



COMMISSION MEETING NOTICE
Thursday, May 24, 2012, 2:30 P.M.
1333 Broadway, Suite 300
Oakland, California 94612
(see map on last page of agenda)

Commission Chair
Mark Green, Mayor – Union City

Commission Vice Chair
Scott Haggerty, Supervisor – District

AC Transit
Greg Harper, Director

Mark Green	Chair
Scott Haggerty	Vice Chair
Arthur L. Dao	Executive Director
Vanessa Lee	Clerk of the Commission

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

BART
Thomas Blalock, Director

City of Alameda
Rob Bonta, Vice Mayor

City of Albany
Farid Javandel, Mayor

City of Berkeley
Laurie Capitelli, Councilmember

City of Dublin
Tim Sbranti, Mayor

City of Emeryville
Ruth Atkin, Councilmember

City of Fremont
Suzanne Chan, Vice Mayor

City of Hayward
Olden Henson, Councilmember

City of Livermore
John Marchand, Mayor

City of Newark
Luis Freitas, Vice Mayor

City of Oakland
Councilmembers
Larry Reid
Rebecca Kaplan

City of Piedmont
John Chiang, Mayor

City of Pleasanton
Jennifer Hosterman, Mayor

City of San Leandro
Joyce R. Starosciak, Councilmember

Executive Director
Arthur L. Dao

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 not 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 Approval of Consent Calendar

- | | | |
|-----|--|----------|
| 5A. | Minutes of April 26, 2012 – Page 1 | A |
| 5B. | Summary of the Alameda CTC’s Review and Comments on Environmental Documents and General Plan Amendments Prepared by Local Jurisdictions – Page 11 | I |
| 5C. | Overview of Policy, Planning and Programming Activities and Next Steps – Page 21 | I |
| 5D. | Approval of Amendment No.1 to Professional Services Agreement A11- 0027 with MIG for the City of Oakland Transit Oriented Development Technical Assistance Program (TOD TAP) to Extend Contract – Page 27 | A |

- 5E. Review of Countywide Transportation Plan (CWTP) and Transportation Expenditure Plan and Update on Development of a Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP) – **Page 29** **I**
- 5F. Approval of Final Cycle 3 Lifeline Transportation Program – **Page 41** **A**
- 5G. Approval of Measure B Express Bus Grant Funds – **Page 45** **A**
- 5H. Approval of a Coordination and Mobility Management Planning Pilot (CMMP) Volunteer Driver Program and Authorization to Negotiate and Execute a Contract – **Page 47** **A**
- 5I. Approval to Extend Paratransit Gap Grants for One Year– **Page 49** **A**
- 5J. Review of Draft Vehicle Registration Fee (VRF) FY 2012/13 Strategic Plan – **Page 53** **I**
- 5K. Review of FY 2010/11 Measure B Pass-through Fund Program Draft Compliance Report and Audit Executive Summary – **Page 73** **I**
- 5L. Review California Transportation Commission (CTC) March and April 2012 Meeting Summary – **Page 87** **I**
- 5M. I-580 Eastbound Improvements - I-580 Corridor Mitigation (RM2 Subproject 32.1e) Approval of the Initial Project Report to Request MTC Allocation of Regional Measure 2 Funds – **Page 93** **A**
- 5N. I-80 Integrated Corridor Mobility (ICM) Project – Authorization to Advertise Specialty Material Procurement Contract (Project No. 2) – **Page 113** **A**
- 5O. Approval of a Revised Sales Tax Revenue Projection for Fiscal Year 2011-2012 – **Page 115** **A**
- 5P. Approval of a Revision to Member Agency Fee Billing Practices – **Page 117** **A**
- 5Q. Alameda CTC Consolidated FY2011-12 third Quarter Investment Report – **Page 119** **A**
- 5R. Approval of the Fiscal Year 2012-2013 Annually Renewed Professional Services Consultant Contracts and Authorization to Execute Contracts – **Page 131** **A**
- 5S. Approval of an Amendment to the FY2011-12 Wendel Rosen Black & Dean Contract for Legal Services – **Page 139** **A**

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

- 6A. Bicycle and Pedestrian Advisory Committee- Midori Tabata, Chair **I**
– **Page 141**
- 6B. Citizens Advisory Committee–Cynthia Dorsey, Chair – **Page 143** **I**
- 6C. Citizens Watchdog Committee – James Paxson, Chair – **Page 153** **I**
- 6D. Paratransit Advisory and Planning Committee – Sylvia Stadmire, Chair **I**
– **Page 155**

7 Planning, Policy and Legislation Committee Action Items

- 7A. Approval of the Final TEP and Ordinance and Request to the Board of
Supervisors Place the Measure on the November 2012 Ballot– **Page 165** **A**
- 7B. Legislative Update – **Page 177** **A**
- 7C. Update on MTC One Bay Area Grant Program – **Page 195** **I**

8 Programs and Projects Action Items

- 8A. Approval of Draft FY 2012/13 Measure B Capital Program Strategic Plan **A**
Update Assumptions and Allocation Plan – **Page 271**

9 Member Reports (Verbal)**10 Staff Reports (Verbal)****11 Adjournment: Next Meeting – June 28, 2012**

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

*Materials/Presentations will be distributed at meeting.

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

June 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	June 5, 2012	1333 Broadway Suite 300
Community Advisory Working Group Joint Meeting (CAWG)	1:30 pm	June 7, 2012	1333 Broadway Suite 300
I-580 Policy Advisory Committee (PAC)	9:45 am	June 11, 2012	1333 Broadway Suite 300
Planning, Policy and Legislation Committee	11:00 am	June 11, 2012	1333 Broadway Suite 300
Programs and Projects Committee (PPC)	12:15 pm	June 11, 2012	1333 Broadway Suite 300
Finance and Administration Committee (FAC)	1:30 pm	June 11, 2012	1333 Broadway Suite 300
Citizens Watchdog Committee (CWC)	6:30 pm	June 11, 2012	1333 Broadway Suite 300
Paratransit Technical Advisory Committee	9:30 am	June 12, 2012	1333 Broadway Suite 300
Technical Advisory Working Group (TAWG)	1:30 pm	Jun 14, 2012	
Citizens Advisory Committee (CAC)	5:30 pm	June 21, 2012	1333 Broadway Suite 300
Paratransit Advisory and Planning Committee	1:00 pm	June 25, 2012	1333 Broadway Suite 300
Alameda CTC Commission Meeting	2:30 pm	June 28, 2012	1333 Broadway Suite 300

Glossary of Acronyms

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

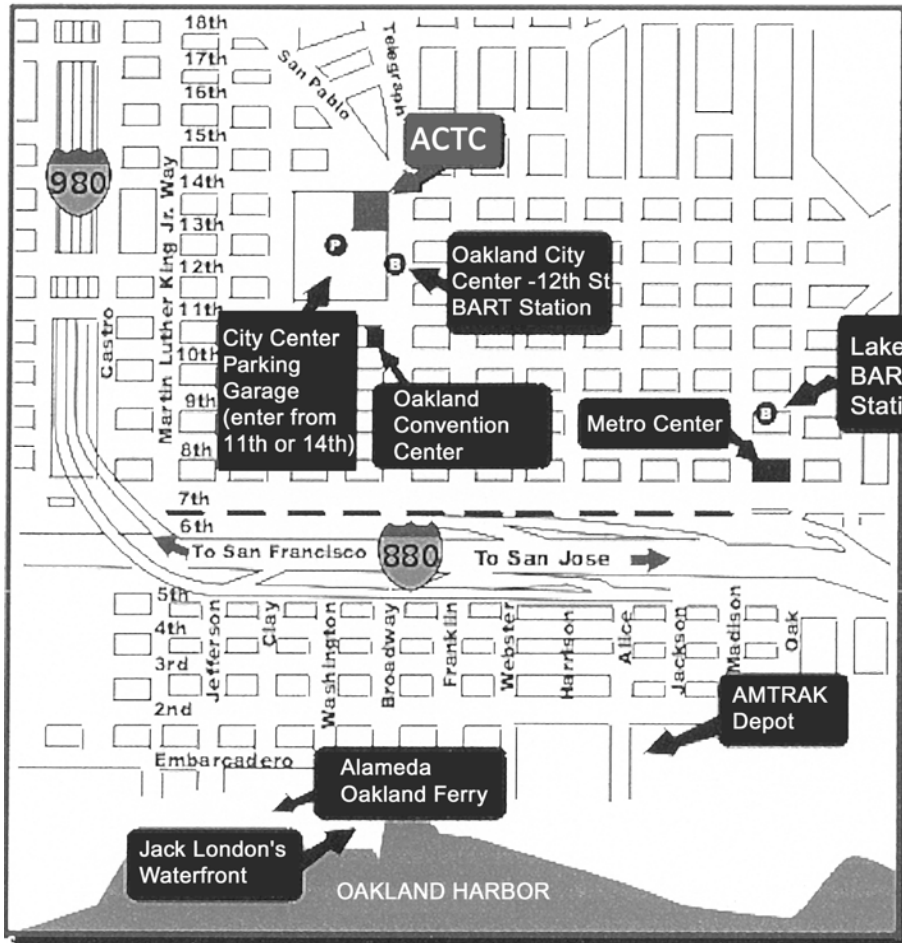


1333 Broadway, Suites 220 & 300

Oakland, CA 94612

PH: (510) 208-7400

www.AlamedaCTC.org



Directions to the Offices of the Alameda County Transportation Commission:

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

Public Transportation Access:

BART: City Center / 12th Street Station

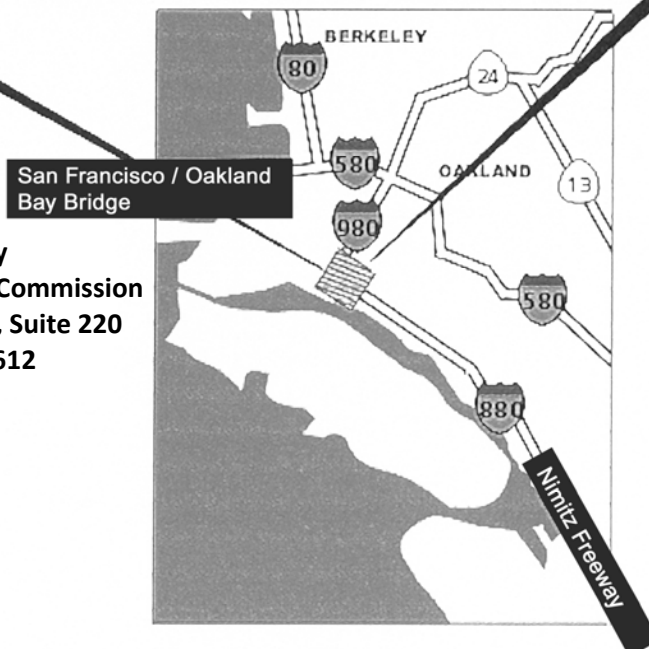
AC Transit:

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

Auto Access:

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

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





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

1. Call to Order/Pledge of Allegiance

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

2. Roll Call

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

3. Public Comment

There was no public comment.

4.0 Chair/Vice-Chair's Report

Mayor Green gave recognition to Safe Routes to School Golden Sneaker Award Recipients- Roosevelt Elementary in San Leandro.

5. Closed Session

5A. Closed Session: Pursuant to California Government Code section 54956.9(c) Conference with General Counsel regarding anticipated litigation Six (6) Items

The Commission went to closed session at 2:50pm

5B. Report on Closed Session

The Commission unanimously approved seeking to intervene in the case entitled City of Industry v. City of Fillmore, et al. In Los Angeles Superior Court and to retain the law firm of Burke Williams, which is currently representing the City of Livermore in this litigation, to represent the Commission.

5C. Consideration of Adoption of Resolutions of Necessity Authorizing Filing of Eminent Domain Action to Acquire Real Property Interests for the I-880 North Safety and Operational Improvements at 23rd and 29th Avenue Project (717.0)

Pamela Mintzer recommended that the Commission adopt Resolutions of Necessity authorizing filing of Eminent Domain Action to acquire Real Property Interests for the I-880 North Safety and Operational Improvements at 23rd and 29th Avenue Project.

Mayor Green opened up a public hearing for this Item and requested public comments. There were no public comments. Mayor Green closed the public hearing.

Supervisor Haggerty motioned to approve this Item. Councilmember Henson seconded the motion. The motion was passed with 21-0 non-weighted votes.

6. Approval of Consent Calendar

6A. Minutes of March 22, 2012

- 6B. 2012 Level of Service (LOS) Monitoring – Approval of Weekend Peak Period for Freeways and Segmentation and Classification of Congestion Management Program (CMP) Tier 2 Roadways and Extension of Contract**
- 6C. Approval of Three -Year Project Initiation Document Work Plan for Alameda County**
- 6D. Central County Same Day Transportation Program - Approval of Issuance of a Request for Proposals (RFP) and Authorization to Negotiate and Execute a Contract**
- 6E. South County Taxi Program – Authorization for Contract Extension and Approval of Allocation of Measure B Funds**
- 6F. Hospital Discharge Transportation Service and Wheelchair Breakdown Transportation Service Programs – Approval of Contract Extension**
- 6G. Approval of STIP Deadline Extension for Contract Award for the Alameda CTC's I-580 San Leandro Landscaping – Estudillo to 141st Project**
- 6H. Approval of STIP Deadline Extension for Project Completion for the City of Alameda's Stargell Avenue Extension Project**
- 6I. Tri-Valley Center to Center (C2C) Program Project– Approval to Extend the Expiration Date of the Contract with DKS Associates**
- 6J. I-580 San Leandro Sound Wall Landscape Project – Authorization to Advertise Construction Contract**
- 6K. Webster Street SMART Corridor Project – Authorization to Advertise the Construction Contract and Approval of Amendment No. 2 to Extend the Expiration Date of the Contract with Harris & Associates to Provide Construction Management Services**
- 6L. Dumbarton Rail Corridor Project (ACTIA 25) - Update on the Procurement of the Implementation Strategy Services for the Acquisition of Railroad Rights of Way Contract and Related Activities**
- 6M. Approval of a Loan in Compliance with Approved Loan Program between ACTA and the ACCMA Authorizing ACTA to Lend \$5 Million to ACCMA**
- 6N. Approval of Fiscal Year 2012-2013 Alameda County Transportation Commission Member Agency Fee Schedule**
- 6O. Review of Draft Cycle 3 Lifeline Transportation Program**
- 6P. Approval of Appointments for the Community Advisory Committees**

Supervisor Haggerty motioned to approve the Consent Calendar. Councilmember Henson seconded the motion. The motion passed 26-0.

7. Community Advisory Committee Reports

7A. Bicycle and Pedestrian Advisory Committee (BPAC)

Midori Tabata, BPAC Chair, informed the Board that BPAC held their last meeting on April 12, where they welcomed two new members to the Committee, received an update on the Transportation Expenditure Plan, received a Bicycle and Pedestrian report as well as an update on TDA Article 3 projects. The next BPAC Meeting will be on May 31.

7B. Citizens Advisory Committee (CAC)

Cynthia Dorsey, CAC Chair, informed the Board that CAC held a Public Forum Meeting in Dublin on April 19. She concluded by informing the Board that the CAC has eleven slots open and she urged the Board members to nominate constituents to fill those spots.

7C. Citizens Watchdog Committee (CWC)

James Paxson, CWC Chair, informed the Board that the CAC had not met since the last report was made to the Board. Mr. Paxson informed the Board that a sub committee met to start working on the next CWC report for FY 2010-11. Mr. Paxson concluded by stating that the CWC has six open slots that need to be filled and that the CWC will meet as a full Committee on June 11.

7D. Paratransit Advisory and Planning Committee (PAPCO)

Sylvia Stadmire, Chair of PAPCO, informed the Board that PAPCO met in March and convened two sub-committees. Ms. Stadmire stated that PAPCO discussed internal conflict of interests for funding recommendations, made recommendations on volunteer-driver program pilot and Gap funding extensions and reviewed reports from LAVTA on ADA providers. Ms. Stadmire concluded by stating that the Annual Mobility Workshop will be held on July 16.

Dave Campell informed the Board that Bike-to-Work day would be held on May 10 and encouraged both the Board and members of the public to participate.

8. Planning, Policy and Legislation Committee Action Items

8A. Decade of Progress Presentation

Tess Lengyel presented a Decade of Progress presentation. The presentation highlighted the half-cent transportation sales tax measure and its impact on delivery result for major transportation projects throughout Alameda County, economic vitality, improved mobility, community effects and environmental sustainability.

This Item was for information only.

8B. Approval of Legislative Position and Legislative Update

Tess Lengyel recommended approval of the following positions:

- AB 1780 (Bonilla). Department of Transportation. Project Study Reports (PSR)- **Support Position**
- ACA 23 (Perea). Local government transportation projects: special taxes: voter approval- **Support and Seek Amendments**

Councilmember Henson motioned to approve this Item. Director Blalock seconded the motion. The motion passed 26-1.

Tess Lengyel gave an update on Federal activities including the FY2013 Budget released by the President in February as it relates to transportation, as well as the Surface Transportation Bill.

8C. Review of Countywide Transportation Plan (CWTP) and Transportation Expenditure Plan and Update on Development of a Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP)

Beth Walukas provided information on regional and countywide transportation planning efforts related to the updates of the Countywide Transportation Plan and Sales Tax Transportation Expenditure Plan as well as the Regional Transportation Plan and the development of the Sustainable Community Strategy. Ms. Walukas update the Board on the status of the compelling cases as it related to the RTP and the release of the draft preferred land use scenario as it relates to the SCS.

Ms. Lengyel informed the Board that ten City Councils (Fremont, Livermore, Union City, Emeryville, Hayward, San Leandro, Oakland, Piedmont, Albany and Dublin) and the Board of Supervisors had approved the Transportation Expenditure Plan. The TEP is being presented to each city council and the Board of Supervisors, as well as AC Transit and BART, for approval in May. She also provided the Board with the Alameda CTC Tool Kit.

9. Programs and Projects Action Items

9A. Acceptance of Alameda CTC Semi Annual Capital Projects Update April 2012

Art Dao recommended that the Commission accept the Alameda CTC Semi-Annual Capital Projects Status Update for the 39 active capital projects. The list of 39 projects includes 31 Measure B capital projects and eight projects that were being implemented by the Alameda County Congestion Management Agency.

Councilmember Chan motioned to approve this Item. Councilmember Kallio seconded the motion. The motion passed 26-0.

9B. I-580 Eastbound Express (HOT) Lane Project - Approval of Amendment No. 2 to the Professional Services Agreement with the URS Corporation (Agreement No. CMA A08-018)

James O'Brien recommended that the Commission authorize the execution of Amendment No. 2 to the professional services agreement with the URS Corporation. The amendment would be to provide additional engineering, environmental, final design, and bidding support services and is needed to develop Specifications and Estimate (PS&E) and bid documents for the I-580 Eastbound Express HOT Lane Project.

Councilmember Capitelli questioned if this project would be in the future BART right of way. Art Dao confirmed that the HOV and Express Lane is where BART will go into in the future.

Councilmember Biddle asked if this amendment had any effect on the delivery schedule of the project. Mr. O'Brien informed him that the project would still be on schedule.

Director Harper motioned to approve this Item. Vice Mayor Frietas seconded the motion. The motion passed 26-0.

10. Member and Staff Reports

Mayor Green stated that the MTC and ABAG meeting scheduled for May 17 would be moved to the Oakland Marriot.

Councilmember Starosciak and Councilmember Chan informed the Board that the League of California Cities met and expressed support of the Transportation Expenditure Plan.

Supervisor Haggerty requested that staff begin conversation with the Registrar for the naming of the new sales tax measure.

Art Dao invited the Board to attend the San Francisco WTS Annual Event on May 24.

12 Adjournment: Next Meeting – May 24, 2012

The meeting ended at 4:28 pm. The next meeting will be held on May 24, 2012 at 2:30pm.

Attest by:











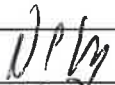


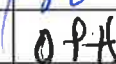
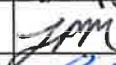










Vanessa Lee
Clerk of the Commission

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

JURISDICTION/AGENCY	COMMISSIONERS	Initials	ALTERNATES	Initials
AC Transit	Greg Harper		Elsa Ortiz	
Alameda County, District 1	Scott Haggerty, Vice Chair		William Harrison	
Alameda County, District 2	Nadia Lockyer		Marvin Peixoto	
Alameda County, District 3	Wilma Chan		Michael Gregory	
Alameda County, District 4	Nate Miley			
Alameda County, District 5	Keith Carson		Kriss Worthington	
BART	Thomas Blalock		Robert Franklin - BART	
City of Alameda	Rob Bonta		Beverly Johnson	
City of Albany	Farid Javandel		Peggy Thomsen	
City of Berkeley	Laurie Capitelli		Kriss Worthington	
City of Dublin	Tim Sbranti		Don Biddle	
City of Emeryville	Ruth Atkin		Kurt Brinkman	
City of Fremont	Suzanne Chan		William Harrison	
City of Hayward	Olden Henson		Marvin Peixoto	
City of Livermore	John Marchand		Stuart Gary	
City of Newark	Luis Freitas		Alberto Huevo	
City of Oakland	Larry Reid		Patricia Kernighan	
	Rebecca Kaplan		Jane Brunner	
City of Piedmont	John Chiang		Garrett Keating	
City of Pleasanton	Jennifer Hosterman		Cheryl Cook-Kallio	
City of San Leandro	Joyce R. Starosciak		Pauline Russo Cutter	
City of Union	Mark Green, Chair		Emily Duncan	
LEGAL COUNSELS	Zack Wasserman - WRBD			
	Neal Parish - WRBD			
	Geoffrey Gibbs - GLG			

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

STAFF	Initials	STAFF/CONSULTANT	Initials
Arthur L. Dao – Executive Director	ad	Gladys Parmelee – Office Supervisor	gmp
Tess Lengyel – Deputy Director of Policy, Public Affairs and Legislation	XL	Vanessa Lee – Clerk of the Commission	RL See
Beth Walukas – Deputy Director of Planning	ew	Liz Brazil – Contract Compliance and Outreach Analyst	
Patricia Reavey – Director of Finance		Yvonne Chan – Accounting Manager	
Stewart Ng, Director of Programming and Project Management		Lily Balinton -Accounting Manager	
Matt Todd - Manager of Programming	MT	Sammy Ng – Senior Accountant	
Saravana Suthanthira - Senior Transportation Planner	SS	Seung Cho – Contract Procurement Analyst	
Diane Stark - Senior Transportation Planner		Patty Seu - Accountant	
Steve Haas – Senior Transportation Engineer		Linda Adams – Executive Assistant	LA
John Hemiup – Senior Transportation Engineer	JA	Victoria Winn – Administrative Assistant III	
Vivek Bhat - Senior Transportation Engineer	VB	Claudia Leyva - Administrative Assistant III	CDL
Arun Goel – Project Controls Engineer	AG	James O'Brien	JO
Jacki Taylor – Programming Analyst	JT	Stefan Garcia	
Laurel Poeton – Assistant Transportation Planner	LP	Jim Richards	JR

ALAMEDA COUNTY TRANSPORTATION COMMISSION BOARD MEETING

ROSTER OF MEETING ATTENDANCE

April 26, 2012

1333 Broadway, Suite 300, Oakland CA 94612

NAME

JURISDICTION / AGENCY

TELEPHONE

E-MAIL

BRAD K HAN	Alameda	510-744-7938	BRKHAN@ci.alameda.ca.us
Jonah Moravitz	PAPCO		
Sylvia Stedman	PAPCO chair		
Jane Kramer	STAND	(510) 522-6423	jkr@kramer.com
Bob Vinn	Livermore	925 960 4516	bgvinn@cityoflivermore.net
Donna Lee	BART	(510) 464-6282	dlee@bart.gov
Ramsey Hissen	URS	510-893-3600	ramsey.hissen@urscorp.com
Cynthia Dorsey	CAC	(510) 444-0945	bpolitical2@aol.com
VAL T CHINN.	CAC	510 805 6695	
James Paxson	CWC	925.734.6500	james@hacienda.org
John Heming	ALAMEDA CTC	510-248-7414	jheming@alamedactc.org
Jaimie Bourgeois	Dublin	925.833.6634	jaimie.bourgeois@dublin.ca.gov
Midori Tabata	BPAC		midorit@pacbell.net
Chris Miley	Ala Co BOS D2	510-272-6676	chris.miley@alacounty.org
Dave Campbell	EAST BAY BICYCLE COALITION		dave.campbell@ebb1.org
HARRIETTE SANDERS	PAPCO/CWC/		

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Memorandum

DATE: May 15, 2012

TO: Alameda County Transportation Commission

FROM: Planning, Policy and Legislation Committee

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

Recommendation

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

Summary

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

In March and April, staff reviewed and commented on three NOPs, GPAs and EIRs. Copies of letters with comments are attached.

Attachments

Attachment A: Comment letter for City of Fremont, Downtown Community Plan

Attachment B: Comment letter for AC Transit, East Bay BRT Project

Attachment C: Comment letter for City of Oakland, Lake Merritt Station Area Plan

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**Commission Chair**

Mark Green, Mayor - Union City

Commission Vice Chair

Scott Haggerty, Supervisor - District 1

AC Transit

Greg Harper, Director

Alameda County

Supervisors

Nadia Lockyer - District 2

Wilma Chan - District 3

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Jennifer Hosterman, Mayor

City of San Leandro

Joyce R. Starosciak, Councilmember

Executive Director

Arthur L. Dao

April 2, 2012

Mr. Kelly Diekmann
Senior Planner
City of Fremont
Community Development
39550 Liberty Street
Fremont, CA 94537-5006
kdeikmann@ci.fremont.ca.us

SUBJECT: Comments on the Draft Supplemental Environmental Impact Report for Downtown Community Plan, City of Fremont, California, PLN 2010-0030

Dear Mr. Diekmann:

Thank you for the opportunity to comment on the Draft Supplemental Environmental Impact Report (Draft SEIR) for the Downtown Community Plan in Fremont, California. The Plan is intended to guide future development through 2030 in an approximately 110-acre area bounded by Fremont Boulevard, Mowry Avenue, Paseo Padre Parkway and Walnut Avenue. The project encourages redevelopment and development to an average floor area ratio of 1.5 with a mixture of commercial, office, residential, and government/civic uses. Generally, the plan contemplates development of an additional one million square feet of commercial/office development and 2,500 housing units; however, it is flexible to allow a wide range and mixture of uses on throughout the Downtown area. The buildout is expected to be phased over several years.

The Alameda County Transportation Commission has the following comments:

- P. 4-84, last bullet refers to Eastbound I-800. This should be corrected to I-880
- Based on Table F-4, CMP PM Analysis Summary 2035, two segments would decline from LOS E to a maximum of LOS F by 2035 with the project:
 - 1) Fremont Blvd Eastbound from I-880 to Thornton Avenue (which is also referenced in Impact TRA-5 without a feasible mitigation measure cited) and
 - 2) Northbound Mowry Avenue from I-80 to Fremont Blvd. This segment does not appear to be referenced and discussed in the impacts section. A discussion of impacts and

appropriate measures to mitigate the impacts should be developed, as feasible.

- Impacts TRA-4, TRA-5, TRA-6, TRA-7, TRA-8, TRA-9 and TRA-10 on CMP roadway segments do not include mitigation measures due to unavailability of right-of-way needed for improvements. However, the project description on p. 3-7 references developing a Transportation Demand Management Program (TDM) and establishing a Transportation Management Association (TMA) that would collect fees to fund it. It is recommended that mitigation measures be added that include implementing the Transportation Demand Management (TDM) program, including parking demand management and vehicle trip reduction strategies to encourage use of alternative travel modes such as transit, biking, and walking, and that a funding mechanism, such as developing a Transportation Management Association (TMA), is included to implement it.

Thank you for the opportunity to comment on this Draft SEIR. Please do not hesitate to contact me at 510/208-7400 if you require additional information.

Sincerely,



Beth Walukas
Deputy Director of Planning

cc: Diane Stark, Senior Transportation Planner
file: CMP - Environmental Review Opinions - Responses - 2012



1333 Broadway, Suites 220 & 300

Oakland, CA 94612

PH: (510) 208-7400

www.AlamedaCTC.org

March 19, 2012

Jim Cunradi
Senior Transportation Planner
AC Transit East bay BRT Project Manager
Alameda-Contra Costa Transit District
1600 Franklin Street
Oakland, CA 94612
jcunradi@actransit.org

SUBJECT: Comments on the Final Environmental Impact Statement/Environmental Impact Report for the East Bay Bus Rapid Transit Project (East Bay BRT) Project

Dear Mr. Cunradi:

Thank you for the opportunity to comment on the Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the East Bay Bus Rapid Transit Project (East Bay BRT) Project. The project would increase service frequencies, expand transit capacity, and enhance bus reliability and speeds in high demand congested travel corridors with large ethnic minority and low income populations.

The Alameda County Transportation Commission (Alameda CTC), on behalf of the Alameda County Congestion Management Agency (ACCMA) through the powers delegated to Alameda CTC by the joint powers agreement which created Alameda CTC, has reviewed the FEIR/S and does not have comments at this time.

Sincerely,

A handwritten signature in black ink, appearing to read "Beth Walukas". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Beth Walukas
Deputy Director of Planning

Cc: Laurel Poeton, Assistant Transportation Planner
File: CMP – Environmental Review Opinions – Responses - 2012

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March 27, 2011

Ed Manassee
 Strategic Planning Manager
 City of Oakland Community and Economic Development Agency
 250 Frank Ogawa Plaza, Suite 3315
 Oakland, CA 94612
 emanassee@oaklandnet.com

SUBJECT: Comments on the Notice of Preparation of a Draft Environmental Impact Report (DEIR) on the Lake Merritt Station Area Plan in the City of Oakland

Dear Mr. Manassee:

Thank you for the opportunity to comment on the Notice of Preparation of a Draft Environmental Impact Report (DEIR) on the Lake Merritt Station Area Plan in the City of Oakland. The project is on a 315 acre site bound by 14th Street to the north, I-880 to the south, Broadway and Franklin Street to the west, and 4th and 5th Avenue to the east. The Planning Area is an area within one-half mile radius of the Lake Merritt BART Station. In addition to the Lake Merritt BART Station, it includes Oakland Chinatown business and residential districts, Laney College and Peralta Community College District Administration facilities, the Oakland Public Library, the Oakland Museum of California, the Alameda County Courthouse and other County offices, the building currently occupied by ABAG and the MTC, the Lake Merritt Channel and a portion of the East Lake District.

The Lake Merritt Station Area Plan will be a 25-year plan, which addresses land use, buildings, design, circulation, BART and AC Transit improvements, streetscape improvements, parks and public spaces. It will look to add between 3,700 and 5,600 new housing units, up to 5,755 new jobs, and up to 412,000 square feet of additional retail. It will identify actions, regulations and policy for development projects on private property. The Plan will be a basis for development project review and other decision-making.

The Alameda County Transportation Commission (Alameda CTC) respectfully submits the following comments:

- The City of Oakland adopted Resolution No. 69475 on November 19, 1992 establishing guidelines for reviewing the impacts of local land use decisions consistent with the Alameda County Congestion Management Program (CMP). It appears that the proposed project will generate at least 100 p.m. peak hour trips over existing conditions and therefore the CMP Land Use Analysis Program requires the City to conduct a traffic analysis of the project using the Countywide Transportation Demand Model for projection years 2020 and 2035

conditions. Please note the following paragraph as it discusses the responsibility for modeling.

- The CMP was amended on March 26th, 1998 so that local jurisdictions are responsible for conducting the model runs themselves or through a consultant. The Alameda CTC has a Countywide model that is available for this purpose. The City of Oakland and the Alameda CTC signed a Countywide Model Agreement on May 28, 2009. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request.
- The DEIR should address all potential impacts of the project on the MTS roadway and transit systems. These include MTS roadways as shown in the attached map as well as BART and AC Transit. The MTS roads in the city of Oakland in the project study area are: I-880, 14th Street, Harrison Street, 7th Street, 8th Street, Webster Street, Harrison Street, and Broadway. (See 2011 CMP Figure 2). Potential impacts of the project must be addressed for 2020 and 2035 conditions.
- Please note that the Alameda CTC has *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see chapter 6 of 2011 CMP for more information).
- For the purposes of CMP Land Use Analysis, 2000 Highway Capacity Manual is used.
- Document assumptions and cite studies justifying modifications to the amount of anticipated traffic generated from the Lake Merritt Station Area Plan due to the Plan area being a Transit Oriented Development that will provide proximity and access to transportation options.
- Evaluate impacts of the Plan on the planned Broadway/Jackson area improvements, and identify mitigation measures as necessary.
- The adequacy of any project mitigation measures should be discussed. On February 25, 1993, the ACCMA Board (one of the predecessors to Alameda CTC) adopted three criteria for evaluating the adequacy of DEIR project mitigation measures:
 - Project mitigation measures must be adequate to sustain CMP service standards for roadways and transit;
 - Project mitigation measures must be fully funded to be considered adequate;
 - Project mitigation measures that rely on state or federal funds directed by or influenced by the Alameda CTC must be consistent with the project funding priorities established in the Capital Improvement Program (CIP) section of the CMP or the Regional Transportation Plan (RTP).

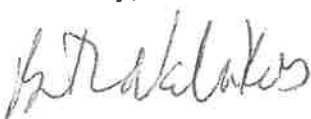
The DEIR should include a discussion on the adequacy of proposed mitigation measures relative to these criteria. In particular, the DEIR should detail when proposed roadway or

transit route improvements are expected to be completed, how they will be funded, and what would be the effect on LOS if only the funded portions of these projects were assumed to be built prior to project completion.

- Potential impacts of the project on CMP transit levels of service must be analyzed. (See 2011 CMP, Chapter 4). Transit service standards are 15-30 minute headways for bus service and 3.75-15 minute headways for BART during peak hours. The DEIR should address the issue of transit funding as a mitigation measure in the context of the Alameda CTC/ACCMA policies discussed above.
- The DEIR should also consider demand-related strategies that are designed to reduce the need for new roadway facilities over the long term and to make the most efficient use of existing facilities (see 2011 CMP, Chapter 5). The DEIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. The Site Design Guidelines Checklist may be useful during the review of the development proposal. A copy of the checklist is enclosed.
- The EIR should consider opportunities to promote countywide bicycle and pedestrian routes identified in the Alameda Countywide Bicycle and Pedestrian Plans, which were approved in October 2006. The approved Countywide Bike Plan and Pedestrian Plan are available at http://www.actia2022.com/app_pages/view/58.
- For projects adjacent to state roadway facilities, the analysis should address noise impacts of the project. If the analysis finds an impact, then mitigation measures (i.e., soundwalls) should be incorporated as part of the conditions of approval of the proposed project. It should not be assumed that federal or state funding is available.
- Additionally, please consider that there is an existing, approved Deficiency Plan for SR 260/Posey Tube eastbound to I-880 northbound freeway connection Deficiency Plan: The 1998 and 2008 Level of Service (LOS) Monitoring studies identified SR 260/Posey Tube eastbound to I-880 northbound freeway connection as operating at LOS F during the p.m. peak period. A Deficiency Plan was prepared and adopted by the City as well as the participating jurisdictions of Berkeley and Alameda and approved by the Alameda CTC Board in 1999.

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

Sincerely,



Beth Walukas
Deputy Director of Planning

Cc: Diane Stark, Senior Transportation Planner
File: CMP – Environmental Review Opinions – Responses - 2012

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Memorandum

Date: May 15, 2012

To: Alameda County Transportation Commission

From: Planning, Policy, and Legislation Committee

Subject: **Overview of Policy, Planning and Programming Activities and Next Steps**

Recommendation

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

Summary

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

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

Background

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

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

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

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

Ongoing Planning Activities to complete Major Plans

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

New Planning Activities in FY 2012-2013

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

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

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

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

- Bicycle and Pedestrian Safety Funds
 - Local Streets and Roads/Local Transportation
 - Mass Transit
 - Paratransit
 - Transit Center Development Funds
- **Measure B Capital Funds:** These include 40% of the sales tax dollars that are allocated to specific projects as described in the voter approved November 2000 Expenditure Plan, as amended. Each recipient has entered into a Master Projects Funding Agreement and Project-Specific Funding Agreements for each project element. Funds are allocated through the project strategic planning process which identifies project readiness and funding requirements on an annual basis. Project-specific funding allocations are made via specific recommendations approved by the Commission.
- **2012 Transportation Expenditure Plan:** Passage of the 2012 Expenditure Plan in November will bring significant new funding amounts that will be programmed through new methods. Programming all of the new Measure funds will be through the CIP process and will also include several new programs, such as a Student Transit Pass Program, Major Commute Corridors, Sustainable Transportation and Land Use Linkages, Freight and Economic Development, and Innovation and Technology. Many of the policy and planning activities described above will flow into the funding allocation methods for the new TEP.
- **Vehicle Registration Fee:** The Alameda County Vehicle Registration Fee (VRF) Program will be allocated in part through the Alameda CTC Master Program Funding Agreements as pass-through funds, and others through discretionary programs, as noted below:
 - Local streets and roads (60 percent, allocated through MPFA)
 - Transit (25 percent, allocated through discretionary program)
 - Local transportation technology (10 percent, allocated through discretionary program)

- Bicycle and pedestrian projects (5 percent, allocated through discretionary program)

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

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

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

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

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

Implementation Timeline

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

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

Key Questions for Consideration

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

Fiscal Impact

There is no fiscal impact at this time.



Memorandum

DATE: May 15, 2012

TO: Alameda County Transportation Commission

FROM: Planning, Policy and Legislative Committee

SUBJECT: **Approval of Amendment No. 1 to Professional Services Agreement A11-0027 with MIG for the City of Oakland Transit Oriented Development Technical Assistance Program (TOD TAP) to Extend Contract**

Recommendation

It is recommended that the Commission approve Amendment No. 1 to the Professional Services Agreement A10-0027 with MIG for the City of Oakland Transit Oriented Development Technical Assistance Program (TOD TAP) study. The amendment would extend the termination date of the Agreement from January 31, 2012 to June 30, 2013. The change in schedule does not impact the budget.

Summary

The City of Oakland Transit Oriented Development Technical Assistance Program (TOD TAP) study was initiated in May 2011 to provide the City of Oakland assistance to develop a system to prioritize and streamline delivery of transportation projects and programs. This system will help the City coordinate and prioritize transportation investments among the seven Priority Development Areas (PDAs) in Oakland. Although significant work has been completed on the Oakland TOD TAP study to date, efforts have been delayed due to city staff's need to focus on preparing the Transportation Expenditure Plan combined with the loss of the Redevelopment Agency staff working on developing the study. Therefore, the original timeline for completing the study needs to be extended to complete the work. Staff is recommending a contract extension to June 30, 2013.

Background

On May 3, 2011, Alameda CTC entered into a professional service agreement with MIG for \$200,000 of TOD TAP funds to develop a strategy to prioritize and streamline delivery of transportation infrastructure, plans and projects for the City of Oakland. The study is funded through Measure B Transit Center Development Funds as part of the Alameda CTC Transit Oriented Development Technical Assistance Program (TOD TAP).

The TOD TAP Program was initiated in 2005 with funds from MTC's Transportation and Land Use Program and Measure B to provide technical and outreach assistance to jurisdictions to help advance Transit Oriented Developments. Assistance provided through the TOD TAP Program

includes developing studies, plans and outreach to help find solutions to complex issues at TODs. The TOD TAP program also shares the information from each study or plan with others working on TOD projects throughout the county. TODs are a key way to link transportation investments to locations where land use is concentrated. Alameda CTC's support of and investment in TODs helps create livable communities with alternative travel options, while working towards goals identified in the Regional Transportation Plan and state legislation AB32 and SB375 to reduce vehicle miles traveled and greenhouse gas emissions.

The Oakland TOD TAP study will help the City coordinate and prioritize among the seven Priority Development Areas that may be eligible to compete for limited transportation funding. Although significant work has been completed on the Oakland TOD TAP study to date, efforts have been delayed due to the need for city staff to focus efforts on preparing the Transportation Expenditure Plan and the loss of the Redevelopment Agency staff working on this study. The change in schedule does not affect the project budget. The original timeline for completing the Oakland TOD TAP study needs to be extended to complete it. Staff is recommending a contract extension to June 30, 2013.

To date, the Oakland TOD TAP study has established a Core Team with representatives of several city departments who have met to discuss how to improve planning, coordinating, streamlining and implementing transportation projects in Oakland. The project team has developed a project and plan prioritization tool, tested it on five Oakland projects, and presented the tool and findings to a group of Core Team members actively involved in planning and implementing Oakland transportation projects. Next, the team will revise the prioritization tool, meet with the Core Team, and work with the City of Oakland to develop a process and policies to streamline delivery of transportation projects and programs from planning to engineering, implementation and maintenance. They will also present recommendations to the Oakland City Council and committees and the Alameda CTC Board.

Fiscal Impacts

None



Memorandum

DATE: May 16, 2012

TO: Alameda County Transportation Commission

FROM: Planning, Policy and Legislation Committee

SUBJECT: **Review of Countywide Transportation Plan (CWTP) and Transportation Expenditure Plan and Update on Development of a Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP)**

Recommendation

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

Summary

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

Discussion

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

May 2012 Update:

This report focuses on the month of May 2012. A summary of countywide and regional planning activities for the next three months is found in Attachment A and a three year schedule for the countywide and the regional processes is found in Attachments B and C, respectively. Highlights at the regional level include release of the draft Preferred SCS and RTP by ABAG and MTC. At the

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

1) SCS/RTP/ABAG

MTC and ABAG are preparing the Draft Preferred SCS and RTP for presentation and joint adoption by the ABAG Executive Board and MTC Commission on May 17, 2012, after which the environmental process will begin. The draft transportation investment strategy was released by MTC and presented to the Joint MTC Planning and ABAG Administrative Committee on April 13, 2012 for information. Projects and programs included in the draft transportation investment strategy are consistent with the CWTP and TEP. MTC released an additional version of the One Bay Area Grant proposal, which is also scheduled for adoption at the joint ABAG/MTC May 17 meeting. Staff is preparing comments, which are presented under a separate agenda item. Additional information on this item will be presented at the meeting.

2) CWTP-TEP

On January 26, 2012, the Alameda CTC, based on the CWTP-TEP Steering Committee recommendation, adopted the final Transportation Expenditure Plan. The Transportation Expenditure Plan is being taken to each city council and the Board of Supervisors for approval by May 2012 as well as AC Transit and BART. As of the writing of this staff report, thirteen City Councils and the Board of Supervisors have approved the TEP: Fremont, Livermore, Union City, Emeryville, Hayward, San Leandro, Oakland, Piedmont, Albany, Dublin, Pleasanton, Newark, Alameda and the Alameda County Board of Supervisors. AC Transit and the BART Board also took action in support of the TEP. The TEP is included on all city council agendas through May. The Draft CWTP was presented to the ACTAC and PPLC in April 2012 as well as BPAC. Both the Final Draft CWTP and the Final Transportation Expenditure Plan, along with the ordinance which will also be placed on the ballot, will be brought to the Commission in May 2012 for approval so that the Board of Supervisors can be requested at its June 5, 2012 meeting to place the Transportation Expenditure Plan on the November 6, 2012 ballot. Staff will provide additional information at the meeting.

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

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

Committee	Regular Meeting Date and Time	Next Meeting
		scheduled meeting for both committees.
SCS/RTP Regional Advisory Working Group	1 st Tuesday of the month, 9:30 a.m. Location: MetroCenter, Oakland	May 1, 2012 June 5, 2012
SCS/RTP Equity Working Group	2 nd Wednesday of the month, 11:15 a.m. Location: MetroCenter, Oakland	May 9, 2012 June 13, 2012
SCS Housing Methodology Committee	Typically the 4 th Thursday of the month, 10 a.m. Location: BCDC, 50 California St., 26 th Floor, San Francisco	May 24, 2012
Joint MTC Planning and ABAG Administrative Committee	2 nd Friday of the month, 9:30 a.m. Location: MetroCenter, Oakland	May 11, 2012 June 8, 2012
Joint MTC Commission and ABAG Executive Board meeting	Special Meeting, 7 p.m. Location: Oakland Marriott City Center	May 17, 2012

Fiscal Impact

None.

Attachments

Attachment A: Summary of Next Quarter Countywide and Regional Planning Activities
Attachment B: CWTP-TEP-RTP-SCS Development Implementation Schedule
Attachment C: OneBayArea SCS Planning Process (revised October 2011)

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**Summary of Next Quarter Countywide and Regional Planning Activities
(May 2012 through July 2012)**

Countywide Planning Efforts (CWTP-TEP)

The three year CWTP-TEP schedule showing countywide and regional planning milestone schedules is found in Attachment B. Major milestone dates are presented at the end of this memo. During the May 2012 through July 2012 time period, the CWTP-TEP Committees will be focusing on:

- Coordinating with ABAG and local jurisdictions to comment on the draft preferred Sustainable Communities Strategy (SCS): the Jobs-Housing Connection scenario;
- Coordinating with MTC on the transportation investment strategy and confirming that the projects and programs recommended for the CWTP are also included in the RTP investment strategy;
- Responding to comments on the Draft CWTP and circulating a Final Draft CWTP;
- Seeking jurisdiction approvals of the Final TEP;
- Presenting the Final Draft CWTP and the Final TEP to the Steering Committee for approval; and
- Requesting the Board of Supervisors to place the TEP on the November 6, 2012 ballot.

Regional Planning Efforts (RTP-SCS)

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

In the three month period for which this report covers, MTC and ABAG are or will be:

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

Staff will be coordinating with the regional agencies and providing feedback on these issues, through:

- Participating on the MTC/ABAG Regional Advisory Working Group (RAWG);
- Reviewing local transportation network priorities through the CWTP-TEP process; and
- Commenting on the Draft Preferred SCS: The Jobs-Housing Connection Scenario.

