S - Napa SR2S - San Francisco SR2S - San Francisco SR2S - San Mateo SR2S - Santa Clara SR2S - Solano SR2S - Sonoma 7. SAFE ROUTES TO SCHOOL (SR2S)	Alameda Contra Costa Marin Napa San Francisco San Mateo Santa Clara Solano	ACTC CCTA TAM NCTPA SFCTA SMCCAG SCVTA STA	TOTAL:	\$40,000,000 \$14,000,000 \$14,000,000 \$4,293,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$5,386,000 \$1,256,000 \$1,379,000	\$6,000,000 \$6,000,000 \$6,000,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$40,000,000 \$20,000,000 \$20,000,000 \$4,293,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$5,386,000 \$1,256,000 \$1,379,000
5. PRIORTY DEVELOPMENT ACTIVITIES (PDA) 6. CLIMATE CHANGE INITIATIVES (CCI) Climate Strategies 6. CLIMATE CHANGE INITIATIVES (CCI) 7. SAFE ROUTES TO SCHOOL (SR2S) Specific projects TBD by CMAS SR2S - Alameda SR2S - Contra Costa SR2S - Marin SR2S - Napa SR2S - San Francisco SR2S - San Mateo SR2S - San Mateo SR2S - Santa Clara SR2S - Solano SR2S - Sonoma 7. SAFE ROUTES TO SCHOOL (SR2S)	Alameda Contra Costa Marin Napa San Francisco San Mateo Santa Clara Solano	ACTC CCTA TAM NCTPA SFCTA SMCCAG SCVTA STA	TOTAL:	\$40,000,000 \$14,000,000 \$14,000,000 \$4,293,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$5,386,000 \$1,256,000 \$1,379,000 \$20,000,000	\$6,000,000 \$6,000,000 \$6,000,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$40,000,000 \$20,000,000 \$20,000,000 \$4,293,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$5,386,000 \$1,256,000 \$1,379,000 \$20,000,000
5. PRIORTY DEVELOPMENT ACTIVITIES (PDA) 6. CLIMATE CHANGE INITIATIVES (CCI) Climate Strategies 6. CLIMATE CHANGE INITIATIVES (CCI) 7. SAFE ROUTES TO SCHOOL (SR2S) Specific projects TBD by CMAs SR2S - Alameda SR2S - Contra Costa SR2S - Marin SR2S - Napa SR2S - San Francisco SR2S - San Francisco SR2S - San Mateo SR2S - Santa Clara SR2S - Solano SR2S - Solano SR2S - Sonoma 7. SAFE ROUTES TO SCHOOL (SR2S) 8. TRANSIT CAPITAL PROGRAM (TCP) Specific projects TBD by Transit Operators	Alameda Contra Costa Marin Napa San Francisco San Mateo Santa Clara Solano Sonoma	ACTC CCTA TAM NCTPA SFCTA SMCCAG SCVTA STA SCTA	TOTAL:	\$40,000,000 \$14,000,000 \$14,000,000 \$14,000,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$1,905,000 \$1,256,000 \$1,379,000 \$20,000,000	\$6,000,000 \$6,000,000 \$6,000,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$40,000,000 \$20,000,000 \$20,000,000 \$4,293,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$1,256,000 \$1,379,000 \$20,000,000
5. PRIORTY DEVELOPMENT ACTIVITIES (PDA) 6. CLIMATE CHANGE INITIATIVES (CCI) Climate Strategies 6. CLIMATE CHANGE INITIATIVES (CCI) 7. SAFE ROUTES TO SCHOOL (SR2S) Specific projects TBD by CMAS SR2S - Alameda SR2S - Contra Costa SR2S - Marin SR2S - Napa SR2S - San Francisco SR2S - San Mateo SR2S - San Mateo SR2S - Santa Clara SR2S - Solano SR2S - Sonoma 7. SAFE ROUTES TO SCHOOL (SR2S)	Alameda Contra Costa Marin Napa San Francisco San Mateo Santa Clara Solano	ACTC CCTA TAM NCTPA SFCTA SMCCAG SCVTA STA	TOTAL:	\$40,000,000 \$14,000,000 \$14,000,000 \$4,293,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$5,386,000 \$1,256,000 \$1,379,000 \$20,000,000	\$6,000,000 \$6,000,000 \$6,000,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$40,000,000 \$20,000,000 \$20,000,000 \$4,293,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$5,386,000 \$1,256,000 \$1,379,000 \$20,000,000