Key Dates and Opportunities for Input¹

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

Sustainable Communities Strategy:

Presentation of SCS information to local jurisdictions: Completed
Initial Vision Scenario Released: March 11, 2011: Completed
Draft Alternative Land Use Scenarios Released: Completed
Draft Preferred SCS Released: Completed
Preferred SCS Scenario Released/Approved: April/May 2012

RHNA

RHNA Process Begins: January 2011
Draft RHNA Methodology Adopted: July 2012
Draft RHNA Plan released: July 2012
Final RHNA Plan released/Adopted: April/May 2013

RTP

Develop Financial Forecasts and Committed Funding Policy: Completed
Call for RTP Transportation Projects: Completed
Conduct Performance Assessment: Completed
Release draft Transportation Investment Strategy: Completed
Prepare SCS/RTP EIR: May 2012 – October 2012
Release Draft RTP/SCS EIR: November 2012
Adopt SCS/RTP: April 2013

CWTP-TEP

Develop Alameda County Land Use Scenario Concept: Completed
Administer Call for Projects: Completed
Release Administrative Draft CWTP: Completed
Release Preliminary TEP Program and Project list: Completed
Adopt Final TEP: Completed
Obtain TEP approvals from jurisdictions: February – May 2012
Release Draft CWTP: Completed
Conduct TEP Outreach: January 2011 – June 2012
Adopt Final Draft CWTP and Final TEP: May 2012
Submit TEP Submitted for Ballot: July 2012

Calendar Year 2010

Task	Meeting											
	January	February	March	April	May	June	July	August	Sept	Oct	Nov	Dec
Alameda CTC Committee/Public Process												
Steering Committee			Establish Steering Committee	Working meeting to establish roles/responsibilities, community working group	RFP feedback, tech working group	Update on Transportation/Finance issues	Approval of Community working group and steering committee next steps	No Meetings		Feedback from Tech, comm, working groups	No Meetings	Expand vision and goals for County ?
Technical Advisory Working Group								No Meetings		Roles, resp, schedule, vision discussion/ feedback	No Meetings	Education: Trans statistics, issues, financials overview
Community Advisory Working Group								No Meetings		Roles, resp, schedule, vision discussion/ feedback	No Meetings	Education: Transportation statistics, issues, financials overview
Public Participation								No Meetings			Stakeholder outreach	
Agency Public Education and Outreach												
Alameda CTC Technical Work												
Information about upcoming CWTP Update and reauthorization												
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level						Board authorization for release of RFPs	Pre-Bid meetings	Proposals reviewed	ALF/ALC approves shortlist and interview; Board approves top ranked, auth. to negotiate or NTP		Technical Work	
Polling												
Sustainable Communities Strategy/Regional Transportation Plan												
Regional Sustainable Community Strategy Development Process - Final RTP in April 2013			Local Land Use Update P2009 begins & PDA Assessment begins						Green House Gas Target approved by CARB.	Start Vision Scenario Discussions		
											Adopt preliminary for Job/Housing Forecast (Statutory Target)	Projections 2011 Base Case
												Adopt Voluntary Performance Targets

Task	2011					FY2011-2012		2011				
	January	February	March	April	May	June	July	August	Sept	Oct	Nov	Dec
Alameda CTC Committee/Public Process												
Steering Committee	Adopt vision and goals; begin discussion on performance measures; key needs	Performance measures, costs, guidelines, call for projects and prioritization questions, initial vision scenario discussion	Review workshop outcomes, transportation issue papers, programs, realize performance measures, land use discussion, call for projects update	Outreach and call for projects update, (draft list approval), project and program packaging, county land use	Outreach update, project and program screening outcomes, call for projects update, project and program packaging, county land use, financials, committed projects	No Meetings	Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection	No Meetings	1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion	Meeting moved to December due to holiday conflict	Review 2nd draft CWTP, 1st draft TEP	
	Comment on vision and goals; begin discussion on performance measures; key needs	Continue discussion on performance measures, costs, guidelines, call for projects, briefing book, outreach	Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update	Outreach and call for projects update, project and program packaging, county land use	Outreach update, project and program screening outcomes, call for projects update, TEP strategic parameters, land use, financials, committed projects	No Meetings	Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection	No Meetings	1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion	Review 2nd draft CWTP, 1st draft TEP, poll results update	No Meetings	
Community Advisory Working Group	Comment on vision and goals; begin discussion on performance measures; key needs	Continue discussion on performance measures, costs, guidelines, call for projects, briefing book, outreach	Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update	Outreach and call for projects update, project and program packaging, county land use	Outreach update, project and program screening outcomes, call for projects update, TEP strategic parameters, land use, financials, committed projects	No Meetings	Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection	No Meetings	1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion	Review 2nd draft CWTP, 1st draft TEP, poll results update	No Meetings	
	Public Workshops in two areas of County: vision and needs; Central County Transportation Forum	Public Workshops in all areas of County: vision and needs	East County Transportation Forum				South County Transportation Forum	No Meetings		2nd round of public workshops in County; feedback on CWTP; TEP; North County Transportation Forum		No Meetings
Agency Public Education and Outreach	Ongoing Education and Outreach through November 2012											
Alameda CTC Technical Work												
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level	Feedback on Technical Work, Modified Vision, Preliminary projects lists				Work with feedback on CWTP and financial scenarios	Technical work refinement and development of Expenditure plan, 2nd draft CWTP						
	Conduct baseline poll									Polling on possible Expenditure Plan projects & programs	Polling on possible Expenditure Plan projects & programs	
Sustainable Communities Strategy/Regional Transportation Plan												
Regional Sustainable Community Strategy Development Process - Final RTP In April 2013			Release Initial Vision Scenario	Detailed SCS Scenario Development			Release Detailed SCS Scenarios	Technical Analysis of SCS Scenarios: Adoption of Regional Housing Needs Allocation Methodology	SCS Scenario Results and funding discussions			
	Discuss Call for Projects	Call for Transportation Projects and Project Performance Assessment	Project Evaluation				Draft Regional Housing Needs Allocation Methodology					
	Develop Draft 25-year Transportation Financial Forecasts and Committed Transportation Funding Policy											

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Plan Bay Area Planning Process: Phase 2 Detail*

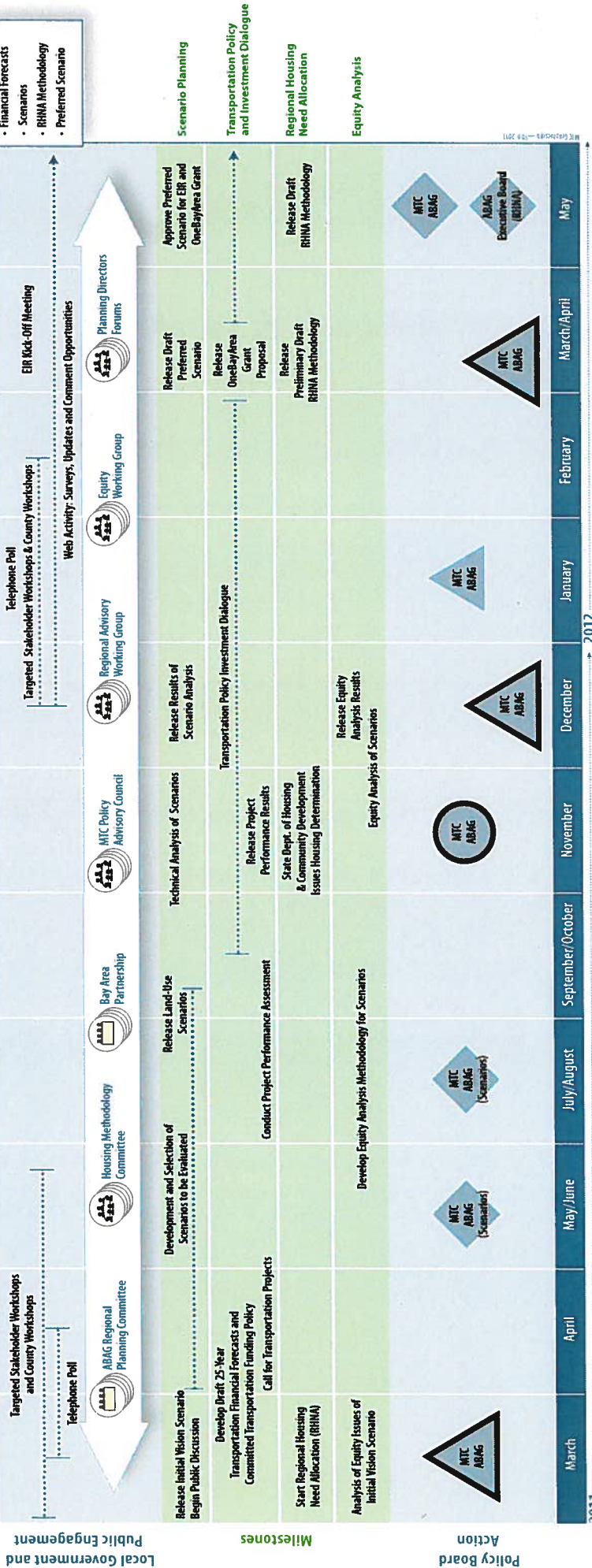
Revised October 2011

Phase 2: Scenario Planning, Transportation Policy and Investment Dialogue

BayArea Plan

Phase Two
Actions/Decisions:

- Initial Vision Scenario
- Financial Forecasts
- Scenarios
- RHNA Methodology
- Preferred Scenario

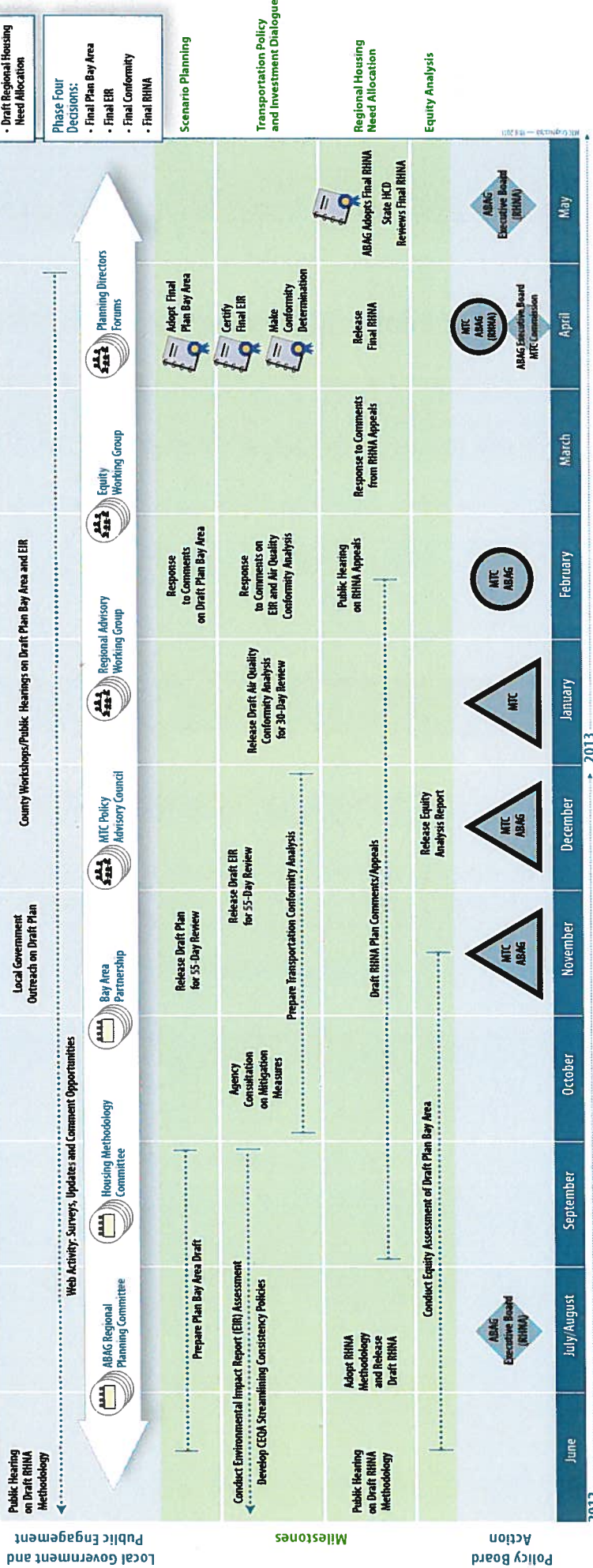


Plan Bay Area Planning Process: Phases 3 & 4 Details for 2012-2013*

Revised October 2011

Phase 3: Regional Housing Need Allocation (RHNA), Environmental/Technical Analyses and Draft Plans

Phase 4: Plan Adoption



*Subject to change

Policy Board Actions

Meeting for Discussion/ Public Comment

JOINT meeting of the ABAG Administrative Committee and the MTC Planning Committee for Discussion/Public Comment

Decision

Document Release

JOINT document release by MTC-ABAG Planning Committee

ABAG - ABAG Administrative Committee
MTC - MTC Planning Committee

For more information on key actions and decisions and how to get involved, visit OneBayArea.org



Memorandum

DATE: May 15, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: Approval of Final Cycle 3 Lifeline Transportation Program

Recommendation

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

Summary

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

Information

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

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

The Lifeline applications were evaluated by a review team which included a transit representative (from outside the Alameda County), an ACTAC member, Alameda CTC planning and programming staff, and

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

When considering the two projects submitted for STP funding, Alameda County's Hathaway sidewalk project and AC Transit's San Leandro BRT Terminus improvements, the total amount of requested STP funding exceeded the amount available. Since decreased funding for either capital project would result in project delays, staff is recommending that Alameda County's request be programmed with Lifeline STP. For AC Transit's STP request, it is proposed that the \$321,000 shortfall in Lifeline STP be funded with Measure B Express Bus grant funding (See Agenda Item 5G for the Measure B programming).

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

Next Steps

Resolutions of Local Support for the Lifeline Program (and STP funding, as applicable) are required for each project recommended for funding and are due to the Alameda CTC by the end of June 2012.

Attachments

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

Cycle 3 Lifeline Transportation Program - Proposed Final Program

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

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

Proposed Final Program for Cycle 3 Balance:						Funding Recommendation (by fund source)			
Project Rank	Sponsor	Project/Program	Description	Project Type ²	Funding Request	STA ¹	JARC	STP	Total Lifeline \$ Recommended
7	LAVTA	WHEELS Route 14 Service Provision	The WHEELS Route 14 provides service to residents and employees of the central district of Livermore by connecting low-income communities to employment opportunities and regional transportation services via the Livermore Transit Center. Funding request is for Rte 14 operations which has previously received both Lifeline and JARC funding. Request is for 3 years of service.	1	\$ 550,000	\$ 366,000			\$ 366,000
8	AC Transit	East Bay Bus Rapid Transit Terminus/SL BART Improvements	AC Transit, in coordination with BART and the City of San Leandro, is proposing to expand the transit center at the San Leandro BART station to accommodate the East Bay Bus Rapid Transit Project (BRT) terminus, other AC Transit routes, and other transit services.	3	\$ 1,546,513			\$ 1,225,539	\$ 1,225,539
9	San Leandro Transportation Mgmt Organization (SLTMO)/ San Leandro	San Leandro "LINKS" Shuttle	LINKS is a free shuttle service from the San Leandro BART station to businesses in West San Leandro. LINKS Shuttle runs two 32 passenger vehicles during commute hours between the San Leandro BART station and hundreds of employers in West San Leandro. Service is jointly managed by the SLTMO and the City of San Leandro. Request is for 3 years of service.	1	\$ 505,000		\$ 336,000		\$ 336,000
10	City of Alameda Public Works ⁶	Estuary Crossing Shuttle Service Extension	The project would extend the existing Estuary Crossing Shuttle service an additional three years from August 2013 to August 2016. The proposed project includes multi-lingual outreach/marketing and a new bus stop at Willie Stargell Avenue and Fifth Street, which is adjacent to low-income public housing. Request is for 3 years of service.	1, 3	\$ 503,432		\$ 187,957		\$ 187,957
11	Union City Transit, City of Union City	Operation Support for Route 2	This request is for 1 year of Route 2 operations. The route serves Union City's low income areas and connects UC Intermodal Station with the Decoto neighborhood as well as job centers along Whipple Rd corridor.	1	\$ 347,000	\$ 115,666			\$ 115,666
Total Recommended						\$ 11,288,125	\$ 2,132,386	\$ 1,655,539	\$ 8,882,162
Lifeline Amount Available						\$ 5,094,237	\$ 2,132,386	\$ 1,655,539	\$ 8,882,162
<i>Amount Requested Over/Under Amount Available</i>						\$ -	\$ -	\$ -	\$ -

Notes:

1. This amount is 95% of the total STA target of \$5,362,355. Programming up to 95% per MTC direction.
2. 1 = Transit Operations; 2 = Program Operations; 3 = Capital; 4 = Other.
3. BART has agreed to be the FTA sponsor for the STA funds.
4. For the Cycle 3 Lifeline Program, funding requests are limited to a maximum of \$5 million per project.
5. The 5% unprogrammed STA balance is \$268,118. If available in the future, is recommended for AC Transit Preservation of Existing Service.
6. The recommendation is for shuttle operations and marketing. The proposed bus stop improvements are not eligible for JARC funding.



Memorandum

DATE: May 14, 2012
TO: Alameda County Transportation Commission
FROM: Programs and Projects Committee
RE: **Approval of Measure B Express Bus Grant Funds**

Recommendations:

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

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

Summary:

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

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

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

- AC Transit anticipates the expansion of the transit center at the San Leandro BART to require \$1,547,000 in funds. Staff recommends \$1,226,000 of Lifeline funds (see agenda item 3A) and \$321,000 of Measure B Express Bus Grant Funds to meet this request.
- LAVTA has identified an annual operating budget of \$623,333 to fund all three express bus routes. Staff recommends programming \$379,000 of Measure B Express Bus Grant Funds, with LAVTA providing \$244,000 in matching funds to meet annual operating expenses in FY 12-13.

Background:

Express Bus Service is defined as either:

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

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

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

Fiscal Impacts:

The recommended action will allocate \$700,000 of FY 12-13 Express Bus Measure B Grant Funds to contribute \$321,000 to a capital project sponsored by AC Transit and provide an additional \$379,000 of funding to LAVTA for operations (A09-0036). The Express Bus Measure B Grant Fund (discretionary Measure B funds) has sufficient capacity.



Memorandum

DATE: May 15, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **Approval of a Coordination and Mobility Management Planning Pilot (CMMP) Volunteer Driver Program and Authorization to Negotiate and Execute a Contract**

Recommendation

It is recommended that the Commission:

- Approve a Coordination and Mobility Management Planning (CMMP) Pilot Volunteer Driver Program.
- Approve an allocation of \$100,000 of CMMP funds for the pilot Volunteer Driver Program.
- Authorize the executive director to negotiate and execute a contract for volunteer driver services.

Background

On April 28, 2011, the Commission approved \$500,000 of Measure B Gap funding for Coordination and Mobility Management Planning (CMMP) Pilot Programs. On September 26, 2011, Paratransit Advisory and Planning Committee (PAPCO) recommended that the Commission approve \$281,244 for three CMMP Pilots – Establishment of Uniform Taxi Policies for North County, Expansion of South County Taxi Program to Central County, and a Tri-City Mobility Management Project.

In spring 2011, the PAPCO (and staff indicated interest in implementing a volunteer driver program in North and/or Central County as a CMMP Pilot, due to the program's ability to fill mobility gaps for frail seniors requiring "door-through-door" transportation at a relatively low cost. Volunteer driver programs represent a component in the ideal "suite" of complementary programs envisioned for each region of the County. Measure B Gap Grant funding has helped establish two successful volunteer driver programs in Alameda County, both with nonprofit partners: In the Tri-City area, the City of Fremont works with Life Eldercare to provide VIP Rides. In the Tri-Valley, the City of Pleasanton works with Senior Support Program of the Tri-Valley.

Staff reached out to current partners but could not identify an appropriate nonprofit partner. In January 2012, Paratransit Coordination staff connected with Senior Helpline Services (SHS) through the Regional Mobility Management meetings. Paratransit Coordination staff worked with SHS to develop a new CMMP Pilot and provide input on SHS's proposed budget to fund this pilot program.

Senior Helpline Services (SHS), a 501(c) (3) nonprofit senior services agency, based in Lafayette, California and currently serving all communities in Contra Costa County, proposes a volunteer driver pilot program that would include two projects in Alameda County:

- Launch and operate a 12-month project offering free, one-on-one, door-through-door, escorted rides for ambulatory seniors (age 60 and older) residing in Alameda, Albany, Berkeley, Emeryville, Oakland, and Piedmont, who are living at home and are unable to use other modes of transportation. These clients will be transported by screened, trained, volunteer drivers (ages 25 to 75). Trips will be primarily for medical care and basic necessities, like grocery shopping. All rides will be arranged through the SHS office in Lafayette, but volunteer driver training will occur in Alameda County.
- Work with Senior Support Program of the Tri-Valley (serving Pleasanton, Sunol, Dublin, Livermore, and unincorporated areas) to coordinate SHS volunteer driver resources with theirs, to increase capacity at both agencies and provide seamless rides to clients between eastern Alameda County and central Contra Costa County.

Existing staff in SHS offices in Lafayette will operate the Alameda County Volunteer Driver Pilot Program. The SHS Executive Director (SHS ED) will serve as the project director. The SHS ED will establish and maintain contacts with key stakeholders including Paratransit Technical Advisory Committee (TAC) members, other senior transportation providers, community members, the Area Agency on Aging, and local officials in the area to recruit and train volunteer drivers and provide outreach for clients.

Rides will be provided Monday through Saturday from 7 a.m. to 6 p.m. for seniors who cannot use other modes of transportation, such as transit or Americans with Disabilities Act-mandated paratransit, and need a volunteer driver to take them to and from providers of medical/surgical/psychiatric/chiropractic/dental care, etc., and/or to stores for basic necessities like groceries and household items. If volunteer drivers are available, after these critically needed rides are covered, clients can request rides for other purposes.

Staff recommends that the Commission authorize the Alameda CTC executive director to negotiate and execute a contract for volunteer driver services not to exceed \$100,000.

Fiscal Impacts

The fiscal impact of this approval is \$100,000 from the approved CMMP program to fund the Volunteer Driver Pilot Program. The remaining CMMP program budget will be \$124,756.



Memorandum

DATE: May 15, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: Approval to Extend Paratransit Gap Grants for One Year

Recommendation

It is recommended that the Commission:

- Approve one year extensions of 12 existing Gap Grants.
- Approve an allocation of \$885,690 of Special Transportation for Seniors and People with Disabilities Gap Funds (Discretionary Measure B Funds) to fund one year extensions of these 12 Gap Grants.
- Authorize the Executive Director to negotiate and execute agreements to extend the existing Gap Grants one year.

Background

Beginning in January 2012, the Paratransit Technical Advisory Committee (TAC) and Paratransit Advisory and Planning Committee (PAPCO) discussed criteria for Gap Grant extensions for fiscal year 2012-2013 (FY 12-13). In February 2012, TAC and PAPCO approved a proposal to extend eligible Gap Grants for a third time to provide continued service in FY 12-13. The reasoning was that these programs are providing valuable services to consumers throughout the County and depend on Gap funds to continue operating. It is hoped that a successful extension and augmentation of the existing transportation half-cent sales tax measure would provide new options for ongoing funding of some of these successful grants beginning in FY 13-14. An extension through FY 12-13 would bridge the gap until this potential new funding stream becomes available.

Proposed criteria for eligible grant extension are:

- Applicants must be one of the 13 extended grants from FY 11-12 and must demonstrate that the program continues to address closing gaps in services for seniors and people with disabilities.
- Applicants must submit cost of operation for one year.
- Programs should meet the following categories of priority:
 - Mobility management programs that directly increase consumer mobility, for example, travel training

- Trip provision, for example, shuttles that are cost effective, lessen the burden on base programs, and provide a same-day option as part of a spectrum of services; and volunteer driver programs that do the same
- Other programs that successfully fill an otherwise-unmet need
- Applicants must submit past performance data and targets for FY 12-13.
- Applicants must address a future sustainable funding plan with Alameda CTC.

On March 6, 2012 current grant recipients were invited to apply for an extension of their grant and, where appropriate, supplemental funding. Extension requests were due on April 2, 2012, and 11 organizations submitted requests totaling \$885,690 for 12 grants (see Attachment 1). On April 23, 2012, PAPCO recommended extension and supplemental funding for those grants.

Staff recommends that the Commission authorize the Executive Director to negotiate and execute agreements to extend existing gap grants one year for an amount not to exceed \$885,690.

Fiscal Impacts

The fiscal impact of this approval is \$885,690 of the FY 12-13 Special Transportation for Seniors and People with Disabilities Gap Funds to fund a one-year extension of the 12 grants. There is sufficient capacity in the Special Transportation for Seniors and People with Disabilities Gap Funds (Discretionary Measure B Funds).

Attachments

Attachment A: Gap Grant Extension Requests

Gap Grant Extension Requests

Sponsor	Name of Grant	Eligible?	Other Funding Available?	Supplemental Amount Requested	Amount Received for 11/12
Center for Independent Living/ USOAC/ BORP	Mobility Matters! Travel Training	Y	New Freedom	\$81,365	\$92,855
City of Fremont/ACTIA	Travel Training	Y, already approved	New Freedom	\$0	\$0
City of Fremont	VIP Rides Program	Y		\$90,000	\$80,000
Senior Support Program of the Tri Valley	Volunteers Assisting Same Day Transportation and Escorts	Y		\$72,500	\$72,500
Bay Area Community Services	Dimond-Fruitvale Senior Shuttle and East Oakland Senior Shuttle Expansion	Y		\$90,000	\$90,000
City of Pleasanton	Downtown Route	Y		\$43,825	\$126,053
Alzheimer's Services of the East Bay	Driving Growth through Transportation Services for Individuals with Dementia	Y		\$140,000	\$140,000
BORP	North County Youth/Adults with Disabilities Group Trip Project	Y		\$130,000	\$120,000
City of Oakland	GRIP - Grocery Return Improvement Program	Y		\$70,000	\$0
City of Oakland - Dept of HR	TAXI UP & GO Project! Transportation for linguistically isolated seniors	Y		\$92,000	\$92,000
City of Fremont/ACTIA	South County Taxi Pilot Program	Y, already approved		\$0	\$125,000
City of Albany	Albany Senior Center Community Shuttle Bus	Y		\$11,000	\$0
City of Emeryville	94608 Area Demand Response Shuttle Service for Seniors and/or People with Disabilities	Y		\$65,000	\$60,000
LAVTA	Paratransit Vehicle Donation Program and Dial a Ride Scholarship	Y		\$0	\$0
				\$885,690	\$998,408

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DATE: May 15, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

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

Recommendation

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

Summary

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

Background

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

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

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

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

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

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

The FY 2012/13 Strategic Plan proposes to:

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

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

Attachments

Attachment A: VRF Program Strategic Plan Material



ALAMEDA COUNTY TRANSPORTATION COMMISSION

VEHICLE REGISTRATION FEE

DRAFT FY 2012/13 STRATEGIC PLAN

DRAFT

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

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

Purpose of the Strategic Plan

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

The FY 2012/13 Strategic Plan will:

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

Introduction / Background of VRF Program

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

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

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

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

The VRF will fund projects that:

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

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

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

Program Categories

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

Local Road Improvement and Repair Program (60%)

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

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

Transit for Congestion Relief Program (25%)

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

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

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

Local Transportation Technology Program (10%)

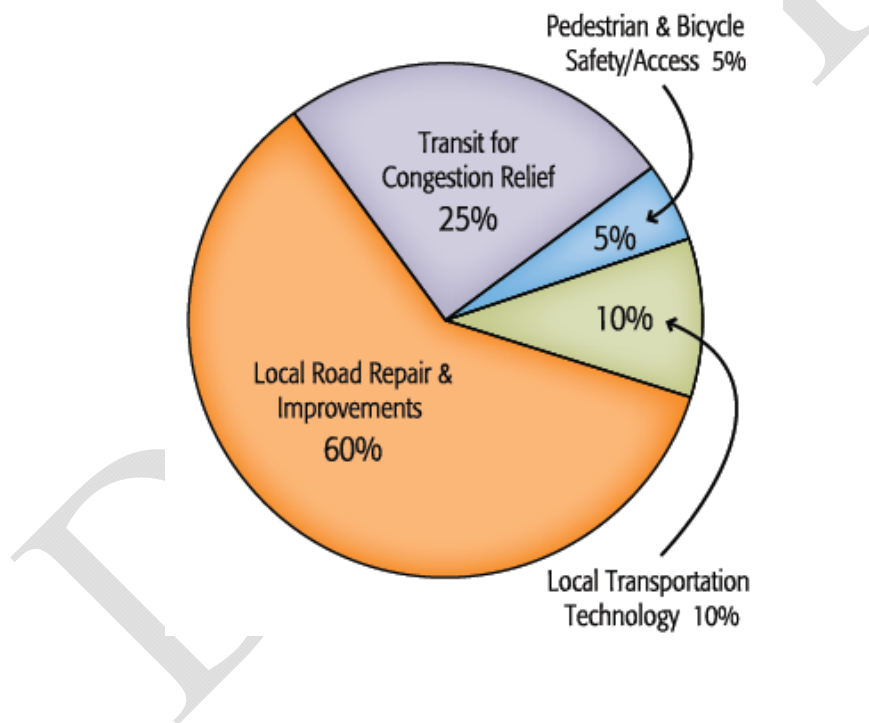
This program will continue and improve the performance of road, transit, pedestrian and bicyclist technology applications, and accommodate emerging vehicle technologies, such as electric and plug-in-hybrid vehicles. Eligible projects include:

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

Pedestrian and Bicyclist Access and Safety Program (5%)

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

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



Administration Costs of the VRF

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

Distribution of VRF Funds

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

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

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

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

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

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

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

DRAFT

Strategic Plan Implementation

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

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

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

Strategic Plan

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

Implementation Plan

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

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

Initial Costs/Administration

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

Local Road Improvement and Repair Program (60%)

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

Transit for Congestion Relief Program (25%)

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

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

Local Transportation Technology Program (10%)

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

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

Pedestrian and Bicyclist Access and Safety Program (5%)

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

Schedule

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

FY 2012/2013 Programming

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

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

FY 2012/13 Implementation Plan

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

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

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

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

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

Alameda County VRF Program - TABLE 1

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

Projections of Available Programming Capacity

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

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

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

Alameda County VRF Program - TABLE 2

Local Streets and Roads - Projected Distribution through FY 2012/13

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

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Memorandum

DATE: May 15, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: Review of FY 2010-11 Measure B Pass-through Fund Program Draft Compliance Report and Audit Executive Summary

Recommendations:

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

Summary:

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

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

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

Background:

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

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

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

Attachments:

Attachment A: Draft Compliance Report and Audit Executive Summary



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



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

Pass-through Fund Program Fiscal Year 2010-2011

May 2012



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

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

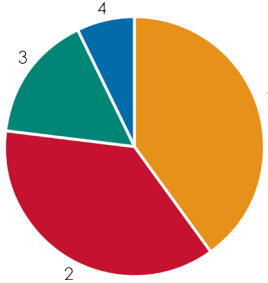
To maintain compliance and receive payment from Alameda CTC, in addition to the annual compliance report and audit, each agency must submit the following program deliverables to Alameda CTC:

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

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



Fiscal Year 2010-2011



Alameda CTC Pass-through Program Distribution

Dollar amounts in millions

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

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

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

Pass-through Fund Distributions

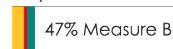
In fiscal year 2010-2011 (FY 10-11), Alameda CTC provided a total of \$56.7 million in pass-through funding for four transportation programs to improve local streets and roads (\$22.5 million), to expand mass transit services (\$21.4 million), to expand special transportation services (paratransit) for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

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

Measure B Contribution to Total Program Expenditures

Dollar amounts in millions

Bicycle and Pedestrian



Paratransit



Local Streets and Roads



Mass Transit



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

10-11 Measure B Funding

Other Measure B Funding

Other Funding

Reported Measure B Expenditures

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

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

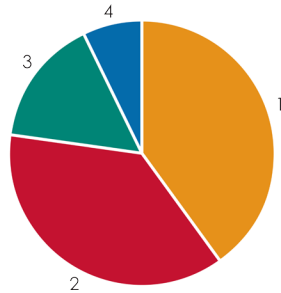
Agency/Jurisdiction	09-10 MB Balance	10-11 MB Revenue	10-11 MB Expended	Ending MB Balance
AC Transit	\$0	\$21,566,717	\$21,566,717	\$0
BART	\$0	\$1,499,702	\$1,499,702	\$0
LAVTA	\$0	\$824,364	\$824,364	\$0
WETA	\$0	\$275,215	\$175,867	\$1,825,246
ACPWA	\$9,876,552	\$2,553,569	\$1,676,708	\$10,779,347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

Notes:

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



Other Measure B Expenditures of \$7.2 Million



Total Measure B Pass-through Funds Expended

Dollar amounts in millions

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

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

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

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

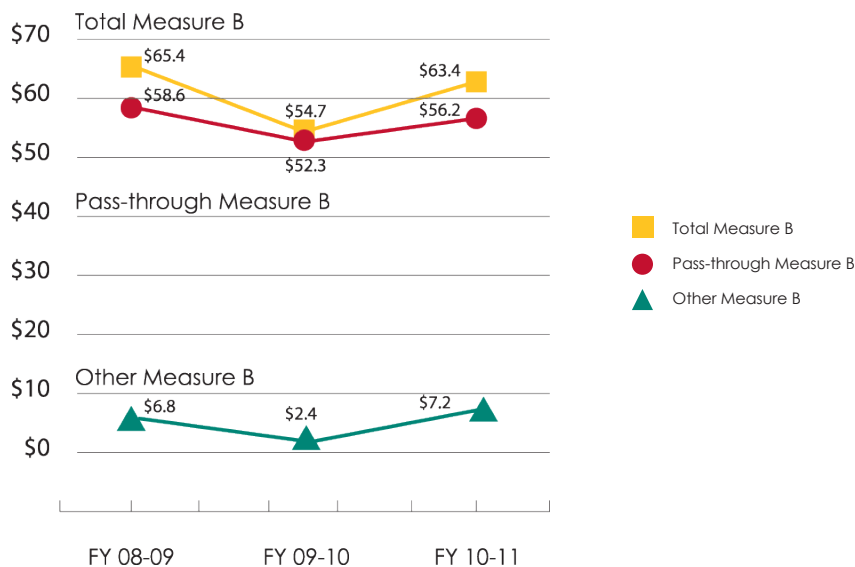
Economic Upswing Increases Revenues, Expenditures

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

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

Measure B Expenditure Comparison

Dollar amounts in millions



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



Expenditures by Transportation Mode

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



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

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

Measure B Expenditures by Transportation Mode

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

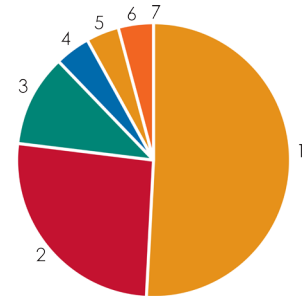
Note: Measure B expenditures by mode include both pass-through and grant funds.

Total Measure B Expenditures by Project Phase

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

Other top expenditures by phase include:

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



Total Measure B Expenditures by Phase

Dollar amounts in millions

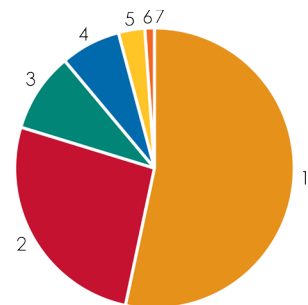
1 Operations	\$32.4	51%
2 Construction (+PS&E)	\$16.7	26%
3 Maintenance	\$7.1	11%
4 Scoping, Planning	\$2.6	4%
5 Other	\$2.3	4%
6 Project Completion	\$2.3	4%
7 Environmental	\$0.1	–
Total Expenditures	\$63.5	100%

Local Streets and Roads Expenditures by Project Phase

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

Other top local streets and roads expenditures by phase include:

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

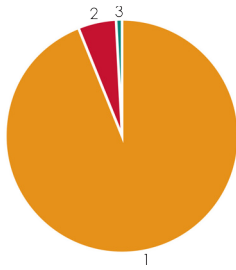


Local Streets & Roads Expenditures by Phase

Dollar amounts in millions

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

Expenditures by Project Phase



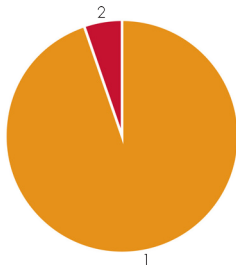
Mass Transit Expenditures by Phase

Dollar amounts in millions

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

Mass Transit Expenditures by Project Phase

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



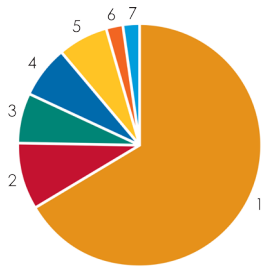
Paratransit Expenditures by Phase

Dollar amounts in millions

1 Operations	\$9.4	95%
2 Other	\$0.5	5%
Total Expenditures	\$9.9	100%

Paratransit Expenditures by Project Phase

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



Bicycle and Pedestrian Expenditures by Phase

Dollar amounts in millions

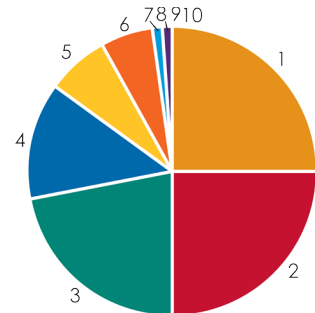
1 Construction (+PS&E)	\$3.0	66%
2 Scoping, Planning	\$0.4	9%
3 Project Completion	\$0.3	7%
4 Maintenance	\$0.3	7%
5 Other	\$0.3	7%
6 Environmental	\$0.1	2%
7 Operations	\$0.1	2%
Total Expenditures	\$4.5	100%

Bicycle and Pedestrian Safety Expenditures by Project Phase

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

Local Streets and Roads Expenditures by Project Type

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



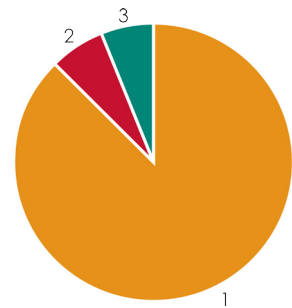
Local Streets & Roads Expenditures by Type

Dollar amounts in millions

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

Mass Transit Expenditures by Project Type

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

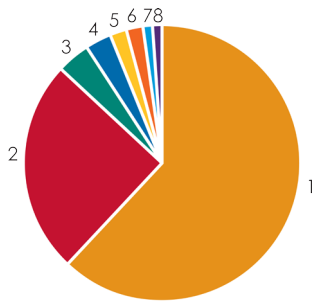


Mass Transit Expenditures by Type

Dollar amounts in millions

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

Expenditures by Project Type

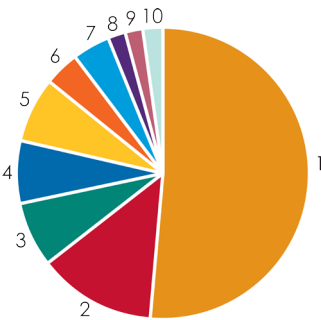


Paratransit Expenditures by Type

Dollar amounts in millions

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

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



Bicycle and Pedestrian Expenditures by Type

Dollar amounts in millions

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

1. Primarily streetscape improvements and sidewalk repair

Paratransit Expenditures by Project Type

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

Bicycle and Pedestrian Expenditures by Project Type

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

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



Memorandum

DATE: May 15, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

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

Recommendations:

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

Background:

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

The March 2012 CTC meeting was held at Orinda, CA. There were six (6) items on the agenda pertaining to Projects / Programs within Alameda County (Attachment A). The April 2012 CTC meeting was held at Irvine, CA. Attachment B lists seven (7) items pertaining to Projects / Programs within Alameda County.

Attachments:

Attachment A: March CTC Meeting Summary for Alameda County Projects /Programs
Attachment B: April CTC Meeting Summary for Alameda County Projects /Programs

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March 2012 CTC Summary for Alameda County Projects/ Programs

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

Attachment A

http://www.dot.ca.gov/hq/transprog/ctcbooks/2012/0312/00_timed.pdf

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April 2012 CTC Summary for Alameda County Projects/ Programs

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

http://www.dot.ca.gov/hq/transprog/ctcbooks/2012/0412/000_Timed.pdf

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Memorandum

DATE: May 15, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **I-580 Eastbound Improvements- I-580 Corridor Mitigation (RM2 Subproject 32.1e) - Approval of the Initial Project Report to Request MTC Allocation of Regional Measure 2 Funds**

Recommendations

It is recommended that the Commission take the following actions in support of the I-580 Corridor Mitigation project (Regional Measure 2 (RM2) Subproject 32.1e)

1. Approve the IPR Update for the I-580 Corridor Mitigation Project (RM2 Subproject No. 32.1e). The IPR Update is a requirement for requesting the Metropolitan Transportation Commission (MTC) to allocate \$585,000 in RM2 funds for the project. The requested RM2 funds will be used to fund environmental mitigation necessary to deliver Phase 3 of the Eastbound I-580 HOV Lane Project, which is to construct eastbound auxiliary lanes from Isabel Avenue to North Livermore Avenue and from North Livermore Avenue to First Street in Livermore.
2. Approve Resolution 12-0027 required for MTC to allocate RM2 funds.
3. Authorize the Executive Director, or his designee, to negotiate and execute all necessary agreements and contracts for environmental mitigation, as required for the project.

Summary

The requested allocation of \$585,000 in RM2 funds will provide funding towards the purchase of environmental mitigation credits for the I-580 Eastbound HOV- Auxiliary Lane project. The environmental mitigation requirements were identified in the updated Biological Opinion issued by the U.S. Fish & Wildlife Service on November 30, 2011. Additional mitigation requirements have been identified as the result of impacts from temporary construction easements.

No further allocations are expected for the I-580 Corridor Mitigation Project (Project No. 420.3)/Tri-Valley Corridor Improvement Project (MTC RM2 Subproject No. 32.1e). This IPR has been reviewed by MTC staff:

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 \$585,000 for environmental mitigation necessary to deliver Phase 3 of the Eastbound I-580 HOV Lane Project, which is to construct eastbound auxiliary lanes from Isabel Avenue to North Livermore Avenue and from North Livermore Avenue to First Street in Livermore.

Action 2:

In order to comply with MTC's RM2 policies, a Commission Resolution is required to adopt the revised IPR and current allocation request. It is recommended that the Commission approve Alameda County Transportation Commission Resolution 12-0027 which may be found in Attachment C.

Action 3:

It is recommended that the Commission authorize the Executive Director, or his designee, to negotiate and execute all necessary contracts and agreements for the allocation and use of RM2 funds as discussed here and in the attached IPR.

Fiscal Impact

The budget for these services is included in the Alameda CTC's Consolidated FY 2011-12 budget.

Attachments

Attachment A: I-580 Corridor Mitigation Project Fact Sheet

Attachment B: Initial Project Report update

Attachment C: Alameda County Transportation Commission Resolution 12-0027

ATTACHMENT A

I-580 Corridor Mitigation Project Fact Sheet
Updated April 30, 2012

FACT SHEET – Subproject 32.1e – I-580 Corridor Mitigation Project

Subproject Description:

In order to preserve the delivery commitments of the various I-580 Corridor Improvement projects, this subproject has been created to capture and deliver the required environmental mitigations of these projects as a separate project.

Need and Purpose:

As the environmental documents for the core corridor projects are approved, various environmental mitigations projects may be required by the developing projects. There are three required mitigations identified: environmental mitigation for the I-580 Westbound HOV Lane Widening Project (subproject 32.2a) required by U.S. Fish and Wildlife Service and California Department of Fish & Game; landscape replacement required by the removal of median landscaping caused by the Eastbound I-580 HOV Lane Project (subproject no. 32.1d); and environmental mitigation for the I-580 Eastbound Auxiliary Lane Project (subproject no. 32.1d) as required by U.S. Fish and Wildlife Service and California Department of Fish & Game.

Subproject Status:

The Biological Opinion for the I-580 Westbound HOV Lane Project was issued by the United States Fish & Wildlife Service on September 17, 2009, the IS/EA was approved on October 17, 2009. The project delivery team identified the mitigation sites that met all of the requirements of the Biological Opinion and executed agreements totaling \$1,809,745. \$340,000 in RM2 funds from this subproject were used towards the initial deposit, subsequent quarterly deposits and to pay permit fees.

The scoping phase for the landscaping mitigation project has been completed and the CMA has entered into agreements with the Cities of Dublin Pleasanton and Livermore for landscape mitigation made on behalf of Subproject 32.1d. The agreements with each City identify them as the project sponsors for the landscape mitigation projects and specifying the terms and agreements for reimbursement of project costs. Reimbursement costs will not exceed \$925,000.

The updated Biological Opinion for the I-580 Eastbound HOV- Auxiliary Lane Project was issued by the United States Fish & Wildlife Service on October 26, 2011, and the environmental re-validation was approved on November 30, 2011. The current mitigation estimate totals \$406,025, not including endowment fees. Additional mitigation needs are currently being assessed, due to impacts from temporary construction easements.