5. PRIORTY DEVELOPMENT ACTIVITIES (PDA) 6. CLIMATE CHANGE INITIATIVES (CCI) Climate Strategies 6. CLIMATE CHANGE INITIATIVES (CCI) 7. SAFE ROUTES TO SCHOOL (SR2S) Specific projects TBD by CMAs SR2S - Alameda SR2S - Contra Costa SR2S - Marin SR2S - Napa SR2S - San Francisco SR2S - San Francisco SR2S - San Mateo SR2S - Santa Clara SR2S - Solano SR2S - Sonoma 7. SAFE ROUTES TO SCHOOL (SR2S) 8. TRANSIT CAPITAL PROGRAM (TCP) Specific projects TBD by Transit Operators SolTrans - Preventive Maintenance 8. TRANSIT CAPITAL PROGRAM (TCP)	Alameda Contra Costa Marin Napa San Francisco San Mateo Santa Clara Solano Sonoma	ACTC CCTA TAM NCTPA SFCTA SMCCAG SCVTA STA SCTA	TOTAL:	\$40,000,000 \$14,000,000 \$14,000,000 \$4,293,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$5,386,000 \$1,256,000 \$1,379,000 \$20,000,000 \$1,000,000	\$6,000,000 \$6,000,000 \$6,000,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$40,000,000 \$20,000,000 \$20,000,000 \$4,293,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$5,386,000 \$1,256,000 \$1,379,000 \$20,000,000 \$1,000,000
5. PRIORTY DEVELOPMENT ACTIVITIES (PDA) 6. CLIMATE CHANGE INITIATIVES (CCI) Climate Strategies 6. CLIMATE CHANGE INITIATIVES (CCI) 7. SAFE ROUTES TO SCHOOL (SR2S) Specific projects TBD by CMAs SR2S - Alameda SR2S - Contra Costa SR2S - Marin SR2S - Napa SR2S - San Francisco SR2S - San Mateo SR2S - San Mateo SR2S - Santa Clara SR2S - Solano SR2S - Sonoma 7. SAFE ROUTES TO SCHOOL (SR2S) 8. TRANSIT CAPITAL PROGRAM (TCP) Specific projects TBD by Transit Operators SolTrans - Preventive Maintenance 8. TRANSIT CAPITAL PROGRAM (TCP) 9. TRANSIT PERFORMANCE INITIATIVE (TPI)	Alameda Contra Costa Marin Napa San Francisco San Mateo Santa Clara Solano Sonoma	ACTC CCTA TAM NCTPA SFCTA SMCCAG SCVTA STA SCTA	TOTAL:	\$40,000,000 \$14,000,000 \$14,000,000 \$4,293,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$1,256,000 \$1,256,000 \$1,379,000 \$20,000,000 \$1,000,000 \$1,000,000	\$0 \$6,000,000 \$6,000,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$40,000,000 \$20,000,000 \$20,000,000 \$4,293,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$1,256,000 \$1,379,000 \$1,379,000 \$1,379,000 \$1,000,000 \$1,000,000
6. CLIMATE CHANGE INITIATIVES (CCI) Climate Strategies 6. CLIMATE CHANGE INITIATIVES (CCI) 7. SAFE ROUTES TO SCHOOL (SR2S) Specific projects TBD by CMAs SR2S - Alameda SR2S - Contra Costa SR2S - Marin SR2S - Napa SR2S - San Francisco SR2S - San Mateo SR2S - San Mateo SR2S - Solano SR2S - Solano SR2S - Solono SR2S - Solono SR2S - Sonoma 7. SAFE ROUTES TO SCHOOL (SR2S) 8. TRANSIT CAPITAL PROGRAM (TCP) Specific projects TBD by Transit Operators SolTrans - Preventive Maintenance 8. TRANSIT CAPITAL PROGRAM (TCP) 9. TRANSIT PERFORMANCE INITIATIVE (TPI) AC Transit - Line 51 Corridor Speed Protection and Restoration	Alameda Contra Costa Marin Napa San Francisco San Mateo Santa Clara Solano Sonoma Solano Alameda	ACTC CCTA TAM NCTPA SFCTA SMCCAG SCVTA STA SCTA SOITrans	TOTAL:	\$40,000,000 \$14,000,000 \$14,000,000 \$14,000,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$1,905,000 \$1,256,000 \$1,379,000 \$1,379,000 \$1,379,000 \$1,000,000 \$1,000,000 \$1,000,000	\$6,000,000 \$6,000,000 \$6,000,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$40,000,000 \$20,000,000 \$20,000,000 \$4,293,000 \$3,289,000 \$633,000 \$1,439,000 \$1,905,000 \$1,905,000 \$1,256,000 \$1,256,000 \$1,379,000 \$20,000,000 \$1,000,000 \$1,000,000 \$1,000,000
5. PRIORTY DEVELOPMENT ACTIVITIES (PDA) 6. CLIMATE CHANGE INITIATIVES (CCI) Climate Strategies 6. CLIMATE CHANGE INITIATIVES (CCI) 7. SAFE ROUTES TO SCHOOL (SR2S) Specific projects TBD by CMAs SR2S - Alameda SR2S - Contra Costa SR2S - Marin SR2S - Napa SR2S - San Francisco SR2S - San Francisco SR2S - San Mateo SR2S - Santa Clara SR2S - Solano SR2S - Sonoma 7. SAFE ROUTES TO SCHOOL (SR2S) 8. TRANSIT CAPITAL PROGRAM (TCP) Specific projects TBD by Transit Operators SolTrans - Preventive Maintenance 8. TRANSIT CAPITAL PROGRAM (TCP) 9. TRANSIT PERFORMANCE INITIATIVE (TPI) AC Transit - Line 51 Corridor Speed Protection and Restoration SFMTA - Mission Mobility Maximization	Alameda Contra Costa Marin Napa San Francisco San Mateo Santa Clara Solano Sonoma Solano Alameda San Francisco	ACTC CCTA TAM NCTPA SFCTA SMCCAG SCVTA STA SCTA SOITrans	TOTAL:	\$40,000,000 \$14,000,000 \$14,000,000 \$14,000,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$1,256,000 \$1,256,000 \$1,379,000 \$1,379,000 \$10,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$10,515,624 \$7,016,395	\$6,000,000 \$6,000,000 \$6,000,000 \$0	\$40,000,000 \$20,000,000 \$20,000,000 \$4,293,000 \$3,289,000 \$633,000 \$1,439,000 \$1,905,000 \$1,905,000 \$1,256,000 \$1,379,000 \$1,379,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000
5. PRIORTY DEVELOPMENT ACTIVITIES (PDA) 6. CLIMATE CHANGE INITIATIVES (CCI) Climate Strategies 6. CLIMATE CHANGE INITIATIVES (CCI) 7. SAFE ROUTES TO SCHOOL (SR2S) Specific projects TBD by CMAs SR2S - Alameda SR2S - Contra Costa SR2S - Marin SR2S - Napa SR2S - San Francisco SR2S - San Francisco SR2S - San Mateo SR2S - Santa Clara SR2S - Solano SR2S - Sonoma 7. SAFE ROUTES TO SCHOOL (SR2S) 8. TRANSIT CAPITAL PROGRAM (TCP) Specific projects TBD by Transit Operators SolTrans - Preventive Maintenance 8. TRANSIT CAPITAL PROGRAM (TCP) 9. TRANSIT PERFORMANCE INITIATIVE (TPI) AC Transit - Line 51 Corridor Speed Protection and Restoration SFMTA - Mission Mobility Maximization SFMTA - N-Judah Mobility Maximization	Alameda Contra Costa Marin Napa San Francisco San Mateo Santa Clara Solano Sonoma Solano Alameda	ACTC CCTA TAM NCTPA SFCTA SMCCAG SCVTA STA SCTA SOITrans	TOTAL:	\$40,000,000 \$14,000,000 \$14,000,000 \$14,000,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$1,905,000 \$1,256,000 \$1,379,000 \$1,379,000 \$1,379,000 \$1,000,000 \$1,000,000 \$1,000,000	\$6,000,000 \$6,000,000 \$6,000,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$40,000,000 \$20,000,000 \$20,000,000 \$4,293,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$1,256,000 \$1,379,000 \$1,379,000 \$1,379,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000