Subproject Cost and Funding:

PHASE	COST	PROPOSED FUNDING- RM2
Prelim Eng/Environmental (Scoping only)	\$2,300,000	\$2,300,000
Design		
Right-of-Way		
Construction Capital/Support		
TOTAL	\$2,300,000	\$2,300,000

Subproject Schedule:

PHASE	BEGIN	END
Prelim Engr/Environmental	November 2006	November 2011
Design	January 2008	May 2012
Right-of-Way	November 2009	May 2012
Construction Capital/Support	June 2010	Nov 2014

Initial Project Report for RM 2, Subproject 32.1e
Updated April 30, 2012

Regional Measure 2

Initial Project Report (IPR)

I-580 – Tri-Valley Rapid Transit Corridor Improvements

#32.1e I-580 Corridor Mitigation Project

**Submitted by
Alameda County Transportation Commission**

May 2012

Regional Measure 2

Initial Project Report (IPR)

Project Title:

I-580 Corridor Mitigation Project

RM-2 Project No.

32.1e

Allocation History:

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

In April 2007, \$450,000 was allocated to sub-project 32.1e for environmental studies and preliminary engineering for I-580 eastbound HOV lane project landscape mitigation.

In July 2010, \$1,265,000 was allocated to sub-project 32.1e to fund environmental mitigation in the corridor.

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

Previous Allocation Requests: I-580 Corridor Mitigation (#32.1e)

Allocation Date (No.)	Amount Allocated	Phase Requested
Apr. 25, 2007 (07366412)	\$450,000	Environmental (FY 06/07)
July 28, 2010 (11366427)	\$1,265,000	Environmental (FY 10/11)
TOTAL:	\$1,715,000	

Current Allocation Request: Mitigation for Eastbound I-580 HOV- Auxiliary Lane Project (#32.2d)

An allocation of \$585,000 is requested to make initial and subsequent quarterly deposits to a mitigation bank and to pay permit fees for subproject 32.2d, the Eastbound I-580 Auxiliary Lane Project.

New Allocation IPR Revision Date	Amount Requested	Phase Requested
April 30, 2012	\$585,000	Environmental (FY 11/12)

I. OVERALL PROJECT INFORMATION

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

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

B. Project Purpose

The I-580 Corridor Mitigation Project will provide for environmental and landscape mitigation required by the I-580 Tri-Valley Rapid Transit Corridor Improvements. The I-580 corridor in the Tri-Valley area is currently ranked as one of the most congested in the Bay area. The corridor serves commuters and freight traffic between the Central Valley and various Bay area destinations. As the environmental documents for the core corridor projects are approved, various environmental mitigations projects may be required by the developing projects.

There are three required mitigations identified: environmental mitigation for the I-580 Westbound HOV Lane Widening Project (subproject 32.2a) required by U.S. Fish and Wildlife Service and Calif. Dept. of Fish & Game; landscape replacement required by the removal of median landscaping caused by the Eastbound I-580 HOV Lane Project (subproject no. 32.1d); and environmental mitigation for the I-580 Eastbound HOV- Auxiliary Lane project (subproject no. 32.1d) required by U.S. Fish and Wildlife Service and California Department of Fish & Game.

C. Project Description (please provide details)

☐ **Project Graphics to be sent electronically with This Application**

In order to preserve the delivery commitments of the various I-580 Corridor Improvement projects, this subproject has been created to capture and deliver the required environmental mitigations of these projects as a separate project.

D. Impediments to Project Completion

No impediments to project completion have been identified.

E. Operability

N/A

II. PROJECT PHASE DESCRIPTION and STATUS

F. Environmental –

Does NEPA Apply: ☒ Yes ☐ No

The IS/EA, which includes the Visual Impact Assessment, for the I-580 Eastbound HOV Lane Project was approved on November 2, 2007. This document includes the required mitigation for affected landscaping. On October 26, 2011, the U.S. Fish and Wildlife Service issued an updated Biological Opinion for the project to reflect the incorporation of the Eastbound Auxiliary Lane project. The environmental re-validation was approved on November 30, 2011, and includes the environmental mitigation requirements.

Due to temporary construction easements required for the eastbound auxiliary lane project, it has been determined that additional mitigation will be required. Consultation with the U.S. Fish and Wildlife Service is underway to determine the additional mitigation needs.

On September 17, 2009, the U.S. Fish & Wildlife Service issued the Biological Opinion for the I-580 Westbound HOV Lane Project. The IS/EA for the project was approved on October 17, 2009. Environmental mitigation requirements are described in the approved Biological Assessment.

G. Design –

Preliminary design for Subproject 32.1d, the eastbound HOV lane project, has been completed. Segments 1 and 2, the eastbound HOV widening projects, have completed construction. Final design (RTL milestone) for Segment 3, the eastbound auxiliary lane project, is targeted to be completed by May 18, 2012.

Preliminary design for Subproject 32.2, the westbound HOV lane project, is complete. The project will be constructed with two construction contracts, a western segment and an eastern segment. Final design (RTL milestone) for the western segment was achieved on April 18, 2012. The eastern segment is expected to reach the RTL milestone by May 18, 2012.

H. Right-of-Way Activities / Acquisition –

N/A

I. Construction / Vehicle Acquisition -

Expenditures for mitigation are expected to be completed by December 2012.

III. PROJECT BUDGET

J. Project Budget (Escalated to year of expenditure)

Phase	Total Amount - Escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED) (Scoping only)	\$2,300
Design - Plans, Specifications and Estimates (PS&E)	
Right-of-Way Activities /Acquisition (R/W)	
Construction (CON)	
Total Project Budget (in thousands)	\$2,300

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

Phase	Total Amount - De-escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED) (Scoping only)	\$2,300
Design - Plans, Specifications and Estimates (PS&E)	
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	
Total Project Budget (in thousands)	\$2,300

IV. OVERALL PROJECT SCHEDULE

Phase-Milestone	Planned (Update as needed)	
	Start Date	Completion Date
Preliminary Engineering/Environmental (Scoping Only)	November 2006	December 2007
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	November 2006	November 2011
Final Design - Plans, Specs. & Estimates (PS&E)	January 2008	May 2012
Right-of-Way Activities /Acquisition (R/W)	November 2009	May 2012
Construction (Implement Mitigation Plan) (CON)	June 2010	Nov 2014

V. ALLOCATION REQUEST INFORMATION

L. Detailed Description of Allocation Request

This allocation is required to purchase environmental mitigation credits for Subproject 32.1d, the Eastbound HOV- Auxiliary Lane Project. The Biological Opinion for the I-580 Eastbound High Occupancy Vehicle (HOV) Lane Project was issued by the United States Fish & Wildlife Service on October 26, 2011. The project delivery team has identified a potential mitigation site that meets all of the requirements of the Biological Opinion and has received an estimate of \$406,025, not including endowment fees. Additional mitigation will be required due to temporary construction easements.

Amount being requested (in escalated dollars)	\$585,000
Project Phase being requested	Environmental (purchase of environmental mitigation credits)
Are there other fund sources involved in this phase?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Date of anticipated Implementing Agency Board approval the RM2 IPR Resolution for the allocation being requested	May 24, 2012

Month/year being requested for MTC Commission approval of allocation	May 2012
--	----------

M. Status of Previous Allocations (if any)

Previous allocations of \$450,000 and \$1,265,000 were made in April 2007 and July 2010 for Environmental Studies and preliminary engineering, as well as for environmental mitigation. Agreements with the Cities of Dublin, Pleasanton and Livermore have been completed and landscape design is underway. The mitigation agreement for the Westbound I-580 HOV Lane project has been executed.

N. Workplan

Workplan in Alternate Format Enclosed ☐

TASK NO	Description	Deliverables	Completion Date
1	Scoping Phase	Project Study Report (PSR)	December 2007
2	Preliminary Engineering/ Environmental Document	Project Approval and Environmental Document (PA&ED)	November 2011
3	PS&E	Construction Contract Ready to List	May 2012
4	Right of Way	Right of Way Acquisition	May 2012
5	Construction	Construction Complete	Nov 2014

O. Impediments to Allocation Implementation

No impediments to allocation implementation have been identified.

VI. RM-2 FUNDING INFORMATION

P. RM-2 Funding Expenditures for funds being allocated

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

Next Anticipated RM-2 Funding Allocation Request

RM-2 funds will be requested for the I-580 HOT Lane Project phase in Fall 2012.

VII. GOVERNING BOARD ACTION

Check the box that applies:

☐ **Governing Board Resolution attached**

☒ **Governing Board Resolution to be provided on or before: June 1, 2012**

VIII. CONTACT / PREPARATION INFORMATION

Contact for Applicant's Agency

Name: Stewart D. Ng

Phone: 510-208-7400

Title: Deputy Director of Programming and Projects

E-mail: stewartng@alamedactc.org

Information on Person Preparing IPR

Name: Gary Sidhu

Phone: 510-208-7400

Title: Project Manager

E-mail: gsidhu@alamedactc.org

Applicant Agency's Accounting Contact

Name: Yvonne Chan

Phone: 510-208-7400

Title: Accounting Manager

E-mail: ychan@alamedactc.org

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**Commission Chair**

Mark Green, Mayor - Union City

Commission Vice Chair

Scott Haggerty, Supervisor - District 1

AC Transit

Greg Harper, Director

Alameda County

Supervisors

Nadia Lockyer - District 2

Wilma Chan - District 3

Nate Miley - District 4

Keith Carson - District 5

BART

Thomas Blalock, Director

City of Alameda

Rob Bonta, Vice Mayor

City of Albany

Farid Javandel, Mayor

City of Berkeley

Laurie Capitelli, Councilmember

City of Dublin

Tim Sbranti, Mayor

City of Emeryville

Ruth Atkin, Councilmember

City of Fremont

Suzanne Chan, Vice Mayor

City of Hayward

Olden Henson, Councilmember

City of Livermore

Marshall Kamena, Mayor

City of Newark

Luis Freitas, Vice Mayor

City of Oakland

Councilmembers

Larry Reid

Rebecca Kaplan

City of Piedmont

John Chiang, Vice Mayor

City of Pleasanton

Jennifer Hosterman, Mayor

City of San Leandro

Joyce R. Starosciak, Councilmember

Executive Director

Arthur L. Dao

ALAMEDA COUNTY TRANSPORTATION COMMISSION**RESOLUTION 12-0027****Allocation Request for the Subproject 32.1e: I-580 Corridor Mitigation
Eastbound I-580 Improvements**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Resolved, that the Alameda CTC authorizes its Executive Director, or his designee, to execute and submit an allocation request for the following phase of the following subproject with MTC for Regional Measure 2 funds for a total of \$585,000 for the project, purposes and amounts included in the project application attached to this resolution;

Project	Phase	Previous Allocation Authorized	Additional / New Allocation Need	Total for Phase	Total Subproject (previous and new allocation)	Allocation Request
Value in \$ Thousands						
32.1e I-580 Corridor Mitigation	PA/ED	1,715	585	\$2,300	2,300	585
	Design					
	Construction					
	Right of Way					
	Total	1,715	585	2,300	2,300	585

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

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

Duly passed and adopted by the Alameda County Transportation Commission at the regular meeting of the Commission held on Thursday, May 24, 2012 in Oakland, California by the following votes:

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

SIGNED:

Mark Green, Chairperson

ATTEST:

Vanessa Lee, Clerk of the Commission

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Memorandum

DATE: May 15, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Project Committee

SUBJECT: **I-80 Integrated Corridor Mobility (ICM) Project – Authorization to Advertise Specialty Material Procurement Contract (Project No. 2).**

Recommendation

It is recommended that the Commission authorize the Executive Director, or his designee, to advertise and request bids for the Specialty Material Procurement Contract of I-80 ICM Project. The Engineers Estimate for this contract is \$4,659,000.

Background

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

- Project #1: Software & Systems Integration
- Project #2: Specialty Material Procurement
- Project #3: Traffic Operations Systems (TOS)
- Project #4: Adaptive Ramp Metering (ARM)
- Project #5: Active Traffic Management (ATM)
- Project #6: San Pablo Corridor Arterial and Transit Improvement Project
- Project #7: Richmond Parkway Transit Center

Alameda CTC staff has been working very closely with the California Transportation Commission (CTC) and Caltrans on the delivery of this regionally significant project. As the result of this partnership, CTC has allocated State Bond funds to implement Project Nos. 1, 2, 3, and 6.

Alameda CTC is responsible for Advertise, Award and Administration (AAA) the Construction phase of Projects 1, 2, 3, and 6. Construction phase for Projects 1, 3, and 6 are currently underway. It is recommended that the Commission authorize to advertise and request bids for Specialty Material Procurement Project No. 2 (491.2). A cooperative agreement has been executed with Caltrans to define role and responsibilities as well as an agreement for reimbursement of incurred capital and support costs.

Fiscal Impact

Approval of the recommended action will encumber \$4,659,000 for the project which will be reimbursed by State Proposition 1B funds. Funds to implement the project are assumed in the FY 2012/13 Alameda CTC budget.



Memorandum

DATE: May 15, 2012

TO: Alameda County Transportation Commission

FROM: Finance and Administration Committee

SUBJECT: Approval of a Revised Sales Tax Revenue Projection for Fiscal Year 2011-2012

Recommendation

It is recommended that the Commission approve an increase to the Alameda CTC's sales tax revenue projection in the amount of \$6 million for a total FY2011-12 sales tax projection of \$110 million, and an increase in the corresponding pass-through and other expenditures based on the formula established in the transportation expenditure plan.

Summary

The proposed increase is 5.77 percent higher than the currently adopted budget. Based on receipts to date, sales tax revenues have out-performed the original projection in the budget by 6.52 percent. Overall receipts in the 1st and 2nd quarters of the year were higher than budget by about 5.5 percent. The receipts received over the last couple of months are still an estimate until the 3rd quarter adjustment is received in June, so staff is recommending a conservative increase between these two percentages. The increase in sales tax revenues over the last several months reflects positive changes to the economy in Alameda County. However, we are still not yet back to peak levels of \$116.3 million as experienced in FY2007-08.

If this recommendation is approved, this revised sales tax projection will be included as a budget adjustment to the FY2011-12 budget, increasing projected revenues by \$6 million and the corresponding pass-through and other expenditures based on the formula established in the transportation expenditure plan.

Fiscal Impacts

The proposed revision to the Alameda CTC's FY2011-12 sales tax revenue projection would provide additional resources of \$6 million and authorize the corresponding pass-through and other expenditures based on the formula established in the transportation expenditure plan.

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Memorandum

DATE: May 16, 2012

TO: Alameda County Transportation Commission

FROM: Finance and Administration Committee

SUBJECT: Approval of a Revision to Member Agency Fee Billing Practices

Recommendations:

It is recommended that the Commission approve a revision to the manner in which member agency fees have historically been billed from quarterly to annually, occurring in July of the related fiscal year, beginning in fiscal year 2012-2013.

Summary:

In April, the Commission approved the member agency fee schedule which outlines the fee for each member agency for FY2012-13. Staff is recommending that we streamline the administrative process required for both the Alameda CTC and the member agencies by billing the fee just once throughout the year in July, requiring only one payment due within 30 days from each member agency. This change is not expected to have a financial impact on the member agencies as many of the member agencies are holding excess measure B funds in reserves at the end of each fiscal year (see chart below).

Agency/ Jurisdiction:	09-10 MB Balance	10-11 MB Revenue	Interest/Other MB Income ¹	10-11 MB Expended	Ending MB Balance	12-13 Member Agency Fees
AC Transit	\$ -	\$ 21,566,717	\$ 267,720	\$ 21,566,717	\$ -	\$ 82,015
BART	-	1,499,702	27,288	1,499,702	-	82,015
LAVTA	-	824,364	961,341	824,364	-	-
WETA	-	275,215	1,725,898	175,867	1,825,246	-
ACPWA	9,876,552	2,553,569	25,934	1,676,708	10,779,347	525,986
ACE	2,285,223	2,132,587	8,607	2,001,797	2,424,620	-
City of:						
Alameda	4,776,803	2,211,551	77,571	3,527,020	3,538,906	37,102
Albany	34,203	394,544	114,679	487,744	19,506	8,508
Berkeley	1,804,315	2,658,351	552,587	2,097,126	2,918,127	53,422
Dublin	1,155,744	443,313	41,897	475,476	1,165,478	23,851
Emeryville	469,774	250,982	7,750	79,621	648,885	8,927
Fremont	5,069,919	2,974,061	321,170	2,551,442	5,591,881	106,564
Hayward	3,117,067	2,794,708	17,736	4,232,252	1,871,929	74,902
Livermore	1,631,267	1,003,128	2,280	853,054	1,783,621	41,705
Newark	690,147	618,027	129,298	450,779	986,693	21,759
Oakland	12,337,886	10,394,863	189,849	11,833,171	10,910,118	210,478
Piedmont	314,512	364,058	154,374	154,374	678,570	5,440
Pleasanton	1,778,048	866,674	113,830	630,237	2,128,315	34,592
San Leandro	2,036,436	1,518,431	94,493	620,860	3,028,500	40,868
Union City	3,349,729	1,366,974	65,692	934,739	3,847,656	36,684
Total	\$ 50,727,626	\$ 56,711,819	\$ 4,899,995	\$ 56,673,050	\$ 54,147,399	\$ 1,394,819

Discussion:

By this recommendation, staff intends to streamline the administrative process for both the Alameda CTC and the member agencies. Since the dollar amount billed to each member agency for agency fees is really immaterial with respect to the dollar amount for invoices each city, the County and transit agencies pay on an annual basis, it seems a waste of effort to go through the billing, accounts payable, and approval processes several times throughout the year. An annual billing methodology would save time and effort for all parties involved.

Fiscal Impact:

While the approval of the new recommended billing process would have no direct effect on the budget, this new process will help the Alameda CTC to more effectively manage internal resources and finances.



Memorandum

DATE: May 15, 2012

TO: Alameda County Transportation Commission

FROM: Finance and Administration Committee

SUBJECT: **Alameda CTC Consolidated FY2011-12 Third Quarter Investment Report**

Recommendation

It is recommended that the Commission accept the attached Alameda CTC Consolidated FY2011-12 Third Quarter Investment Report (Attachment A).

Summary

- As of March 31, 2012, total cash and investments held by the Alameda CTC were \$286.8 million. This total is a decrease of \$8.8 million or 3.0% from the prior year-end balance of \$295.6 million.
- The ACTA investment balance decreased \$27.6 million or 16.0% due to capital project expenditures. The ACTIA investment balance increased \$11.7 million or 11.2% primarily due to the reimbursement by ACTA of capital project expenditures processed through ACTIA. The ACCMA investment balance increased \$7.1 million or 37.4% due to a reimbursement of \$8 million in TCRP funds borrowed from federal and RM2 funding for the Westbound 580 HOV project which were used for the Eastbound 580 HOV project and the receipt of new Vehicle Registration Fee revenues.
- Investment yields have declined with the return on investments for the Alameda CTC at 1.05% compared to the prior year's return of 1.57%. Return on investments were projected for the FY2011-12 budget year at varying rates ranging from 0 - 2.00% depending on investment type.
- Based on the most current cash flow projections updated in April, 2012, ACTIA will require external financing by the 2nd quarter of FY2013-14 to satisfy capital project obligations. The cash flow projection scenario assumes a short term loan from ACTA capital funds, which would be paid back as soon as the financing commences. If approved by the Commission, the loan from ACTA would allow staff an additional nine months to arrange a financing mechanism for ACTIA.
- Alameda CTC investments are in compliance with the adopted investment policies.
- Alameda CTC has sufficient cash flow to meet expenditure requirements over the next six months.

Discussion

As of March 31, 2012, the Alameda CTC portfolio managed by investment advisors consisted of approximately 21.4% US Treasury Securities, 8.5% FDIC insured Corporate Bonds, 51.8% Federal Agency Securities, 2.0% Corporate Notes and 16.5% Commercial Paper (See Attachment B). The Alameda CTC portfolio is in compliance with both the adopted investment policy and the California Government Code.

The Alameda CTC's average investment return remains relatively unchanged from last quarter at just over 1.0% even as the economy slowly begins to recover due to the strategy developed by the investment advisors to match investments to ACTIA's and ACTA's cash flow needs. This strategy ensures the ability to fund capital project cash flow requirements without the need to sell an investment short of its maturity date which can increase risk in a portfolio.

The California Department of Finance reported that job growth in California during the first two month of 2012 was much weaker than during the last few months of 2011. The largest losses were in government with 10,300 lost jobs which was led by a sizable drop in local government employment which lost 6,700 jobs. Over the last year total employment in the governmental sector fell by 49,800 and only 7,100 in other sectors.

The Employment Development Department reported an unemployment rate in Alameda County for March, 2012 of 9.7%, up 0.1% from the previous quarter end statement, and between that of California, at 11.5%, and the United States, at 8.2% (per the US Department of Labor). Unemployment rates are still very high rates when compared to historical national rates which ranged from 4.0 – 5.0% in the years 2001 – 2007, hitting a peak in October, 2009 of 10.1%. Short-term interest rates remain near zero due to the Federal Reserve's commitment to keep the target rate between zero and .25%. Treasury yields also linger at record lows.

ACTIA's sales tax receipts received through April, 2012 have driven year-to-date sales tax revenues about 6.5% above projections for the fiscal year. Staff has submitted a budget adjustment request to account for this change.

Attachments

Attachment A: Consolidated Investment Report as of March 31, 2012

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

Alameda CTC Consolidated Investment Report As of March 31, 2012						
ACTA	Un-Audited	Interest Earned			FY 2011	
	Investment Balance	Interest earned	As of March 31, 2012 Approx. ROI	Budget	Investment Balance June 30, 2011	Interest earned FY 2011
Checking Account	\$	93,057 \$	33	0.05%	136,079 \$	142
State Treas. Pool (LAIF)		24,791,594	99,858	0.54%	30,579,638	117,381
Investment Advisors (1)		114,956,409	1,734,332	2.01%	136,699,077	3,552,907
Loan to ACCMA		5,000,000			5,000,000	
ACTA Total		144,841,060 \$	1,834,222	1.69% \$	1,537,500 \$	3,670,429
					Approx. ROI	2.13%
ACTIA	Un-Audited	Interest Earned			FY 2011	
	Investment Balance	Interest earned	As of March 31, 2012 Approx. ROI	Budget	Investment Balance June 30, 2011	Interest earned FY 2011
Community Bank (OPEB)(2)	\$	910,146 \$	638	0.09%	909,508 \$	146
Checking Account	\$	23,227,332 \$	106	0.00%	6,662,455 \$	1,435
State Treas. Pool (LAIF)		43,982,790	178,611	0.54%	42,027,371	270,521
Investment Advisors (1)		48,687,465	163,590	0.45%	55,548,875	534,984
Other					68,624	
ACTIA Total		115,897,587 \$	342,307	0.39% \$	104,238,700	875,563
					Approx. ROI	0.84%
ACCMA	Un-Audited	Interest Earned			FY 2011	
	Investment Balance	Interest earned	As of March 31, 2012 Approx. ROI	Budget	Investment Balance June 30, 2011	Interest earned FY 2011
Checking Account	\$	3,459,184	28,483	0.00%	3,788,488 \$	-
State Treas. Pool (LAIF)		10,337,211	14,639	0.37%	9,177,767	34,264
TVTC Reserve (3)		5,432,803	12,129	0.36%	6,180,825	29,678
San Leandro Marina Reserve (3)		4,680,305	17,704	0.35%	4,832,592	23,421
TCRP Westbound 580 HOV		7,166,864		0.33%	(5,000,000)	
Loan from ACTA		(5,000,000)				
ACCMA Total		26,076,366 \$	72,956	0.37% \$	18,979,672 \$	87,363
					Approx. ROI	0.46%
ACTC TOTAL	\$	286,815,012 \$	2,249,485	1.05% \$	295,633,166 \$	4,633,356

Notes:

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

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Managed Account Detail of Securities Held

For the Month Ending March 31, 2012

ALAMEDA CNTY TRANSPORTATION IMPROV AUTH - 03068510

Security Type/Description	Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
U.S. Treasury Bond / Note												
US TREASURY NOTES	DTD 05/15/2009 1.375% 05/15/2012	912828KP4	2,615,000.00	AA+	Aaa	05/03/11	05/04/11	2,645,235.94	0.25	13,631.77	2,618,549.55	2,618,880.66
US TREASURY NOTES	DTD 12/31/2010 0.625% 12/31/2012	912828PW4	1,985,000.00	AA+	Aaa	03/22/12	03/23/12	1,991,435.74	0.20	3,135.65	1,991,229.76	1,991,280.54
Security Type Sub-Total			4,600,000.00					4,636,671.68	0.23	16,767.42	4,609,779.31	4,610,161.20
Commercial Paper												
US BANK NA COMM PAPER	-- 0.000% 05/15/2012	9033E0EF9	2,400,000.00	A-1	P-1	11/17/11	11/17/11	2,395,680.00	0.36	0.00	2,398,944.00	2,399,162.40
DEUTSCHE BANK FINL LLC COMM PAPER	-- 0.000% 06/20/2012	25153JFL9	4,500,000.00	A-1	P-1	03/22/12	03/23/12	4,495,438.75	0.41	0.00	4,495,900.01	4,495,581.00
BANK OF TOKYO MITSUBISHI COMM PAPER	-- 0.000% 06/21/2012	06538BFM0	4,500,000.00	A-1	P-1	03/22/12	03/23/12	4,495,950.00	0.36	0.00	4,496,355.00	4,495,495.50
RABOBANK USA FIN CORP COMM PAPER	-- 0.000% 07/20/2012	74977KGL7	4,500,000.00	A-1+	P-1	03/22/12	03/23/12	4,494,347.50	0.38	0.00	4,494,775.01	4,494,208.50
TOYOTA MOTOR CREDIT CORP COMM PAPER	-- 0.000% 09/19/2012	89233GJK3	4,500,000.00	A-1+	P-1	03/22/12	03/23/12	4,491,225.00	0.39	0.00	4,491,663.75	4,492,696.50
JP MORGAN CHASE & CO COMM PAPER	-- 0.000% 10/01/2012	4662J0K19	2,700,000.00	A-1	P-1	03/22/12	03/23/12	2,695,680.00	0.30	0.00	2,695,882.50	2,695,609.80
Security Type Sub-Total			23,100,000.00					23,068,321.25	0.37	0.00	23,073,520.27	23,072,753.70
Managed Account Sub-Total			27,700,000.00					27,704,992.93	0.35	16,767.42	27,683,299.58	27,682,914.90
Securities Sub-Total			\$27,700,000.00					\$27,704,992.93	0.35%	\$16,767.42	\$27,683,299.58	\$27,682,914.90
Accrued Interest												\$16,767.42
Total Investments												\$27,699,682.32



Alameda CTC- Alameda Cnty Trans Improv Authority
Account #471

Holdings Report
As of 3/31/12

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss	Moody S&P	Term (yrs) Duration
AGENCY									
3133MTZL5	FHLB Note 4.5% Due 11/15/2012	1,000,000.00	09/30/2011 0.26 %	1,047,586.00 1,026,334.00	102.61 0.29 %	1,026,125.00 17,000.00	4.97 % (209.00)	Aaa AA+	0.63 0.61
31331J2V4	FFCB Note 0.55% Due 11/19/2012	1,750,000.00	03/22/2012 0.20 %	1,754,019.75 1,753,869.63	100.22 0.20 %	1,753,892.00 3,529.17	8.37 % 22.37	Aaa AA+	0.64 0.63
31398AHZ8	FNMA Note 4.75% Due 11/19/2012	750,000.00	03/28/2012 0.18 %	771,854.25 771,575.26	102.87 0.22 %	771,507.00 13,062.50	3.74 % (68.26)	Aaa AA+	0.64 0.62
31331G2R9	FFCB Note 1.875% Due 12/7/2012	1,750,000.00	Various 0.26 %	1,777,161.50 1,769,178.80	101.14 0.21 %	1,769,890.50 10,390.63	8.48 % 711.70	Aaa AA+	0.69 0.68
3137EABE8	FHLMC Note 4.125% Due 12/21/2012	1,750,000.00	03/22/2012 0.22 %	1,800,853.25 1,799,176.77	102.79 0.25 %	1,798,870.50 20,052.08	8.66 % (306.27)	Aaa AA+	0.73 0.71
31398A6F4	FNMA Note 0.375% Due 12/28/2012	1,175,000.00	03/31/2011 0.70 %	1,168,408.25 1,172,195.66	100.17 0.14 %	1,177,040.97 1,138.28	5.61 % 4,845.31	Aaa AA+	0.75 0.74
3133XX7F8	FHLB Note 1.625% Due 3/20/2013	1,770,000.00	12/16/2011 0.21 %	1,801,169.70 1,794,182.21	101.34 0.24 %	1,793,712.69 878.85	8.55 % (469.52)	Aaa AA+	0.97 0.96
3137EABM0	FHLMC Note 3.75% Due 6/28/2013	1,750,000.00	12/27/2011 0.29 %	1,840,510.00 1,824,819.40	104.38 0.22 %	1,826,623.75 16,953.13	8.78 % 1,804.35	Aaa AA+	1.24 1.21
31398A2S0	FNMA Note 1% Due 9/23/2013	1,750,000.00	12/27/2011 0.35 %	1,769,600.00 1,766,667.72	100.95 0.36 %	1,766,544.50 388.89	8.41 % (123.22)	Aaa AA+	1.48 1.47
313371UC8	FHLB Note 0.875% Due 12/27/2013	1,780,000.00	12/16/2011 0.39 %	1,797,461.80 1,795,045.11	101.09 0.25 %	1,799,441.16 4,066.81	8.59 % 4,396.05	Aaa AA+	1.74 1.72
Total Agency		15,225,000.00	0.30 %	15,528,624.50 15,473,044.56	0.24 %	15,483,648.07 87,460.34	74.14 % 10,603.51	Aaa AA+	1.00 0.98

COMMERCIAL PAPER

36959HJC2	General Electric Capital Corp Discount CP 0.31% Due 9/12/2012	500,000.00	03/15/2012 0.31 %	499,220.70 499,220.70	99.84 0.31 %	499,220.70 73.19	2.38 % 0.00	P-1 A-1+	0.45 0.45
4662J0JC7	JP Morgan Discount CP 0.3% Due 9/12/2012	500,000.00	03/16/2012 0.30 %	499,250.00 499,250.00	99.85 0.30 %	499,250.00 66.67	2.38 % 0.00	P-1 A-1	0.45 0.45
06416JH7	Bank of Nova Scotia Discount CP 0.34% Due 9/17/2012	500,000.00	03/27/2012 0.35 %	499,178.34 499,178.34	99.84 0.35 %	499,178.34 23.61	2.38 % 0.00	P-1 A-1+	0.47 0.46
89233CKB1	Toyota Motor Credit Discount CP 0.48% Due 10/11/2012	500,000.00	03/15/2012 0.49 %	498,600.00 498,600.00	99.72 0.49 %	498,600.00 113.33	2.37 % 0.00	P-1 A-1+	0.53 0.53
Total Commercial Paper		2,000,000.00	0.36 %	1,996,249.04 1,996,249.04	0.36 %	1,996,249.04 276.80	9.51 % 0.00	P1 A-1	0.48 0.47
FDIC INSURED US CORPORATE									
38146FAA9	Goldman Sachs FDIC Guaranteed Note 3.25% Due 6/15/2012	800,000.00	12/08/2008 2.83 %	811,088.00 800,648.67	100.61 0.26 %	804,916.80 7,655.56	3.87 % 4,268.13	Aaa AA+	0.21 0.21



CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss	Moody S&P	Term (yrs) Duration
FDIC INSURED US CORPORATE									
06050BAA9	Bank of America Corp FDIC Guaranteed Note 3.125% Due 6/15/2012	800,000.00	12/19/2008 2.01 %	829,896.00 801,766.90	100.60 0.21 %	804,792.00 7,361.11	3.87 % 3,025.10	Aaa AA+	0.21 0.21
949744AC0	Wells Fargo & Company FDIC Guaranteed Note 2.125% Due 6/15/2012	740,000.00	03/25/2009 2.13 %	739,807.60 739,987.70	100.39 0.21 %	742,914.86 4,630.14	3.56 % 2,927.16	Aaa AA+	0.21 0.21
Total FDIC Insured US Corporate		2,340,000.00	2.33 %	2,380,791.60 2,342,403.27	0.22 %	2,352,623.66 19,646.81	11.30 % 10,220.39	Aaa AA+	0.21 0.21
MONEY MARKET FUND FI									
431114701	Highmark Govt Money Market Fund	23,587.63	Various 0.00 %	23,587.63 23,587.63	1.00 0.00 %	23,587.63 0.00	0.11 % 0.00	Aaa AAA	0.00 0.00
Total Money Market Fund FI		23,587.63	N/A	23,587.63 23,587.63	0.00 %	23,587.63 0.00	0.11 % 0.00	Aaa AAA	0.00 0.00
US TREASURY									
912828LR9	US Treasury Note 1.375% Due 10/15/2012	1,025,000.00	09/30/2011 0.18 %	1,037,775.90 1,031,605.91	100.65 0.18 %	1,031,646.10 6,507.77	4.94 % 40.19	Aaa AA+	0.54 0.54
Total US Treasury		1,025,000.00	0.18 %	1,037,775.90 1,031,605.91	0.18 %	1,031,646.10 6,507.77	4.94 % 40.19	Aaa AA+	0.54 0.54
TOTAL PORTFOLIO		20,613,587.63	0.53 %	20,967,028.67 20,866,890.41	0.25 %	20,887,754.50 113,891.72	100.00 % 20,864.09	Aaa AA+	0.83 0.82
TOTAL MARKET VALUE PLUS ACCRUED						21,001,646.22			



Managed Account Detail of Securities Held

For the Month Ending March 31, 2012

ALAMEDA CNTY TRANSPORTATION AUTHORITY - 03068500

Security Type/Description	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
U.S. Treasury Bond / Note											
US TREASURY NOTES DTD 03/31/2011 0.750% 03/31/2013	912828QL7	1,500,000.00	AA+	Aaa	03/31/11	04/01/11	1,499,121.09	0.78	30.74	1,499,559.47	1,507,734.00
US TREASURY NOTES DTD 03/31/2011 0.750% 03/31/2013	912828QL7	3,000,000.00	AA+	Aaa	03/22/12	03/27/12	3,015,468.75	0.24	61.48	3,015,260.07	3,015,468.00
US TREASURY NOTES DTD 06/30/2008 3.375% 06/30/2013	912828JD3	17,705,000.00	AA+	Aaa	03/22/12	03/27/12	18,394,526.76	0.28	151,027.54	18,387,028.29	18,389,685.55
US TREASURY NOTES DTD 09/30/2008 3.125% 09/30/2013	912828JM3	3,900,000.00	AA+	Aaa	03/22/12	03/27/12	4,064,531.25	0.32	332.99	4,063,048.04	4,064,377.20
Security Type Sub-Total		26,105,000.00					26,973,647.85	0.31	151,452.75	26,964,895.87	26,977,264.75
Federal Agency Bond / Note											
FHLB GLOBAL BONDS DTD 06/18/2010 0.875% 08/22/2012	3133XYWB7	4,000,000.00	AA+	Aaa	05/03/11	05/04/11	4,025,800.00	0.38	3,791.67	4,007,786.00	4,011,268.00
FFCB BONDS DTD 10/15/2008 3.650% 10/15/2012	31331GDH9	4,690,000.00	AA+	Aaa	10/07/08	10/15/08	4,691,547.70	3.64	78,935.31	4,690,221.60	4,777,262.14
FANNIE MAE GLOBAL NOTES DTD 10/08/2010 0.500% 10/30/2012	31398A4T6	4,575,000.00	AA+	Aaa	10/25/10	10/26/10	4,580,124.00	0.44	9,594.79	4,576,483.63	4,583,175.53
FHLB GLOBAL BONDS DTD 10/15/2009 1.625% 11/21/2012	3133XVEM9	10,000,000.00	AA+	Aaa	05/03/11	05/06/11	10,178,600.00	0.46	58,680.56	10,074,157.90	10,090,690.00
FHLMC GLOBAL NOTES DTD 12/02/2009 1.375% 01/09/2013	3137EACG2	2,380,000.00	AA+	Aaa	02/11/11	02/14/11	2,400,634.60	0.91	7,454.03	2,388,416.85	2,401,236.74
FHLMC GLOBAL REFERENCE NOTES DTD 01/17/2003 4.500% 01/15/2013	31344A4SA3	5,625,000.00	AA+	Aaa	03/25/10	03/30/10	6,058,575.00	1.66	53,437.50	5,749,517.59	5,814,168.75
FHLB GLOBAL BONDS DTD 08/01/2008 4.000% 09/06/2013	3133XR88	4,400,000.00	AA+	Aaa	03/22/12	03/27/12	4,629,680.00	0.37	12,222.22	4,627,913.22	4,630,630.40
Security Type Sub-Total		35,670,000.00					36,564,961.30	1.08	224,116.08	36,114,496.79	36,308,431.56
Corporate Note											



Managed Account Detail of Securities Held

For the Month Ending March 31, 2012

ALAMEDA CNTY TRANSPORTATION AUTHORITY - 03068500

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
Corporate Note											
GENERAL ELEC CAP CORP GLOBAL SR MTN DTD 10/19/2007 5.250% 10/19/2012	36962G3K8	650,000.00	AA+	Aa2	05/03/11	05/06/11	690,235.00	0.95	15,356.25	665,295.88	666,302.00
WELLS FARGO & COMPANY GLOBAL SR NOTES DTD 01/31/2008 4.375% 01/31/2013	949746NY3	1,000,000.00	A+	A2	08/26/08	08/29/08	959,600.00	5.41	7,413.19	991,685.22	1,030,783.00
WELLS FARGO & COMPANY GLOBAL SR NOTES DTD 01/31/2008 4.375% 01/31/2013	949746NY3	1,500,000.00	A+	A2	05/03/11	05/06/11	1,582,515.00	1.16	11,119.79	1,539,740.70	1,546,174.50
Security Type Sub-Total		3,150,000.00					3,232,350.00	2.47	33,889.23	3,196,721.80	3,243,259.50
Managed Account Sub-Total		64,925,000.00					66,770,959.15	0.83	409,458.06	66,276,114.46	66,528,955.81
Securities Sub-Total		\$64,925,000.00					\$66,770,959.15	0.83%	\$409,458.06	\$66,276,114.46	\$66,528,955.81
Accrued Interest									\$409,458.06		\$409,458.06
Total Investments											\$66,938,413.87



Alameda CTC- Alameda Cnty Trans Authority
Account #470

Holdings Report
As of 3/31/12

CUSIP AGENCY	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss	Moody S&P	Term (yrs) Duration
880591DT6	Tennessee Valley Authority Note 6.79% Due 5/23/2012	2,125,000.00	06/17/2008 4.25 %	2,317,763.00 2,131,994.89	100.91 0.48 %	2,144,324.75 51,302.22	4.48 % 12,329.86	Aaa AA+	0.15 0.14
3137EAAZ2	FHLMC Note 4.625% Due 10/25/2012	2,500,000.00	07/09/2008 3.99 %	2,562,070.00 2,508,194.19	102.52 0.18 %	2,562,945.00 50,104.17	5.33 % 54,750.81	Aaa AA+	0.57 0.56
3137EABE8	FHLMC Note 4.125% Due 12/21/2012	2,100,000.00	05/05/2011 0.49 %	2,223,471.60 2,154,784.04	102.79 0.25 %	2,158,644.60 24,062.50	4.45 % 3,860.56	Aaa AA+	0.73 0.71
31398AF4	FNMA Note 0.375% Due 12/28/2012	4,200,000.00	03/31/2011 0.70 %	4,176,438.00 4,189,975.98	100.17 0.14 %	4,207,295.40 4,068.75	8.59 % 17,319.42	Aaa AA+	0.75 0.74
3133XP2W3	FHLB Note 3.375% Due 2/27/2013	2,500,000.00	07/09/2008 4.02 %	2,432,425.00 2,486,748.43	102.83 0.24 %	2,570,870.00 7,968.75	5.26 % 84,121.57	Aaa AA+	0.91 0.90
880591CW0	Tennessee Valley Authority Note 6% Due 3/15/2013	4,000,000.00	Various 3.45 %	4,407,900.00 4,089,547.75	105.45 0.28 %	4,218,012.00 10,666.67	8.63 % 128,464.25	Aaa AA+	0.96 0.94
31398ASD5	FNMA Note 3.875% Due 7/12/2013	1,700,000.00	04/09/2009 2.24 %	1,811,683.20 1,733,627.37	104.63 0.25 %	1,778,635.20 14,455.90	3.66 % 45,007.83	Aaa AA+	1.28 1.25
880591DW9	Tennessee Valley Authority Note 4.75% Due 8/1/2013	4,000,000.00	Various 2.35 %	4,411,330.00 4,120,676.41	105.90 0.31 %	4,235,836.00 31,666.67	8.71 % 115,159.59	Aaa AA+	1.34 1.30
31331KZJ2	FFCB Note 0.35% Due 9/23/2013	1,500,000.00	03/22/2012 0.38 %	1,499,430.00 1,499,439.34	99.92 0.40 %	1,498,798.50 116.67	3.06 % (640.84)	Aaa AA+	1.48 1.47
31331GCS6	FFCB Note 3.875% Due 10/7/2013	2,300,000.00	02/04/2009 2.89 %	2,397,934.00 2,331,821.37	105.21 0.42 %	2,419,848.40 43,077.08	5.02 % 88,027.03	Aaa AA+	1.52 1.46
3133XSAE8	FHLB Note 3.625% Due 10/18/2013	2,000,000.00	03/03/2009 2.69 %	2,080,600.00 2,026,962.11	105.01 0.37 %	2,100,246.00 32,826.39	4.35 % 73,283.89	Aaa AA+	1.55 1.49
3134AAUK8	FHLMC Note 4.875% Due 11/15/2013	2,500,000.00	01/08/2009 2.44 %	2,776,632.50 2,592,627.37	107.39 0.31 %	2,684,710.00 46,041.67	5.57 % 92,082.63	Aaa AA+	1.63 1.55
Total Agency		31,425,000.00	2.51 %	33,097,677.30 31,866,399.25	0.29 %	32,580,165.85 316,357.44	67.11 % 713,766.60	Aaa AA+	1.05 1.03
COMMERCIAL PAPER									
36959HJC2	General Electric Capital Corp Discount CP 0.31% Due 9/12/2012	1,000,000.00	03/15/2012 0.31 %	998,441.39 998,441.39	99.84 0.31 %	998,441.39 146.39	2.04 % 0.00	P-1 A-1+	0.45 0.45
89233GKB1	Toyota Motor Credit Discount CP 0.48% Due 10/11/2012	1,000,000.00	03/15/2012 0.49 %	997,200.00 997,200.00	99.72 0.49 %	997,200.00 226.67	2.03 % 0.00	P-1 A-1+	0.53 0.53
Total Commercial Paper		2,000,000.00	0.40 %	1,995,641.39 1,995,641.39	0.40 %	1,995,641.39 373.06	4.07 % 0.00	P1 A-1+	0.49 0.49
FDIC INSURED US CORPORATE									
38146FAA9	Goldman Sachs FDIC Guaranteed Note 3.25% Due 6/15/2012	2,000,000.00	12/08/2008 2.83 %	2,027,720.00 2,001,621.68	100.61 0.26 %	2,012,292.00 19,138.89	4.14 % 10,670.32	Aaa AA+	0.21 0.21



Alameda CTC- Alameda Cnty Trans Authority
Account #470

Holdings Report
As of 3/31/12

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss	Moody S&P	Term (yrs) Duration
FDIC INSURED US CORPORATE									
060508AA9	Bank of America Corp FDIC Guaranteed Note 3.125% Due 6/15/2012	2,100,000.00	12/19/2008 2.01 %	2,178,477.00 2,104,638.12	100.60 0.21 %	2,112,579.00 19,322.92	4.35 % 7,940.88	Aaa AA+	0.21 0.21
949744AC0	Wells Fargo & Company FDIC Guaranteed Note 2.125% Due 6/15/2012	1,900,000.00	03/25/2009 2.13 %	1,899,506.00 1,899,968.41	100.39 0.21 %	1,907,484.10 11,888.19	3.92 % 7,515.69	Aaa AA+	0.21 0.21
36967HAY9	GE Capital Corp FDIC Guaranteed Note 2.125% Due 12/21/2012	2,180,000.00	06/03/2009 2.10 %	2,182,071.00 2,180,423.18	101.37 0.23 %	2,209,828.94 12,868.06	4.53 % 29,405.76	Aaa AA+	0.73 0.72
481247AM6	JP Morgan Chase FDIC Guaranteed Note 2.125% Due 12/26/2012	3,250,000.00	04/22/2009 2.04 %	3,260,075.00 3,252,024.03	101.42 0.20 %	3,296,016.75 18,224.83	6.76 % 43,992.72	Aaa AA+	0.74 0.73
Total FDIC Insured US Corporate		11,430,000.00	2.20 %	11,547,849.00 11,438,675.42	0.22 %	11,538,200.79 81,442.89	23.70 % 99,525.37	Aaa AA+	0.46 0.45
MONEY MARKET FUND FI									
431114701	Highmark Govt Money Market Fund	8,416.70	Various 0.00 %	8,416.70 8,416.70	1.00 0.00 %	8,416.70 0.00	0.02 % 0.00	Aaa AAA	0.00 0.00
Total Money Market Fund FI		8,416.70	N/A	8,416.70 8,416.70	0.00 %	8,416.70 0.00	0.02 % 0.00	Aaa AAA	0.00 0.00
US TREASURY									
912828GQ7	US Treasury Note 4.5% Due 4/30/2012	1,200,000.00	10/04/2007 4.18 %	1,215,703.13 1,200,273.67	100.34 0.42 %	1,204,030.80 22,697.80	2.50 % 3,757.13	Aaa AA+	0.08 0.08
912828HG8	US Treasury Note 3.875% Due 10/31/2012	1,225,000.00	08/27/2008 2.88 %	1,272,616.41 1,231,650.69	102.13 0.21 %	1,251,126.80 19,952.52	2.59 % 19,476.11	Aaa AA+	0.59 0.57
Total US Treasury		2,425,000.00	3.52 %	2,488,319.54 2,431,924.36	0.31 %	2,455,157.60 42,650.32	5.10 % 23,233.24	Aaa AA+	0.34 0.33
TOTAL PORTFOLIO									
TOTAL MARKET VALUE PLUS ACCRUED		47,288,416.70	2.40 %	49,137,903.93 47,741,057.12	0.28 %	48,577,582.33 440,823.71	100.00 % 836,525.21	Aaa AA+	0.85 0.83
TOTAL MARKET VALUE PLUS ACCRUED		49,018,406.04							

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Memorandum

DATE: May 15, 2012

TO: Alameda County Transportation Commission

FROM: Finance and Administration Committee

SUBJECT: **Approval of the Fiscal Year 2012-2013 Annually Renewed Professional Services Consultant Contracts and Authorization to Execute Contracts**

Recommendation:

It is recommended that the Commission approve thirteen annually renewed professional services contracts for fiscal year 2012-2013 and authorize the Executive Director to execute these contracts.