5. PRIORTY DEVELOPMENT ACTIVITIES (PDA) 6. CLIMATE CHANGE INITIATIVES (CCI) Climate Strategies 6. CLIMATE CHANGE INITIATIVES (CCI) 7. SAFE ROUTES TO SCHOOL (SR2S) Specific projects TBD by CMAs SR2S - Alameda SR2S - Contra Costa SR2S - Marin SR2S - Napa SR2S - San Francisco SR2S - San Francisco SR2S - San Mateo SR2S - Santa Clara SR2S - Solano SR2S - Solano SR2S - Sonoma 7. SAFE ROUTES TO SCHOOL (SR2S) 8. TRANSIT CAPITAL PROGRAM (TCP) Specific projects TBD by Transit Operators SolTrans - Preventive Maintenance 8. TRANSIT CAPITAL PROGRAM (TCP) 9. TRANSIT PERFORMANCE INITIATIVE (TPI) AC Transit - Line 51 Corridor Speed Protection and Restoration SFMTA - M-Judah Mobility Maximization SFMTA - Bus Stop Consolidation and Roadway Modifications SCVTA - Light Rail Transit Signal Priority	Alameda Contra Costa Marin Napa San Francisco San Mateo Santa Clara Solano Sonoma Solano Sonoma Alameda San Francisco San Francisco San Francisco San Francisco San Francisco San Francisco	ACTC CCTA TAM NCTPA SFCTA SMCCAG SCVTA STA SCTA SOITrans AC Transit SFMTA SFMTA SFMTA SFMTA SCVTA	TOTAL:	\$40,000,000 \$14,000,000 \$14,000,000 \$4,293,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$1,256,000 \$1,256,000 \$1,379,000 \$1,379,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,015,624 \$7,016,395 \$3,750,574	\$6,000,000 \$6,000,000 \$6,000,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$40,000,000 \$20,000,000 \$20,000,000 \$4,293,000 \$3,289,000 \$633,000 \$1,439,000 \$1,905,000 \$1,905,000 \$1,256,000 \$1,379,000 \$1,379,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000
5. PRIORTY DEVELOPMENT ACTIVITIES (PDA) 6. CLIMATE CHANGE INITIATIVES (CCI) Climate Strategies 6. CLIMATE CHANGE INITIATIVES (CCI) 7. SAFE ROUTES TO SCHOOL (SR2S) Specific projects TBD by CMAs SR2S - Alameda SR2S - Contra Costa SR2S - Marin SR2S - Napa SR2S - San Francisco SR2S - San Francisco SR2S - San Mateo SR2S - Solano SR2S - Solano SR2S - Sonoma 7. SAFE ROUTES TO SCHOOL (SR2S) 8. TRANSIT CAPITAL PROGRAM (TCP) Specific projects TBD by Transit Operators SolTrans - Preventive Maintenance 8. TRANSIT CAPITAL PROGRAM (TCP) 9. TRANSIT CAPITAL PROGRAM (TCP) 7. TRANSIT PERFORMANCE INITIATIVE (TPI) AC Transit - Line 51 Corridor Speed Protection and Restoration SFMTA - Mission Mobility Maximization SFMTA - N-Judah Mobility Maximization SFMTA - Bus Stop Consolidation and Roadway Modifications SCVTA - Light Rail Transit Signal Priority SCVTA - Steven Creek - Limited 323 Transit Signal Priority	Alameda Contra Costa Marin Napa San Francisco San Mateo Santa Clara Solano Sonoma Solano Alameda San Francisco San Francisco San Francisco