Summary:

The Alameda County Transportation Commission (Alameda CTC) contracts on an annual basis with various professional services consultant firms to assist staff in administering the countywide congestion management and Measure B sales tax programs and projects, and provide a range of general administrative services. The total amount of the contracts proposed at this time is \$6,358,646, which is a decrease from the fiscal year 2011-2012 contract total by \$1,126,114, or approximately 15 percent.

In terms of the Local Business Contract Equity (LBCE) Program goals set by the Commission, the proposed contracts will exceed the Local Business Enterprise (LBE) and Small Local Business Enterprise (SLBE) goals with roughly 89 percent of contracts estimated to go to LBE certified firms and 39 percent to SLBE certified firms. For federal-aid projects, the proposed contracts meet or exceed the project specific Underutilized Disadvantaged Business Enterprise (UDBE) goal. Please refer to individual consultants' excerpts below and Table 2 summary (Annually Renewed Professional Services Consultant Contracts) at the end of this report.

Levine Act: There were no Levine Act disclosures reported to staff related to the contracts proposed for fiscal year 2012-2013.

Table 1 – Summary of Annually Renewed Professional Services Consultant Contracts

Name of Services	Current Consultant	Recommended Action	LBCE Goals? (Yes/No)
Independent Financial Auditing Services ¹	Vavrinek, Trine, Day & Co., LLP	No Action	Yes
Legal Counsel Services	Wendel, Rosen, Black & Dean LLP	Approve	No
Federal Legislative Advocacy Services	CJ Lake, LLC	Approve	No
State Legislative Advocacy Services	Platinum Advisors	Approve	No
Investment Advisors	PFM Asset Management, LLC	Approve	Yes
Investment Advisors	Chandler Asset Management, Inc.	Approve	Yes
Human Resources and Personnel Management Services	Koff & Associates, Inc.	Approve	No
Information Technology Services	Novani, LLC	Approve	No
Programs Management Services	Acumen Building Enterprises, Inc.	Approve	No
Media and Public Relations Services	Moore Iacofano Goltsman, Inc.	Approve	No
Bicycle and Pedestrian Coordination Services	Rochelle Wheeler	Approve	Yes
Paratransit Coordination Services	Nelson\Nygaard Consulting Associates, Inc.	Approve	Yes
Local Business Contract Equity Program Supportive Services	L. Luster & Associates	Approve	No
Project Controls and Project Delivery Management Services ²	Moffatt & Nichol	Approve	No

Discussion:

Under the Annually Renewed Contracts Plan, which was approved by the Commission at its meeting on May 26, 2011, Alameda CTC consolidated all administrative professional services contracts of both predecessor agencies under a single group of annually renewed contracts. This action eliminated duplicative services and redundancies, reduced contract services to reflect completion of projects and programs, adjusted contracted levels of effort and resources to align with Commission priorities, and maximized internal resources and expertise.

The background and recommendations for each of the annually renewed professional services contracts are discussed in detail below and summarized in the following Table 2.

1. Independent Financial Auditing Services – An RFP to retain a consultant to provide independent financial audit services was issued on December 9, 2011, and a contract was awarded to Vavrinek, Trine, Day & Co., LLP, an Alameda CTC certified LBE firm. These

services include providing the required independent audits of Alameda CTC, ACTIA, ACCMA, and Sunol SMART Carpool Lane Joint Powers Authority, issuance of separate audited financial reports, completion of the Federal Single Audit report, if applicable, and a report on ACTIA's Limitations Worksheet, which attests that ACTIA has complied with the administrative cost limitation required by the Transportation Expenditure Plan. The term of this contract covers the separate audits through fiscal year ending June 30, 2014.

No further action is recommended at this time.

2. Legal Counsel – On March 12, 2012, staff issued an RFP to retain a consultant to provide legal counsel services for the Alameda CTC. The scope of services outlined in the RFP included, but was not limited to, representation at Committee and Commission meetings, counseling on contracts and personnel related matters, ongoing eminent domain activities, litigation, and public financing should the Alameda CTC pursue external financing.

Wendel, Rosen, Black & Dean LLP (WRBD), an Alameda CTC certified LBE firm, was the sole proposer to respond to the RFP by the proposal due date. Nevertheless, the consultant selection panel, which was made up of members of the governing body of the Alameda CTC, held interviews with WRBD on April 20, 2012. Zack Wasserman, who has been the lead counsel for ACTA and ACCMA since July, 1987 and January, 1996, respectively, was proposed to continue in that role for the Alameda CTC.

WRBD is very familiar with Alameda CTC's outstanding legal issues and its current on-going litigation. In addition, WRBD is keenly familiar with the creation of Alameda CTC and the current policy decisions that the governing body is making to implement the new joint powers authority.

Staff recommends approval of a contract with WRBD for a total not-to-exceed amount of \$805,000 for a term of one year starting July 1, 2012.

3. Federal Legislative Advocacy Services – The federal legislative advocate, CJ Lake, LLC, provides regular updates to staff on policy and legislative actions at the federal level. They also provide access to federal legislators and their staff when necessary to support project and program implementation efforts at Alameda CTC. CJ Lake, LLC has provided these services since 2004.

Staff recommends approval of a contract with CJ Lake, LLC for a total not-to-exceed amount of \$60,000 for a term of one year starting July 1, 2012.

4. State Legislative Advocacy Services – The state legislative advocate, Platinum Advisors, formerly Suter, Wallauch, Corbett & Associates, provides monthly updates to the Commission and staff on policy and legislative actions. They also provide access to state legislators and their staff when necessary to support project and program implementation efforts. They have provided these services since 1989, and have successfully lobbied for passage of legislation supporting Alameda CTC's needs.

Staff recommends approval of a contract with Platinum Advisors for a total not-to-exceed amount of \$60,000 for a term of one year starting July 1, 2012.

5. Financial Investment Advisors – The investment advisors independently manage a \$165 million portfolio in line with the ACTIA Board approved Investment Policy. These services involve assistance with investment functions and financing alternatives, and are performed at a cost of about seven to ten basis points (one-hundredth of one percent) times the invested amount. PFM Asset Management, LLC and Chandler Asset Management, Inc., an Alameda CTC certified SLBE firm, have been contracted for investment services on behalf of ACTIA since January, 2008.

Staff recommends approval of a contract with PFM Asset Management, LLC for a total not-to-exceed amount of \$105,000 and a separate contract with Chandler Asset Management, Inc. for a total not-to-exceed amount of \$85,000. Both contracts are recommended for a term of one year starting July 1, 2012.

6. Human Resources and Personnel Management Services – The human resources and personnel management services include finalizing employee benefit consolidation, personnel counseling services, staff development, human resources administration, job classification and compensation administration, review of internal processes such as performance reviews, recruiting and on-boarding support, and other services to improve human resources functions. ACTIA and ACCMA staff jointly issued an RFP for these services in August 2009 that resulted in the hiring of Koff & Associates, Inc., an Alameda CTC certified Very Small Local Business Enterprise (VSLBE) firm, as the common Human Resources Consultant. Staff is pleased with the services the consultant is providing and recommends that the Alameda CTC continues to contract with this consultant through fiscal year 2012-2013.

Staff recommends approval of a contract with Koff & Associates, Inc. for a total not-to-exceed amount of \$61,600 for a term of one year starting July 1, 2012.

7. Information Technology (IT) Services – The information technology services include upgrade and maintenance of the central servers, server and storage architecture equipment refresh, hosting and management of the remote data center, local area network support and maintenance, backup and security system monitoring and management, and general IT support for up to 60 individual workstations. The current computer systems services contract was awarded to Novani, LLC after undergoing an RFP process in March, 2011.

Staff recommends approval of a contract with Novani, LLC for a total not-to-exceed amount of \$242,900 for a term of one year starting July 1, 2012.

8. Programs Management Services – Acumen Building Enterprises, Inc., an Alameda CTC certified SLBE firm, has been providing program management services since undergoing an RFP process in January 2008. These services include policy, legislation, communications, and planning support, administrative support for local pass-through programs and related

compliance process, program grants support, community advisory committee meetings coordination, website maintenance, and various other services.

Staff recommends approval of a contract with Acumen Building Enterprises, Inc. for a total not-to-exceed amount of \$1,291,845 for a term of one year starting July 1, 2012.

9. Media and Public Relations Services – After undergoing a formal RFP process in March, 2011, a contract was awarded to Moore Iacofano Goltsman, Inc. (MIG), an Alameda CTC certified LBE firm, to provide media and public relations services. The services include public and media relations services, hosting and maintenance of the Alameda CTC website, preparation of press materials, assistance at public meetings and events, staff training, updates to the communications plan and design guidelines, and implementation of the new media strategy for the Alameda CTC.

Staff recommends approval of this contract with MIG for a total not-to-exceed amount of \$561,180 for a term of one year starting July 1, 2012.

10. Bicycle and Pedestrian Coordination Services – The bicycle and pedestrian coordination services include administrative and professional support for the Bicycle and Pedestrian Safety Program. After a formal RFP process in January, 2008, Rochelle Wheeler, an Alameda CTC certified VSLBE firm, was contracted to provide these services.

Staff recommends approval of this contract with Rochelle Wheeler for a total not-to-exceed amount of \$280,640 for a term of one year starting July 1, 2012.

11. Paratransit Coordination Services – Nelson\Nygaard Consulting Associates (N\N), an Alameda CTC certified LBE firm, has provided paratransit coordination services for ACTIA since September, 2002. These services include management of day-to-day operations of the Paratransit program, facilitation of PAPCO, TAC, and various subcommittee meetings, planning and implementation of the regional senior transportation workshop, management of the Alameda CTC's mobility programs (the Hospital Discharge Transportation Service, the Wheelchair and Scooter Breakdown Transportation Service, and the South and Central County Taxi Program), management of the Paratransit Gap Grant program, and general technical assistance. N\N provides local, state, and national expertise in the field of paratransit services to Alameda CTC staff, PAPCO and the Commission. PAPCO evaluated the N\N team in March and recommended that the Commission continue this contract.

Staff recommends approval of this contract with N\N for a total not-to-exceed amount of \$384,359 for a term of one year starting July 1, 2012.

12. Project Controls and Project Delivery Management Services – The project control team's function is to provide project management, project monitoring, project controls, utility coordination, and other related management activities to ensure the efficient, effective, and successful delivery of the ACCMA and Measure B capital projects.

In addition to providing services for the delivery of capital projects, the project control team also provides resources to support staff in producing the Monthly Project Status Reports, the critically important Annual Strategic Plan Update, which also serves as the Measure B funding allocation plan for capital projects, and various other documents and reports that provide information on the progress of ACCMA and Measure B capital project activities. The project control team also assists staff in the preparation for various committee meetings.

For the coming 2012-2013 fiscal year, it is expected that the remaining I-Bond-funded capital projects will all proceed into critical phases of project development. On these projects, the Commission will continue in the leadership role in project delivery, which will require adequate resources for proper project management and project monitoring to ensure that projects will progress within schedule and budget.

Similarly, in the coming fiscal year, staff will need the assistance of the project control team in project monitoring to ensure that project expenditures are consistent with the funding allocation plan. Staff recommends that the Commission renew the contract with Moffatt & Nichol (M&N), an Alameda CTC certified LBE firm, to continue the delivery and implementation of the remaining ACCMA and Measure B capital projects. The M&N team was selected through an RFP process in March, 2011.

Staff recommends approval of this contract with M&N for a total not-to-exceed amount of \$2,250,000 for a term of six months starting July 1, 2012.

13. Local Business Contract Equity Program Supportive Services – These services support the Commission’s LBCE Program. The main tasks included in the services are certifying LBE, SLBE, and VSLBE firms, providing outreach to local and small-local and minority owned businesses, and review of the semi-annual LBCE Program Utilization Reports. The Alameda CTC also utilizes regional certification programs and performs these compliance services through staff. Luster & Associates, Inc., an Alameda CTC certified VSLBE firm, was chosen after a formal RFP process in August, 2008.

Staff recommends approval of this contract with L. Luster & Associates for a total not-to-exceed amount of \$93,622 for a term of one year starting July 1, 2012.

Fiscal Impact:

The budget for services provided in annually renewed contracts will be included in the Alameda CTC’s consolidated fiscal year 2012-2013 proposed budget scheduled to go before the Commission in June, 2012.

Table 2 – Annually Renewed Professional Services Consultant Contracts

Name of Services	Current Consultant	Budget for FY 2011/12	Proposed Budget for FY 2012/13	Net Change		Year of Last RFP Issuance	Recommended Action
				\$	%		
Independent Financial Auditing Services ¹	Vavrinek, Trine, Day & Co., LLP	\$97,770	\$77,500	(\$20,270)	-21%	2012	No Action
Legal Counsel Services	Wendel, Rosen, Black & Dean LLP	800,000	805,000	5,000	1%	2012	Approve
Federal Legislative Advocacy Services	CJ Lake, LLC	63,000	60,000	(3,000)	-5%	2004	Approve
State Legislative Advocacy Services	Platinum Advisors	60,000	60,000	0	0%	2007	Approve
Investment Advisors	PFM Asset Management, LLC	120,000	105,000	(15,000)	-13%	2008	Approve
Investment Advisors	Chandler Asset Management, Inc.	120,000	85,000	(35,000)	-29%	2008	Approve
Human Resources and Personnel Management	Koff & Associates, Inc.	65,000	61,600	(3,400)	-5%	2009	Approve
Information Technology Services	Novani, LLC	110,000	242,900	132,900	121%	2011	Approve
Programs Management Services	Acumen Building Enterprises, Inc.	830,690	1,291,845	461,155	56%	2008	Approve
Media and Public Relations Services	Moore Iacofano Goltsman, Inc.	410,140	561,180	151,040	37%	2011	Approve
Bicycle and Pedestrian Coordination Services	Rochelle Wheeler	280,640	280,640	0	0%	2008	Approve
Paratransit Coordination Services	Nelson\Nygaard Consulting Associates	389,280	384,359	(4,921)	-1%	2009	Approve
Local Business Contract Equity Program Supportive Services	L. Luster & Associates	63,240	93,622	30,382	48%	2008	Approve
Project Controls and Project Delivery Management Services	Moffatt & Nichols	4,075,000	2,250,000 ²	(1,825,000)	-45%	2011	Approve
TOTAL CONTRACTS		\$7,484,760	\$6,358,646	\$1,126,114	-15%	--	--

¹ FY2011/12 consultant contracts held by Maze and Associates and Kevin W. Harper CPA & Associates. FY2012/13 consultant contract awarded to VTD on April 1, 2012.

² Proposed FY2012/13 contract with M&N is for a term of six months.

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Memorandum

DATE: May 15, 2012

TO: Alameda County Transportation Commission

FROM: Finance and Administration Committee

SUBJECT: **Approval of an Amendment to the FY2011-12 Wendel Rosen Black & Dean Contract for Legal Services**

Recommendation

It is recommended that the Commission approve an amendment to the existing Wendel Rosen Black & Dean (WRBD) legal services contract in the not-to-exceed amount of \$225,500 for legal needs in the categories of General Services, Merger, Personnel, and Eminent Domain matters required through June 30, 2012.

Summary

The legal needs in the categories of General Services, Merger, Personnel, and Eminent Domain matters have been greater than what was mutually projected at the end of the last fiscal year. Due to the increased needs for legal services in these four categories, an augmentation of \$225,500 to the WRBD legal services contract is recommended. Approval of this action will allow WRBD to provide the required legal services for the remainder of fiscal year 2011/2012.

Discussion

In the General Services category, there was a greater need in the amount of time required for matters related to the new Transportation Expenditure Plan (TEP) and proposed tax increase, questions that have risen about Title VI related to the TEP and the Countywide Transportation Plan, and revisions to Master Funding Agreements with sponsors at the midpoint of the current TEP. The average cost for General Services has been about \$30,000 per month which is expected to continue for the remainder of the year. The request for additional contract authority in this category is \$90,000.

In the Merger related activities category, there were complications with CalPERS in setting up the Alameda CTC contract and transferring employee health plans and even more complications regarding policies. The average cost for Merger related legal services has been about \$5,800 per month but have been declining over the more recent months, so the request for additional contract authority in this category is \$10,000.

In the Personnel activities category, merger and related retirements, including Dennis Fay, Christine Monsen, Bijan Yarjani, and Frank Furger required more time regarding certain rights as well as calculations of salaries and benefits and related issues than was expected. The average cost for Personnel legal services has been about \$3,500 per month. There are still some CalPERS issues

pending therefore the same rate for the rest of the fiscal year is expected. The request for additional contract authority for this category is \$10,500.

In the Eminent Domain activities category, staff has been working with legal to keep a number of projects on schedule in order to maintain eligibility for Regional bond funding. More involvement with project management has been required than what was originally anticipated. The request for additional contract authority for this category is \$117,000 broken down as follows:

- \$50,000 - Safety Improvements – 29th Ave. (includes filing of all necessary eminent domain actions and motions related to orders for possession)
- \$20,000 - 580 WB HOV Lane (includes 4 eminent domain actions)
- \$20,000 - 880 SB HOV Lane (includes 4 eminent domain actions)
- \$12,000 - SR 84
- \$10,000 - East-West Connector
- \$ 5,000 - 680 Sunol HOV Lane

Savings are expected to be realized on this contract related to a litigation matter for which WRBD has persuaded the insurance company for the contractor to take over the full defense as well as reimburse legal costs incurred to date.

The approved budget in this fiscal year for legal services was \$800,000. The actual billings through March 31, 2012, less the expected credit for the insurance company payments for the Fantozzi case, equal \$791,041. The additional request of \$225,500 for the remainder of the current fiscal year includes the additional requests listed above, a credit in the litigation category and a small allowance for unknown contingencies.

Fiscal Impact

The approval of the recommended amendment to the WRBD legal services contract of \$225,500 to the current \$800,000 contract would bring the new total contract amount to \$1,025,500.00. Funding for this amendment will come from the respective approved project budgets and the general fund contingency line item in the approved budget..

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

	Suffix	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since Jul '11*
1	Ms.	Tabata, Chair	Midori	Oakland	Alameda County Mayors' Conference, D-4	Jul-06	Oct-11	Oct-13	0
2	Ms.	Welsh, Vice-Chair	Ann	Pleasanton	Alameda County Mayors' Conference, D-1	Oct-09	Oct-11	Oct-13	0
3	Mr.	Chen	Alexander	Fremont	Alameda County Supervisor Scott Haggerty, District 1	Oct-09	Jan-12	Jan-14	2
4	Ms.	Gigli	Lucy	Alameda	Alameda County Supervisor Wilma Chan, District 3	Jan-07	Jan-09	Jan-11	1
5	Mr.	Johansen	Jeremy	San Leandro	Alameda County Mayors' Conference, D-3	Sep-10	Oct-11	Oct-13	2
6	Mr.	Jordan	Preston	Albany	Alameda County Supervisor Keith Carson, District 5	Oct-08	Sep-10	Sep-12	0
7	Mr.	Kirby	Glenn	Hayward	Alameda County Supervisor Nadia Lockyer, District 2	Oct-03	Jan-10	Jan-12	5
8	Ms.	LaVigne	Diana	Fremont	Alameda County Mayors' Conference, D-2	Jan-12		Jan-14	0
9	Mr.	Van Demark	Tom	Oakland	Alameda County Supervisor Nate Miley, District 4	Oct-04	Jan-09	Jan-11	3
10	Ms.	Zimmerman	Sara	Berkeley	Alameda County Mayors' Conference, D-5	Feb-12		Feb-14	0
12		Vacancy			Transit Agency				

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Alameda CTC Citizens Advisory Committee Meeting Minutes
Thursday, October 20, 2011, 5:30 p.m., 1333 Broadway, Suite 200, Oakland

Attendance Key (A = Absent, P = Present)

Members:

<u>P</u> Cynthia Dorsey, Chair	<u>A</u> Brad Hottle	<u>P</u> Clara Sample
<u>P</u> Barry Ferrier, Vice Chair	<u>P</u> Alton Jefferson	<u>A</u> Nicholas Sebastian
<u>A</u> Meredith Brown	<u>P</u> Roop Jindal	<u>A</u> Gerarda Stocking
<u>A</u> Norbert Castro	<u>A</u> Dimitris Kastriotis	<u>A</u> Brenda Walker
<u>P</u> Val Chinn	<u>P</u> Audrey LePell	<u>A</u> Ronald Washington
<u>P</u> Joseph Collier	<u>A</u> Pilar Lorenzana-Campo	<u>A</u> Darren White
<u>P</u> Frances Hilliard	<u>P</u> Harpal Mann	
<u>A</u> Joseph Hilson	<u>P</u> John Repar	

Staff:

<u>P</u> Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation	<u>P</u> Angie Ayers, Acumen Building Enterprise, Inc.
<u>P</u> Liz Brazil, Contract Compliance and Outreach Analyst	

1. Welcome and Introductions

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

Guest(s) present: Betty Mulholland, PAPCO

2. Public Comment

There were no public comments.

3. Approval of June 16, 2011 and July 21, 2011 Minutes

A CAC member requested a revision to the June 16, 2011 minutes to correct the spelling of Frances Hilliard's name.

Audrey LePell moved to approve the June 16, 2011 minutes with the above correction. Frances Hilliard seconded the motion. The motion carried unanimously (11-0).

Joseph Collier moved to approve the July 21, 2011 minutes as written. Harpal Mann seconded the motion. The motion carried unanimously (11-0).

4. Approval of CAC Bylaws and Calendar

Bylaws:

A member requested to change Article 1.6 "feedback to" to "feedback from."

Barry Ferrier moved to approve the CAC Bylaws with the above correction. Audrey LePell seconded the motion. The motion carried unanimously (11-0).

Calendar:

A member suggested using the entire June 2012 meeting to discuss the roles/responsibilities of the CAC members and the Alameda CTC website. Cynthia Dorsey requested that members consider the meeting outcomes for the June organizational meeting.

A member inquired if Alameda CTC can schedule the July CAC meeting closer to a BART station. Staff stated that Alameda CTC staff has attempted to locate places near transit to no avail. The goal is always to have the meeting sites close to public transportation.

Barry Ferrier moved to approve the fiscal year 2011-2012 CAC Calendar. John Repar second the motion. The motion carried unanimously (11-0).

5. Staff Overview of Outreach Materials and Website Report

Tess Lengyel reviewed the Strategic Communications Plan for fiscal year 2011-2012 with the CAC. She stated that Alameda CTC created the plan to guide the communication efforts for the coming year for the agency and the community advisory committees. The document:

- Outlines the overall goals of the communications program
- Lists the target audience groups that Alameda CTC and the community advisory committees will communicate with regarding the projects and programs
- Describes the key messages to communicate
- Describes the communications tools
- Provides communications strategies
- Provides performance measures to benchmark the success of the outreach targets

The key messages that Alameda CTC wants to share with the public are:

- Economic vitality (jobs, quality lifestyle, economy)
- Community benefit (safety, health, choices)
- Best value for public funds (accountability and involvement)
- Environmental sustainability
- Forward-thinking solutions (innovation)

Questions/feedback from the members:

- A member suggested that Alameda CTC videotape clips that relate to the fact sheets to help make the website more exciting. Staff said that Alameda CTC will video the transportation forum and is moving into the realm of social media.
- A member queried whether Alameda CTC is working with TransForm as a partner. Staff stated that TransForm is an organization that Alameda CTC works with on some grants. It has partnered with the Alameda CTC for the Safe Routes to School Program. Staff also stated that a TransForm representative is a member of the CWTP-TEP Community Advisory Working Group (CAWG).

- A member requested staff discuss the Transportation Expenditure Plan that may be on the 2012 ballot. Tess gave a brief update since members would hear a presentation on the topic at the Transportation Forum.
- A member suggested that given the state of the economy, as a public relations measure, Alameda CTC could calculate the number of jobs open with local contractors and take that information back to the community and inform the public that the \$43 million allocated to the local businesses will provide jobs. To help pass the measure on the 2012 ballot, Alameda CTC should make the public aware that it provides local opportunities.

Website update

Liz Brazil informed CAC members that the newly updated Alameda CTC website is easier to navigate through the pages and sections. Areas previously under construction are now active. As she walked through the website with the committee, Liz explained that the factsheets are now linked to each project, and the Local Business Contract Equity Program is listed under the opportunities section. The meetings calendar on the website has been updated with a calendar for each Alameda CTC committee. She encouraged members to review the website and send comments to her. Liz also reviewed the Alameda CTC website analytics and e-news database report with the committee. She stated that since the update of the website, the new visits have increased by 40 percent.

Questions/feedback from the members:

A few of the members stated that it's preferable to have information in the newspaper versus on the website. Specifically, Alameda CTC should place small business contracting and opportunities in the newspapers. Staff informed the committee that it would be very expensive to place advertisements in the newspaper. Alameda CTC does place ads in the newspapers for requests for proposal interviews. Staff stated that possibly Alameda CTC can emphasize more information on local business contracts with press releases.

6. CAC Outreach Goals and Objective

Staff waived this agenda item due to time constraints and requested members read the information in the agenda packet.

7. CAC Member/Outreach Reports

Dr. Jindal informed the committee that the Steering Committee held a joint meeting with CAWG to discuss the development of the Transportation Expenditure Plan. He stated that to get two-thirds of the votes on the 2012 ballot will require a lot of outreach from all parties affiliated with the Alameda CTC. He also mentioned that the signs are not clear on I-880 and Route 92.

Audrey LePell stated that the signage is very unsafe going north on Tennyson Road up to Winton Avenue on the I-880/92 Interchange. She made a plea for clear, readable signs.

Barry Ferrier informed the committee that the Dumbarton Rail Corridor Project is holding community meetings in November to discuss the environmental review. In addition, the

public will have the opportunity to discuss the Dumbarton Express and upcoming changes at a public meeting on November 16, 2011.

Cynthia Dorsey stated that AC Transit is discussing redistricting via a series of community meetings. She directed the committee to the website for more information and mentioned that flyers are also on the buses.

8. Staff Reports

A. Countywide Transportation Plan and Transportation Expenditure Plan

Tess informed the committee that staff will give a presentation on the Countywide Transportation Plan and Transportation Expenditure Plan at the Transportation Forum.

9. North County Transportation Forum and Open House

The members adjourned to the North County Transportation Forum and open house at 6:50 p.m.

10. Adjournment

The forum adjourned at 9 p.m.



Alameda CTC Citizens Advisory Committee Meeting Minutes
Thursday, January 19, 2012, 5:30 p.m., Hayward City Hall, 777 B Street, Hayward

Attendance Key (A = Absent, P = Present)

Members:

<u>P</u> Cynthia Dorsey, Chair	<u>P</u> Frances Hilliard	<u>A</u> Pilar Lorenzana-Campo
<u>P</u> Barry Ferrier, Vice Chair	<u>P</u> Alton Jefferson	<u>A</u> Harpal Mann
<u>P</u> Val Chinn	<u>P</u> Roop Jindal	<u>P</u> John Repar
<u>P</u> Joseph Collier	<u>P</u> Audrey LePell	

Staff:

<u>P</u> Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation	<u>P</u> Krystle Pasco, Acumen Building Enterprise, Inc.
<u>P</u> Liz Brazil, Contract Compliance and Outreach Analyst	

1. Welcome and Introductions

Chair Cynthia Dorsey called the meeting to order at 5:42 p.m. The meeting began with introductions.

Guest(s) present: Michelle Powell, City of Fremont

2. Public Comment

There were no public comments.

3. Approval of October 20, 2011 Minutes

Members did not request changes to the minutes or make a motion to approve the October 20, 2011 minutes. Members will revisit this item at the next meeting.

4. Staff Overview of Outreach Materials and Website Report

Liz Brazil reported on the website analytics and the e-newsletter database, which includes the Constant Contact database. She referred the members to the memo in their agenda packets.

Liz noted that the website's total visits have increased by 27 percent over the previous period, and the absolute unique visitors have also increased by almost 30 percent. She also noted that the total overall new visits are up 40 percent, which can be attributed to the increase in Countywide Transportation Plan and Transportation Expenditure Plan (CWTP-TEP) and general outreach efforts. Liz reported the website had significant updates to the projects, programs and financials pages. She also reported that 300 new contacts have been added to the Constant Contact database via our e-newsletter email tracking. The Alameda CTC now has 3,126 contacts in the database. The public is not only more interested in our work, but is also interested in finding more information from our website.

Tess Lengyel mentioned that these positive increases have been largely due to the increase in outreach activity for the Alameda CTC. Liz and Krystle Pasco have increased their outreach efforts and have been constantly educating individuals in the community on how their tax dollars are being spent. She wanted to commend them for their efforts and their ability to communicate with the public.

Questions/feedback from the members:

- A member said that on page 14, there was mention of an email titled “ACTC e-news November 2011” sent on December 1, 2011 to 3,098 people. He noted that there were 334 bounces to that email, which seems like a high number. He also noted that there was only one e-newsletter on the website, from November 2011. He suggested including the history of all of the projects that have been done in the past to make the website more interesting. Updating the fact sheets on the website might help to address this issue. Liz responded that the fact sheets for the Alameda CTC projects and programs are updated on a quarterly basis. Staff will continue to update the website with the latest fact sheets accordingly.
- A member mentioned that he could not find the briefing book on the website. Staff will follow up on this.
- A member further emphasized the importance of our outreach efforts leading up to the November election.

5. CAC Outreach Goals and Objectives

Cynthia Dorsey mentioned that her elected official, Supervisor Keith Carson, hosts an annual meeting with all of his commissioners in December. She stated that she shared information regarding the Alameda CTC, the CWTP-TEP, as well as information regarding the transportation forum. This is an example of how committee members can engage the community as well as the elected officials on these topics.

Cynthia went over the CAC Outreach Planning and Review quarterly assessment in the agenda packet.

Tess discussed the ACTIA/ACTA accordion business card (also referred to as the tri-fold card). The purpose of this card is to show a snapshot of what both ACTIA and ACTA offered as transit agencies in the county. Staff has drafted some text for the new Alameda CTC accordion card and is interested in hearing the members’ feedback on which items to include. Tess handed out the draft text for the accordion card and briefly went over the various topics, which include:

- General Information about the Alameda CTC
- Alameda CTC’s Mission
- Governance
- Community Engagement
- Transparency and Accountability

- Community Benefit
 - Funding Programs
 - Public Programs and Services
- Best Value for Public Funds
 - Bicycle and Pedestrian
 - Mass Transit
 - Local Streets & Roads
 - Highway
- Economic Vitality

Staff would like the CAC members' participation in updating these information cards, since they will use them in their outreach efforts and their general participation through the committee. Staff will email the document to the CAC members so that they can provide feedback electronically on what items they would like to see on the cards. Please email your comments by early February.

6. CAC Member/Outreach Reports

Barry Ferrier attended a Dumbarton Rail project meeting two weeks ago, and it was very informational. The same information will be taken to the policy advisory council at SamTrans in which Alameda CTC Executive Director Art Dao will also make a presentation. The Dumbarton Express is in the process of being funded by MTC, and the policy advisory council has requested to use those funds to expand the Dumbarton Express service. AC Transit had been providing the buses, but MV Transportation is now providing the buses, and AC Transit is still administering the service. Barry suggested that if CAC members are interested in this project, they should download the agenda packet from the SamTrans website and attend the meeting.

Barry also stated that John Repar is the chairman for the litigation committee that oversees the Alvarado-Niles to Mission Boulevard project, the border between Union City and Fremont. The project is being pushed into 2013 due to the wetlands trade-off issues. This is an opportunity to give input as the project is now being delayed.

Dr. Roop Jindal had a question regarding the CAC membership appointments, particularly with the cities of Hayward and Fremont. Staff will update the committee roster and update the members of their appointment status according to the new committee structure.

Audrey LePell gave an update on the I-880 and Highway 92 project and mentioned that the project is supposed to be complete but is not due to the delays in finishing the landscaping. She also noted that the roadway markings are confusing, but she is happy that the various entrances and exits are finally finished after six years. She also noted that the entrance going north from highway 92 to I-880 into San Leandro is a very difficult entrance from which to merge. Lastly, she noted that Route 238 from Mission Boulevard to Industrial Boulevard has been in a state of turmoil for the last year and a half, and during the holidays, it was not pleasant to drive through it.

7. Staff Reports

A. Countywide Transportation Plan and Transportation Expenditure Plan

Tess gave a brief update on the CWTP-TEP and mentioned that there will be a more in-depth presentation on the CWTP-TEP at the Transportation Forum. Tess mentioned that a key milestone would occur on Thursday, January 26, in which the Commission would vote on the adoption of the TEP for \$7.7 billion of investments in transportation for Alameda County. Once approved, the Alameda CTC will go to every city council and the Board of Supervisors in Alameda County to seek approval. The first meeting will take place in Fremont.

The Alameda CTC is required to get a majority of the cities and a majority of the population on board to support the plan. The Commission will then go to the Board of Supervisors in June to request the measure be placed on the ballot for the November 2012 election. Staff will have more updates at the East County Transportation Forum on April 19, 2012.

Before adjourning the meeting, Cynthia and Barry suggested that the committee recognize Hale Zukas, the longest-serving committee member who now serves on the CWC, for his commitment to the committee. They suggested that the Commission write a resolution of recognition thanking Hale for his service.

Joseph Collier moved to have Cynthia Dorsey, during her report to the Commission, ask the Commission to write a resolution of recognition for Hale Zukas.

Audrey also mentioned that there was an article on the late member Frank Rose and his accomplishments. Audrey asked if there was a process to include something similar as a resolution of recognition for Frank Rose. She also suggested that the committee have a moment of silence for Frank Rose at the end of the meeting.

Dr. Roop Jindal made an amendment to include Frank Rose in the resolution of recognition. Frances Hilliard seconded the motion. The motion carried unanimously (9-0).

8. Central County Transportation Forum and Open House

The members adjourned to the Central County Transportation Forum and open house at 6:38 p.m.

9. Adjournment

The forum adjourned at 9 p.m.

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

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

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

	Title	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '11*
12	Ms. Powell		Michelle	Fremont	City of Fremont Vice Mayor Suzanne Chan,	Jan-12		Jan-14	0
13		Vacancy			Alameda County Supervisor Nate Miley, D-4				
14		Vacancy			AC Transit Director Greg Harper				
15		Vacancy			City of Alameda Vice Mayor Rob Bonta				
16		Vacancy			City of Albany Mayor Farid Javandel				
17		Vacancy			City of Berkeley Councilmember Laurie Capitelli				
18		Vacancy			City of Dublin Mayor Tim Sbranti				
19		Vacancy			City of Emeryville Councilmember Ruth Atkin				
20		Vacancy			City of Newark Vice Mayor Luis Freitas				
21		Vacancy			City of Piedmont Mayor John Chiang				

**Alameda County Transportation Commission
Citizens Watchdog Committee
Roster and Attendance
Fiscal Year 2011-2012**

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

**Alameda County Transportation Commission
Citizens Watchdog Committee
Roster and Attendance
Fiscal Year 2011-2012**

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



Paratransit Advisory and Planning Committee Meeting Minutes Monday, March 26, 2012, at 1 p.m., 1333 Broadway, Suite 300, Oakland

Attendance Key (A = Absent, P = Present)

Members:

<u>P</u> Sylvia Stadmire, Chair	<u>P</u> Joyce Jacobson <u>P</u> Sandra Johnson-Simon	<u>P</u> Vanessa Proee <u>P</u> Carmen Rivera-Hendrickson
<u>P</u> Will Scott, Vice-Chair	<u>P</u> Gaye Lenahan	<u>A</u> Michelle Rousey
<u>P</u> Aydan Aysoy	<u>P</u> Jane Lewis	<u>P</u> Harriette Saunders
<u>P</u> Larry Bunn	<u>P</u> Jonah Markowitz	
<u>A</u> Herb Clayton	<u>P</u> Betty Mulholland	<u>P</u> Esther Waltz
<u>A</u> Shawn Costello	<u>P</u> Rev. Carolyn Orr	<u>P</u> Hale Zukas
<u>P</u> Herb Hastings	<u>P</u> Sharon Powers	

Staff:

<u>P</u> Matt Todd, Manager of Programming	<u>P</u> Naomi Armenta, Paratransit Coordinator
<u>P</u> John Hemiup, Senior Transportation Engineer	<u>P</u> Krystle Pasco, Paratransit Coordination Team
<u>P</u> Cathleen Sullivan, Nelson/Nygaard	<u>P</u> Vida LePol, Acumen Building Enterprise, Inc.

1. Welcome and Introductions

Sylvia Stadmire called the meeting to order at 1:02 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; Chonita Chew, United Seniors of Oakland and Alameda County (USOAC); Anne Culver, City of Hayward; Shawn Fong, City of Fremont; Thomas Gregory, Center for Independent Living (CIL); Kim Huffman, AC Transit; Mike Kessler, Satellite Housing; Michelle Taylor Lagunas, USOAC; Chris Mullin; Sanjura Padilla, Bay Area Outreach and Recreation Program (BORP); Reba Knickerbocker, BORP; Leslie Simon, CIL

2. Public Comments

There were no public comments.

3. Approval of February 27, 2012 Meeting Minutes

Jonah Markowitz moved that PAPCO approve the February 27, 2012 minutes as written. Esther Waltz seconded the motion. The motion carried with one abstention (18-3).

4. Discussion on Conflict of Interest and Ethics

Naomi Armenta opened the conflict of interest and ethics discussion by stating that PAPCO will take action on a number of funding recommendations through May. The goal of this discussion is to reach a consensus on some internal standards that PAPCO would like to follow and to consider these standards for inclusion in future bylaws.

Naomi explained to members that a conflict of interest exists when any committee member has, or represents, a financial interest in a matter before the committee. Such a direct interest must be significant or personal. In the event of a conflict of interest, the committee member must declare the conflict, recuse him or herself from the discussion, and must not vote on that item. Failure to comply with these provisions is grounds for removal from the committee.

Members discussed the different roles they have with non-profit organizations and transportation providers, such as being on an advisory committee.

Members discussed when it is appropriate to make motions, participate in discussion, and vote on funding for agencies they may be affiliated with. After a lengthy discussion, members suggested that PAPCO receive training regarding ethics-related decisions and guidelines to help members understand when to vote and when to just contribute to the discussions. Staff also offered to consult legal counsel for guidance.

5. Finance and Program Plan Review Subcommittee Membership

Naomi Armenta stated that PAPCO members are being asked to volunteer to participate in the Fiduciary Training and Finance Subcommittee, which will meet on Friday, April 13, 2012, from 1 to 4 p.m. at Alameda CTC. Naomi said the committee will discuss PAPCO's fiduciary responsibilities and review summary program information from year-end reports and Program Plan

applications, and identify issues and questions for programs. Since this is a standing subcommittee, appointed PAPCO members will receive a per diem.

The following PAPCO members volunteered to serve on the subcommittee:

- Aydan Aysoy
- Larry Bunn
- Sandra Johnson Simon
- Jonah Markowitz
- Rev. Carolyn M. Orr
- Sharon Powers
- Michelle Rousey
- Harriette Saunders
- Will Scott
- Sylvia Stadmire
- Esther Waltz

Naomi then asked for members to volunteer for the Program Plan Review Subcommittees. Program Plan Review is a primary PAPCO responsibility. This year, PAPCO will be responsible for reviewing and recommending funding for the Measure B-funded paratransit program totaling more than \$9.3 million. Final recommendations will go before the full PAPCO in May for final approval before going to the Commission. Appointed members will be responsible for carefully reviewing extensive materials provided prior to the meetings and coming prepared with comments and questions. The Program Plan Review Subcommittee meetings are scheduled for May 4, 2012 and May 7, 2012 from 10 a.m. to 5 p.m. at Alameda CTC, and lunch will be provided. Appointed PAPCO members will receive a per diem for each day in attendance. Staff distributed Program Plan Review Subcommittee Forms for members to sign up.

6. Update on HDTS/WSBTS

Krystle Pasco gave a presentation on the Hospital Discharge Transportation Service and Wheelchair Scooter Breakdown Transportation Service (HDTS/WSBTS). She stated that the Hospital Discharge Transportation Service is a collaborative project between Alameda CTC and area hospitals within Alameda County. The service provides same-day, door-to-door transportation for individuals who have a health or disability condition that prevents their use of public transit and who have no other resources for transportation following

discharge from the hospital. Hospital staff gives patients a voucher to pay for the ride, and the cost is \$5 per voucher to the hospital. This fiscal year, the average is 40 rides per month.

Krystle stated that the Wheelchair Scooter Breakdown Transportation Service is also a free county-wide transportation service to people in mechanical or motorized wheelchairs or scooters in the event of a mechanical breakdown. It is a one-way ride to home or to a repair facility for stranded individuals. The service is provided within one hour, is also available to pick up a stranded wheelchair if someone is taken to the hospital in an emergency, and has provided an average of seven rides per month in this fiscal year.

Questions/feedback from the members:

- One member complained that it takes too long to get a ride. Staff stated that it's like getting a taxi. It takes a while for the rides to get you. Therefore, members should keep that in mind when calling for service.
- Other members wanted to know what staff is doing to reach a broad spectrum of the public regarding the services. Staff stated that they have several outreach programs to inform the public of these services and are working with participating hospitals to let them know about our service. Staff also said if members are aware of any group of people who might need the service, they should let her know, and on a monthly basis, she will forward information to them.
- Members wanted to know if someone gets admitted to San Francisco Hospital and gets discharged, can that person still call for a ride home? Staff stated that the program only serves Alameda County.

7. Update and Input on Annual Mobility Workshop

Cathleen Sullivan gave an update on the planning for the ninth Annual Mobility Workshop, which will happen in the first or second week in July 2012. She is working with the Ed Roberts Campus on availability.

She requested members to brainstorm ideas relating to mobility management funding. One idea is to focus on "hot topics" regarding resources that we can tap into, cost-effective programs, information on what's working and what's not, and the best ways to provide service. Some of the "hot topics" may include accessible transportation, wheelchair rule changes, dialysis, and taxis, since they are becoming a more common way to provide paratransit services

for the Americans with Disabilities Act (ADA)-mandated services and locally provided services.

Questions/feedback from the members:

- A member asked if staff could send a list of all the ideas we have received so far in writing to all members so they can add to the list. Staff said yes and will put the list together and email it to members.
- A member asked if we could invite Medicare to go over some of the changes they have done to wheelchair eligibility. Staff will look into it.
- Other members were concerned about the Ed Roberts Campus; they think it's too small to accommodate their wheelchairs. Staff said that they would work with facility staff to better arrange the room.
- Members asked if we could have the CPUC's Deaf and Disabled Telecommunications Program talk to members since they deal with disabilities – hearing, vision, etc. Staff will look into it.

Cathleen thanked members for all their input, and she will update members again at the next meeting.

8. Gap Grant Reports – Travel Training

PAPCO members received the following three travel training presentations.

CIL Travel Training Presentation: Thomas Gregory, Program Manager of CIL said CIL is in partnership with other subcontractors and Alameda CTC to deliver travel-training services, free of charge, to adult Alameda County residents with disabilities. Training services are designed to help residents learn to safely and confidently use the BART and AC Transit systems within Alameda County.

CIL helps ambulatory people familiarize themselves with public transit systems, and helps those who use a wheelchair or a scooter master using their mobility device within the context of using public transportation. He said CIL also helps consumers applying for and obtain their Regional Transit Connection Discount Card and learn to use 511.org and the 511 phone service to access info about routes, fares, and schedules. Consumers report being satisfied with the training they received.

CIL is planning to engage in more Spanish-language outreach in the Fruitvale district of Oakland. These services have been made possible by Measure B funds.

USOAC Travel Training Presentation: Michelle Taylor Lagunas of USOAC gave a presentation about the Senior Travel Training program for Northern and Central Alameda County. She introduced Chonita Chew as their new travel trainer. Michelle stated that USOAC trains older adults (55 years of age and up) how to:

- Use AC Transit, BART trains, and city flex shuttles
- Do trip planning and read maps and schedules
- Purchase tickets, pay fares, enter and exit
- File complaints and recommendations
- Travel safely (and what to do when lost, etc.)

She said they have mini travel trainings, a 3-day course, group trips, and one-on-one training sessions. USOAC's two travel trainers provide training in English and Spanish. USOAC has performed outreach to approximately 3,800 people in more than 12 places including organizations, senior facilities, community festivals, senior resources, and health fairs.

The senior travel training project ends June 30, 2012. Measure B funding increased confidence and independence among seniors and persons with disabilities. One of the seniors said, "All seniors want to feel independent as long as possible, and this program helps to enrich our confidence in navigating our way from place to place to place."

City of Fremont Travel Training Presentation: Shawn Fong, City of Fremont said the Tri-City Travel Training Program trains seniors and persons with disabilities how to gain first-hand experience riding buses and BART. The program has provided 40 workshops; 13 were conducted in this fiscal year. To date, the city has trained 539 seniors and persons with disabilities:

- 189 were trained this fiscal year
- 32 transit adventure program outings were provided
- 160 people participated

Shawn mentioned a number of outing destinations, and said that workshops are provided in Mandarin, Farsi, Punjabi, Spanish, and American Sign

Language. The City of Fremont is also working with MTC, BART, and AC Transit to become an authorized senior and adult Clipper Card distributor and is looking forward to hiring a travel training assistant to assist with outreach and provide interpretation for workshop participants. Measure B funding has helped with pedestrian education and advocacy.

Sylvia Stadmire thanked all presenters for their work in the Travel Training Programs.

9. Summary of the Mid-year Reports

Sylvia Stadmire stated that the mid-year report summary is in the packet, and all members should take the time to review it.

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

Carmen Rivera-Hendrickson reported that Hale Zukas will be honored on April 18, 2012, at 1 p.m. at the Ed Roberts Campus for his invaluable services in transportation. She said BART will place a plaque at the Ashby BART Station in his name. Sylvia Stadmire urged all members to attend if they can.

11. Committee Reports

- A. Service Review Advisory Committee (SRAC) – Rev. Carolyn Orr reported on new recertification forms for riders.
- B. Citizens Watchdog Committee (CWC) – Harriette Saunders reported that the committee talked about the compliance reports received from Measure B-fund recipients, including addressing the high fund reserves.

12. Mandated Program and Policy Reports

Sylvia Stadmire stated that the mandated program and policy reports are in the packet, and members should read them at their leisure.

13. Information Items

A. Mobility Management

Naomi Armenta stated that there is a Volunteer Driver Programs pamphlet from the Beverly Foundation in the packet. She said PAPCO will talk about a proposed volunteer driver program during next month's meeting.

- B. Outreach Update: Krystle Pasco gave an update on the outreach events coming up. She thanked Michelle Rousey, Esther Waltz, and Carmen Rivera-Hendrickson for all the help at the Pleasanton Senior Transit Fair. She said even though it was a rainy day, the turnout was great.

Krystle said the outreach program is on page 34 of the agenda packet. She passed around the new magnet listing the AccessAlameda.org website and the paratransit hotline. Krystle said if anyone is interested in attending any of the outreach events listed below to feel free to call or email her:

- 4/17/12 – Senior Health Fair at North Berkeley Senior Center from 10 a.m. to 3 p.m.
- 4/19/12 – East County Transportation Forum at Dublin City Hall from 6:30 to 8:30 p.m.
- 4/26/12 – Senior Resource Fair at Albany Senior Center, from 10 a.m. to 1 p.m.
- 5/3/12 – Senior Health and Wellness Resource Fair at Kenneth C. Aitken Senior and Community Center, from 9 a.m. to 1 p.m.

- C. CWTP Update: John Hemiup reported that five city councils have approved the TEP: Fremont, Livermore, Union City, Emeryville, and Hayward. He said staff will bring both the final Transportation Expenditure Plan and the final draft CWTP to the Commission in May 2012 for approval so that Alameda CTC can request that at the June 2012 Board of Supervisors meeting, the Board of Supervisors place the Transportation Expenditure Plan on the November 6, 2012 ballot.

14.Draft Agenda Items for April 23, 2012 PAPCO/TAC Joint Meeting

- A. CMMP – Volunteer Driver – Program Recommendation
- B. Gap Extension Recommendation
- C. FY 11/12 Coordination Contract Evaluation and Recommendation
- D. Report from EBP – Broker/Claims Report
- E. Quarterly Report from Alameda and Hayward
- F. Annual Mobility Workshop Update

15.Adjournment

The meeting adjourned at 3:18 p.m.

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

	Title	Last	First	Address	City	Appointed By	Term Began	Re- apptmt.	Term Expires	Mtgs Missed Since July-11
1	Ms.	Stadmire, Chair	Sylvia J.	2358 E 22nd St.	Oakland	Alameda County Supervisor Wilma Chan, D-3	Sep-07	Feb-10	Feb-12	0
2	Mr.	Scott, Vice Chair	Will	1514 Prince Street	Berkeley	Alameda County Supervisor Keith Carson, D-5	Mar-10		Mar-12	0
3	Ms.	Aysoy	Aydan	2406 Dana Street, Apt. A	Berkeley	City of Berkeley Councilmember Laurie Capitelli	Jul-09	Jan-12	Jan-14	0
4	Mr.	Bunn	Larry	P.O. Box 1541	Union City	Union City Transit Wilson Lee, Transit Manager	Jun-06	Jan-12	Jan-14	0
5	Mr.	Clayton	Herb	671 West A Street, Apt. 114	Hayward	City of Newark Vice Mayor Luis Freitas	Sep-03	Jan-12	Jan-14	7
6	Mr.	Costello	Shawn	5450 DeMarcus Blvd., Apt. 210	Dublin	City of Dublin Mayor Tim Sabranti	Sep-08	Sep-10	Sep-12	4
7	Mr.	Hastings	Herb	5300 Iron Horse Parkway, Apt. 154	Dublin	Alameda County Supervisor Scott Haggerty, D-1	Mar-07	Jan-12	Jan-14	1
8	Ms.	Jacobson	Joyce	4 Admiral Drive, #421	Emeryville	City of Emeryville Councilmember Ruth Atkin	Mar-07	Jan-12	Jan-14	0
9	Ms.	Johnson-Simon	Sandra	1240 Terra Ave	San Leandro	BART Director Tom Blalock	Sep-10	Jan-12	Jan-14	1
10	Ms.	Lenahan	Gaye	906 Rose Avenue	Piedmont	City of Piedmont Vice Mayor John Chiang	May-11	Jan-12	Jan-14	
11	Ms.	Lewis	Jane	3115 Finnian Way, Apt. 311	Dublin	City of Livermore Mayor John Marchand	Sep-09	Jan-12	Jan-14	0
12	Mr.	Markowitz	Jonah	1518 Dwight Way	Berkeley	City of Albany Mayor Farid Javandel	Dec-04	Mar-09	Mar-11	1
13	Ms.	Mulholland	Betty	2248 High Street	Oakland	Alameda County Supervisor Nate Milley, D-4	Sep-09		Sep-11	1
14	Rev.	Orr	Carolyn M.	5009 Congress Avenue Apt. 1	Oakland	City of Oakland Councilmember Rebecca Kaplan	Oct-05	Jan-12	Jan-14	2

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

15	Ms. Powers	Sharon	4583 Balmoral Park Court	Fremont	City of Fremont Vice Mayor Suzanne Chan	Dec-07	Jan-12	Jan-14	2
16	Ms. Proee	Vanessa	2750 Sparks Way, Apt. 43	Hayward	City of Hayward Councilmember Olden Henson	Mar-10	Jan-12	Jan-14	1
17	Ms. Rivera-Hendrickson	Carmen	2451 Santa Rita Road, Apt. 4	Pleasanton	City of Pleasanton Mayor Jennifer Hosterman	Sep-09	Jan-12	Jan-14	0
18	Ms. Rousey	Michelle	540 23rd Street, Apt 306	Oakland	Alameda County Supervisor Nadia Lockyer, D-2	May-10		May-12	2
19	Ms. Saunders	Harriette	2104 Eagle Avenue, Apt. B	Alameda	City of Alameda Vice Mayor Rob Bonta	Jun-08	Sep-10	Sep-12	1
20	Ms. Waltz	Esther Ann	1001 Murrieta Blvd., Apt 122	Livermore	LAVTA Executive Director Paul Matsuoka	Feb-11	Jan-12	Jan-14	0
21	Mr. Zukas	Hale	2801 Milvia Street	Berkeley	A. C. Transit Director Greg Harper	Aug-02	Jan-12	Jan-14	0
22	Vacancy				City of San Leandro Councilmember Joyce Starosciak				
23	Vacancy				City of Union City Mayor Mark Green				



Memorandum

DATE: May 17, 2012

TO: Alameda County Transportation Commission

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

SUBJECT: **Approval of the Final TEP and Ordinance and Request to the Board of Supervisors to Place the Measure on the November 2012 Ballot**

Recommendation

Staff recommends that the Commission take the following actions:

- Approve the final 2012 Transportation Expenditure Plan (TEP);
- Approve the Ordinance providing for the extension of and increase in the transactions and use tax, and delegate final ballot language selection to the Chair and Vice-Chair; and
- Request that the Board of Supervisors place the Measure on the November 2012 ballot.

This item will be discussed and acted upon at the May 24, 2012 Steering Committee meeting for a recommendation that the Commission approve the above referenced action items. The recommendation from the Steering Committee will be presented to the Commission at its meeting on May 24, which directly follows the Steering Committee meeting.

Summary

The 2012 Transportation Expenditure Plan was developed in conjunction with the long-range Countywide Transportation Plan (CWTP) and will serve as a major funding source for projects and programs identified in the plans. The TEP and CWTP have been aligned so that all the projects and programs in the TEP are included in the CWTP. The TEP must receive approvals from the majority of the cities representing the majority of the population in Alameda County and the Board of Supervisors. This target has been reached and May marks the final approvals from cities as well as a request from the Alameda CTC Board to the Board of Supervisors that it take action to place the Measure on the November 6, 2012 ballot. An ordinance must also be approved by the Commission and placed on the ballot as part of the proposition authorizing the extension and augmentation of the transaction and use tax for transportation in Alameda County.

The May 2012 Final TEP can be found at www.alamedactc.org.

Background on Development of the 2012 Alameda County Transportation Expenditure Plan

The TEP was developed in conjunction with the long-range CWTP, which is updated every four years and serves as Alameda County's input into the long-range regional transportation plan. These long-range plans guide federal, state and regional funding investments. The 2012 TEP will provide significant investments in projects and program funding and each of the projects and programs

included in the TEP have also been incorporated into the CWTP. The ballot measure supporting the TEP will augment and extend the existing half-cent sales tax for transportation in Alameda County, authorizing an additional half-cent sales tax through 2022 and extending the full cent henceforth. Recognizing that transportation needs, technology, and circumstances change over time, the expenditure plan covers an initial period from approval in 2012 and subsequent sales tax collection through June 2042, programming a total of \$7.8 billion in new transportation funding, and continues with periodic updates thereafter. Voters will have the opportunity to review and approve comprehensive updates to this plan in the future at minimum every 20 years thereafter.

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

The TEP includes significant accountability measures that were developed during the extensive public engagement process, including, but not limited to, the following:

- **Comprehensive Plan Update Schedule:** Voters will vote on a comprehensive update to the expenditure plan at minimum every 20 years, after the initial 30 year funding period. The TEP will undergo a comprehensive update at least one time no later than the last general election prior to June 2042 and then at least once every 20 years thereafter.
- **Geographic Equity:** Funding formulas for all programs will be revisited within the first five years of the plan to ensure overall geographic equity based on population and /or other equity factors. Funding for capital projects will be evaluated through the biennial capital improvement planning process which will include an evaluation of geographic equity by planning area.
- **Environmental and Equity Reviews:** All projects funded by sales tax proceeds are subject to laws and regulations of federal, state and local government, including but not limited to the requirements of the California Environmental Quality Act (CEQA), and Title VI of the Civil Rights Act, as applicable. All projects and programs funded with sales tax funds will be required to conform to the requirements of these regulations, as applicable. All projects that go through environmental review analyses will select the most efficient and effective project alternative and technology for implementation to meet the objective of the project, and will have clearly defined project descriptions, limits and locations as a result of the environmental process.
- **Complete Streets:** It is the policy of the Alameda CTC that all transportation investments shall consider the needs of all modes and all users. All investments will conform to Complete Streets requirements and Alameda County guidelines to ensure that all modes and all users are considered in the expenditure of funds so that there are appropriate investments that fit the function and context of facilities that will be constructed.

- **Annual Audits and Independent Watchdog Committee Review:** Transportation sales tax expenditures are subject to an annual independent audit and review by an Independent Watchdog Committee. The Watchdog Committee will prepare an annual report on spending and progress in implementing the plan that will be published and distributed throughout Alameda County.
- **Agency Commitments (Performance and Accountability Measures):** To ensure the long-term success of the TEP, all recipients of funds will be required to enter into agreements with the Alameda CTC which will include performance and accountability measures.
- **Strict Project Deadlines:** To ensure that the projects promised in this plan can be completed in a timely manner, each project will be given a period of seven years from the first year of revenue collection (up to December 31, 2019) to receive environmental clearance approvals and to have a full funding plan for each project. Project sponsors may appeal to the Alameda CTC Board of Directors for one-year time extensions.
- **Timely Use of Funds:** Jurisdictions receiving funds for transit operations, on-going road maintenance, services for seniors and disabled, and bicycle and pedestrian safety projects and programs must expend the funds expeditiously and report annually on the expenditures, their benefits and future planned expenditures. These reports will be made available to the public at the beginning of each calendar year.
- **No Expenditures Outside of Alameda County:** No funds shall be spent for projects or programs outside Alameda County, except for cases where funds have been matched by funding from the county where the expenditure is proposed, or from state and federal funds as applicable, and specific quantifiable and measureable benefits are derived in Alameda County and are reported to the public.
- **Funding Formula Updates:** The plan includes a provision that will allow all funding formulas to be revisited within the first five years to ensure that overall goal of maintaining equity among planning areas.
- **Capital Improvement Program Updates:** Projects will be included in the Alameda CTC Capital Improvement Program which will be updated every two years, and which will provide for geographic equity in overall funding allocations. All allocations will be made through a public process.

During February, March, April and May, staff has been making presentations and seeking support from all cities in Alameda County, the Board of Supervisors, AC Transit and BART, as well as many other organizations. The following jurisdictions have taken formal support positions on the TEP:

- Alameda County Board of Supervisors
- City of Fremont
- City of Livermore
- City of Union City
- City of Hayward
- City of Emeryville
- City of San Leandro
- City of Oakland

- City of Piedmont
- City of Albany
- City of Dublin
- City of Pleasanton
- City of Newark
- City of Alameda
- AC Transit
- BART

The only remaining city scheduled to take action on the TEP is the City of Berkeley on May 29, 2012.

Ordinance

Placement of the Measure on the ballot also requires approval by the Commission of an ordinance that authorizes the imposition and collection of an additional half-cent transaction and use tax for transportation and the extension of the existing tax. Attachment A includes the proposed ordinance authorizing the tax augmentation and extension. The Commission is requested to approve the ordinance, allow the Chair and Vice-Chair to make a final determination on ballot language, and request that the Board of Supervisors place the Measure on the ballot. The Board of Supervisors is scheduled to take action on the Measure at its June 5, 2012 meeting.

Fiscal Impact

There is no fiscal impact at this time. In June 2010, the Commission authorized funds to pay the costs for placing the Measure on the ballot. These costs are included in the 2012-2013 budget, which will be brought to the Commission for adoption in June 2012.

Attachments

Attachment A: Ordinance Providing for an additional one-half of one percent Transactions and Use Tax Until March 31, 2022 and a One Percent Transactions and Use Tax Thereafter for Transportation Purposes in Alameda County

FULL TEXT OF MEASURE _____**ORDINANCE NO. 2012-1**

**AN ORDINANCE PROVIDING FOR AN ADDITIONAL ONE-HALF OF ONE
PERCENT TRANSACTIONS AND USE TAX UNTIL MARCH 31, 2022
AND A ONE PERCENT TRANSACTIONS AND USE TAX THEREAFTER
BY THE ALAMEDA COUNTY TRANSPORTATION COMMISSION
FOR TRANSPORTATION PURPOSES,
FOR THE ISSUANCE OF LIMITED TAX BONDS,
AND FOR OTHER PURPOSES**

The Governing Body of the Alameda County Transportation Commission (“Alameda CTC”) does ordain as follows:

**ARTICLE I
General**

Section 1. Title

This ordinance shall be known as the “Alameda County Transportation Commission Transaction and Use Tax Ordinance” and may also be referenced as the “Ordinance” herein.

Section 2. Period of Tax

This Ordinance is intended to extend the imposition and collection in Alameda County of an existing one-half of one percent transactions and use tax for transportation purposes, which will expire as of March 31, 2022, and increase such transaction and use tax by one-half of one percent to a total of one percent without any sunset, unless otherwise terminated by the voters of Alameda County. The initial one-half of one percent tax authorized by this ordinance shall be imposed beginning at the close of polls on the day of the election at which the measure is adopted by two-thirds vote of the electors voting on the measure or as soon thereafter as the tax may be lawfully imposed until March 31, 2022, and the full one percent tax authorized by this ordinance shall be imposed beginning April 1, 2022.

Section 3. Purpose

Alameda CTC is the result of a merger of the Alameda County Transportation Improvement Authority, which formerly administered the existing half-cent transaction and use tax, and the Alameda County Congestion Management Agency, which was formerly responsible for long-range planning and programming of transportation funds. Pursuant to Division 19 of the Public Utilities Code (commencing with Section 180000), Alameda CTC, the Board of Supervisors and the cities of Alameda, Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, Pleasanton, San Leandro and Union City have approved the 2012 Transportation Expenditure Plan adopted by the Alameda CTC Governing Body and have recommended that a measure be submitted to the voters of the County for their endorsement which would, if passed, authorize Alameda CTC to extend an existing one-

half of one percent transactions and use tax scheduled to sunset in 2022 and increase the tax by one-half of one percent without sunset, unless otherwise terminated by the voters of Alameda County, and authorize Alameda CTC to issue limited tax bonds to finance the transportation improvements set forth in the 2012 Transportation Expenditure Plan.

The purposes of this ordinance are as follows:

a) To impose a retail transactions and use tax in accordance with the provisions of Part 1.6 (commencing with Revenue and Taxation Code Section 7251) of Division 2 of the Revenue and Taxation Code and Division 19 of the Public Utilities Code which directs the County Board of Supervisors to place the tax ordinance on the ballot for voter approval, exercising the taxing power granted to the Alameda CTC pursuant to Public Utilities Code Division 19.

b) To adopt a retail transactions and use tax ordinance which incorporates provisions identical to those of the Sales and Use Tax Law of the State of California insofar as those provisions are not inconsistent with the requirements and limitations contained in Part 1.6 of Division 2 of the Revenue and Taxation Code.

c) To adopt a retail transactions and use tax ordinance which imposes a tax and provides a measure therefor that can be administered and collected by the State Board of Equalization in a manner that adapts itself as fully as practicable to, and requires the least possible deviation from the existing statutory and administrative procedures followed by the State Board of Equalization in administering and collecting the California State Retail Transactions and Use Tax

d) To adopt a retail transactions and use tax ordinance which can be administered in a manner that will, to the degree possible consistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code, minimize the cost of collecting the transactions and use taxes and at the same time minimize the burden of record keeping upon persons subject to taxation under the provisions of this ordinance.

e) To improve, construct, maintain, and operate certain transportation projects and facilities contained in the 2012 Transportation Expenditure Plan, which Plan is incorporated here by this reference as though fully set forth herein, and as that Plan may be amended from time to time pursuant to applicable law and as provided in the 2012 Transportation Expenditure Plan. Any amendment must be adopted by a two-thirds vote of the Alameda CTC Governing Body. All jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Transportation Expenditure Plan amendment.

f) To set a term for an unlimited period, unless otherwise terminated by the voters of Alameda County, during which time this tax shall be imposed pursuant to the authority granted by Division 19 of the Public Utilities Code.

g) To provide for the ability of Alameda County voters to directly endorse comprehensive updates to the 2012 Transportation Expenditure Plan no later than the last general election date prior to June 2042 and then every twenty years thereafter, as specified in the 2012 Transportation Expenditure Plan. The Alameda CTC Governing Body will engage in an inclusionary deliberative process to adopt any comprehensive updates, and require a two-thirds vote of the Alameda CTC Governing Body for recommended adoption. The comprehensive

update will be then be reviewed by the fourteen Alameda County cities and the County of Alameda, and Alameda CTC shall thereafter place a ballot measure on a general election ballot offering the comprehensive update for approval by a majority vote of the people. If the voters do not approve the comprehensive update, Alameda CTC shall prepare a revised comprehensive update under the inclusionary deliberative process described above and submit it to the voters as soon as practicable. The tax shall continue to be imposed and Alameda CTC may continue to make expenditures pursuant to the then existing Transportation Expenditure Plan, but may not add new projects or programs through the amendment process until a revised comprehensive update is approved by the voters of Alameda County by majority vote.

Section 4. Contract with State.

Prior to the operative date, Alameda CTC shall contract with the State Board of Equalization to perform functions incident to the administration and operation of this transactions and use tax; provided that, if Alameda CTC shall not have contracted with the State Board of Equalization prior to the operative date, it shall nevertheless so contract and in such a case the operative date shall be the first day of the first calendar quarter following the execution of such a contract.

Section 5. Transactions Tax Rate of An Additional One-Half Percent until 2022 and One Percent Thereafter.

For the privilege of selling tangible personal property at retail, a tax is hereby imposed upon all retailers in this County at the rate of an additional one-half of one percent until March 31, 2022, which tax shall be imposed concurrently with the existing one-half percent tax, and imposed at the rate of one percent thereafter, of the gross receipts of any retailer from the sale of all tangible personal property sold at retail in this County on and after the operative date. This tax shall be imposed for an unlimited period, unless otherwise terminated by the voters of Alameda County, as described in Section 2 herein.

Section 6. Place of Sale.

For the purposes of this ordinance, all retail sales are consummated at the place of business of the retailer unless the tangible personal property sold is delivered by the retailer to an out of state destination or to a common carrier for delivery to an out-of-state destination. The gross receipts from such sales shall include delivery charges, when such charges are subject to the state sales and use tax, regardless of the place to which delivery is made. In the event a retailer has no permanent place of business in the state or has more than one place of business, the place or places at which the retail sales are consummated shall be determined under rules and regulations to be prescribed and adopted by the State Board of Equalization.

Section 7. Use Tax Rate of An Additional One-Half Percent until 2022 and One Percent Thereafter.

An excise tax is hereby imposed on the storage, use or other consumption in this County of tangible personal property purchased from any retailer on and after the operative tax date for storage, use or other consumption in this County at the rate of an additional one-half of one percent until March 31, 2022, which tax shall be imposed concurrently with the existing one-half

percent tax, and imposed at the rate of one percent of the sales price of the property thereafter. The sales price shall include delivery charges when such charges are subject to state sales or use tax regardless of the place to which delivery is made. This tax shall be imposed for an unlimited period, unless otherwise terminated by the voters of Alameda County, as described in Section 2 herein.

Section 8. Adoption of Provisions of State Law.

Except as otherwise provided in this ordinance and except insofar as they are inconsistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code, all of the provisions of Part 1 of Division 2 of the Revenue and Taxation Code are hereby adopted and made a part of this ordinance as though fully set forth herein.

Section 9. Limitations on Adoption of State Law and Collection of Use Taxes.

In adopting the provisions of Part I of Division 2 of the Revenue and Taxation Code, wherever the State of California is named or referred to as the taxing agency, the name of Alameda CTC shall be substituted therefor. The substitution, however, shall not be made when the word State is used as part of the title of the State Controller, State Treasurer, State Board of Control, State Board of Equalization, State Treasury, or the Constitution of the State of California if the substitution would require action to be taken by or against Alameda CTC or any agency, officer or employee thereof rather than by or against the State Board of Equalization, in performing the functions incident to the administration or operation of this ordinance; the substitution shall not be made in those sections, including, but not necessarily limited to, sections referring to the exterior borders of the State of California, where the result of the substitution would be to provide an exemption from this tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not otherwise be exempt from this tax while such sales, storage, use or other consumption remains subject to tax by the state under the said provisions of that code; the substitution shall not be made in sections 6701, 6702, (except in the last sentence thereof), 6711, 6715, 6737, 6797 or 6828 of the Revenue and Taxation Code. The name of the County shall be substituted for the word "state" in the phrase "retailer engaged in business in this state" in Section 6203 and in the definition of that phrase in Section 6203. A retailer engaged in business in the County shall not be required to collect use tax from the purchaser of tangible personal property unless the retailer ships or delivers the property into the County or participates within the County in making the sale of the property, including, but not limited to soliciting or receiving the order, either directly or indirectly, at a place of business of the retailer in the County or through any representative, agent, canvasser, solicitor, subsidiary or person in the County under authority of the retailer. "A retailer engaged in business in the County" shall also include any retailer of any of the following: vehicles subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, or undocumented vessels registered under Chapter 2 of Division 3.5 (commencing with Section 9840) of the Vehicle Code. That retailer shall be required to collect use tax from any purchaser who registers or licenses the vehicle, vessel, or aircraft at an address in the County.

Section 10. Permit Not Required.

If a seller's permit has been issued to a retailer under Section 6067 of the Revenue and Taxation Code, an additional transactor's permit shall not be required by this ordinance.

Section 11. Exemptions, Exclusions and Credits.

a) There shall be excluded from the measure of the transactions tax and the use tax the amount of any sales tax or use tax imposed by the State of California or the amount of any state-administered transactions or use tax.

b) There are exempted from the computation of the amount of transactions tax gross receipts from:

1) Sales of tangible personal property, other than fuel or petroleum products, to operators of aircraft to be used or consumed principally outside Alameda County and directly and exclusively in the use of such aircraft as common carriers of persons or property under the authority of the laws of this state, the United States, or any foreign government.

2) Sales of property to be used outside the County which is shipped to a point outside the County, pursuant to the contract of sale, by delivery to such point by the retailer to a carrier for shipment to a consignee at such point. For the purposes of this paragraph, delivery to a point outside the County shall be satisfied:

(i) with respect to vehicles (other than commercial vehicles) subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, and undocumented vessels registered under Chapter 2 of Division 3.5 (commencing with 9840 of the Vehicle Code, by registration to an out-of-County address and by a declaration under penalty of perjury, signed by the buyer, stating that such address is, in fact, his principal place of residence.

(ii) with respect to commercial vehicles by registration to a place of business out-of-county, and a declaration under penalty of perjury, signed by the buyer, that the vehicle will be operated from that address.

3) the sale of tangible personal property if the seller is obligated to furnish the property for a fixed price pursuant to a contract entered into prior to the operative date of this ordinance.

4) a lease of tangible personal property which is a continuing sale of such property for any period of time for which the lessor is obligated to lease the property for an amount fixed by the lease prior to the operative date of this ordinance.

5) for the purposes of subsections (4) and (5), the sale or lease of tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract upon notice, whether or not such right is exercised.

c) There is exempted from the use tax imposed by this ordinance the storage, use or other consumption in this County of tangible personal property:

1) other than fuel or petroleum products, purchased by operators of aircraft and used or consumed by such operators directly and exclusively in the use of such aircraft as common carriers of persons or property for hire of compensation under a certificate of public convenience and necessity issued pursuant to the laws of this state, the United States, or any foreign government. This exemption is in addition to the exemptions provided in Sections 6366 and 6366.1 of the Revenue and Taxation Code of the State of California.

2) if the purchaser is obligated to purchase the property for a fixed price pursuant to a contract entered into prior to the operative date of this ordinance.

3) if the possession of, or the exercise of any right or power over, tangible personal property under a lease which is a continuing purchase of such property for any period of time for which the lessee is obligated to lease the property for an amount fixed prior to the operative date of this ordinance.

4) for the purposes of subsections (3) and (4), storage, use or other consumption, or possession, or exercise of any right or power over, tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time during which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.

d) Any person subject to use tax under this ordinance may credit against that tax any transactions tax or reimbursement for transactions tax paid to a district or retailer imposing a transactions tax pursuant to Part 1.6 of Division 2 of the Revenue and Taxation Code with respect to the sale to the person of the property the storage, use or other consumption of which is subject to the use tax.

Section 12. Propositions.

There shall be proposed to the voters of Alameda County the following proposition:

Choice 1: “ Shall a new Transportation Expenditure Plan be implemented to address current and future transportation needs that:

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

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

Choice 2: “Shall a new Alameda County Transportation Expenditure Plan be implemented to address the County's current and future transportation needs? Approval of this measure will keep all funds in Alameda County, extend the existing transportation sales tax and increase it by one half cent, and require voter approval for every new expenditure plan, with continued independent watchdog oversight and local jobs creation programs. No money can be taken by the state.”

Section 13. Limitation on Issuance of Bonds.

Unless approved by the Alameda CTC Governing Body and by the voters, Alameda CTC shall not have outstanding at any one time in excess of \$1,000,000,000 in limited tax bonds.

Section 14. Use of Proceeds.

The proceeds of the transaction and use tax imposed by this ordinance shall be used solely for the projects and purposes set forth in the 2012 Transportation Expenditure Plan, as it may be amended from time to time, and for the administration thereof.

Section 15. Appropriations Limit.

For purposes of Article XIII B of the State Constitution, the appropriations limit for Alameda CTC for fiscal year 2012-2013, including activities, projects and programs funded by the transaction and tax authorized hereby along with activities, projects and programs funded by other local, state and federal funds, shall be \$800,000,000, and thereafter that amount should be amended pursuant to applicable law.

Section 16. Amendments.

All amendments subsequent to the effective date of this ordinance to Part I of Division 2 of the Revenue and Taxation Code relating to sales and use taxes and which are not inconsistent with Part 1.6 of Division 2 of the Revenue and Taxation Code shall automatically become a part of this ordinance; provided, however, that no such amendment shall operate so as to affect the rate of tax imposed by this ordinance.

Section 17. Enjoining Collection Forbidden

Any action or proceedings in any court questioning the validity of the adoption of this transactions and use tax ordinance or issuance of any bonds thereunder or any proceeding related thereto shall commence within six months from the date of the election at which this ordinance is

approved. Otherwise, the bonds and all proceedings related thereto, including the adoption and approval of this ordinance, shall be held valid and in every respect legal and incontestable.

No injunction or writ of mandate or other legal or equitable process shall issue in any suit, action or proceeding in any court against the state or Alameda CTC, or against any officer of the state or Alameda CTC, to prevent or enjoin the collection under this ordinance, or Part 1.6 of Division 2 of the Revenue and Taxation Code, of any tax or any amount of tax required to be collected.

Section 18. Severability.

If any provision of this ordinance or the application thereof to any person or circumstance is held invalid, the remainder of the ordinance and the application of such provision to other persons or circumstances shall not be affected.

Section 19. Effective Date.

This ordinance relates, in substantial part, to the continuation and expansion of the authority for Alameda CTC to levy and collect the transactions and use taxes to support the 2012 Transportation Expenditure Plan and shall take effect at the close of the polls on the day of election at which the proposition is adopted by two-thirds vote of the electors voting on the measure, or as soon thereafter as the tax may be lawfully imposed.

PASSED AND ADOPTED by the Members of the Alameda County Transportation Commission on XXXX XX, 2012 by the following vote:

AYES:

NOES:

EXCUSED:

ATTEST: _____, Clerk
of Alameda CTC

s/_____



Memorandum

DATE: May 15, 2012
TO: Alameda County Transportation Commission
FROM: Planning, Policy and Legislation Committee
SUBJECT: Legislative Update

Recommendations

Staff recommends approval of positions on bills as noted below.

Summary

State Update

Budget: In January, the Governor projected a \$9.2 billion deficit for both the current (\$4.1 billion) and next fiscal year (\$5.1 billion). In the May Revise released on May 14, the deficit increased to \$15.7 billion due to lower tax receipts and a more slowly recovering economy than anticipated. The May Revise includes an increase in funding for schools, if the Governor's ballot measure is passed by voters in November to temporarily increase the state's sales tax by 1/4 cent for four years and institute a tiered increase in upper income levels over a 7 year period. Other significant cuts are proposed across many state agencies and organizations. A summary of the May Revise is included in Attachment A.

Committees in both Chambers have held budget hearings for all portions of the Governor's proposed budget, but delayed most actions until after the release of the May Revise. Now that it has been released, the committees will begin to tackle the more challenging decisions on significant cuts to services across the state. The legislature has until June 14 to pass a balanced budget.

State Bills:

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

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

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

The I-80 corridor has been consistently rated as one of the highest congested corridors in the

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

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

AB 2231 (Fuentes). Sidewalks: repairs

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

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

During the PPLC meeting on May 14, 2012, the Committee requested that staff include an analysis and recommendation for a position on SB 1149, and in particular that the analysis focuses on the effects of the bill on the Alameda County Transportation Commission. The following is a summary of SB 1149. Staff will bring a full analysis and position recommendation to the Commission at its meeting on May 24.

SB 1149 (DeSaulnier). Bay Area Regional Commission

This bill would create a new entity known as the Bay Area Regional Commission (BARC). The Commission would replace the Joint Policy Committee (JPC) with a 15 member elected board that would coordinate and oversee the budgets and activities of MTC, ABAG, BAAQMD, and BCDC. The bill would make the regional agencies as divisions under BARC without altering their governing boards. During the week of May 7, SB 1149 was heard and unanimously approved by the Senate Transportation & Housing Committee and was approved by the Senate Committee on Governance & Finance, with an amendment that removed references to an elected board.

In addition to creating a regional board, SB 1149 also includes the following:

- BARC will serve as the fiscal agent for the regional entities, responsible for preparing the annual budget and managing the financial resources for each entity.
- Requires the regional entities that fund the JPC to provide the same level of funding to the BARC, including BATA.
- By October 2015, BARC must develop and adopt public and community outreach policies to govern the scheduling of all BARC and regional agency meetings.
- By January 2017, BARC must review each regional entity's policies and plans, and associated regulations and assess consistency of the policies, plans, and regulations with the requirements of SB 375.
- BARC must prepare a 20-year regional economic development strategy for the region in consultation and collaboration with businesses and business related organizations.
- SB 1149 requires toll revenues managed by BATA to be used only to acquire, construct, manage, maintain, lease, operate, or construct facilities required for the management of the state-owned toll bridges within its jurisdiction, prohibits its use on real property, and limits administration costs of toll revenues to five percent.

As noted above, staff will present a full analysis at the Commission meeting on May 24 and a recommended position on the bill.

Federal Update

FY2013 Budget: In February 2012, President Obama released his proposed 2013 budget, a \$3.8 trillion funding request. The proposed plan aims to reduce the federal deficit by over \$4 trillion with cuts in discretionary spending and new revenues.

For transportation, the president recommended an increase over the 2012 budget from \$71.6 billion to \$74 billion. The proposal provides for increases in transit, rail, highways, safety and aviations, and consolidation of the highway program structure from 55 programs into five. The president has also proposed a 6-year surface transportation plan for \$475.9 billion, a reduction of about \$80 billion over his last year's proposal. The president proposes to pay for this

program with current highway trust fund receipts as well as through savings from ending wars in both Iraq and Afghanistan.

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

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

The Senate addressed FY 2012-13 transportation appropriations in both the subcommittee, Senate Transportation, Housing and Urban Development, as well as the full Appropriations Committee in mid-April and approved the following for transportation:

- \$53.4 billion in spending for FY13, \$3.9 billion below the FY12 enacted level.
- The TIGER program was funded at \$500 million, the same as the FY12 level.
- Absent adoption of a new surface transportation bill, funding for most highway and transit programs are at current levels; however, there is an increase in New Starts funding above the FY12 level.

As actions currently stand, getting a budget in place for the country appears to be on two separate tracks as the Senate and House have different funding limits under which they are operating, and conference committees will have to address a challenging situation to close an overall \$19 billion difference in funding proposals. What this could mean is that continuing resolutions may need to be adopted to fund the federal government, and actions may be postponed until after the elections, whereby a final budget could then be acted upon in the lame duck session.

Surface Transportation Authorization: In March, the 9th extension was enacted of the surface transportation bill through June 30, 2012. During the last full week of April, the House approved a bill aimed at making a 10th extension for the transportation bill from June 30 to September 30, 2012. The difference with this bill is that it is being used as the vehicle to conference with Senate on its two year bill. The House bill, a 34-page shell bill, which also includes provisions for the Keystone pipeline and environmental regulatory reforms, will be used to negotiate with the over 1,600 page bi-partisan Senate bill, which includes significant policy elements.

Both the House and Senate established their conference committee members for the transportation bill during the last week of April. There are only two California members on the conference committee: Senator Boxer and Congressman Waxman from Southern California. Below are the House Members and Senate members that have been named to the Conference

Committees.

House Conferees:

Committee on Transportation and Infrastructure (12 R, 9 D) - for the entire House bill and Senate amendment except for certain Ways and Means provisions:

- Mica (R)
- Young (R)
- Duncan (R)
- Shuster (R)
- Capito (R)
- Crawford (R)
- Beutler (R)
- Bushon (R)
- Hanna (R)
- Southerland
- Lankford (R)
- Ribble (R)
- Rahall (D)
- DeFazio (D)
- Costello (D)
- Norton (D)
- Nadler (D)
- Brown (FL) (D)
- Cummings (D)
- Boswell (D)
- Bishop (D)

Committee on Energy and Commerce (2 R, 1 D) - for its own provisions only:

- Upton (R)
- Whitfield (R)
- Henry Waxman (D) - CA

Committee on Natural Resources (2 R, 1 D) - for its own provisions only:

- Hastings (R)
- Bishop (R)
- Markey (D)

Committee on Science, Space and Technology (2 R, 1 D) - for its own provisions only:

- Hall (R)
- Cravaack (R)
- E.B. Johnson (D)

Committee on Ways and Means (2 R, 1 D) - for its own provisions only:

- Camp (R)
- Tiberi (R)
- Blumenauer (D)

Senate Conferees:

- Boxer (D)
- Baucus (D)
- Rockefeller (D)
- Durbin (D)
- Johnson (SD) (D)
- Schumer (D)
- Nelson (FL) (D)
- Menendez (D)

- Inhofe (R)
- Vitter (R)
- Hatch (R)
- Shelby (R)

- Hutchison (R)
- Hoeven (R)

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

Fiscal Impact

No direct fiscal impact.

Attachments

Attachment A: State Update

Attachments B1 and B2: Federal Updates



May 14, 2012

BUDGET UPDATE: MAY REVISION

On what otherwise seemed to be a rather dark day for the State of California, the Governor told the group of reporters assembled to hear him present the revisions to his January Budget, "I am a buoyant optimist." What had been a \$9.2 shortfall in January has now grown to \$15.7 billion, but the Governor continues to emphasize the positive while facing reality. He noted that the budget enacted this year significantly reduced the State's ongoing structural deficit and its practice of relying on borrowing and one-time solutions. He is convinced that if the Legislature follows his advice, the structural deficit will continue to contract, but it will not happen over night. "It has taken more than a decade to get in this mess. It is going to take more than a year or two to get out of it."

How did the budget hole grow so much between January and May? First of all, the Department of Finance's revenue estimates were a bit too rosy - \$4.3 billion to be exact. Then because of the way the revenues have flowed, or have not, Proposition 98 requires that more money be directed to schools next year than was estimated in January - \$2.4 billion. Then \$1.7 billion of reductions in the current year budget have been foiled either by the courts or through disallowance by the federal government.

Therefore, the Governor is proposing an additional \$4.1 billion in additional cuts. These include significant General Fund reductions to the Trial Courts and Medi-Cal, reducing IHSS hours by 7 percent, imposing stricter standards on institutions that accept Cal Grants, reducing the cost of state employee compensation by five percent through either a shorter work week or less pay; using proceeds from the National Mortgage settlement to offset current General Fund costs; establishing a framework for transferring redevelopment agency assets to local agencies; and making various other adjustments.

A central part of the Governor's budget solution is his proposed initiative, which would generate \$8.5 billion in revenues through the budget year. If the voters do not approve it, another \$6.1 billion in "trigger" cuts will automatically be implemented on January 1, 2013. These include \$5.5 billion reductions to schools and community colleges, another \$250 million each hit to UC and CSU, with the remainder of the cuts coming out of public safety budgets funded by the State. These range from State Park life guards, local water safety patrols, Forestry and Fire Protection firefighting, among others.

In explaining the need for these cuts the Governor said, “The State’s money is not in a piggy bank. It comes from the people.” We aren’t getting enough. “Nothing in government is an absolute, unconditional good. It is weighed against all the other goods. California has been living beyond its means. This is a day of reckoning. We have to take the medicine now.”

Realignment

With the May Revision, Realignment continues to evolve. The Administration proposes trailer bill language to create a permanent funding structure (known as the “superstructure”), which includes subaccounts and sufficient flexibility for counties “to meet their highest priorities.” The Administration plans to deliver that language to the Legislature later today, and it will reportedly include the county-by-county allocation schedule for AB 109 funds. In addition, in the Revision, the Administration pledges to “(assist) counties as appropriate if they need federal state plan amendments, waivers, or other flexibilities.”

With regard to Realignment funding, the estimates for both the Sales Tax and Vehicle License Fees have improved since the January budget. The revenues allocated to each of the programs in the current year will become the “rolling base” for future years’ calculations, meaning that every year the growth will be added to the base and the new calculation will be based on the old base plus growth. The Revision notes that allocation levels are higher than current cost estimates, but this will put counties in a good position to manage future caseload changes, especially in entitlement programs.

The amounts for Community Mental Health in the Revision are different from those in the January Budget. The current year amount is higher by fifteen million and the budget year estimate is down by forty-four million, although mental health programs will have a dedicated growth account. The funding for EPSDT has increased by \$48.1 million to \$780.9 million in 2012-13, the amount which will become the base.

The Revision recognizes that AB 12 (Beall), which will expand eligibility for foster care services up to age twenty-one, is being phased in starting in 2012-13 and allocates \$53.9 million in the Protective Services Subaccount of Realignment for this purpose.

Corrections

The May Revision has few surprises on the adult side of corrections, since last month the Administration released a comprehensive plan to save billions of dollars over the next few years while attempting to meet the Supreme Court’s order to reduce prison crowding. The plan includes several critical elements, which are outlined again in the Revision: Update the inmate classification score system to enable the Department of Corrections and Rehabilitation (CDCR) to shift about 17,000 inmates to less costly housing where they can participate in rehabilitation programs; bring out-of-state inmates back to California; restructure and target rehabilitation programs to lower the long-term population; standardize the staffing levels across institutions; reduce the Budget for adult parole; eliminate revenue bond authority under AB 900 for new

stand-alone prisons; close and replace existing facilities; transition away from the jurisdiction of the Federal Healthcare Receiver; and increase fiscal oversight and accountability.

On the juvenile side, however, it is a different story. After discussions with Chief Probation Officers and other local officials, the Governor has decided to continue the existence of the Division of Juvenile Justice (DJJ). However, the Revision proposes to save \$24.8 million in 2012-13 in DJJ through four elements:

- Reducing staff at both headquarters and in facilities;
- Ending juvenile parole on January 1 2013 instead of July 1 2014;
- Reducing DJJ's age of jurisdiction from 25 to 23;
- Imposing a new \$24,000 annual fee structure on counties for each youth committed by a juvenile court, beginning July 1, 2012 (This is a replay of the trigger cut from last year that was not implemented)

In recognition of the impacts of "current economic conditions," the Revision includes \$20 million in new funding for a subvention program to help mitigate reductions experienced by city police departments.

In a nod to the effects of Realignment on counties, there is an additional \$500 million of additional lease revenue bond financing authority proposed for the "acquisition, design, and construction of local facilities to help counties manage their offender population." This proposal is in addition to whatever funds remain from the \$1.2 billion available under AB 900.

Courts

Fifteen years after the adoption of the Trial Court Funding Act when the State took over significant responsibility for funding the courts, the Governor is proposing to create a working group to evaluate the progress made in achieving the goals of the reform legislation. The Governor also proposes a \$544 million cut in the Courts' overall budget, but it is offset by the use of reserves and delays in court construction.

Department of Justice (DOJ)

Some of the proceeds from the National Mortgage Settlement will be used to help fund programs within the Attorney General's Office: \$41.1 million paid as a civil penalty to the Unfair Competition Law Fund will offset various DOJ programs; \$44.9 million will help finance the Public Rights and Law Enforcement programs relating to public protection and consumer fraud enforcement and litigation; \$8.2 million will be directed to ongoing efforts to prevent and eliminate unlawful discrimination in housing; and \$198 million will offset General Fund costs for housing bond debt service under Proposition 46 and Proposition 1C programs that assist homeowners. The Administration proposes to reduce funding to the DOJ's DNA identification fund by \$10 million and replace it by increasing penalty assessments \$1 for every \$10 of base fine.

The following items are from the Governor's Revision. Unless otherwise indicated, the proposals from his January proposed budget remain on the table.

Health

Dual Eligibles Transition to Managed Care: The Governor is proposing a slightly more phased in approach to the pilot project transitioning individuals who are eligible for both Medi-Cal and Medicare to managed care. Current law allows four pilot counties to move forward with transitioning dually eligible individuals into managed care – L.A., San Diego, San Mateo, and Orange. The Governor's January proposal would have expanded that pilot project to 10 counties. In his May Revision he has proposed instead to expand the project to a total of 8 counties and phase in the coverage of long-term care benefits.

Hospital Payments: The Administration wants to reduce supplemental payments to private hospitals, eliminate public hospital grants, and eliminate increases to managed care plans for supplemental payments to designated public hospitals to save \$150 million GF in 2012-13 and \$75 million in 2013-14.

Copayments: Although the federal government rejected the Governor's proposal to implement copays for Medi-Cal recipients costing \$555.3 million in 2012-13, the May Revision does assume copayments of \$15 for non-emergency room visits and between \$1 and \$3 for prescription medications to save \$20.2 million in 2012-13.

First 5 Commission Funding: The Governor is proposing to use \$40 million in Proposition 10 funds to serve children from birth to age 5 utilizing Medi-Cal services.

Waiver Funds: The May Revision proposes taking unexpended 1115 waiver funds and splitting them up between the State and designated public hospitals to save \$100 million in 2012-13 and \$9 million in 2013-14.

AIDS Drug Assistance Program: The Administration revised the cost sharing proposal for individuals utilizing the AIDS Drug Assistance Program by eliminating the requirement for private insurance clients and delaying implementation by 90 days. Privately insured individuals would have exceeded their out-of-pocket costs for insurance if the proposal had moved forward as originally proposed. Estimated savings have been adjusted from \$14.5 million to \$10.7 million.