San Francisco Santa Clara Santa Clara Santa Clara	ACTC CCTA TAM NCTPA SFCTA SMCCAG SCVTA STA SCTA SOITrans AC Transit SFMTA SFMTA SFMTA SCVTA SCVTA	TOTAL:	\$40,000,000 \$14,000,000 \$14,000,000 \$14,000,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$1,256,000 \$1,256,000 \$1,379,000 \$1,379,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,515,624 \$7,016,395 \$3,750,574 \$4,133,031 \$1,587,176 \$712,888	\$6,000,000 \$6,000,000 \$6,000,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$40,000,000 \$20,000,000 \$20,000,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$1,256,000 \$1,379,000 \$1,379,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000
5. PRIORTY DEVELOPMENT ACTIVITIES (PDA) 6. CLIMATE CHANGE INITIATIVES (CCI) Climate Strategies 6. CLIMATE CHANGE INITIATIVES (CCI) 7. SAFE ROUTES TO SCHOOL (SR2S) Specific projects TBD by CMAs SR2S - Alameda SR2S - Contra Costa SR2S - Marin SR2S - Napa SR2S - San Francisco SR2S - San Mateo SR2S - Santa Clara SR2S - Solano SR2S - Sonoma 7. SAFE ROUTES TO SCHOOL (SR2S) 8. TRANSIT CAPITAL PROGRAM (TCP) Specific projects TBD by Transit Operators SolTrans - Preventive Maintenance 8. TRANSIT CAPITAL PROGRAM (TCP) 9. TRANSIT PERFORMANCE INITIATIVE (TPI) AC Transit - Line 51 Corridor Speed Protection and Restoration SFMTA - Mission Mobility Maximization SFMTA - Bus Stop Consolidation and Roadway Modifications SCVTA - Light Rail Transit Signal Priority Unprogrammed Transit Performance Initiative Reserve	Alameda Contra Costa Marin Napa San Francisco San Mateo Santa Clara Solano Sonoma Solano Sonoma Alameda San Francisco San Francisco San Francisco San Francisco San Francisco San Francisco	ACTC CCTA TAM NCTPA SFCTA SMCCAG SCVTA STA SCTA SOITrans AC Transit SFMTA SFMTA SFMTA SFMTA SCVTA	TOTAL:	\$40,000,000 \$14,000,000 \$14,000,000 \$14,000,000 \$3,289,000 \$633,000 \$420,000 \$1,905,000 \$1,905,000 \$1,256,000 \$1,256,000 \$1,379,000 \$20,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,587,176 \$712,888 \$2,284,312	\$6,000,000 \$6,000,000 \$6,000,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$40,000,000 \$20,000,000 \$20,000,000 \$3,289,000 \$633,000 \$1,439,000 \$1,905,000 \$1,905,000 \$1,256,000 \$1,256,000 \$1,379,000 \$20,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,515,624 \$7,016,395 \$3,750,574 \$4,133,031 \$1,587,176 \$712,888 \$2,284,312
5. PRIORTY DEVELOPMENT ACTIVITIES (PDA) 6. CLIMATE CHANGE INITIATIVES (CCI) Climate Strategies 6. CLIMATE CHANGE INITIATIVES (CCI) 7. SAFE ROUTES TO SCHOOL (SR2S) Specific projects TBD by CMAs SR2S - Alameda SR2S - Contra Costa SR2S - Marin SR2S - Napa SR2S - San Francisco SR2S - San Francisco SR2S - San Mateo SR2S - Solano SR2S - Solano SR2S - Sonoma 7. SAFE ROUTES TO SCHOOL (SR2S) 8. TRANSIT CAPITAL PROGRAM (TCP) Specific projects TBD by Transit Operators SolTrans - Preventive Maintenance 8. TRANSIT CAPITAL PROGRAM (TCP) 9. TRANSIT CAPITAL PROGRAM (TCP) P. TRANSIT PERFORMANCE INITIATIVE (TPI) AC Transit - Line 51 Corridor Speed Protection and Restoration SFMTA - Mission Mobility Maximization SFMTA - N-Judah Mobility Maximization SFMTA - Bus Stop Consolidation and Roadway Modifications SCVTA - Light Rail Transit Signal Priority SCVTA - Steven Creek - Limited 323 Transit Signal Priority	Alameda Contra Costa Marin Napa San Francisco San Mateo Santa Clara Solano Sonoma Solano Alameda San Francisco San Francisco San Francisco San Francisco Santa Clara Santa Clara Santa Clara	ACTC CCTA TAM NCTPA SFCTA SMCCAG SCVTA STA SCTA SOITrans AC Transit SFMTA SFMTA SFMTA SCVTA SCVTA	TOTAL:	\$40,000,000 \$14,000,000 \$14,000,000 \$14,000,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$1,256,000 \$1,256,000 \$1,379,000 \$1,379,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,515,624 \$7,016,395 \$3,750,574 \$4,133,031 \$1,587,176 \$712,888	\$6,000,000 \$6,000,000 \$6,000,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$40,000,000 \$20,000,000 \$20,000,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$1,256,000 \$1,379,000 \$1,379,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000
5. PRIORTY DEVELOPMENT ACTIVITIES (PDA) 6. CLIMATE CHANGE INITIATIVES (CCI) Climate Strategies 6. CLIMATE CHANGE INITIATIVES (CCI) 7. SAFE ROUTES TO SCHOOL (SR2S) Specific projects TBD by CMAs SR2S - Alameda SR2S - Contra Costa SR2S - Marin SR2S - Napa SR2S - San Francisco SR2S - San Francisco SR2S - San Mateo SR2S - Solano SR2S - Solano SR2S - Sonoma 7. SAFE ROUTES TO SCHOOL (SR2S) 8. TRANSIT CAPITAL PROGRAM (TCP) Specific projects TBD by Transit Operators SolTrans - Preventive Maintenance 8. TRANSIT CAPITAL PROGRAM (TCP) 9. TRANSIT PERFORMANCE INITIATIVE (TPI) AC Transit - Line 51 Corridor Speed Protection and Restoration SFMTA - Mission Mobility Maximization SFMTA - Bus Stop Consolidation and Roadway Modifications SCVTA - Light Rail Transit Signal Priority Unprogrammed Transit Performance Initiative Reserve	Alameda Contra Costa Marin Napa San Francisco San Mateo Santa Clara Solano Sonoma Solano Alameda San Francisco San Francisco San Francisco San Francisco Santa Clara Santa Clara Santa Clara	ACTC CCTA TAM NCTPA SFCTA SMCCAG SCVTA STA SCTA SOITrans AC Transit SFMTA SFMTA SFMTA SCVTA SCVTA	TOTAL:	\$40,000,000 \$14,000,000 \$14,000,000 \$14,000,000 \$3,289,000 \$633,000 \$420,000 \$1,905,000 \$1,905,000 \$1,256,000 \$1,256,000 \$1,379,000 \$20,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,587,176 \$712,888 \$2,284,312	\$6,000,000 \$6,000,000 \$6,000,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$40,000,000 \$20,000,000 \$20,000,000 \$3,289,000 \$633,000 \$1,439,000 \$1,905,000 \$1,905,000 \$1,256,000 \$1,256,000 \$1,379,000 \$20,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,515,624 \$7,016,395 \$3,750,574 \$4,133,031 \$1,587,176 \$712,888 \$2,284,312