Public Health Laboratory Training: The Governor proposes to save \$2.2 million by eliminating the Public Health Laboratory Training Program.

Mental Health: The Revision proposes to provide an additional \$15 million in Mental Health Services Act funding to the California Reducing Disparities Project which focuses on increasing mental health access for underserved communities.

Social Services

CalWORKs: The Governor is maintaining most of his January CalWORKs proposal with a few adjustments.

- The 48 month time limit will no longer apply retroactively.
- Work participation requirements could be met through a combination of state-allowable activities for 24 months and then federally allowable activities for up to 48 months. Previously only unsubsidized employment was considered acceptable for meeting work participation requirements.
- A transitional re-engagement period would be implemented in October 2012 to re-engage individuals who have been exempted from work-participation requirements due to having small children at home. The re-engagement would have otherwise begun July 1.

IHSS: The Governor proposes a 7% across-the-board reduction in hours and maintains his proposal to eliminate domestic and related services for individuals in a shared living arrangement. There is currently a 3.6% across-the-board reduction in hours set to sunset July 1.

IHSS: The federal government rejected California's request to implement an IHSS provider tax resulting in a loss of savings of \$101.9 million in 2011-12 and \$212.8 million in 2012-13.

Developmental Services: To reduce funding by \$200 million in 2012-13, \$120 million is proposed to be achieved by increasing eligibility for federal funding, increased billing for autism related services, a 1.25% provider payment reduction, and redesigning options for consumers who have been hard to serve in the community.

Title IV-E Waiver: Carryover funds of \$6.6 million from the IV-E waiver were included as part of the May Revision. Only Alameda and Los Angeles counties are waiver counties in California.

Child Care Restructuring: The Governor's January Budget Proposal would have realigned responsibility for Title 5 child care from the Department of Education to the Department of Social Services. Due to an outpouring of concern from child care advocates the Governor has revised his proposal. The May Revision suggests instead that each county receive a child care block grant as long as county welfare departments contract with Title 5 centers. Some funding would move from the Department of Education to the Department of Social Services for transitioning. The Department of Social Services in conjunction with the Department of Education would decide upon quality activities that would be funded.

Transitional Kindergarten: The Governor's January proposal suggested eliminating transitional kindergarten, a move both houses of the legislature have rejected. As part of his May Revision, the Governor proposes taking \$91.5 million of the savings from the elimination of transitional kindergarten to restore a 10% reduction to the Standard Reimbursement Rate for part-day

preschool programs proposed in his budget, and expand access to part-day preschool from 15,500 children.

Child Support Services: As proposed in the Revision, Local Child Support Agencies would be relieved of preparing cases for state hearings to help manage a \$14.7 million reduction. The Governor also proposes to save \$5.5 million in 2011-12 and \$1 million in 2012-13 by reverting remaining the Child Support Automation System dollars early in 2011-12 and reducing the maintenance and operations budget in 2012-13.

Redevelopment

The May Revision reduces the estimate on the amount of funds the dissolution of RDAs will provide schools. For the 2011-12 fiscal year the Administration now pegs the amount at \$818 down from \$1.05 billion, and for the 2012-13 fiscal year the amount is reduced from \$1.08 billion to \$991 million. These revised amounts are based on a sample of payments reviewed by Finance so far, but they still appear to be optimistic to us.

In order to provide more money to schools and help bridge the budget deficit, the Governor is also proposing a budget trailer bill aimed at accelerating the redistribution of cash assets held by the former RDAs. The total amount of cash assets is a little over \$2 billion. This includes about \$1.1 billion in Low & Moderate Housing Funds.

ABX 26 called for the redistribution of these assets, which includes bank balances that are not obligated or tied to a project, but ABX 26 did not specify a timeline or process for redistributing these funds. While the language is not available yet, the Governor's proposal will require the successor agencies to transfer these funds to schools, counties, cities, and special districts over the next two years. According to the summary, the redistribution of these funds will result in an additional \$1.4 billion for schools in 2012-13 and about \$600 million in 2013-14.

While the allocation of these funds to schools would normally result in a dollar-for-dollar reduction in Prop 98 funds, the Governor will allow schools to retain 1% of the initial transfer for discretionary purposes, and up to 5% of the cash asset redistribution for discretionary purposes.

Housing Funds: About \$18 billion of the \$24 billion foreclosure settlement agreement will be spent in California. Of that amount the State has discretion over \$410 million. In the 2012-13 fiscal year the Governor plans to use \$198 million for Prop 46 and Prop 1C bond debt payments, and \$94 million for housing discrimination and enforcement activities at the Department of Justice. The remaining \$118 million will be held in reserve for future budget acts.

Harbors & Watercraft Revolving Fund: The Governor proposes to annually redirect \$10 million from the Harbors & Watercraft Revolving Fund to the Department of Water Resources. These funds are intended to provide a permanent funding source for the Davis-Dowling Resolution, which is a program to fund recreational, fish and wildlife projects associated with the California State Water Project. While many of these Davis-Dowling projects are related to recreational boating facilities, the Harbors & Watercraft Revolving Fund is a critical funding source for local marina and boat launch facility projects. The revenues for the Revolving Fund have been declining, and it will be further impacted by the Governor's proposal.

Transportation Funds: No major changes are proposed for transportation funding. However, the May Revision does restructure and defer payment of existing loans for a general fund benefit of about \$300 million. The repayment of \$50 million to the Traffic Congestion Relief Fund from the General Fund will be made in 2012-13 in order to meet project funding needs.

Off-Highway Vehicle Funds: The May Revision, however, does propose transferring \$184 million in off-highway vehicle excise tax revenue to the General Fund. Due to the structure of the fuel tax swap, these funds are not subject to Article 19 restrictions. In addition, starting with the 2012-13 fiscal year the Governor plans to annually transfer \$128 million in off highway excise tax revenue to the General Fund.

Transit Operating Funds: The May Revision does not propose any changes to the State Transit Assistance (STA) program. The May Revision continues to forecast STA revenue at \$420 million for the 2012-13 fiscal year, but the Revision does adjust the estimate for the current fiscal year downward from \$416 million to \$376 million.

Unified Rail Service: The Governor proposes to use \$705,000 in Public Transportation Account funds for staff costs for improving service on Northern California intercity rail lines consistent with the High Speed Rail Authority's blended service proposal. These funds will finance positions needed to coordinate with High Speed Rail and local and regional rail operators.

Motor Vehicle Account: The May Revision includes a loan of \$300 million from the Motor Vehicle Account to the General Fund. These funds would be repaid by June 30, 2016. According to the May Revision Summary the MVA balance is sufficient to support this loan without impact other programs.

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Washington Friday Report

Volume XIV, Issue 19

May 11, 2012

INSIDE THIS WEEK

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- 2 Real Estate, FHFA, Building Green, Energy, R&D

Back from their week-long recess, Congress held their first transportation bill conference and the House approved a plan to replace the \$109 billion FY13 sequester with cuts in other areas. Lots more this week from the Hill and White House – here's the highlights!

First Transportation Bill Conference

On Tuesday, the Conference Committee to reconcile the vast differences between the federal surface transportation bills from the House (H.R. 4348) and the Senate (S. 1813) met for the first time. There are 47 members of the Conference Committee from both chambers, and at least double that number of transportation staffers who attended the Tuesday meeting. No votes took place that day, but Senate EPW Chairwoman **Barbara Boxer** (CA) laid out a timetable that would hopefully see a conference report completed by early June, to then be approved by the House and Senate and then on to the President's desk for his signature by the end of June when program authorization expires. For more, including a webcast, click on [Transportation Conference](#).

House Approves Sequester Replacement Plan

On Monday, the House Budget Committee, chaired by Congressman **Paul Ryan** (WI) passed the *Sequester Replacement Act of 2012* (H.R. 4966) on a party-line vote of 21-13. A companion measure, H.R. 5652, also would facilitate replacement of the sequester with cuts. The full House approved H.R. 5652 yesterday, on a mostly party-line vote of 218-199. The plan would turn off the portion of the automatic cuts scheduled for FY13 that would eliminate \$98 billion in discretionary spending, more than half of which would come from defense accounts. Overall, the automatic cuts as part of sequestration total \$109 billion, with about \$55 billion drawn from defense discretionary spending, \$43 billion from domestic discretionary programs, and the balance from **Medicare** and other mandatory spending accounts. The sequester replacement language would not block reductions in mandatory spending, except for a relatively small amount tied to defense. The plan would require federal workers and members to contribute more to their defined benefit pensions, saving \$83.3 billion, and save \$35.8 billion by tightening eligibility for the Supplemental Nutrition Agriculture Program

(SNAP), formerly known as Food Stamps, among other provisions. The plan is unlikely to be approved by the Democrat-controlled Senate in its current form. For more, click on [Sequester Replacement Details](#) or [Reconciliation Overview](#).

Transportation for Veterans and Military Families

DOT has announced the launch of a groundbreaking national online dialogue to highlight the local transportation needs, challenges, and opportunities facing the nation's veterans, wounded warriors, and military service members and their families. The Department is currently reviewing applications for up to an additional \$30 million made available for the Veterans Transportation and Community Living initiative for 2012 through the Bus and Bus Facilities program, as well as the FTA Research program. *"We are committed to helping these individuals and their families here at home find meaningful work, a good education, and quality medical care,"* said DOT Secretary **Ray LaHood**. For more, and to register, click on [Veterans Transportation](#).

House Commerce-Justice-Science Veto Threat

On April 26, the House Appropriations Committee approved the FY13 Commerce-Justice-Science (CJS) Appropriations (H.R. 5326), the first appropriations bill which was debated by the full House of Representatives this year, and then passed by a mostly party-line vote of 247-163. But already, the \$51.1 billion measure is facing a veto threat from the White House. The bill would cut \$1.6 billion, or 3 percent, from current funding for all CJS programs which include the **COPS Program** and **Justice Assistance Grants**. Funding for grants to state and local law enforcement agencies would be cut by 17%, much of that falling on the COPS program, which would see a reduction of 63% from current levels. Justice Assistance Grants would receive level funding. The bill provides \$731 million less than the Senate's CJS bill (S. 2323) which that chamber approved April 19 on a bipartisan vote. *"Passing H.R. 5326 at its current funding level would mean that when the Congress constructs other appropriations bills, it would necessitate significant and harmful cuts to critical national priorities such as education, research and development, job training, and health care,"* said the **White House**. For more, click on [House FY13 CJS Fact Sheet](#) or [White House Statement](#).

House FY13 Homeland Security Appropriations

On Wednesday, a House Appropriations subcommittee approved the FY13 Homeland Security appropriations bill. The full Appropriations committee is expected to mark up the bill

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len.simon@simoncompany.com

in the coming weeks. If enacted, the measure will mark the third consecutive year that the Department has seen is budget reduced. It would cut the Department's funding by \$484 million from current levels while increasing funding for first-responder grants. Funding for the Transportation Security Administration would be reduced by \$422 million down to \$5.1 billion. FEMA **First Responder Grants** would receive an increase of \$400 million compared to FY12, up to \$2.8 billion for FY13, including \$1.76 billion for state and local grants. FY13 **Assistance to Firefighter Grants**, which includes **SAFER** grants, would be provided \$670 million, the amount requested by the agency. **Emergency Management Performance Grants** would receive \$350 million. The bill includes \$826 million for Science and Technology **Research and Development**, \$158 million below FY12 levels. A notable policy rider to the bill would extend a prohibition on the use of funds to transfer or release Guantanamo Bay detainees to the United States or its territories. For more, click on [House FY13 Homeland Security Appropriations](#).

HUD's New eCon Planning Suite

Earlier this week, we participated in a conference call with Department of Housing and Urban Development (HUD) **Assistant Secretary Mercedes Márquez** in which she announced the public roll out of the *eCon Planning Suite*, a new tool for the Consolidated Plan to support need-driven, place-based decision-making and deepen informed public participation that assists communities in meeting their goals. The Consolidated Plan establishes common submission requirements to receive four HUD formula block grant programs: Community Development Block Grant (CDBG); HOME Investment Partnerships Program (HOME); Housing Opportunities for Persons with AIDS (HOPWA); and Emergency Solutions Grant (ESG).

The eCon Planning Suite will support state and local governments in place-based comprehensive planning as it integrates community need and market data and mapping capability with a new, electronic planning template. It has versions specifically for local government, state grantees, HOME consortia, and an option for multiple grantees to prepare one strategy as a region, with separate Annual Action Plans describing individual expenditure plans according to their regional strategy. Assistant Secretary **Márquez** touted its efficiency saying, "*It's estimated this new approach will save state and local communities at least 65,000 staff hours each year and thousands of dollars in consultant fees.*" See HUD officials discuss the new eCon Planning Suite on Youtube [here](#). For more, click on [eCon Planning Suite](#).

Bulletproof Vest Program

Senator **Patrick Leahy** (VT) has introduced legislation to reauthorize the lifesaving Bulletproof Vest Partnership Grant Program, a federal grant program that helps state and local law enforcement agencies purchase bulletproof vests for officers working in the field. Since the law was enacted in 1999, the Bulletproof Vest Partnership Grant Program has helped state and local law enforcement agencies purchase nearly one million vests. "*The Senate should do all it can to support officer safety, and I urge all Senators to support [the program],*" said Senator Leahy. For more, click on [Bulletproof Vests](#).

The President's "To Do" List for Congress

President Obama has put together a "to do" list for Congress to follow, claiming that if it's acted upon quickly, it will create jobs and help restore middle class security. Key items include: Eliminating tax incentives that encourage outsourcing, cutting red tape to help homeowners refinance, and working to employ more veterans returning from Iraq and Afghanistan. For more, click on [To Do List](#).

Real Estate and FHFA Refinancing

On Tuesday, two Congressional committees held hearings regarding the Federal Housing Finance Agency (FHFA) and steps the government could take to help expand and secure homeownership. The House Committee on Financial Services held a field hearing in Chicago entitled "*An Examination of the Federal Housing Finance Agency's Real Estate Owned (REO) Pilot Program*" with witnesses from the federal government and the private sector. For more, click on [House REO Hearing](#).

A Senate Committee held a hearing on "*Expanding Refinancing Opportunities to Improve the Housing Market*" with HUD Secretary **Shaun Donovan** testifying. For more, click on [Senate Refinancing Hearing](#).

Green Building Rating Systems

On Tuesday, the House Subcommittee on Investigations and Oversight held a hearing entitled "*The Science Behind Green Rating Systems.*" The purpose was to review the work of the Department of Energy, which is working with the General Services Administration to determine the preferred third-party building rating system to be used by the federal government for the next five years, with a decision expected later in 2012 or early in 2013. For more, click on [Green Buildings](#).

American Energy Initiative

On Wednesday, the House Energy and Power subcommittee held a hearing on the American Energy Initiative, focusing on two bills: the *Resolving Environmental and Grid Reliability Conflicts Act of 2012* (H.R. 4273) and the *Hydropower Regulatory Efficiency Act of 2012* (no bill number yet). Witnesses included a number of officials from federal regulatory agencies, and testimony from energy experts in private sector. For more, click on [American Energy](#).

First Responder Technology R&D

On Wednesday, two subcommittees of the House Homeland Security Committee held a joint hearing entitled *First Responder Technologies: Ensuring a Prioritized Approach for Homeland Security Research and Development*. The purpose was to assess efforts at the Federal level to work with the first responder community to research, develop, and deploy these important technologies, including oversight of DHS's Science and Technology Directorate to ensure that it is effectively incorporating first responder priorities into its R&D efforts. For more, click on [First Responder Technology](#).

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



TO: Art Dao
Alameda County Transportation Commission

FROM: CJ Lake

DATE: May 4, 2012

RE: Legislative Update

Surface Transportation Authorization

As reported previously, the House approved another 90 day extension that will run through September 30. This extension will be used as a vehicle to move forward with the Senate in a conference on a final reauthorization measure. The House 90 day extension also includes language requiring the administration to approve the Keystone XL pipeline project from Canada to Texas and includes an expansion of domestic oil and gas drilling.

Senator Boxer will chair the conference committee; the conferees will meet for the first time on May 8. The Senate named fourteen conferees while the House named thirty-three to the committee. House Conferees were appointed to negotiate on provisions of the legislation specific to the committees on which they serve. On the House side the relevant committees are: Transportation and Infrastructure; Energy and Commerce; Natural Resources; Science, Space and Technology; and Ways and Means. The only California Member appointed to the conference is Representative Henry Waxman, who is Ranking Member on the Energy and Commerce Committee.

There are a number of important issues that need to be worked out, but initial discussions will likely involve matters related to the scope of issues to be considered during the conference. Many believe an agreement on a final bill may hinge on whether Members can resolve differences over environmental provisions. House Republicans want to insert provisions that would block new rules for handling coal ash from coal-fired power plants and force federal regulators to accelerate a decision on a permit for the Keystone XL oil pipeline.

FY13 Appropriations

The Senate Appropriations Committee approved its FY13 Transportation HUD bill on April 19. In general – transportation programs would receive level funding, pending passage of a long-term surface transportation authorization bill. The Senate leadership has not stated when the bill may go to the floor.

The House Appropriations Committee has not announced when it plans to mark up its FY13 Transportation HUD bill.

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Memorandum

DATE: May 15, 2012

TO: Alameda County Transportation Commission

FROM: Planning, Policy and Legislation Committee

SUBJECT: Update on MTC One Bay Area Grant Program

Recommendation

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

Summary

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

Discussion

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

As planning progressed on the SCS, MTC developed the OBAG framework to financially support and reward jurisdictions that help in fulfilling the state's mandates as well as many of the additional targets established in the region for the SCS. The OBAG program has been under development since summer of 2011 and there have been several versions released for review to the CMAs and the public; each revision has tried to be responsive to issues and concerns raised throughout the region.

Each iteration of the OBAG grant has included significant policy, financial and inventory requirements that have a strong focus on supporting a Sustainable Communities Strategy (linking transportation and housing), which the region has been working toward in the current Plan Bay Area update of the RTP and development of the SCS over the past 18 months.

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

Current Funding Framework is T-2035

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

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

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

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

Substantial Changes to OBAG Released on April 4 and May 4, 2012

The OBAG program has had many iterations and is anticipated to be adopted on May 17, 2012. The MTC May 4th proposal was heard on May 11th at the Joint MTC and ABAG planning meeting, and there was significant commentary from CMAs and others on the program. The April 4th and subsequent May 4th releases of the OBAG program had significant changes from previous versions that entail significant amounts of work in very short periods of time from both CMAs and local jurisdictions.

Some of the major program changes that affect Alameda CTC are below (*italics indicate the effect on CMAs and local jurisdictions*):

- Extend Cycle 2 to four years and increase overall funding amount by \$71 million, for a total OBAG program of \$320 million. *While this increases overall funding, the annual average funding amounts to Alameda CTC are reduced by this proposal.*
- Allow flexibility for projects that are PDA – serving, not solely located within PDAs. *This requires CMAs to map projects that are PDA - serving and to provide policy justifications as*

to why any of the 70% funding designated to be used within PDAs had not been spent directly in a PDA; this must be done through a public process.

- *Expand the Priority Conservation Area eligibility to all counties with priority for North Bay counties. This allows all areas to compete for PCA funding; however North Counties will have access to a \$5 million grant program, and the remaining counties can compete for an additional \$5 million grant program which requires matching funds of 3:1.*
- *Require a PDA Investment Growth Strategy that addresses affordable housing production and preservation. This requires substantial inventory requirements, including of affordable housing policies, strategies, zoning and ordinances, as well as assessments of future housing needs; development of community and agency stakeholder involvement processes; participation on a technical advisory committee; consideration of non-transportation projects in funding decisions. Development of the PDA Investment and Growth Strategy must be completed by May 2013 (as recommended by the Joint Planning Committees on May 11, 2012). Several of the requirements included in the PDA Growth Strategy are beyond the roles of Congestion Management Agencies and are more appropriate to be developed and managed by ABAG. There are two levels of activity required for this portion of the PDA Investment and Growth Strategy:*
 - *By May 2013, CMAs must analyze the progress of local jurisdictions in implementing their housing element objectives and identify current housing policies that encourage affordable housing production and/or “community stabilization.”*
 - *By Jan 2014 and thereafter, CMAs must assess performance in producing sufficient housing for all income levels and assist local jurisdictions in implementing local policy changes to facilitate achieving housing goals. These include, but are not limited to inclusionary housing requirements, city-sponsored land-banking for affordable housing production, just cause eviction policies that preserve affordable housing, condominium conversion ordinances that support stability and preserve affordable housing, etc.*
 - *CMAs will then need to become monitoring agents for these policies since future funding will be based upon actual implementation of these policies, and the share of funding for affordable housing production will increase in future funding cycles.*
- *Complete Streets Resolutions. This requires that all jurisdictions adopt resolutions by January 2013, or already have a general plan that complies with the Complete Streets Act of 2008. While more positive, Alameda CTC requests additional time to be more in line with our efforts of adopting a policy or resolution by June 30, 2013.*
- *Safe Routes to Schools: \$5 million/year for four years, no regional competitive grants*
- *Pavement Technical Assistance Program. Funding was increased to support cities in meeting inventory requirements for streets and roads*
- *All housing elements must be adopted by January 2013*

Extensive public outreach and involvement processes and documentation will be required to perform this work.

OBAG Schedule:

- *Call for projects by Fall 2012*
- *Adoption of complete streets resolutions and housing element by January 2013*
- *PDA Investment and Growth Strategy adoption by May 2013*

- CMA presentation of PDA Investment and Growth Strategy in early 2013
- Submission of projects to MTC by July 31, 2013
 - Alameda CTC staff suggests that Complete Streets, PDA Investment and Growth Strategy and the Housing Element should be able to be adopted by the same time the projects must be submitted to MTC.

OBAG Comments and Issues

The Alameda CTC has supported the OBAG program during its development and has submitted suggestions for its implementation that would allow a transition period into the new SCS/RTP. However, the May 4th version includes very significant changes in policy and ramifications to local development, businesses, planning and funding efforts. On May 11th, CMA Directors presented the following comments to MTC and ABAG:

One Bay Area Grant Program CMA Comments

- The OBAG program has been under development since summer of 2011 and the CMAs have generally been supportive of the OBAG grant and understand its relationship to advancing the Sustainable Communities Strategy.
- There have been several versions released for review to the CMAs and the public, and each iteration has included significant policy, financial and inventory requirements that have a strong focus on supporting the SCS, which is under development and planned to be adopted with a certified EIR in April 2013.
- The CMAs have worked collaboratively and closely with MTC staff providing feedback on each version of the OBAG grant.
- However, the most recent version of OBAG released on May 5th, has extensive requirements for the CMAs to fulfill that are not in the purview of the CMA's responsibilities, and are specifically related to housing, which is more appropriately a function of ABAG.
- Our roles and responsibilities as CMAs are to manage and make investments in transportation projects and programs that address congestion, improve access and expand mobility.
- The OBAG grant as currently proposed doesn't have any transportation related criteria in the funding formula for STP/CMAQ funding allocations. The transportation funding components have been abandoned and completely replaced with housing criteria for funding allocations.
- This cycle of OBAG should be focused on a transition period between the adopted T-2035 RTP goals, which largely focus on Fix-it-First, and a new SCS focused program as proposed for Plan Bay Area.
- More specifically, this cycle of OBAG should do the following:
 - ***Make this funding cycle a transition period to allow jurisdictions time to develop local policies to support the proposed OBAG requirements***
 - The CMAs need to have adequate time to develop good quality policies in collaboration with our local jurisdictions so they can have buy in and the CMAs can make effective funding and implementation decisions.
 - For example, MTC could work closely with the CMAs over the coming year to develop effective policies that will ultimately result in greater achievement of the goals intended by the OBAG grant, rather than a rushed process.

- ***Allow the Complete Streets requirement to be fulfilled in the form of a General Plan amendment, policy, or other enforceable action at the discretion of the jurisdiction's governing body that meets the intent of the complete streets requirement, and allow it to be adopted by July 2013.*** We appreciate that a resolution is allowed in the current version, but request more time to fulfill this requirement.
- ***Change the PDA Investment and Growth Strategy into a PDA Transportation Investment Strategy***
 - In the current OBAG proposal, we are concerned that the timeframe for development of a PDA Investment and Growth Strategy is not realistic and many of the requirements are beyond the roles and responsibilities of CMAs. CMAs have no jurisdiction over housing elements or local development regulations. Developing a detailed PDA transportation investment strategy by the end of the OBAG cycle will allow enough time for the detailed work that is necessary.
 - The current proposal to require a percentage (70% or 50% depending upon the county) of OBAG funds to be spent in PDAs is an adequate short-term requirement to obtain PDA-focused investments. The results of this PDA-focused spending can be measured and reported upon at the end of the OBAG period.
 - Allow this to be defined locally and accept previous locally adopted Growth strategies.
 - It is requested that MTC continue working with local jurisdictions to develop a workable process and to provide adequate time and resources to do so; the current timeframe to complete this work is unrealistic.
- ***Allow projects that already meet the intent of the OBAG program to be advanced now***
 - Several of the CMAs have projects ready now that meet the intent of the OBAG program and the funding requirements of STP/CMAQ funds, and should be allowed to move forward now, and not be held up by policies that will take time to develop. This should include allowing projects that meet the OBAG intent to move forward even if a jurisdiction does not currently meet the OBAG requirements.
- ***The adoption of the OBAG program as it currently is written will create difficult challenges for delivery of projects and programs and could result in significant delays.***
- ***These issues need to be resolved so we can ensure we are delivering high quality and effective transportation investments to the public, based upon sound policies and practices.***

Fiscal Impact

None at this time.

Attachments:

Attachment A: MTC OneBayArea Grant Proposal, Released May 4, 2012

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TO: MTC Planning Committee, ABAG Administrative Committee

DATE: May 4, 2012

FR: Executive Director

RE: Final Cycle 2 OneBayArea Grant Program (Resolution 4035)

This memorandum presents the recommended Cycle 2 OneBayArea Grant (OBAG) Program, including revisions made in January. The final proposal establishes program commitments and policies for investing roughly \$800 million over the four-year Cycle 2 period (FYs 2012-13 through 2015-16), funded through continuations of the current surface transportation legislation currently known as SAFETEA (the Safe, Accountable, Flexible, Efficient Transportation Equity Act) or the new surface transportation authorization currently under congressional consideration.

Development of the Staff Recommended Proposal

The proposal has been developed with the cooperation of Bay Area transportation stakeholders, the Partnership, and the advisory committees over the past ten months. Committee memoranda and comment letters received to date, listed in Attachment 1, can be viewed on the MTC website at <http://www.mtc.ca.gov/funding/onebayarea/>.

- Staff presented the initial OBAG proposal to the MTC Planning Committee / ABAG Administrative Committee (Joint Committee) on July 8, 2011. At that meeting, the committee directed that staff release the proposal for public review.
- On January 13, 2012 staff recommended revisions to the OBAG proposal to the Joint Committee addressing comment letters and other concerns expressed by stakeholders, transportation agencies and local jurisdiction at various meetings (Bay Area Partnership working groups; Policy Advisory Council; ABAG Executive Board; BAG Planning Committee; Regional Advisory Working Group, Regional Bicycle Working Group; and Plan Bay Area workshops).
- At their January meeting, the Joint Committee members requested further clarifications and adjustments which are described below as additional staff recommended revisions.
- These revisions were discussed in April with various stakeholder committees and additional refinements are included for your consideration.

Proposed Revisions

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

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

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

Recommended revision: Rather than establishing a regional definition of “proximate access”, staff recommends that the CMAs make the determination for projects to count toward the PDA minimum that are not otherwise geographically located within a PDA. CMAs would need to map projects and designate which projects are considered to support a PDA along with policy justifications. This analysis would be subject to public review when the CMA board acts on OBAG programming decisions. This should allow decision makers, stakeholders, and the public to understand how an investment outside of a PDA is to be considered to support a PDA and to be credited towards the PDA investment minimum threshold requirements. MTC staff will evaluate and report to the Commission on how well this approach achieves the OBAG objectives prior to the next programming cycle. MTC staff has prepared illustrative examples of projects that may count toward the PDA minimum based on direct connection or proximate access (see Attachment 3).

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

Recommended revision: Augment the program to \$10 million in total. 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.

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

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

a) In order to facilitate a discussion among the constituent jurisdictions within a county as part of the project selection process, MTC is publishing data for each county, showing each jurisdiction's contribution to the county's fund distribution based on a formula which includes low-income housing factors (See Attachment 4). For future cycles, staff recommends that housing production data be revised to incorporate the most up-to-date jurisdiction information.

b) CMAs would be required to develop and approve a PDA Investment and Growth Strategy that addresses affordable housing objectives (see Attachment 5). The PDA Investment and Growth Strategy would be due to MTC and ABAG by January 31, 2013. By that date, CMAs will have analyzed housing production progress and completed an inventory of affordable housing policies currently enacted by each local jurisdiction. By January 31, 2014, CMAs would work with their respective jurisdictions to formulate affordable housing strategies and identify which, if any, additional policies are recommended to promote and preserve affordable housing in PDAs. To support the CMAs and local jurisdictions in these efforts, MTC and ABAG will coordinate with related work conducted through the Housing and Urban Development (HUD) Sustainable Communities Planning grant awarded to the region in fall 2011. Based on this information and recommendations in the PDA Investment and Growth Strategy, MTC will link the release of future cycle funding (subsequent to FY 2015-16) to the implementation of affordable housing policies around which local officials reach consensus. MTC also expects the formula share of funding attributable to affordable housing production to increase in future cycles.

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

It is important to note that affordable housing issues are unique for each jurisdiction given a variety of factors such as the local housing supply, current market conditions, future opportunities / constraints for the production of affordable housing, and demographics. Therefore affordable housing production and preservation policies, if needed, should be crafted to meet the situation of each PDA-based

jurisdiction. The map provided in Attachment 6 shows communities where displacement is a potential issue, based on the Plan Bay Area equity analysis data and other metrics.

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

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

a) To be eligible for OBAG funds, a jurisdiction will need to address complete streets policies at the local level through the adoption of a complete streets 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. The deadline reflects the time and effort required to adopt an ordinance and aligns with the other OBAG deadlines. 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 with the Complete Streets Act of 2008 to be eligible for the next round of funding.

b) To be eligible for OBAG funds, 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. As of April 2012, 23 of 110 Bay Area jurisdictions, or 21%, do not yet have certified housing elements despite the state deadline of June 30, 2009. If a jurisdiction submitted its housing element to the state, 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 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.

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

- Mix of project types selected;

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

The CMAs will also present their PDA Investment and Growth Strategy to the Joint MTC Planning/ABAG Administrative Committee.

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

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

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

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

9. OBAG Project Selection Guidance: 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 OBAG Program.

Recommended revision: Each CMA is required to certify that it has met MTC public participation requirements as set forth by Appendix A-5 to Attachment A of the resolution.


Next Steps

The staff proposal until now has been based on the current 2007-14 Regional Housing Needs Allocations (RHNA) for the proposed OBAG fund distribution. The OBAG County distribution for Commission approval has been updated using draft RHNA 2014-2022 based on the methodology which is to be approved for public review at this meeting. In July, ABAG will release the draft RHNA data for approval based on the draft methodology, and will complete its review of applications for new PDA designations. MTC staff will issue the final funding distribution and PDA maps at that time.

After the Final OBAG Programming Policies have been approved by the Commission, staff will start working on OBAG Program implementation in June.

Recommendation

MTC staff recommends that the Committee refer MTC Resolution No. 4035 to the Commission for approval.



Steve Heminger

Attachments

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Comment Letters Received in Response to the OneBayArea Grant Proposal Released on July 8, 2011

Letter #	Date	Organization	From	Written Response Dated
1	03/31/11	STA (Solano Transportation Authority) - re SB 375 Open Space & Ag Land	Harry Price, Chair, STA; Mayor, City of Fairfield	08/31/11
2	06/21/11	City/County Association of Governments of San Mateo County (C/CAG) - Letter 1	Richard Napier, Executive Director	08/31/11
3	07/05/11	TAM (Transportation Authority of Marin)	Dianne Steinhauer, Executive Director	08/31/11
4	08/05/11	Marshall_NCTPA TAC (Napa County Transportation & Planning Agency)	Rick Marshall, Chair, NCTPA TAC	08/31/11
5	08/12/11	City/Council Association of Governments of San Mateo County (C/CAG) - Letter 2	Richard Napier, Executive Director	08/31/11
6	08/25/11	Cortese_Santa Clara County Board of Supervisors	Dave Cortese, President, Board of Supervisors	09/02/11
7	08/31/11	Town of Los Gatos	Greg Larson, Town Manager	09/15/11
8	08/31/11	City of Half Moon Bay	Naomi Patridge, Mayor	09/15/11
9	08/31/11	City of Millbrae	David F. Quigg, Mayor	09/15/11
10	09/01/11	City of Burlingame	Terry Nagel, Mayor	09/15/11
11	09/01/11	Contra Costa County	Catherine O. Kutsuris, Director, Conservation and Development Department and Julie Burren, Director, Public Works Department	09/23/11
12	09/02/11	City of Mountain View	Michael A. Fuller, Public Works Director and Randal Tsuda, Community Development Director	11/21/11
13	09/09/11	City of Brisbane	Randy L. Breault, PE, Director of Public Works/City Engineer	09/15/11
14	09/09/11	City of Milpitas	Jose Esteves, Mayor	09/15/11
15	09/14/11	City of Fremont / LSRWG	Norm Hughes, Chair, Local Streets & Roads Working Group; Assistant Public Works Director/City Engineer	09/29/11
16	09/15/11	SCTA (Sonoma County Transportation Authority/Regional Climate Protection Authority)	Jake Mackenzie, Chair, SCTA/RCPA	09/23/11
17	09/15/11	City of Rohnert Park	Darren Jenkins, PE, Director of Development Services/City Engineer	09/23/11
18	09/22/11	City of Sunnyvale	Melinda Hamilton, Mayor	10/06/11
19	09/29/11	Contra Costa Transportation Authority (CCTA)	David E. Durant, Chair, Board of Commissioners	10/06/11

Attachment 1

Letter #	Date	Organization	From	Written Response Dated
20	10/12/11	City of Lafayette	Carl Anduri, Mayor	10/28/11
21	10/26/11	City of Morgan Hill	Steve Tate, Mayor	11/08/11
22	10/26/11	County of Sonoma	Efren Carrillo, Chairman, Sonoma County Board of Supervisors	11/08/11
23	10/28/11	Bay Area Business Coalition [Bay Area Council, Bay Planning Coalition, BIA Bay Area, Contra Costa Council, East Bay EDA, Jobs & Housing Coalition, North Bay Leadership Council, Silicon Valley Leadership Group, SAMCEDA, Solano EDC]	In order of organizations named in adjoining column: Jim Wunderman, President & CEO; John Coleman, Executive Director; Paul Campos, Senior VP, Govt. Affairs; Linda Best, President & CEO; Karen Engel, Executive Director; Gregory McConnell, President & CEO; Cynthia Murray, President & CEO; Carl Guardino, President & CEO; Rosanne Foust, President & CEO; Sandy Person, President	11/18/11
24	11/03/11	Greenbelt Alliance	Stephanie Reyes, Policy Director	11/18/11
25	11/04/11	SFCTA (San Francisco County Transportation Authority)	Ross Mirakarimi, Chair of the Board	11/18/11
26	11/15/11	City of Napa	Jill Techel, Mayor	12/13/11
27	11/18/11	OBAG Comment Letter: Asian Pacific Environmental Network, Bay Localize, California WALKS, Causa Justa::Just Cause, Chinatown Community Development Center, Council of Community Housing Organizations (CCHO), East Bay Housing Organizations (EBHO), Genesis, Green Youth Alliance, Greenbelt Alliance, The League of Women Voters of the Bay Area, National CAPACD, Public Advocates, TransForm, Unitarian Universalist Legislative Ministry, Urban Habitat	(no names provided)	none
28	11/22/11	Santa Clara VTA (Valley Transportation Authority)	John Ristow, VTA Chief CMA Officer	12/13/11
29	11/28/11	City of Palo Alto	Sidney Espinosa, Mayor	12/13/11
30	11/28/11	SRTSNP (Safe Routes to School National Partnership)_BABC (Bay Area Bicycle Coalition)	Deb Hubsmith, Director, SRTSNP and Corrine Winter, Chair, BABC	none
31	12/02/11	City of Richmond	William Lindsay, City Manager	12/15/11
32	12/06/11	County of Napa	Bill Dodd, Chairman, Board of Supervisors	12/15/11
33	12/07/11	City of Santa Rosa	Ernesto Oliveras, Mayor	12/15/11
34	12/09/11	City of American Canyon	Richard Ramirez, Acting City Manager	01/19/12

Attachment 1

Letter #	Date	Organization	From	Written Response Dated
35	12/12/11	Housing Leadership Council of San Mateo County	Mark Moulton, Executive Director	12/15/11
36	12/19/11	Alameda County Transportation Commission	Art Dao, Executive Director	01/19/12
37	12/19/11	City of Petaluma	David Glass, Mayor	01/19/12
38	12/21/11	San Mateo County Health System	SaraT Mayer, Director	01/19/12
39	12/23/11	City of Oakland City and County of San Francisco City of San Jose Bay Area Rapid Transit District San Francisco Municipal Transportation Agency Alameda-Contra Costa Transit District San Francisco County Transportation Authority	Fred Blackwell, Assistant City Administrator Jose Campos, Chief of Citywide Planning Laurel Prevetti, Assistant Planning Director Carter Mau, Executive Manager of Budget and Planning Timothy Papandreou, Deputy Director for Sustainable Streets Tina Spencer, Director of Service Development and Planning Tilly Chang, Deputy Director for Planning	01/19/12
40	01/10/12	Save Mount Diablo	Seth Adams, Director of Land Programs	01/19/12
41	12/20/11	County of Marin	Susan L. Adams, President Marin Board of Supervisors	01/19/12
42	01/10/12	Greenbelt Alliance Santa Clara County Open Space Authority Bay Area Open Space Council American Farmland Trust The Nature Conservancy Trust for Public Land Save Mount Diablo Sustainable Agriculture Education (SAGE)	Jeremy Madsen, Executive Director Andrea Mackenzie, General Manager Bettina Ring, Executive Director Edward Thompson, Jr, California Director Elizabeth O'Donoghue, Director of Infrastructure and Land Use Rachel Dinno Taylor, Director, Government Relations Seth Adams, Land Programs Director Sibella Kraus, President	01/19/12
43	01/12/12	North Bay CMA Directors: Napa County Sonoma County Solano County Marin County	Bill Dodd, MTC Commissioner, Napa County Jake Mackenzie, MTC Commissioner, Sonoma County James P. Spering, MTC Commissioner, Solano County Steve Kinsey, MTC Commissioner, Marin County	01/19/12
44	01/13/12	Napa County Department of Public Works	Rick Marshall, Chair, Local Streets and Roads Working Group	01/26/12
45	01/19/12	Association of Bay Area Health Officials	William B. Walker, M.D.	02/07/12
46	01/24/12	Community Development Department	Jim Gustafson, P.E.	02/07/12
47	11/28/2011 2/2/2012	Safe Routes to School National Partnership and Bay Area Bicycle Coalition	Deb Hubsmith, Director, SRTSNP and Corrine Winter, Chair, BABC	02/07/12
48	02/06/12	SCTA / RCPA	Valerie Brown, Chair of SCTA/RCPA	03/21/12
49	02/14/12	Department of Housing and Community Development	Cathy E. Creswell, Acting Director	03/21/12
50	02/14/12	City of Cupertino	Timm Borden, Director of Public Works	03/21/12
51	02/15/12	Contra Costa Transportation Authority (CCTA)	Randell H. Iwasaki, Executive Director	03/21/12
52	02/16/12	City of Gilroy	Thomas J. Haglund, City Administrator	03/21/12

Attachment 1

Letter #	Date	Organization	From	Written Response Dated
53	02/17/12	Coastal Conservancy	Samuel Schuchat, Executive Director	03/21/12
54	02/24/12	Electronic Mail	Asian Pacific Environmental Network, Bay Localize, Breakthrough Communities, California WALKS, Causa Justa:: Just Cause, Center for Sustainable Neighborhoods, Chinatown Community Development Center, Council of Community Housing Organizations (CCHO), East Bay, Housing Organization (EBHO), Genesis, Green Youth Alliance, Greenbelt Alliance, Housing Leadership Council of, San Mateo County (HLC), The League of Women Voters of the Bay Area, The National CAPACD, Public Advocates, Policy Link, Regional Asthma Management and Prevention (RAMP), Richmond Progressive Alliance, Rose Foundation for Communities & the Environment, TransForm, Unitarian Universalist Legislative Ministry CA, Urban Habitat	03/21/12
55	02/24/12	Gordon and Betty Moore Foundation	Steve McCormick	03/21/12
56	02/28/12	City of Palo Alto	Yiaway Yeh, Mayor	03/21/12
57	03/02/12	Cities Association of Santa Clara County	Margaret Abe-Koga, Council Member City of Mountain View Greg Scharff, Vice Mayor City of Palo Alto Cat Tucker, Mayor Pro Tempore City of Gilroy	03/21/12
58	03/09/12	Bay Area Business Coalition (Bay Area Council, Bay Planning Coalition, BIA Bay Area, Contra Costa Council, East Bay EDA, Jobs & Housing Coalition, North Bay Leadership Couyncil, Silicon Valley Leadership Group, SAMCEDA, Solano EDC)	In order of organizations named in adjoining column: Jim Wunderman, President & CEO; John Coleman, Executive Director; Paul Campos, Senior VP, Govt. Affairs; Linda Best, President & CEO; Karen Engel, Executive Director; Gregory McConnell, President & CEO;	03/21/12
59	04/17/12	City of Lafayette	Steven B. Falk	04/27/12
60	04/18/12	City of Napa	Herb Fredricksen	05/03/12
61	04/17/12	San Jose State University	Jaso Su	05/03/12
62	04/17/12	City of Antioch	Tina Wehrmeister	05/03/12
63	04/23/12	People Acting in Community Together (PACT)	Downtown Cluster Local Organizing Committee	05/03/12
64	04/26/12	Safe Routes to School National Partnership and Bay Area Bicycle Coalition	deb Hubsmith, Director, SRTSNP and Andrew Casteel, Board Chair, BABC	05/03/12

Attachment 2

Cycle 2

Regional and County Programs

FY 2012-13 through FY 2015-16

May 2012

Proposed Cycle 2 Funding Commitments

Regional Program (millions \$ - rounded)		4-Year Total
Regional Categories		
1	Regional Planning Activities	\$7
2	Regional Operations	\$95
3	Freeway Performance Initiative	\$96
4	Pavement Management Program	\$7
5	Priority Development Activities	\$40
6	Climate Initiatives	\$20
7	Safe Routes To School	\$20
8	Transit Capital Rehabilitation	\$150
9	Transit Performance Initiative	\$30
10	Priority Conservation Area	\$10
Regional Program Total: *		\$475
		60%

One Bay Area Grant (OBAG) (millions \$ - rounded)		4-Year Total
Counties		
1	Alameda	\$63
2	Contra Costa	\$44
3	Marin	\$10
4	Napa	\$6
5	San Francisco	\$38
6	San Mateo	\$26
7	Santa Clara	\$87
8	Solano	\$18
9	Sonoma	\$23
OBAG Total: *		\$320
J:\COMMITTEE\Planning Committee\2012\May\OBAG\RES-4035 Appendices to Att A.xlsx\A-1 Cycle 2 Funding		40%

Cycle 2 Total Total: *	\$795
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Amounts may not total due to rounding

OBAG amounts are draft estimates until final adoption of RHNA, expected July 2012.