6. CLIMATE CHANGE INITIATIVES (CCI) Climate Strategies 6. CLIMATE CHANGE INITIATIVES (CCI) 7. SAFE ROUTES TO SCHOOL (SR2S) Specific projects TBD by CMAs SR2S - Alameda SR2S - Contra Costa SR2S - Marin SR2S - Napa SR2S - San Francisco SR2S - San Hateo SR2S - Santa Clara SR2S - Solano SR2S - Solano SR2S - Solano SR2S - Sonoma 7. SAFE ROUTES TO SCHOOL (SR2S) 8. TRANSIT CAPITAL PROGRAM (TCP) Specific projects TBD by Transit Operators SolTrans - Preventive Maintenance 8. TRANSIT CAPITAL PROGRAM (TCP) 9. TRANSIT PERFORMANCE INITIATIVE (TPI) AC Transit - Line 51 Corridor Speed Protection and Restoration SFMTA - N-Judah Mobility Maximization SFMTA - Bus Stop Consolidation and Roadway Modifications SCVTA - Light Rail Transit Signal Priority SCVTA - Steven Creek - Limited 323 Transit Signal Priority Unprogrammed Transit Performance Initiative Reserve 9. TRANSIT PERFORMANCE INITIATIVE (TPI) 10. PRIORITY CONSERVATION AREA (PCA) Specific projects TBD by Commission	Alameda Contra Costa Marin Napa San Francisco San Mateo Santa Clara Solano Sonoma Solano Alameda San Francisco San Francisco San Francisco San Francisco Santa Clara Santa Clara Santa Clara	ACTC CCTA TAM NCTPA SFCTA SMCCAG SCVTA STA SCTA SOITrans AC Transit SFMTA SFMTA SFMTA SCVTA SCVTA	TOTAL:	\$40,000,000 \$14,000,000 \$14,000,000 \$14,000,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$1,256,000 \$1,256,000 \$1,379,000 \$1,379,000 \$20,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,515,624 \$7,016,395 \$3,750,574 \$4,133,031 \$1,587,176 \$712,888 \$2,284,312 \$30,000,000	\$0 \$6,000,000 \$6,000,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$40,000,000 \$20,000,000 \$20,000,000 \$4,293,000 \$3,289,000 \$633,000 \$420,000 \$1,439,000 \$1,905,000 \$1,256,000 \$1,379,000 \$1,379,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,587,176 \$712,888 \$2,284,312 \$30,000,000
5. PRIORTY DEVELOPMENT ACTIVITIES (PDA) 6. CLIMATE CHANGE INITIATIVES (CCI) Climate Strategies 6. CLIMATE CHANGE INITIATIVES (CCI) 7. SAFE ROUTES TO SCHOOL (SR2S) Specific projects TBD by CMAs SR2S - Alameda SR2S - Contra Costa SR2S - Marin SR2S - Napa SR2S - San Francisco SR2S - San Francisco SR2S - San Mateo SR2S - Solano SR2S - Sonoma 7. SAFE ROUTES TO SCHOOL (SR2S) 8. TRANSIT CAPITAL PROGRAM (TCP) Specific projects TBD by Transit Operators SolTrans - Preventive Maintenance 8. TRANSIT CAPITAL PROGRAM (TCP) 9. TRANSIT PERFORMANCE INITIATIVE (TPI) AC Transit - Line 51 Corridor Speed Protection and Restoration SFMTA - Mission Mobility Maximization SFMTA - Bus Stop Consolidation and Roadway Modifications SCVTA - Light Rail Transit Signal Priority Unprogrammed Transit Performance Initiative Reserve 9. TRANSIT PERFORMANCE INITIATIVE (TPI) 10. PRIORITY CONSERVATION AREA (PCA)	Alameda Contra Costa Marin Napa San Francisco San Mateo Santa Clara Solano Sonoma Solano Solano Alameda San Francisco San Francisco San Francisco San Francisco Santa Clara Santa Clara Santa Clara TBD	ACTC CCTA TAM NCTPA SFCTA SMCCAG SCVTA STA SCTA SOITrans AC Transit SFMTA SFMTA SFMTA SFMTA SCVTA SCVTA TBD	TOTAL:	\$40,000,000 \$14,000,000 \$14,000,000 \$14,000,000 \$3,289,000 \$633,000 \$1,439,000 \$1,905,000 \$1,905,000 \$1,256,000 \$1,379,000 \$1,379,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,515,624 \$7,016,395 \$3,750,574 \$4,133,031 \$1,587,176 \$712,888 \$2,284,312 \$30,000,000	\$6,000,000 \$6,000,000 \$6,000,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$40,000,000 \$20,000,000 \$20,000,000 \$3,289,000 \$633,000 \$1,439,000 \$1,905,000 \$1,905,000 \$1,256,000 \$1,379,000 \$20,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,515,624 \$7,016,395 \$3,750,574 \$4,133,031 \$1,587,176 \$712,888 \$2,284,312 \$30,000,000

Cycle 2 Total

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\tmp-4035_OBAG\[tmp-4035_Attach_B-1.xlsx]T4 Cycle 2 Attach B-1 PENDING

\$475,187,000

\$40,000,000

TOTAL: \$435,187,000

MTC Resolution No. 4035, Attachment B-2 Adopted: 05/17/12-C Revised:

Cycle 2 **OBAG Project List** FY 2012-13 through FY 2015-16 May 2012

OBAG Program Project List					
Project Category and Title	•	nenting ency	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			\$301,904,000	\$18,038,000	\$320,000,000
Specific projects TBD by Alameda CMA CMA Planning Activities - Alameda ALAMEDA COUNTY	TBD ACTC	TOTAL:	\$56,170,000 \$3,836,000 \$60,006,000	\$3,726,000 \$0 \$3,726,000	\$59,896,000 \$3,836,000 \$63,732,000
CONTRA COSTA COUNTY					
Specific projects TBD by Contra Costa CMA CMA Planning Activities - Contra Costa CONTRA COSTA COUNTY	TBD CCTA	TOTAL:	\$39,367,000 \$3,036,000 \$42,403,000	\$2,384,000 \$0 \$2,384,000	\$41,751,000 \$3,036,000 \$44,787,000
MARIN COUNTY					
Specific projects TBD by Marin CMA CMA Planning Activities - Marin MARIN COUNTY	TBD TAM	TOTAL:	\$6,667,000 \$2,673,000 \$9,340,000	\$707,000 \$0 \$707,000	\$7,374,000 \$2,673,000 \$10,047,000
NAPA COUNTY					
Specific projects TBD by Napa CMA Planning Activities - Napa NAPA COUNTY	TBD NCTPA	TOTAL:	\$3,549,000 \$2,673,000 \$6,222,000	\$431,000 \$0 \$431,000	\$3,980,000 \$2,673,000 \$6,653,000
SAN FRANCISCO COUNTY					
Specific projects TBD by San Francisco CMA CMA Planning Activities - San Francisco SAN FRANCISCO COUNTY	TBD SFCTA	TOTAL:	\$34,132,000 \$2,795,000 \$36,927,000	\$1,910,000 \$0 \$1,910,000	\$36,042,000 \$2,795,000 \$38,837,000
SAN MATEO COUNTY					
Specific projects TBD by San Mateo CMA CMA Planning Activities - San Mateo SAN MATEO COUNTY	TBD SMCCAG	TOTAL:	\$21,582,000 \$2,673,000 \$24,255,000	\$1,991,000 \$0 \$1,991,000	\$23,573,000 \$2,673,000 \$26,246,000
SANTA CLARA COUNTY					
Specific projects TBD by Santa Clara CMA CMA Planning Activities - Santa Clara SANTA CLARA COUNTY	TBD SCVTA	TOTAL:	\$78,688,000 \$4,246,000 \$82,934,000	\$4,350,000 \$0 \$4,350,000	\$83,038,000 \$4,246,000 \$87,284,000
SOLANO COUNTY					
Specific projects TBD by Solano CMA CMA Planning Activities - Solano SOLANO COUNTY	TBD STA	TOTAL:	\$14,987,000 \$2,673,000 \$17,660,000	\$1,141,000 \$0 \$1,141,000	\$16,128,000 \$2,673,000 \$18,801,000
SONOMA COUNTY					
Specific projects TBD by Sonoma CMA CMA Planning Activities - Sonoma SONOMA COUNTY	TBD SCTA	TOTAL:	\$19,544,000 \$2,673,000 \$22,217,000	\$1,396,000 \$0 \$1,396,000	\$20,940,000 \$2,673,000 \$23,613,000
Cycle 2 Total		TOTAL:	\$301,964,000	\$18,036,000	\$320,000,000

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