Attachment 3: Examples of Projects That Provide Proximate Access to a Priority Development Area

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

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

Attachment 4

DRAFT OBAG Formula Factors and Distribution Within County

Draft Estimate. Final Number to be available after July 2012
May 2012

	Population		2014-2022 RHNA				1999-2006 Housing Production				Total
	50%		12.5%		12.5%		12.5%		12.5%		100%
OBAG Distribution Formula Share:											
County	2010 Population	Intra-County Share	Very Low + Low Income Units	Intra-County Share	Total Units	Intra-County Share	Very Low + Low Units	Intra-County Share	Total Units (capped)	Intra-County Share	Total
ALAMEDA COUNTY											
Alameda	73,812	4.9%	748	4.2%	1,719	3.9%	336	6.7%	952	3.0%	4.7%
Albany	18,539	1.2%	108	0.6%	252	0.6%	15	0.3%	160	0.5%	0.9%
Berkeley	112,580	7.5%	875	4.9%	2,459	5.6%	496	9.9%	1,269	4.0%	6.8%
Dublin	46,036	3.0%	1,314	7.4%	2,314	5.3%	506	10.1%	3,832	12.2%	5.9%
Emeryville	10,080	0.7%	519	2.9%	1,435	3.3%	187	3.7%	777	2.5%	1.9%
Fremont	214,089	14.2%	2,722	15.4%	5,322	12.1%	503	10.0%	2,971	9.5%	13.0%
Hayward	144,186	9.5%	1,510	8.5%	4,042	9.2%	57	1.1%	2,602	8.3%	8.2%
Livermore	80,968	5.4%	1,371	7.7%	2,705	6.2%	461	9.2%	3,746	11.9%	7.1%
Newark	42,573	2.8%	577	3.3%	1,168	2.7%	0	0.0%	314	1.0%	2.3%
Oakland	390,724	25.9%	4,804	27.1%	15,542	35.4%	1,300	25.8%	7,733	24.7%	27.1%
Piedmont	10,667	0.7%	38	0.2%	60	0.1%	0	0.0%	9	0.0%	0.4%
Pleasanton	70,285	4.7%	1,101	6.2%	1,966	4.5%	530	10.5%	2,391	7.6%	5.9%
San Leandro	84,950	5.6%	805	4.5%	2,152	4.9%	108	2.1%	870	2.8%	4.6%
Union City	69,516	4.6%	525	3.0%	1,097	2.5%	232	4.6%	1,852	5.9%	4.3%
Alameda County Unincorporated	141,266	9.4%	698	3.9%	1,720	3.9%	303	6.0%	1,878	6.0%	7.2%
ALAMEDA TOTAL:	1,510,271	100.0%	17,715	100.0%	43,953	100.0%	5,034	100.0%	31,356	100.0%	100.0%
CONTRA COSTA COUNTY											
Antioch	102,372	9.8%	538	6.8%	1,429	7.3%	838	13.2%	4,459	13.8%	10.0%
Brentwood	51,481	4.9%	350	4.4%	753	3.8%	614	9.7%	4,073	12.6%	6.3%
Clayton	10,897	1.0%	75	1.0%	140	0.7%	84	1.3%	219	0.7%	1.0%
Concord	122,067	11.6%	1,211	15.4%	3,458	17.6%	286	4.5%	2,319	7.2%	11.4%
Danville	42,039	4.0%	303	3.8%	552	2.8%	141	2.2%	721	2.2%	3.4%
El Cerrito	23,549	2.2%	159	2.0%	393	2.0%	5	0.1%	185	0.6%	1.7%
Hercules	24,060	2.3%	330	4.2%	679	3.5%	164	2.6%	792	2.5%	2.7%
Lafayette	23,893	2.3%	195	2.5%	364	1.9%	17	0.3%	194	0.6%	1.8%
Martinez	35,824	3.4%	192	2.4%	466	2.4%	0	0.0%	424	1.3%	2.5%
Moraga	16,016	1.5%	153	1.9%	299	1.5%	21	0.3%	86	0.3%	1.3%
Oakley	35,432	3.4%	482	6.1%	1,163	5.9%	461	7.3%	1,208	3.7%	4.6%
Orinda	17,643	1.7%	131	1.7%	225	1.1%	0	0.0%	157	0.5%	1.3%
Pinole	18,390	1.8%	113	1.4%	265	1.3%	40	0.6%	172	0.5%	1.4%
Pittsburg	63,264	6.0%	668	8.5%	2,141	10.9%	628	9.9%	2,513	7.8%	7.6%
Pleasant Hill	33,152	3.2%	182	2.3%	444	2.3%	164	2.6%	714	2.2%	2.8%
Richmond	103,701	9.9%	493	6.3%	1,643	8.4%	1,293	20.4%	2,229	6.9%	10.2%
San Pablo	29,139	2.8%	105	1.3%	447	2.3%	284	4.5%	494	1.5%	2.6%
San Ramon	72,148	6.9%	665	8.4%	1,192	6.1%	564	8.9%	4,447	13.8%	8.1%
Walnut Creek	64,173	6.1%	628	8.0%	1,486	7.6%	179	2.8%	1,477	4.6%	5.9%
Contra Costa County Unincorporated	159,785	15.2%	901	11.4%	2,108	10.7%	549	8.7%	5,436	16.8%	13.6%
CONTRA COSTA TOTAL:	1,049,025	100.0%	7,874	100.0%	19,647	100.0%	6,332	100.0%	32,319	100.0%	100.0%
MARIN COUNTY											
Belvedere	2,068	0.8%	7	0.7%	16	0.7%	0	0.0%	9	0.2%	0.6%
Corte Madera	9,253	3.7%	31	3.2%	71	2.9%	0	0.0%	99	2.0%	2.9%
Fairfax	7,441	2.9%	25	2.6%	63	2.6%	0	0.0%	18	0.4%	2.2%
Larkspur	11,926	4.7%	53	5.5%	131	5.4%	13	1.0%	53	1.1%	4.0%
Mill Valley	13,903	5.5%	61	6.4%	128	5.3%	97	7.6%	170	3.4%	5.6%
Novato	51,904	20.6%	157	16.4%	412	16.9%	824	64.4%	2,582	52.2%	29.0%
Ross	2,415	1.0%	9	0.9%	17	0.7%	0	0.0%	21	0.4%	0.7%
San Anselmo	12,336	4.9%	45	4.7%	105	4.3%	0	0.0%	70	1.4%	3.7%
San Rafael	57,713	22.9%	323	33.7%	941	38.7%	112	8.8%	1,184	23.9%	24.6%
Sausalito	7,061	2.8%	39	4.1%	83	3.4%	22	1.7%	73	1.5%	2.7%
Tiburon	8,962	3.6%	39	4.1%	78	3.2%	7	0.5%	151	3.0%	3.1%
Marin County Unincorporated	67,427	26.7%	169	17.6%	388	15.9%	204	15.9%	521	10.5%	20.9%
MARIN TOTAL:	252,409	100.0%	958	100.0%	2,433	100.0%	1,279	100.0%	4,951	100.0%	100.0%
NAPA COUNTY											
American Canyon	19,454	14.3%	186	32.1%	396	28.2%	174	21.3%	1,323	31.3%	21.2%
Calistoga	5,155	3.8%	13	2.2%	38	2.7%	18	2.2%	78	1.8%	3.0%
Napa	76,915	56.4%	318	54.8%	832	59.2%	528	64.6%	2,397	56.6%	57.6%
St. Helena	5,814	4.3%	21	3.6%	49	3.5%	20	2.4%	124	2.9%	3.7%
Yountville	2,933	2.1%	7	1.2%	18	1.3%	2	0.2%	67	1.6%	1.6%
Napa County Unincorporated	26,213	19.2%	35	6.0%	73	5.2%	75	9.2%	244	5.8%	12.9%
NAPA TOTAL:	136,484	100.0%	580	100.0%	1,406	100.0%	817	100.0%	4,233	100.0%	100.0%
SAN FRANCISCO COUNTY											
SAN FRANCISCO TOTAL:	805,235	100.0%	11,391	100.0%	28,487	100.0%	5,304	100.0%	17,439	100.0%	100.0%

	Population		2014-2022 RHNA				1999-2006 Housing Production				Total
	50%		12.5%		12.5%		12.5%		12.5%		100%
OBAG Distribution Formula Share:	50%		12.5%		12.5%		12.5%		12.5%		100%
County	2010 Population	Intra-County Share	Very Low + Low Income Units	Intra-County Share	Total Units	Intra-County Share	Very Low + Low Units	Intra-County Share	Total Units (capped)	Intra-County Share	Total
SAN MATEO COUNTY											
Atherton	6,914	1.0%	62	0.9%	105	0.6%	0	0.0%	5	0.1%	0.7%
Belmont	25,835	3.6%	167	2.5%	365	2.2%	44	3.0%	317	3.4%	3.2%
Brisbane	4,282	0.6%	23	0.4%	55	0.3%	8	0.5%	108	1.2%	0.6%
Burlingame	28,806	4.0%	397	6.0%	975	5.9%	0	0.0%	104	1.1%	3.6%
Colma	1,792	0.2%	27	0.4%	71	0.4%	73	5.0%	74	0.8%	1.0%
Daly City	101,123	14.1%	542	8.3%	1,503	9.2%	33	2.2%	416	4.5%	10.1%
East Palo Alto	28,155	3.9%	101	1.5%	466	2.8%	212	14.4%	719	7.7%	5.3%
Foster City	30,567	4.3%	224	3.4%	428	2.6%	88	6.0%	533	5.7%	4.3%
Half Moon Bay	11,324	1.6%	79	1.2%	185	1.1%	106	7.2%	356	3.8%	2.5%
Hillsborough	10,825	1.5%	77	1.2%	129	0.8%	15	1.0%	84	0.9%	1.2%
Menlo Park	32,026	4.5%	336	5.1%	691	4.2%	0	0.0%	215	2.3%	3.7%
Millbrae	21,532	3.0%	243	3.7%	606	3.7%	0	0.0%	262	2.8%	2.8%
Pacifica	37,234	5.2%	175	2.7%	412	2.5%	10	0.7%	179	1.9%	3.6%
Portola Valley	4,353	0.6%	35	0.5%	64	0.4%	15	1.0%	61	0.7%	0.6%
Redwood City	76,815	10.7%	1,050	16.0%	2,785	17.0%	106	7.2%	465	5.0%	11.0%
San Bruno	41,114	5.7%	432	6.6%	1,156	7.0%	325	22.1%	378	4.1%	7.8%
San Carlos	28,406	4.0%	259	3.9%	537	3.3%	0	0.0%	208	2.2%	3.2%
San Mateo	97,207	13.5%	1,395	21.3%	3,433	20.9%	210	14.3%	1,771	19.1%	16.2%
South San Francisco	63,632	8.9%	767	11.7%	2,072	12.6%	192	13.1%	1,310	14.1%	10.9%
Woodside	5,287	0.7%	35	0.5%	62	0.4%	0	0.0%	41	0.4%	0.5%
San Mateo County Unincorporated	61,222	8.5%	136	2.1%	299	1.8%	31	2.1%	1,680	18.1%	7.3%
SAN MATEO TOTAL:	718,451	100.0%	6,562	100.0%	16,399	100.0%	1,468	100.0%	9,286	100.0%	100.0%
SANTA CLARA COUNTY											
Campbell	39,349	2.2%	357	1.5%	940	1.6%	37	0.3%	617	1.3%	1.7%
Cupertino	58,302	3.3%	703	2.9%	1,380	2.3%	48	0.4%	1,339	2.7%	2.7%
Gilroy	48,821	2.7%	360	1.5%	1,079	1.8%	516	4.2%	2,577	5.3%	3.0%
Los Altos	28,976	1.6%	259	1.1%	475	0.8%	40	0.3%	261	0.5%	1.2%
Los Altos Hills	7,922	0.4%	73	0.3%	123	0.2%	32	0.3%	83	0.2%	0.3%
Los Gatos	29,413	1.7%	295	1.2%	615	1.0%	86	0.7%	402	0.8%	1.3%
Milpitas	66,790	3.7%	1,068	4.5%	2,402	4.0%	701	5.7%	3,318	6.8%	4.5%
Monte Sereno	3,341	0.2%	35	0.1%	62	0.1%	19	0.2%	76	0.2%	0.2%
Morgan Hill	37,882	2.1%	416	1.7%	963	1.6%	556	4.6%	2,335	4.8%	2.6%
Mountain View	74,066	4.2%	1,155	4.8%	2,800	4.7%	123	1.0%	1,484	3.0%	3.8%
Palo Alto	64,403	3.6%	1,089	4.5%	2,216	3.7%	344	2.8%	1,397	2.9%	3.5%
San Jose	945,942	53.1%	14,173	59.1%	36,988	62.1%	8,301	67.9%	26,114	53.4%	56.9%
Santa Clara	116,468	6.5%	1,450	6.0%	3,667	6.2%	758	6.2%	4,763	9.7%	6.8%
Saratoga	29,926	1.7%	234	1.0%	439	0.7%	61	0.5%	539	1.1%	1.3%
Sunnyvale	140,081	7.9%	2,305	9.6%	5,335	9.0%	112	0.9%	2,167	4.4%	6.9%
Santa Clara County Unincorporated	89,960	5.0%	25	0.1%	61	0.1%	483	4.0%	1,421	2.9%	3.4%
SANTA CLARA TOTAL:	1,781,642	100.0%	23,997	100.0%	59,545	100.0%	12,217	100.0%	48,893	100.0%	100.0%
SOLANO COUNTY											
Benicia	26,997	6.5%	171	6.0%	352	5.1%	182	9.3%	413	2.7%	6.1%
Dixon	18,351	4.4%	79	2.8%	196	2.8%	0	0.0%	1,017	6.6%	3.7%
Fairfield	105,321	25.5%	1,409	49.1%	3,399	49.0%	249	12.8%	3,812	24.7%	29.7%
Rio Vista	7,360	1.8%	31	1.1%	99	1.4%	39	2.0%	1,391	9.0%	2.6%
Suisun City	28,111	6.8%	168	5.9%	373	5.4%	80	4.1%	1,004	6.5%	6.1%
Vacaville	92,428	22.4%	470	16.4%	1,099	15.8%	778	39.9%	4,406	28.5%	23.8%
Vallejo	115,942	28.0%	513	17.9%	1,356	19.5%	553	28.3%	2,965	19.2%	24.6%
Solano County Unincorporated	18,834	4.6%	29	1.0%	67	1.0%	71	3.6%	427	2.8%	3.3%
SOLANO TOTAL:	413,344	100.0%	2,870	100.0%	6,941	100.0%	1,952	100.0%	15,435	100.0%	100.0%
SONOMA COUNTY											
Cloverdale	8,618	1.8%	83	2.3%	218	2.4%	163	3.2%	423	2.3%	2.2%
Cotati	7,265	1.5%	67	1.8%	145	1.6%	114	2.2%	520	2.9%	1.8%
Healdsburg	11,254	2.3%	64	1.7%	156	1.7%	188	3.7%	516	2.8%	2.4%
Petaluma	57,941	12.0%	343	9.3%	737	8.0%	451	8.8%	1,144	6.3%	10.0%
Rohnert Park	40,971	8.5%	371	10.1%	963	10.5%	760	14.9%	2,124	11.7%	10.1%
Santa Rosa	167,815	34.7%	2,120	57.7%	5,519	60.1%	1,929	37.7%	7,654	42.0%	42.0%
Sebastopol	7,379	1.5%	47	1.3%	128	1.4%	5	0.1%	121	0.7%	1.2%
Sonoma	10,648	2.2%	52	1.4%	137	1.5%	179	3.5%	684	3.8%	2.4%
Windsor	26,801	5.5%	232	6.3%	486	5.3%	332	6.5%	1,881	10.3%	6.3%
Sonoma County Unincorporated	145,186	30.0%	295	8.0%	694	7.6%	989	19.4%	3,142	17.3%	21.5%
SONOMA TOTAL:	483,878	100.0%	3,674	100.0%	9,183	100.0%	5,110	100.0%	18,209	100.0%	100.0%
Bay Area Total	7,150,739	100.0%	75,621	100.0%	187,994	100.0%	39,513	100.0%	182,121	100.0%	100.0%

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Attachment 5

PDA Investment & Growth Strategy

The purpose of a PDA Investment & Growth Strategy is to ensure that CMAs have a transportation project priority-setting process for OBAG funding that supports and encourages development in the region's PDAs, recognizing that the diversity of PDAs will require different strategies. Some of the planning activities noted below may be appropriate for CMAs to consider for jurisdictions or areas not currently designated as PDAs if those areas are still considering future housing and job growth. Regional agencies will provide support, as needed, for the PDA Investment & Growth Strategies. The following are activities CMAs need to undertake in order to develop a project priority-setting process:

(1) Engaging Regional/Local Agencies

- Develop or continue a process to regularly engage local planners and public works staff. Encourage community participation throughout the planning process and in determining project priorities
- Participate as a TAC member in local jurisdiction planning processes funded through the regional PDA Planning Program or as requested by jurisdictions. Partner with MTC and ABAG staff to ensure that regional policies are addressed in PDA plans.
- Help develop protocols with MTC, ABAG and Air District staff to assess toxic-air contaminants and particulate matter, as well as related mitigation strategies, as part of regional PDA Planning Program.

(2) Planning Objectives – to Inform Project Priorities

- Keep apprised of ongoing transportation and land-use planning efforts throughout the county
- Encourage local agencies to quantify infrastructure needs and costs as part of their planning processes
- Encourage and support local jurisdictions in meeting their housing objectives established through their adopted Housing Elements and RHNA.
 - *Short-term:* By January 2013, analyze progress of local jurisdictions in implementing their housing element objectives and identify current local housing policies that encourage affordable housing production and/or community stabilization.
 - *Long-term:* Starting in January 2014 and for subsequent updates, PDA Investment & Growth Strategies will assess performance in producing sufficient housing for all income levels through the RHNA process and, where appropriate, assist local jurisdictions in implementing local policy changes to facilitate achieving these goals¹. The locally crafted policies should be targeted to the specific circumstances of each PDA. For example, if the PDA currently does not provide for a mix of income-levels, any recommend policy changes should be aimed at promoting affordable housing. If the PDA currently is mostly low-income housing, any needed policy changes should be aimed at community stabilization. This analysis will be coordinated with related work conducted through the Housing and Urban Development (HUD) grant awarded to the region in fall 2011.

(3) Establishing Local Funding Priorities - Develop funding guidelines for evaluating OBAG projects that support multi-modal transportation priorities based on connections to housing, jobs and commercial activity. Emphasis should be placed on the following factors when developing project evaluation criteria:

- **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.)

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.

- d. Consistency with regional TLC design guidelines or design that encourages multi-modal access:
http://www.mtc.ca.gov/planning/smart_growth/tlc/2009_TLC_Design_Guidelines.pdf
- e. Project areas with parking management and pricing policies
- **Projects located in Communities of Concern (COC)** – favorably consider projects located in a COC see: <http://geocommons.com/maps/110983>
- **PDAs with affordable housing preservation and creation strategies** – favorably consider projects in jurisdictions with affordable housing preservation and creation strategies or policies
- **PDAs that overlap with Air District CARE Communities and/or are in proximity to freight transport infrastructure** – Favorably consider projects located in PDAs with highest exposure to particulate matter and toxic air contaminants where jurisdictions employ best management practices to mitigate exposure.

Process/Timeline

CMAAs develop PDA Investment & Growth Strategy	June 2012 – January 2013
PDA Investment & Growth Strategy Presentations by CMAAs to Joint MTC Planning and ABAG Administrative Committee	Early 2013
CMAAs amend PDA Investment & Growth Strategy to incorporate follow-up to local housing production and policies	January 2014
CMAAs submit annual progress reports related to PDA Growth Strategies, including status of jurisdiction progress on development/adoption of housing elements and complete streets ordinances.	January 2014, Ongoing

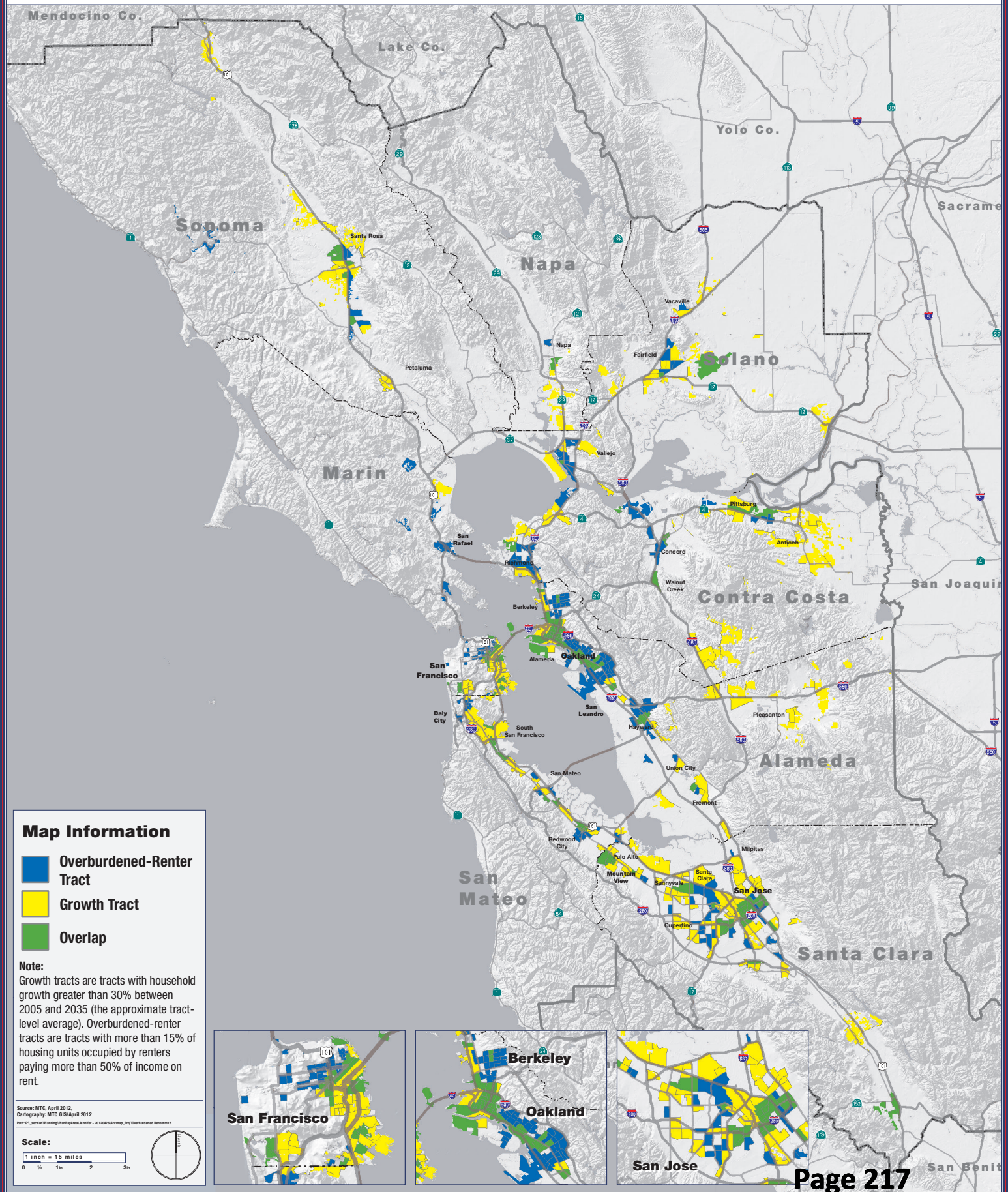
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Current Overburdened Renters > 15% of Households and Locations with > 30% Household Growth between 2005 and 2035

M Metropolitan Transportation Commission
Planning, Financing and Coordinating
Transportation for the nine-county
San Francisco Bay Area

Research and Demographic Unit

Geographic Information Systems Unit



Plan BayArea

OneBayArea Grant
(Cycle 2 STP/CMAQ)

Joint MTC Planning/ABAG Administrative Committee
May 11, 2012

OneBayArea Grant Outreach To Date

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

OneBayArea Grant Framework

Overall Approach

- Reward jurisdictions that produce housing near transit and create healthy communities
- Target investments in PDAs
- Provide more local funding overall and more flexibility on how money can be spent
- Monitor how expenditures address adopted performance objectives

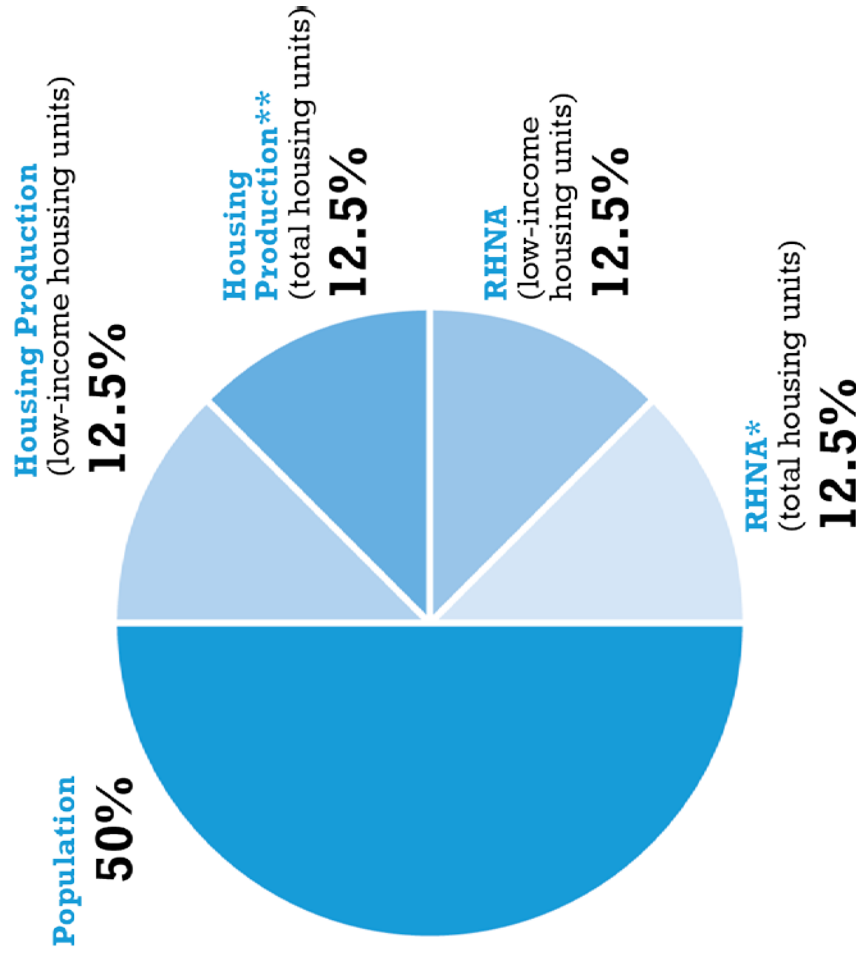


Commitments Overview

(Millions \$, rounded)

Program Categories	4-Year Total Funding
Regional Program	\$475
Regional Planning	\$7
Regional Operations	\$105
Freeway Performance Initiative	\$96
Pavement Technical Assistance Program	\$7
Priority Development Area Planning Program	\$30
Climate Initiatives	\$20
Safe Routes to School	\$20
Transit Capital Rehabilitation	\$150
Transit Performance Initiative	\$30
Priority Conservation Area North Bay Pilot	\$10
OneBayArea Grant for Counties	\$320
TOTAL	\$795

OBAG Distribution Formula



**Draft RHNA 2014-2022*

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

OBAG County Fund Distribution

(Millions \$, rounded)

County	Total Funds
Alameda	\$64
Contra Costa	\$45
Marin	\$10
Napa	\$7
San Francisco	\$39
San Mateo	\$26
Santa Clara	\$87
Solano	\$19
Sonoma	\$24
Regional Total	
\$320	

Amounts may not total due to rounding

Eligible OBAG Projects

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



Recommended Revisions / Clarifications

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

Program Timeframe

Add Fourth Year of Funding

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

Recommended Revision:

- **Total OBAG Program increased to \$795 million**
- **\$70 million more for counties for project selection**
- **Increase of \$110 million to Regional Programs**

PDA Flexibility

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

Recommended Revision:

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

Priority Conservation Areas Pilot Program

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

Recommended Revision:

- **Increase regional competitive program to \$10 million total**
 - First \$5 million prioritized for regional competitive program focused on North Bay
 - Next \$5 million for projects beyond North Bay that can provide a 3:1 match

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• **Further discussion with stakeholders prior to Commission approval on program framework and project eligibility**

Affordable Housing Production and Preservation

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

Framework Supports Affordable Housing

- RHNA requires zoning for low and very low income housing; OBAG requires certified housing element that complies with RHNA to be eligible for funding.
- Funding formula rewards and provides incentives for low-income housing production through 25% of formula.
- OBAG reserves \$40 million for a regional PDA-Planning Program that could, in part, be used to increase \$ for the Affordable TOD Housing Fund. Initial \$10 million (Cycle 1) public investment yielded \$40 million private capital.

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Affordable Housing Production and Preservation (continued)

Recommended Revisions:

- **Publication of data on each jurisdictions' contribution toward the county's OBAG funding will facilitate discussion on project selection distribution**
- **PDA Investment & Growth Strategy addresses affordable housing production and policies**
 - CMAAs will work with jurisdictions to analyze progress on housing production and inventory current policies (January 2013) and partner with cities to craft appropriate policy changes, as necessary (January 2014).
 - PDA Strategy presentation by CMAAs to Joint Planning / ABAG Committee
 - MTC will link the release of future cycle funding (after FY 2015-16) on local progress towards housing production
- **PDA Planning Grant Program includes emphasis on meeting affordable housing and provides resources to assist local jurisdictions to plan for investments in PDAs**

Performance and Accountability

Request to provide greater flexibility for housing and complete streets requirement

Recommended Revision:

- **Adoption of a complete streets policy resolution or Complete Streets Act of 2008 compliant General Plan amendment by January 31, 2013**
- **Waiver process through Joint MTC Planning/ABAG Administration Committee available if jurisdiction faces delays in the HCD approval process**

Performance and Accountability Deadlines

- **January 31, 2013:**

- Jurisdiction adoption of Complete Streets policy resolution
- HCD adoption of a jurisdiction's general plan housing element
- CMA adoption of PDA Investment & Growth Strategy

- **Fall 2014:**

- General Plan that incorporates HCD approved housing element for 2014-2022 RHNA and is compliant with the Complete Streets Act of 2008

Lessons Learned

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

Recommended Approach:

- **MTC staff will report on OBAG outcomes in late 2013, including:**
 - Mix of projects selected
 - Type and funding level of PDA investments
 - Funded complete streets elements
 - Adherence to performance and accountability requirements
 - Relationship between the funding distribution formula factors and amount of funding allocated to jurisdictions
 - Public participation process

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Safe Routes to School and Pavement Technical Assistance Programs

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

Recommended Revision:

- Increase funding for Safe Routes to Schools to \$5 million per year (\$20 million total) consistent with the annual amount made available in Cycle 1
- Increase the PTAP program from \$4 to \$7 million to maintain biannual local street and road inspection schedule for the majority of local jurisdictions

Next Steps

May 2012:

- Joint Committee review/recommendations (May 11th)
- MTC Commission adoption (May 17th)

June 2012:

- OBAG program implementation begins

July 2012:

- ABAG approves draft 2014-2022 RHNA; MTC updates funding formula as necessary
- ABAG approves PDA designation requests

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

ABSTRACT

Resolution No. 4035

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

The resolution includes the following attachments:

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4035

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Adrienne J. Tissier, Chair

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

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

Attachment A
Resolution No. 4035

Cycle 2 Program Project Selection Criteria and Programming Policy

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

**Cycle 2 Program
Policy and Programming**

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Appendix A-3	Safe Routes to School County Fund Distribution
Appendix A-4	OBAG County Fund Distribution
Appendix A-5	OBAG Call for Projects Guidance
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.

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

NEW FUNDING APPROACH FOR CYCLE 2—THE ONEBAYAREA GRANT

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

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

Project List

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

OneBayArea Grant Fund Distribution Formula

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

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

OBAG Fund Distribution Factors

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

* RHNA 2014-2022

**Housing Production Report 1999-2006

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

CYCLE 2 GENERAL PROGRAMMING POLICIES

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

- 1. Public Involvement.** MTC is committed to a public involvement process that is proactive and provides comprehensive information, timely public notice, full public access to key decisions, and opportunities for continuing involvement. MTC provides many methods to fulfill this commitment, as outlined in the *MTC Public Participation Plan*, Resolution No. 3821. The Commission's adoption of the Cycle 2 program, including policy and procedures meet the provisions of the *MTC Public Participation Plan*. MTC's advisory committees and the Bay Area Partnership have been consulted in the development of funding commitments and policies for this program; and opportunities to comment have been provided to other stakeholders and members of the public.

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

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

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

Given the typical smaller scale of projects for the Safe Routes to School (SRTS) program, a lower threshold applies to the regional Safe Routes to School Program projects which have a minimum grant size of \$100,000.
4. **Air Quality Conformity.** In the Bay Area, it is the responsibility of MTC to make an air quality conformity determination for the TIP in accordance with federal Clean Air Act requirements and Environmental Protection Agency (EPA) conformity regulations. MTC evaluates the impact of the TIP on regional air quality during the biennial update of the TIP. Since the 2011 air quality conformity finding has been completed for the 2011 TIP, no non-exempt projects that were not incorporated in the finding will be considered for funding in the Cycle 2 Program until the development of the 2013 TIP during spring 2013. Additionally, the U.S. Environmental Protection Agency has designated the Bay Area as a non-attainment area for PM 2.5. Therefore, based on consultation with the MTC Air Quality Conformity Task Force, projects

deemed “Projects of Air Quality Concern” must complete a hot-spot analysis required by the Transportation Conformity Rule. Generally Projects of Air Quality Concern (POAQC) are those projects that result in significant increases in the number of or emissions from diesel vehicles.

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

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

CMAQ funding applies to new or expanded transportation projects, programs, and operations that help reduce emissions. Eligible project categories that meet this basic criteria include: Transportation activities in approved State Implementation Plan (SIP), Transportation Control Measures (TCMs), alternative fuels, traffic flow improvements, transit expansion projects, bicycle and pedestrian facilities and programs, travel demand management, outreach and rideshare activities, telecommuting programs, intermodal freight, planning and project development activities, Inspection and maintenance programs, magnetic levitation transportation technology deployment program, and experimental pilot projects. For more detailed guidance see the *CMAQ Program Guidance* (FHWA, November 2008).

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

- RTP Consistency: Projects included in the Cycle 2 Program must be consistent with the adopted Regional Transportation Plan (RTP), according to federal planning regulations. Each project included in the Cycle 2 Program must identify its relationship with meeting the goals and objectives of the RTP, and where applicable, the RTP ID number or reference.
- Complete Streets (MTC Routine Accommodations of Pedestrians and Bicyclists) Policy: Federal, state and regional policies and directives emphasize the accommodation of bicyclists, pedestrians, and persons with disabilities when designing transportation facilities. MTC's Complete Streets policy (Resolution No. 3765) created a checklist that is intended for use on projects to ensure that the accommodation of non-motorized travelers are considered at the earliest conception or design phase. The county Congestion Management Agencies (CMAs) ensure that project sponsors complete the checklist before projects are considered by the county for funds and submitted to MTC. CMAs are required to make completed checklists available to their Bicycle and Pedestrian Advisory Committee (BPAC) for review prior to CMAs' project selection actions for Cycle 2.

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

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

All Cycle 2 funding is subject to the Regional Project Funding Delivery Policy and any subsequent revisions (MTC Resolution No. 3606 at http://www.mtc.ca.gov/funding/delivery/MTC_Res_3606.pdf) . Obligation deadlines, project substitutions and redirection of project savings will continue to be governed by the MTC Regional Project Funding Delivery Policy. All funds are subject to obligation, award, invoicing, reimbursement and project close out requirements. The failure to meet these deadlines may result in the de-programming and redirection to other projects.

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

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

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

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

REGIONAL PROGRAMS

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

1. Regional Planning Activities

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

2. Regional Operations

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

3. Freeway Performance Initiative

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

4. Pavement Management Program

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

5. Priority Development Area (PDA) Activities

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

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

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

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

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

6. Climate Change Initiatives

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

7. Safe Routes to Schools

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

8. Transit Capital Rehabilitation

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

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

10. Priority Conservation Area: This \$10 million program is regionally competitive. The first \$5 million would be dedicated to the North Bay counties of Marin, Napa, Solano, and Sonoma. Eligible projects would include planning, land/easement acquisition, open space access projects, and farm-to-market capital projects. Priority would be given to projects that can partner with state

agencies, regional districts and private foundations to leverage outside funds, particularly for land acquisition and open space access. An additional \$5 million will be available outside of the North Bay counties for sponsors that can provide a 3:1 match. Program guidelines will be developed over the next several months. Prior to the call for projects, a meeting will be held with stakeholders to discuss the program framework and project eligibility. The program guidelines will be approved by the Commission following those discussions. Note that tribal consultation for Plan Bay Area highlighted the need for CMAs in Sonoma and Contra Costa counties to involve tribes in PCA planning and project delivery.

ONEBAYAREA GRANT PROGRAMMING POLICIES

The policies below apply to the OneBayArea Grant Program, administered by the county Congestion Management Agencies (CMAs) or substitute agency:

- ▶ Program Eligibility: The congestion management agency may program funds from its One Bay Area Grant fund distribution to projects that meet the eligibility requirements for any of the following transportation improvement types:
 - Local Streets and Roads Preservation
 - Bicycle and Pedestrian Improvements
 - Transportation for Livable Communities
 - Safe Routes To School/Transit
 - Priority Conservation Area
 - Planning and Outreach Activities

- ▶ Fund Source Distribution: OBAG is funded primarily from three federal fund sources: STP, CMAQ and TE. Although the new federal surface transportation authorization act now under consideration may alter the actual fund sources available for MTC's programming discretion it is anticipated that any new federal programs would overlap to a large extent with existing programs. The CMAs will be provided a breakdown of specific OBAG fund sources, with the understanding that actual fund sources may change as a result of the new federal surface transportation act. In this situation, MTC staff will work with the CMAs to realign new fund sources with the funding commitments approved by the Commission. Furthermore, due to strict funding availability and eligibility requirements, the CMAs must adhere to the fund source limitations provided. Exceptions may be granted by MTC staff based on actual fund sources available and final apportionment levels.

In determining the fund source distribution to the counties, each county was first guaranteed at least what they would otherwise received in Cycle 2 under the original Cycles 1 & 2 framework as compared to the original July 8, 2011 OBAG proposal. This resulted in the county of Marin receiving an additional \$1.1 million, county of Napa receiving \$1.3 million each, and the county of Solano receiving \$1.4 million, for a total of \$3.8 million (in CMAQ funds) off the top to hold these counties harmless. The Transportation Enhancement (TE) funds were then distributed based on the county TE shares available for OBAG as approved in the 2012 Regional Transportation Improvement Program (RTIP). STP funds were then assigned to the CMA planning and outreach activities. The remaining STP funds assigned to OBAG were then distributed to each county based on the OBAG distribution formula. The remaining funds were distributed as CMAQ per the OBAG distribution formula. The hold harmless clause resulted in a slight deviation in the OBAG formula distribution for the overall funding amounts for each county.

- ▶ Priority Development Area (PDA) Policies
 - PDA minimum: CMAs in larger counties (Alameda, Contra Costa, San Mateo, San Francisco, and Santa Clara) shall direct at least 70% of their OBAG

investments to the PDAs. For North Bay counties (Marin, Napa, Solano, and Sonoma) this minimum target is 50% to reflect the more rural nature of these counties. A project lying outside the limits of a PDA may count towards the minimum provided that it directly connects to or provides proximate access to a PDA. Depending on the county, CMA planning costs would partially count towards PDA targets (70% or 50%) in line with its PDA funding target. At MTC staff discretion, consideration may be given to counties that provided higher investments in PDAs in Cycle 1 as part of an overall Cycle 1 and 2 investment package. Priority Conservation Area (PCA) investments do not count towards PDA targets and must use “anywhere” funds. The PDA/’anywhere’ funding split is shown in Appendix A-4.

- PDA Boundary Delineation: Refer to <http://geocommons.com/maps/141979> which provides a GIS overlay of the PDAs in the Bay Area to exact map boundaries including transportation facilities. As ABAG considers and approves new PDA designations this map will be updated.
 - Defining “proximate access to PDAs”: The CMAs make the determination for projects to count toward the PDA minimum that are not otherwise geographically located within a PDA. For projects not geographically within a PDA, CMAs are required to map projects and designate which projects are considered to support a PDA along with policy justifications. This analysis would be subject to public review when the CMA board acts on OBAG programming decisions. This should allow decision makers, stakeholders, and the public to understand how an investment outside of a PDA is to be considered to support a PDA and to be credited towards the PDA investment minimum target. MTC staff will evaluate and report to the Commission on how well this approach achieves the OBAG objectives prior to the next programming cycle.
 - PDA Investment & Growth Strategy: By January 31, 2013, CMAs shall prepare and adopt a PDA Investment & Growth Strategy to guide transportation investments that are supportive of PDAs. See Appendix A-6 for details.
- Performance and Accountability Policies: Jurisdictions need to comply with the following policies in order to be eligible recipients of OBAG funds.
- To be eligible for OBAG funds, a jurisdiction will need to address complete streets policies at the local level through the adoption of a complete streets policy resolution no later than January 31, 2013. A jurisdiction can also meet this requirement through a general plan that complies with the Complete Streets Act of 2008. Staff will provide minimum requirements based on best practices for the resolution. As discussed below, jurisdictions will be expected to have a general plan that complies within the Complete Streets Act of 2008 to be eligible for the next round of funding.
 - A jurisdiction is required to have its general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2007-14 RHNA prior to January 31, 2013. If a jurisdiction submits its

housing element to the state on a timely basis for review, but the State's comment letter identifies deficiencies that the local jurisdictions must address in order to receive HCD certification, then the local jurisdiction may submit a request to the Joint MTC Planning / ABAG Administrative Committee for a time extension to address the deficiencies and resubmit its revised draft housing element to HCD for re-consideration and certification.

- For the OBAG cycle subsequent to FY 2015-16, jurisdictions must adopt housing elements by October 31, 2014 (based on an April 2013 SCS adoption date); therefore, jurisdictions will be required to have General Plans with approved housing elements and that comply with the Complete Streets Act of 2008 by that time to be eligible for funding. This schedule allows jurisdictions to meet the housing and complete streets policies through one general plan amendment.
- OBAG funds may not be programmed to any jurisdiction out of compliance with OBAG policies and other requirements specified in this attachment. The CMA will be responsible for tracking progress towards these requirements and affirming to MTC that a jurisdiction is in compliance prior to MTC programming OBAG funds to its projects in the TIP.
- For a transit agency project sponsor under a JPA or district (not under the governance of a local jurisdiction), the jurisdiction where the project (such as station/stop improvements) is located will need to comply with these policies before funds may be programmed to the transit agency project sponsor. However, this is not required if the project is transit/rail agency property such as, track, rolling stock or transit maintenance facility.
- CMAs will provide documentation for the following prior to programming projects in the TIP:
 - The approach used to select OBAG projects including outreach and a board adopted list of projects
 - Compliance with MTC's complete streets policy
 - A map delineating projects selected outside of PDAs indicating those that are considered to provide proximate access to a PDA including their justifications as outlined on the previous page. CMA staff is expected to use this exhibit when it presents its program of projects to explain the how "proximate access" is defined to their board and the public.
- MTC staff will report on the outcome of the CMA project selection process in late 2013. This information will include, but not be limited to, the following:
 - Mix of project types selected;
 - Projects funded within PDAs and outside of PDAs and how proximity and direct connections were used and justified through the county process;
 - Complete streets elements that were funded;
 - Adherence to the performance and accountability requirements;
 - Amount of funding to various jurisdictions and how this related to the distribution formula that includes population, RHNA housing allocations and housing production, as well as low-income housing factors.
 - Public participation process.

- The CMAs will also be required to present their PDA Growth Strategy to the Joint MTC Planning / ABAG Administrative Committee.
- **Project Selection:** County congestion management agencies or substitute agencies are given the responsibility to develop a project selection process along with evaluation criteria, issue a call for projects, conduct outreach, and select projects
 - **Public Involvement:** The decision making authority to select projects for federal funding accompanies responsibilities to ensure that the process complies with federal statutes and regulations. In order to ensure that the CMA process for administering OBAG is in compliance, CMAs are required to lead a public outreach process as directed by Appendix A-5.
 - **Unified Call for Projects:** CMAs are requested to issue one unified call for projects for their One Bay Area grant by the fall of 2012, with a final project list due to MTC by June 30, 2013. CMA staff need to ensure that all projects are submitted using the Fund Management System (FMS) no later than July 30, 2013. The goal of this process is to reduce staff time, coordinate all programs to respond to larger multi-modal projects, and provide project sponsors the maximum time to deliver projects.
 - **Project Programming Targets and Delivery Deadlines:** CMAs must program their block grant funds over the four-year period of Cycle 2 (FY 2012-13 through FY 2015-16). The expectation is that the CMA planning activities \ project would use capacity of the first year to provide more time for delivery as contrasted to other programs which tend to have more complex environmental and design challenges, but this is not a requirement. The funding is subject to the provisions of the Regional Project Delivery Policy (MTC Resolution 3606 or its successor) including the Request for Authorization (RFA) submittal deadline and federal authorization/obligation deadline. Furthermore the following funding deadlines apply for each county, with earlier delivery strongly encouraged:
 - Half of the OBAG funds, including all funds programmed for the PE phase, must be obligated (federal authorization/E-76) by March 31, 2015.
 - All remaining OBAG funds must be obligated by March 31, 2016.

CYCLE 2 COUNTY ONE BAY AREA GRANT PROJECT GUIDANCE

The categories below comprise the Cycle 2 County One Bay Area Grant Program, administered by the county congestion management agencies. Project selection should ensure that all of the eligibility requirements below are met. MTC staff will work with CMAs and project sponsors to resolve any eligibility issues which may arise, including air quality conformity exceptions and requirements.

1. CMA Planning and Outreach

This category provides funding to the nine county Congestion Management Agencies (CMAs) to support regional planning, programming and outreach activities. Such efforts include: county-based planning efforts for development of the RTP/SCS; development of PDA growth strategies;

development and implementation of a complete streets compliance protocol; establishing land use and travel forecasting process and procedures consistent with ABAG/MTC; ensuring the efficient and effective delivery of federal-aid local projects; and undertaking the programming of assigned funding and solicitation of projects. The base funding level reflects continuing the Transportation 2035 commitment level by escalating at 3% per year from the base amount in FY 2011-12. In addition, the CMAs may request additional funding from their share of OBAF to enhance or augment additional activities at their discretion. All funding and activities will be administered through an interagency agreement between MTC and the respective CMA. Actual amounts for each CMA as augmented, are shown in Appendix A-2

2. Local Streets and Roads Preservation

This category is for the preservation of local streets and roads on the federally-eligible system. To be eligible for funding of any Local Streets and Roads (LSR) preservation project, the jurisdiction must have a certified Pavement Management Program (StreetSaver® or equivalent). The needs analysis ensures that streets recommended for treatment are cost effective. Pavement projects should be based on the needs analysis resulting from the established Pavement Management Program (PMP) for the jurisdiction. MTC is responsible for verifying the certification status. The certification status can be found at www.mtcpms.org/ptap/cert.html. Specific eligibility requirements are included below:

Pavement Rehabilitation:

Pavement rehabilitation projects including pavement segments with a PCI below 70 should be consistent with segments recommended for treatment within the programming cycle by the jurisdiction's PMP.

Preventive Maintenance: Only projects where pavement segments have a Pavement Condition Index (PCI) of 70 or above are eligible for preventive maintenance. Furthermore, the local agency's Pavement Management Program (PMP) must demonstrate that the preventive maintenance strategy is a cost effective method of extending the service life of the pavement.

Non-Pavement:

Eligible non-pavement activities and projects include rehabilitation or replacement of existing features on the roadway facility, such as storm drains, National Pollutant Discharge Elimination System (NPDES), curbs, gutters, culverts, medians, guardrails, safety features, signals, signage, sidewalks, ramps and features that bring the facility to current standards. The jurisdiction must still have a certified PMP to be eligible for improvements to non-pavement features.

Activities that are not eligible for funding include: Air quality non-exempt projects (unless granted an exception by MTC staff), capacity expansion, new roadways, roadway extensions, right of way acquisition (for future expansion), operations, routine maintenance, spot application, enhancements that are above and beyond repair or replacement of existing assets (other than bringing roadway to current standards), and any pavement application not recommended by the Pavement Management Program unless otherwise allowed above.

Federal-Aid Eligible Facilities: Federal-aid highways as defined in 23 U.S.C. 101(a)(5) are eligible for local streets and roads preservation funding. A federal-aid highway is a public road that is not

classified as a rural minor collector or local road or lower. Project sponsors must confirm the eligibility of their roadway through the Highway Performance Monitoring System (HPMS) prior to the application for funding.

Federal Aid Secondary (FAS) Program Set-Aside: While passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 dissolved the Federal Aid Secondary (FAS) program, California statutes provide the continuation of minimum funding to counties, guaranteeing their prior FAS shares. The first three years of Cycle 2 were covered up-front under the Cycle 1 FAS program (covering a total 6-year period). The fourth year of Cycle 2 will be covered under the OBAG. Funding provided to the counties by the CMAs under OBAG will count toward the continuation of the FAS program requirement.

3. Bicycle and Pedestrian Improvements

The Bicycle and Pedestrian program may fund a wide range of bicycle and pedestrian improvements including Class I, II and III bicycle facilities, bicycle education, outreach, sharing and parking, sidewalks, ramps, pathways and pedestrian bridges, user safety and supporting facilities, and traffic signal actuation.

According to CMAQ eligibility requirements, bicycle and pedestrian facilities must not be exclusively recreational and reduce vehicle trips resulting in air pollution reductions. Also to meet the needs of users, hours of operation need to be reasonable and support bicycle / pedestrian needs particularly during commute periods. For example the policy that a trail be closed to users before sunrise or after sunset limits users from using the facility during the peak commute hours, particularly during times of the year with shorter days. These user restrictions indicate that the facility is recreational rather than commute oriented. Also, as contrasted with roadway projects, bicycle and pedestrian projects may be located on or off the federal-aid highway system.

4. Transportation for Livable Communities

The purpose of Transportation for Livable Communities (TLC) projects is to support community-based transportation projects that bring new vibrancy to downtown areas, commercial cores, high-density neighborhoods, and transit corridors, enhancing their amenities and ambiance and making them places where people want to live, work and visit. The TLC program supports the RTP/SCS by investing in improvements and facilities that promote alternative transportation modes rather than the single-occupant automobile.

General project categories include the following:

- Station Improvements such as plazas, station access pocket parks, bicycle parking
- Complete streets improvements that encourage bicycle and pedestrian access
- Transportation Demand Management projects including carsharing, vanpooling traveler coordination and information or Clipper®-related projects
- Connectivity projects connecting high density housing/jobs/mixed use to transit, such as bicycle/pedestrian paths and bridges and safe routes to transit.
- Density Incentives projects and non-transportation infrastructure improvements that include density bonuses, sewer upgrade, land banking or site assembly (these projects require funding exchanges to address federal funding eligibility limitations)

- Streetscape projects focusing on high-impact, multi-modal improvements or associated with high density housing/mixed use and transit (bulb outs, sidewalk widening, cross walk enhancements, audible signal modification, mid block crossing and signal, new striping for bicycle lanes and road diets, pedestrian street lighting, medians, pedestrian refugees, way finding signage, pedestrian scaled street furniture including bus shelters, tree grates, benches, bollards, magazine racks, garbage and recycling bins, permanent bicycle racks, signal modification for bicycle detection, street trees, raised planters, planters, costs associated with on-site storm water management, permeable paving)

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

Regional Program (millions \$ - rounded)		4-Year Total
Regional Categories		
1	Regional Planning Activities	\$7
2	Regional Operations	\$95
3	Freeway Performance Initiative	\$96
4	Pavement Management Program	\$7
5	Priority Development Activities	\$40
6	Climate Initiatives	\$20
7	Safe Routes To School	\$20
8	Transit Capital Rehabilitation	\$150
9	Transit Performance Initiative	\$30
10	Priority Conservation Area	\$10
Regional Program Total:*		\$475
		60%

One Bay Area Grant (OBAG) (millions \$ - rounded)		4-Year Total
Counties		
1	Alameda	\$63
2	Contra Costa	\$44
3	Marin	\$10
4	Napa	\$6
5	San Francisco	\$38
6	San Mateo	\$26
7	Santa Clara	\$87
8	Solano	\$18
9	Sonoma	\$23
OBAG Total:*		\$320
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Cycle 2 Total Total:*	\$795
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Amounts may not total due to rounding

OBAG amounts are draft estimates until final adoption of RHNA, expected July 2012.

Appendix A-2

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Cycle 2 Planning & Outreach FY 2012-13 through FY 2015-16 May 2012

OBAG - County CMA Planning

		Cycle 2 OBAG County CMA Planning				STP
County	Agency	2012-13	2013-14	2014-15	2015-16	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

		Cycle 2 Regional Agency Planning				STP Total
Regional Agency		2012-13	2013-14	2014-15	2015-16	
ABAG	ABAG	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
BCDC	BCDC	\$320,000	\$330,000	\$340,000	\$351,000	\$1,341,000
MTC	MTC	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
Regional Agencies Total:		\$1,596,000	\$1,646,000	\$1,696,000	\$1,749,000	\$6,687,000

\$33,965,000

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Cycle 2

Safe Routes to School County Distribution

FY 2012-13 through FY 2015-16

May 2012

Safe Routes To School County Distribution

County	Public School Enrollment (K-12) ¹	Private School Enrollment (K-12) ¹	Total School Enrollment (K-12) ¹	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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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

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

OBAG amounts are draft estimates until final adoption of RHNA, expected July 2012.

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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.onebayarea.org/get_involved.htm. CMAs are expected at a minimum to:
 - Execute effective and meaningful local engagement efforts during the call for projects by working closely with local jurisdictions, elected officials, transit agencies, community-based organizations, and the public through the project solicitation process.
 - Explain the local Call for Projects process, informing stakeholders and the public about the opportunities for public comments on project ideas and when decisions are to be made on the list of projects to be submitted to MTC;
 - Hold public meetings and/or workshops at times which are conducive to public participation to solicit public input on project ideas to submit;
 - Post notices of public meetings and hearing(s) on their agency website; include information on how to request language translation for individuals with limited English proficiency. If agency protocol has not been established, please refer to MTC's Plan for Assisting Limited English Proficient Populations at http://www.mtc.ca.gov/get_involved/lep.htm
 - Hold public meetings in central locations that are accessible for people with disabilities and by public transit;
 - Offer language translations and accommodations for people with disabilities, if requested at least three days in advance of the meeting.
- ***Document the outreach effort undertaken for the local call for projects.*** CMAs are to provide MTC with:
 - A description of how the public was involved in the process for nominating and/or commenting on projects selected for OBAG funding. Specify whether public input was gathered at forums held specifically for the OBAG project solicitation or as part of a separate planning or programming outreach effort;

- A description of how the public engagement process met the outreach requirements of MTC's Public Participation Plan, including how the CMA ensured full and fair participation by all potentially affected communities in the project submittal process.
- A summary of comments received from the public and a description of how public comments informed the recommended list of projects submitted by the CMA.

2. Agency Coordination

- ***Work closely with local jurisdictions, transit agencies, MTC, Caltrans, federally recognized tribal governments, and stakeholders to identify projects for consideration in the OBAG Program.*** CMAs will assist with agency coordination by:
 - Communicating this Call for Projects guidance to local jurisdictions, transit agencies, federally recognized tribal governments, and other stakeholders

3. Title VI Responsibilities

- ***Ensure the public involvement process provides underserved communities access to the project submittal process as in compliance with Title VI of the Civil Rights Act of 1964.***
 - Assist community-based organizations, communities of concern, and any other underserved community interested in having projects submitted for funding;
 - Remove barriers for persons with limited-English proficiency to have access to the project submittal process;
 - For Title IV outreach strategies, please refer to MTC's Public Participation Plan found at: http://www.onebayarea.org/get_involved.htm
 - Additional resources are available at
 - i. <http://www.fhwa.dot.gov/civilrights/programs/tvi.htm>
 - ii. http://www.dot.ca.gov/hq/LocalPrograms/DBE_CRLC.html#TitleVI
 - iii. http://www.mtc.ca.gov/get_involved/rights/index.htm

Appendix A-6: PDA Investment & Growth Strategy

The purpose of a PDA Investment & Growth Strategy is to ensure that CMAs have a transportation project priority-setting process for OBAG funding that supports and encourages development in the region's PDAs, recognizing that the diversity of PDAs will require different strategies. Some of the planning activities noted below may be appropriate for CMAs to consider for jurisdictions or areas not currently designated as PDAs if those areas are still considering future housing and job growth. Regional agencies will provide support, as needed, for the PDA Investment & Growth Strategies. The following are activities CMAs need to undertake in order to develop a project priority-setting process:

(1) Engaging Regional/Local Agencies

- Develop or continue a process to regularly engage local planners and public works staff. Encourage community participation throughout the planning process and in determining project priorities
- Participate as a TAC member in local jurisdiction planning processes funded through the regional PDA Planning Program or as requested by jurisdictions. Partner with MTC and ABAG staff to ensure that regional policies are addressed in PDA plans.
- Help develop protocols with MTC, ABAG and Air District staff to assess toxic-air contaminants and particulate matter, as well as related mitigation strategies, as part of regional PDA Planning Program.

(2) Planning Objectives – to Inform Project Priorities

- Keep apprised of ongoing transportation and land-use planning efforts throughout the county
- Encourage local agencies to quantify infrastructure needs and costs as part of their planning processes
- Encourage and support local jurisdictions in meeting their housing objectives established through their adopted Housing Elements and RHNA.
 - *Short-term:* By January 2013, analyze progress of local jurisdictions in implementing their housing element objectives and identify current local housing policies that encourage affordable housing production and/or community stabilization.
 - *Long-term:* Starting in January 2014 and for subsequent updates, PDA Investment & Growth Strategies will assess performance in producing sufficient housing for all income levels through the RHNA process and, where appropriate, assist local jurisdictions in implementing local policy changes to facilitate achieving these goals¹. The locally crafted policies should be targeted to the specific circumstances of each PDA. For example, if the PDA currently does not provide for a mix of income-levels, any recommend policy changes should be aimed at promoting affordable housing. If the PDA currently is mostly low-income housing, any needed policy changes should be aimed at community stabilization. This analysis will be coordinated with related work conducted through the Housing and Urban Development (HUD) grant awarded to the region in fall 2011.

(3) Establishing Local Funding Priorities - Develop funding guidelines for evaluating OBAG projects that support multi-modal transportation priorities based on connections to housing, jobs and commercial activity. Emphasis should be placed on the following factors when developing project evaluation criteria:

- **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

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 Communities of Concern (COC)** – favorably consider projects located in a COC see: <http://geocommons.com/maps/110983>
- **PDAs with affordable housing preservation and creation strategies** – favorably consider projects in jurisdictions with affordable housing preservation and creation strategies or policies
- **PDAs that overlap with Air District CARE Communities and/or are in proximity to freight transport infrastructure** – Favorably consider projects located in PDAs with highest exposure to particulate matter and toxic air contaminants where jurisdictions employ best management practices to mitigate exposure.

Process/Timeline

CMA's develop PDA Investment & Growth Strategy	June 2012 – January 2013
PDA Investment & Growth Strategy Presentations by CMA's to Joint MTC Planning and ABAG Administrative Committee	Early 2013
CMA's amend PDA Investment & Growth Strategy to incorporate follow-up to local housing production and policies	January 2014
CMA's submit annual progress reports related to PDA Growth Strategies, including status of jurisdiction progress on development/adoption of housing elements and complete streets ordinances.	January 2014, Ongoing

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Cycle 2
Regional Programs Project List
FY 2012-13 through FY 2015-16
May 2012

Regional Programs Project List

Project Category and Title	County	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TE/TFCA	Total Cycle 2
CYCLE 2 PROGRAMMING			\$435,187,000	\$40,000,000	\$475,187,000
1. REGIONAL PLANNING ACTIVITIES (PL)					
ABAG Planning	Region-Wide	ABAG	\$2,673,000	\$0	\$2,673,000
BCDC Planning	Region-Wide	BCDC	\$1,341,000	\$0	\$1,341,000
MTC Planning	Region-Wide	MTC	\$2,673,000	\$0	\$2,673,000
1. REGIONAL PLANNING ACTIVITIES (PL)			TOTAL: \$6,687,000	\$0	\$6,687,000
2. REGIONAL OPERATIONS (RO)					
Clipper® Fare Media Collection	Region-Wide	MTC	\$21,400,000	\$0	\$21,400,000
511 - Traveler Information	Region-Wide	MTC	\$48,770,000	\$0	\$48,770,000
SUBTOTAL			\$70,170,000	\$0	\$70,170,000
FSP/Incident Management	Region-Wide	MTC/SAFE	\$25,130,000	\$0	\$25,130,000
SUBTOTAL			\$25,130,000	\$0	\$25,130,000
2. REGIONAL OPERATIONS (RO)			TOTAL: \$95,300,000	\$0	\$95,300,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)					
Regional Performance Initiatives Implementation	Region-Wide	MTC	\$5,750,000	\$0	\$5,750,000
Regional Performance Initiatives Corridor Implementation	Region-Wide	MTC	\$8,000,000	\$0	\$8,000,000
Program for Arterial System Synchronization (PASS)	Region-Wide	MTC	\$5,000,000	\$0	\$5,000,000
SUBTOTAL			\$18,750,000	\$0	\$18,750,000
Ramp Metering and TOS Elements					
FPI - Specific projects TBD by Commission	TBD	TBD	\$43,250,000	\$34,000,000	\$77,250,000
SUBTOTAL			\$43,250,000	\$34,000,000	\$77,250,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)			TOTAL: \$62,000,000	\$34,000,000	\$96,000,000
4. PAVEMENT MANAGEMENT PROGRAM (PMP)					
Pavement Technical Advisory Program (PTAP)	Region-Wide	MTC	\$6,000,000	\$0	\$6,000,000
Pavement Management Program (PMP)	Region-Wide	MTC	\$1,200,000	\$0	\$1,200,000
4. PAVEMENT MANAGEMENT PROGRAM (PMP)			TOTAL: \$7,200,000	\$0	\$7,200,000
5. 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			\$15,000,000	\$0	\$15,000,000
5. PRIORTY DEVELOPMENT ACTIVITIES (PDA)			TOTAL: \$40,000,000	\$0	\$40,000,000
6. CLIMATE CHANGE INITIATIVES (CCI)					
Climate Strategies	TBD	TBD	\$14,000,000	\$6,000,000	\$20,000,000
6. CLIMATE CHANGE INITIATIVES (CCI)			TOTAL: \$14,000,000	\$6,000,000	\$20,000,000
7. SAFE ROUTES TO SCHOOL (SR2S)					
Specific projects TBD by CMAs					
SR2S - Alameda	Alameda	ACTC	\$4,293,000	\$0	\$4,293,000
SR2S - Contra Costa	Contra Costa	CCTA	\$3,289,000	\$0	\$3,289,000
SR2S - Marin	Marin	TAM	\$633,000	\$0	\$633,000
SR2S - Napa	Napa	NCTPA	\$420,000	\$0	\$420,000
SR2S - San Francisco	San Francisco	SFCTA	\$1,439,000	\$0	\$1,439,000
SR2S - San Mateo	San Mateo	SMCCAG	\$1,905,000	\$0	\$1,905,000
SR2S - Santa Clara	Santa Clara	SCVTA	\$5,386,000	\$0	\$5,386,000
SR2S - Solano	Solano	STA	\$1,256,000	\$0	\$1,256,000
SR2S - Sonoma	Sonoma	SCTA	\$1,379,000	\$0	\$1,379,000
7. SAFE ROUTES TO SCHOOL (SR2S)			TOTAL: \$20,000,000	\$0	\$20,000,000
8. TRANSIT CAPITAL PROGRAM (TCP)					
Specific projects TBD by Transit Operators					
SolTrans - Preventive Maintenance	Solano	SolTrans	\$149,000,000	\$0	\$149,000,000
8. TRANSIT CAPITAL PROGRAM (TCP)			TOTAL: \$150,000,000	\$0	\$150,000,000
9. TRANSIT PERFORMANCE INITIATIVE (TPI)					
AC Transit - Line 51 Corridor Speed Protection and Restoration	Alameda	AC Transit	\$10,515,624	\$0	\$10,515,624
SFMTA - Mission Mobility Maximization	San Francisco	SFMTA	\$7,016,395	\$0	\$7,016,395
SFMTA - N-Judah Mobility Maximization	San Francisco	SFMTA	\$3,750,574	\$0	\$3,750,574
SFMTA - Bus Stop Consolidation and Roadway Modifications	San Francisco	SFMTA	\$4,133,031	\$0	\$4,133,031
SCVTA - Light Rail Transit Signal Priority	Santa Clara	SCVTA	\$1,587,176	\$0	\$1,587,176
SCVTA - Steven Creek - Limited 323 Transit Signal Priority	Santa Clara	SCVTA	\$712,888	\$0	\$712,888
Unprogrammed Transit Performance Initiative Reserve	TBD	TBD	\$2,284,312	\$0	\$2,284,312
9. TRANSIT PERFORMANCE INITIATIVE (TPI)			TOTAL: \$30,000,000	\$0	\$30,000,000
10. PRIORITY CONSERVATION AREA (PCA)					
Specific projects TBD by Commission	TBD	TBD	\$10,000,000	\$0	\$10,000,000
10. PRIORITY CONSERVATION AREA (PCA)			TOTAL: \$10,000,000	\$0	\$10,000,000
Cycle 2 Total			TOTAL: \$435,187,000	\$40,000,000	\$475,187,000

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Attachment B-2

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	Implementing Agency	Total STP/CMAQ	Total Other RTIP-TE	Total Cycle 2
CYCLE 2 COUNTY OBAG PROGRAMMING		\$301,964,000	\$18,036,000	\$320,000,000
ALAMEDA COUNTY				
<i>Specific projects TBD by Alameda CMA</i>	TBD	\$56,170,000	\$3,726,000	\$59,896,000
CMA Planning Activities - Alameda	ACTC	\$3,836,000	\$0	\$3,836,000
ALAMEDA COUNTY	TOTAL:	\$60,006,000	\$3,726,000	\$63,732,000
CONTRA COSTA COUNTY				
<i>Specific projects TBD by Contra Costa CMA</i>	TBD	\$39,367,000	\$2,384,000	\$41,751,000
CMA Planning Activities - Contra Costa	CCTA	\$3,036,000	\$0	\$3,036,000
CONTRA COSTA COUNTY	TOTAL:	\$42,403,000	\$2,384,000	\$44,787,000
MARIN COUNTY				
<i>Specific projects TBD by Marin CMA</i>	TBD	\$6,667,000	\$707,000	\$7,374,000
CMA Planning Activities - Marin	TAM	\$2,673,000	\$0	\$2,673,000
MARIN COUNTY	TOTAL:	\$9,340,000	\$707,000	\$10,047,000
NAPA COUNTY				
<i>Specific projects TBD by Napa</i>	TBD	\$3,549,000	\$431,000	\$3,980,000
CMA Planning Activities - Napa	NCTPA	\$2,673,000	\$0	\$2,673,000
NAPA COUNTY	TOTAL:	\$6,222,000	\$431,000	\$6,653,000
SAN FRANCISCO COUNTY				
<i>Specific projects TBD by San Francisco CMA</i>	TBD	\$34,132,000	\$1,910,000	\$36,042,000
CMA Planning Activities - San Francisco	SFCTA	\$2,795,000	\$0	\$2,795,000
SAN FRANCISCO COUNTY	TOTAL:	\$36,927,000	\$1,910,000	\$38,837,000
SAN MATEO COUNTY				
<i>Specific projects TBD by San Mateo CMA</i>	TBD	\$21,582,000	\$1,991,000	\$23,573,000
CMA Planning Activities - San Mateo	SMCCAG	\$2,673,000	\$0	\$2,673,000
SAN MATEO COUNTY	TOTAL:	\$24,255,000	\$1,991,000	\$26,246,000
SANTA CLARA COUNTY				
<i>Specific projects TBD by Santa Clara CMA</i>	TBD	\$78,688,000	\$4,350,000	\$83,038,000
CMA Planning Activities - Santa Clara	SCVTA	\$4,246,000	\$0	\$4,246,000
SANTA CLARA COUNTY	TOTAL:	\$82,934,000	\$4,350,000	\$87,284,000
SOLANO COUNTY				
<i>Specific projects TBD by Solano CMA</i>	TBD	\$14,987,000	\$1,141,000	\$16,128,000
CMA Planning Activities - Solano	STA	\$2,673,000	\$0	\$2,673,000
SOLANO COUNTY	TOTAL:	\$17,660,000	\$1,141,000	\$18,801,000
SONOMA COUNTY				
<i>Specific projects TBD by Sonoma CMA</i>	TBD	\$19,544,000	\$1,396,000	\$20,940,000
CMA Planning Activities - Sonoma	SCTA	\$2,673,000	\$0	\$2,673,000
SONOMA COUNTY	TOTAL:	\$22,217,000	\$1,396,000	\$23,613,000
Cycle 2 Total	TOTAL:	\$301,964,000	\$18,036,000	\$320,000,000

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Memorandum

DATE: May 15, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **Approval of Draft FY 2012/13 Measure B Capital Program Strategic Plan Update Assumptions and Allocation Plan**

Recommendation

It is recommended that the Commission approve the following actions related to the Draft FY 2012/13 Measure B Capital Program Strategic Plan Update:

1. Approve the assumptions described herein as the basis for the FY 2012/13 Measure B Capital Program Strategic Plan Update;
2. Confirm the Measure B commitments to the individual capital projects included in the 1986 and 2000 Measure B Capital Programs, and to the advances, exchanges and loans previously authorized on a case-by-case basis; and
3. Approve the Draft Allocation Plans for the 1986 and 2000 Measure B Capital Programs.

Summary

The Draft FY 2012/13 Measure B Strategic Plan Update addresses both the 1986 Measure B Capital Program and the 2000 Measure B Capital Program. While the governing boards for each measure have merged, the requirements related to each measure remain in effect and continue to apply to the programming, allocation and expenditure of Measure B funds made available through each of the Measures. The assumptions related to the Draft FY 2012/13 Measure B Capital Program Strategic Plan Update (FY 2012/13 SPU) are described herein. The attachments to this memorandum consist of the financial information necessary for the fiscal management of the capital program accounts, including the Measure B commitments to each individual capital projects, the anticipated timing of future allocations and expenditures, the purposes of the future allocations and expenditures as they relate to project implementation, and information regarding the various advances and exchanges currently approved by the Alameda CTC.

Approval of the recommended actions will provide the basis for the Final FY 2012/13 Measure B Capital Program Strategic Plan Update to be approved in June, 2012. The Final FY 2012/13 Strategic Plan Update will provide the road map for proceeding with delivery of the remainder of both capital programs, which will require financing and borrowing in the near-term.

The remaining projects from the 1986 Measure B Capital Program along with all of the capital projects from the 2000 Measure B Capital Program are summarized in Attachment A.

Discussion or Background

The Alameda CTC updates the Measure B Capital Program Strategic Plan annually to confirm the commitments of Measure B capital projects funding to individual capital projects included in the 1986 Measure B Transportation Expenditure Plan (1986 MB) or in the 2000 Measure B Transportation Expenditure Plan (2000 MB). While the merger of the Alameda County Transportation Authority (ACTA) into the Alameda County Transportation Improvement Authority (ACTIA) and subsequently into the Alameda County Transportation Commission (Alameda CTC) has combined the two agencies into one, the 1986 MB and 2000 MB capital programs must continue to adhere to the requirements and policies of the respective Measures. The assumptions to be incorporated into the development of the Draft and Final versions of the FY 2012/13 SPU are divided into three categories:

- Assumptions pertaining to both the 1986 MB and 2000 MB Capital Programs;
- Assumptions pertaining only to the 1986 MB Capital Program; and
- Assumptions pertaining only to the 2000 MB Capital Program.

Assumptions pertaining to both the 1986 MB and 2000 MB Capital Programs

The following assumptions are related to both the 1986 MB and 2000 MB Capital Programs and will be incorporated into the FY 2012/13 SPU:

1. The financial accounts and Measure B commitments for both the 1986 MB and 2000 MB Capital Programs will be kept independent for the purposes of the FY 2012/13 SPU;
2. The assumptions related to the timing of the need for Measure B funds for each capital project will be based on existing and anticipated encumbrances of Measure B funds, and the most current information available from the project sponsors related to the project status and schedule;
3. Projects will be implemented and funded sequentially in phases as prescribed in the individual Master Project Funding Agreements and other funding agreements in accordance with the adopted capital project funding procedure for each Capital Program;
4. The commitment of Measure B funds for each capital project will reflect the Cost Allocation Policy adopted by the ACTIA Board in October, 2009 which allows for the classification of all direct project costs and assignment of these costs to the appropriate capital project;
5. The financing and borrowing assumptions included in the FY 2012/13 SPU include borrowing between the 1986 MB and 2000 MB Capital Accounts to defer the need for outside debt financing to the extent practicable without adverse impacts to the delivery of the 1986 MB capital projects; and

6. Any future advances or exchanges not included in the FY 2012/13 SPU involving Measure B Capital funding will be considered on a case-by-case basis and be the subject of separate actions by the Commission.

Assumptions pertaining only to the 1986 MB Capital Program

The following assumptions are related to the 1986 MB Capital Program and will be incorporated into the FY 2012/13 SPU:

1. The commitment of 1986 Measure B funds to the remaining capital projects will maintain the commitments approved in the FY 2011/12 Strategic Plan Update. The timing of the anticipated expenditures of the remaining commitments of 1986 Measure B funding have been adjusted to reflect current project status;
2. The 1986 Measure B commitments to capital projects that have begun a fully funded construction phase will be adjusted to reflect the construction phase funding plan. Any surplus Measure B funds, i.e. in excess of the amount in the construction phase funding plan including contingency, will be reassigned to the 1986 Measure B Capital Projects Reserve (also referred to as the “Capital Program Construction Contingency”);
3. The 1986 Measure B commitment to any capital project for which the final project phase (typically construction except for “Study Only” projects) has been closed out with an unexpended balance of 1986 Measure B funds will be adjusted to reflect the costs savings. Any surplus 1986 Measure B funds will be reassigned to the 1986 Measure B Capital Projects Reserve;
4. The 1986 Measure B Capital Projects Reserve will be held in reserve to fund additional construction phase capital costs for approved project scopes and will be allocated to individual capital projects by separate Commission action as qualifying needs are identified;
5. The Local Match requirements prescribed by the 1986 MB for individual capital projects will remain in effect;
6. The rate of return on the investment funds in the current portfolio is 1% per annum;
7. The projected 1986 Measure B Capital Account cash balance at the beginning of FY 2012/13 is \$126.9 million; and
8. The Alameda CTC currently owns property that was acquired for 1986 MB capital project rights-of-way which is now considered surplus. The FY 2012/13 SPU assumes that sales of the surplus property will yield \$3.0 million of proceeds in FY 2014-15.

Assumptions pertaining only to the 2000 MB Capital Program

The following assumptions are related to the 2000 MB Capital Program and will be incorporated into the FY 2012/13 SPU:

1. The ending FY 2011/12 2000 Measure B Programmed Balance for each capital project will be derived by deducting any amounts allocated during the current fiscal year, FY 2011/12, from the FY 2011/12 Beginning 2000 Measure B Programmed Balance approved in the FY 2011/12 SPU;
2. The Program Escalation Factor (PEF) used to convert the FY 2011/12 Ending 2000 Measure B Programmed Balance to the FY 2012/13 Beginning 2000 Measure B Programmed Balance will be 1.0;
3. The total 2000 Measure B funding commitment to all capital projects will remain at \$756.5 million;
4. The FY 2012/13 SPU will include an Allocation Plan which lays out specific allocations expected from the remaining 2000 Measure B Programmed Balance for each capital project and will serve as the basis of the program-wide financial model;
5. The cash demand for the remaining capital projects will necessitate some type of debt financing or borrowing between the 2000 Measure B Capital Program and the 1986 Measure B Capital Program in the FY 2012/13 timeframe;
6. The projected 2000 Measure B Capital Account cash balance at the beginning of FY 2012/13 is \$58.1 million;
7. The estimated portion of the 2000 Measure B revenues in FY 2012/13 for the Capital Projects Account is \$44.8 million. The growth rate for projected revenue in future fiscal years is two percent (2%) per year;
8. The rate of return on the investment funds in the current portfolio is 0.5% per annum;
9. The rate of return on any bond proceeds is 2% per annum;
10. The \$37.030 million exchange related to the 2012 State Transportation Improvement Program (STIP) and the Route 84 Expressway Widening Project (Project No. ACTIA 24) is reflected in the Draft FY 2012/13 SPU and will result in the Route 84 Expressway Widening Project receiving \$37.030 million of STIP funding in FY 2016/17. An equivalent amount from the 2000 Measure B Commitment to ACTIA No. 24 will be paid to the Local Fund Exchange Program administered by the Alameda CTC and made available to the 13 projects included in the 2012 STIP exchange as approved by the Alameda CTC. The exchanged funds will be distributed to the 13 projects through the CMA TIP Program administered by the Alameda CTC;

11. The advance of \$8.5 million of Measure B funding from several capital projects for the I-580 Eastbound HOV/Auxiliary Lane Project and the I-580 Eastbound Express Lanes Project to be repaid from the toll revenues of the express lane is reflected in the Draft FY 2012/13 SPU as approved by the Alameda CTC in September, 2011. The timing of the advances and the repayments are based on the current project delivery status and schedules of the individual projects involved;
12. The remaining balance of the advance of 2000 Measure B capital funding per the Letter of No Prejudice (LONP) related to funding from the Traffic Congestion Relief Program (TCRP), a state level program, for the I-680 Southbound HOV Lane project along the Sunol Grade is estimated at \$2 million and expected to be repaid during FY 2012/13; and
13. The transfer of \$2.188 million of the 2000 Measure B commitment for the Westgate Parkway Extension Stage 2 project (ACTIA No. 18B) to the East 14th Street/Hesperian Boulevard/150th Street Improvements project (ACTIA No. 19) is reflected in the Draft FY 2012/13 SPU. The City of San Leandro, the sponsor for both ACTIA 18B and ACTIA 19, has requested the transfer and has satisfied the requirement to secure the concurrence of other agencies within the same Planning Area before the transfer can be approved. (Note: the other agencies in the same Planning Area as the City of San Leandro are the City of Hayward and Alameda County.)

Measure B Capital Programs

The summary of Measure B Capital Projects included in Attachment A shows the total Measure B commitment for the remaining capital projects from the 1986 MB (ACTA) capital program, and all of the capital projects included in the 2000 MB (ACTIA) capital program. The remaining capital project commitments from the 1986 Measure B Capital Account were established primarily through two amendments to the 1986 Expenditure Plan approved in FY 2005/06. The amendments deleted projects that could not be delivered and redirected the 1986 Measure B commitments for the projects that were deleted to replacement projects.

The total 1986 Measure B commitment for the five individual replacement projects, a program-wide closeout “project,” and the Capital Program Construction Contingency equals \$229.6 million as shown in Attachment A.

The total 2000 Measure B commitment for the 27 projects included in the 2000 Measure B Expenditure Plan is \$756.5 million as shown in Attachment A (rounded to 756.6 in Attachment A). One capital project, the I-580 Castro Valley Interchanges Improvements project, has both 1986 MB and 2000 MB funding as shown in Attachment A (ACTA MB 239 and ACTIA No. 12).

1986 Measure B Capital Program

The total commitment of 1986 Measure B funds to the remaining projects included in Attachment A are shown in more detail in Attachment B1. Attachment B1 shows the timing of the anticipated

expenditure of the remaining 1986 Measure B commitments. The remaining 1986 Measure B commitments shown in Attachment B1 are anticipated for the following purposes:

1. I-880 to Mission Boulevard East-West Connector (MB226) – The remaining 1986 Measure B commitment is for completing the on-going design, right-of-way, and utility relocation phases, and for the subsequent construction phase which is currently underfunded.
2. Route 238/Mission-Foothill-Jackson Corridor Improvement (MB238) - The remaining 1986 Measure B commitment is for completing the on-going construction phase and closing out prior phases.
3. I-580/Redwood Road Interchange (MB239) – The 1986 Measure B commitment for this project is a funding contribution to the I-580 Castro Valley Interchange Improvement Project (ACTIA No. 12) included in the 2000 MB Capital Program. The remaining 1986 Measure B commitment is for completing the construction phase, including the three-year landscape maintenance obligation, and closing out the prior phases.
4. Central Alameda County Freeway System Operational Analysis (MB240) – The remaining 1986 Measure B commitment is for completing the on-going scoping phase. The project does not currently include project-specific implementation beyond the planning/scoping phase.
5. Castro Valley Local Area Traffic Circulation Improvement (MB 241) – The remaining 1986 Measure B commitment is for the scoping, design and construction phases.
6. Program-wide and Project Closeout Costs (MB Var) - The Program-wide and Project Closeout Costs include miscellaneous costs related to program-wide activities and post-construction commitments such as follow up landscaping projects, required landscape maintenance, right-of-way settlements, right-of-way close-out, interagency agreement closeout, etc. Once project construction is closed out, any remaining 1986 Measure B commitment for the project is moved to this line item for budgeting and cashflow purposes until the project is completely closed out financially.
7. The 1986 Measure B commitment to the BART Warm Springs Extension project is fulfilled completely by the 2000 Measure B commitment under project ACTIA No. 02.

The 1986 Measure B Capital Account includes more funding than the total of the remaining unexpended 1986 Measure B commitments to the capital projects listed above. The uncommitted funding is held in a Capital Projects Reserve, or the Capital Program Construction Contingency. The Draft FY 2012/13 SPU includes the following assumptions related to the 1986 Measure B Capital Projects Reserve:

1. The 1986 Measure B commitments to capital projects that have begun a fully funded construction phase will be adjusted to reflect the construction phase funding plan and any surplus 1986 Measure B funds, i.e. in excess of the amount in the construction phase funding plan including contingency, will be reassigned to the 1986 Measure B Capital Projects Reserve;
2. The 1986 Measure B commitments to capital projects that have closed out the final project phase, (typically construction except for “Study Only” projects) with 1986 Measure B funds remaining will be adjusted to reflect the costs savings and any surplus 1986 Measure B funds will be reassigned to the 1986 Measure B Capital Projects Reserve; and

3. The 1986 Measure B Capital Projects Reserve funding will be held in reserve to fund additional construction phase capital costs for approved project scopes and will be allocated to individual capital projects by separate Commission action as qualifying needs are identified.

2000 Measure B Capital Program

The procedures for managing the 2000 Measure B commitments are centered around allocations from the Measure B “Programmed Balance” for each capital project. The original Programmed Balance was established in the 2000 Expenditure Plan, which was used as the basis for establishing the “Initial Programmed Balance” at the beginning of revenue collection in 2002. Since 2002, the Programmed Balance for each capital project has been adjusted each FY using a “Program Escalation Factor (PEF)” typically adopted by the Board with the other Strategic Plan assumptions. During the FY 2009-10 Strategic Plan process, the Board approved a PEF of 1.0 to be used for the remainder of the 2000 Measure B Capital Program, which effectively holds the total 2000 Measure B commitment to the projects in the 2000 Capital Program at \$756.5 million. The downward trend in annual revenues that began in FY 2008-09 prompted the freeze on the PEF, and the recent upturn in the latest revenue projections for FY 2012/13 is not enough to warrant an escalation of the Programmed Balances for the remaining projects.

The total commitments of 2000 Measure B funds to the individual projects included in Attachment A are shown in more detail in Attachment C1 and reflect a PEF equal to 1.0 for the FY 2012/13 SPU. The FY 2012/13 Beginning Programmed Balance for each project is equal to the Remaining Programmed (Un-Allocated) Balance shown in Attachment C1 and represents the amount available for future allocation. Attachment C2 shows the amount expended through December 31, 2011 compared to the total amount allocated for each of the 2000 MB capital projects. The FY 2012/13 2000 Measure B Allocation Plan Schedule shown in Attachment C3 lays out the timing of the anticipated future allocations for the remainder of the 2000 Measure B Capital Program. The future 2000 Measure B allocations are anticipated for the following purpose(s) as shown in the FY 2012/13 2000 Measure B Allocation Plan Notes in Attachment C4:

1. Altamont Commuter Express (ACE) Improvements (ACTIA No. 01) – This project is a programmatic project that funds individual improvements proposed by the San Joaquin Regional Rail Commission which operates the ACE service. The eligible project list is updated regularly. The availability of \$2 million of the remaining Programmed Balance is delayed due to the advance for the I-580 Eastbound HOV/Aux Lane and Express Lane projects approved by the Alameda CTC in September, 2011.
2. Telegraph Avenue Corridor Bus Rapid Transit (ACTIA 07A) -- The future 2000 Measure B allocations are anticipated for on-going project development work to prepare the project for construction and to secure construction phase funding.
3. I-680 Sunol Express Lanes – Northbound (ACTIA 08B) - The future 2000 Measure B allocations are anticipated for project development, system management and integration, right of way and construction phases. The availability of \$4.5 million of the remaining Programmed Balance is delayed due to the advance for the I-580 Eastbound HOV/Aux Lane and Express Lane projects approved by the Alameda CTC in September, 2011.

4. Iron Horse Transit Route (ACTIA 09) -- The future 2000 Measure B allocations are anticipated for project development, right of way and construction phases.
5. I-880/Route 92/Whitesell Drive Interchange (ACTIA 15) – The future 2000 Measure B allocation is anticipated for the construction phase.
6. Westgate Parkway Extension – Stage 2 (ACTIA 18B) – This project is the second stage of the overall project and is being reconsidered in the context of a project along the mainline of I-880 which will impact the I-880/Davis Street interchange adjacent to the project limits. The Draft FY 2012/13 SPU reflects the transfer of a portion of the remaining 2000 Measure B commitment from this project to the East 14th Street/Hesperian Boulevard/150th Street Improvements project (ACTIA No. 19) also sponsored by the City of San Leandro. The 2000 Measure B commitment for ACTIA No. 18B is reduced to \$600 thousand which will be made available for costs incurred directly by the Alameda CTC as part of the I-880 Southbound HOV Lane project that will reconfigure the I-880/Davis Street interchange. The I-880 project will include improvements included in the scope for ACTIA No. 18B. The remainder of the 2000 Measure B commitment for ACTIA No. 18B, \$2.188 million, will be transferred and made available for allocation on ACTIA No. 19.
7. East 14th Street/Hesperian Boulevard/150th Street Improvements project (ACTIA No. 19) - The future 2000 Measure B allocations for this project are made available by the transfer of 2000 Measure B commitment from the Westgate Parkway Extension – Stage 2 project (ACTIA No. 18B) and are anticipated for project development, right of way and construction phases.
8. Dumbarton Corridor Improvements – Newark and Union City (ACTIA No. 25) - The future 2000 Measure B allocations are anticipated for on-going project development phases and for implementation of potential phased improvements while funding for the planned overall corridor is identified. Future allocations will be made available to implementing agencies, including \$1 million for costs incurred directly by the Alameda CTC.
9. I-580 Corridor/BART to Livermore Studies (ACTIA No. 26) - The future 2000 Measure B allocations are anticipated for costs incurred directly by the Alameda CTC to support project delivery.

Project expenditures for projects included in the 2000 Measure B Capital Program include expenditures incurred by the Alameda CTC. The ACTIA Board adopted a Cost Allocation Policy in October, 2009 to address the allocation of ACTIA-incurred expenses against project funding. The Cost Allocation Policy is being revisited in light of the merger to the Alameda CTC and will be incorporated into the Alameda CTC policies and procedures, including the policies and procedures related to capital project funding. The FY 2012/13 SPU includes the assumption that the Cost Allocation Policy applies to Alameda CTC-incurred expenses in the same fashion as it applied to ACTIA-incurred expenses.

Capital Program Financial Plans for the 1986 and 2000 Measure B Capital Programs

Without an ongoing revenue stream, the commitments of the 1986 MB funds are constrained by the balance of the 1986 MB Capital Accounts and any interest revenue earned until the account is completely drawn down for project expenditures (currently anticipated to occur in the FY 2015/16

timeframe). In other words, the remaining commitments to the 1986 MB Capital Program are constrained by the amount of funding currently “in the bank,” so debt financing will not be needed to provide the remaining 1986 Measure B commitments for the 1986 MB Capital Program. Attachment B1 shows the 1986 Measure B commitments to the remaining 1986 MB capital projects and the anticipated timing of the drawdowns based on current project schedules. The 1986 Measure B Capital Program Financial Plan, included in Attachment B2 reflects the borrowing from the 1986 Measure B Capital Program fund for the 2000 Measure B Capital Program delivery described below. The 1986 Measure B Capital Program Financial Plan also reflects anticipated loans from the 1986 Measure B Capital Account to the Alameda County Congestion Management Agency (ACCMA) account and the associated repayment of the loans.

By the end of the current FY, i.e. June 30, 2012, more than \$696 million of 2000 Measure B funding will be allocated and ready for encumbrance for capital project expenditures (i.e. 92% of the total 2000 Measure B commitment to all capital projects of \$756.5 million). Once the encumbrances, e.g. funding agreements, contracts, etc., for the allocated funds are approved, the Alameda CTC will have encumbered more 2000 Measure B funds than can be provided to the projects on a “pay-as-you-go basis.” Attachment D1 shows the 2000 Measure B Capital Program Financial Plan based on the assumptions described above without any financing or borrowing. The 2000 Measure B Capital Program fund balance goes negative before the end of FY 2012/13.

The alternative to pay-as-you-go is some type of debt financing or borrowing to effectively make future revenues available sooner to reimburse eligible project expenditures as they are incurred. The amounts encumbered will not be expended immediately. The encumbrances for the larger projects take years to fully expend, but with the encumbrances in place, the financial management of the capital program accounts intensifies. The timing of the anticipated expenditures has a significant effect on the financing options and costs. Attachment D2 shows the 2000 Measure B Capital Program Financial Plan based on the assumptions described above with a sample financing and borrowing scenario to maintain a positive 2000 Measure B Capital Program fund balance each fiscal year until the end of the Program. The 2000 Measure B Capital Program Financial Plan in Attachment D2 shows a combination of borrowing from the 1986 Measure B Capital Account in the near-term and some type of debt financing from outside sources beginning in FY 2013/14.

Debt Financing for the 2000 Measure B Capital Program

The most likely types of debt financing will involve the issuance of bonds and/or commercial paper. The process for issuing bonds secured by the sales tax, referred to as “limited tax bonds,” is prescribed by the California Public Utilities Commission (PUC) Code and expanded upon in guidelines prepared by the California Debt and Investment Advisory Commission (CDIAC). The required process includes the Alameda CTC adopting a resolution authorizing the issuance of bonds. The resolution authorizing the issuance of bonds must address the following (from the PUC):

- 1) The purposes for which the proposed debt is to be incurred, which may include all costs and estimated costs incidental to, or connected with, the accomplishment of those purposes, including, without limitation, engineering, inspection, legal, fiscal agents, financial consultant and other fees, bond and other reserve funds, working capital, bond interest estimated to accrue during the construction period and for a period not to exceed three years thereafter, and expenses of all proceedings for the authorization, issuance, and sale of the bonds.
- 2) The estimated cost of accomplishing those purposes.
- 3) The amount of the principal of the indebtedness.
- 4) The maximum term the bonds proposed to be issued shall run before maturity, which shall not be beyond the date of termination of the imposition of the retail transactions and use tax.
- 5) The maximum rate of interest to be paid, which shall not exceed the maximum allowable by law.
- 6) The denomination or denominations of the bonds, which shall not be less than five thousand dollars (\$5,000).
- 7) The form of the bonds, including, without limitation, registered bonds and coupon bonds, to the extent permitted by federal law, and the form of any coupons to be attached thereto, the registration, conversion, and exchange privileges, if any, pertaining thereto, and the time when all of, or any part of, the principal becomes due and payable.

The resolution may also contain other matters authorized by the applicable PUC Code chapter or any other law.

The process for issuing bonds involves identifying a Financing Team which includes a Financial Advisor, an Underwriter (one or more), and Bond Counsel, to determine the specifics related to the bond issuance required to develop the bond package, market the bonds, sell the bonds and secure the proceeds. Once the bonds are issued, the Alameda CTC will be responsible for monitoring and tracking the activities related to the expenditure, investment and accounting of the bond proceeds, including the final accounting. Staff estimates that the lead time required to select the Financing Team will be six to nine months.

The 2000 Measure B Capital Program Financial Plan shown in Attachment D1, with the details about capital project line item expenditures included in Attachment D3 and the details about advances, exchanges and paybacks included in Attachment D4, will serve as the basis for the financial analysis and cash management efforts related to determining the method, or methods of debt financing best suited to allow the Alameda CTC to fulfill the commitments of 2000 Measure B funding. The focus of the financial analysis and management is to provide the 2000 Measure B commitments to the capital projects at the time they are needed to reimburse eligible project expenditures incurred by the implementing agencies. Once debt financing is initiated, fluctuations to the timing of the need for Measure B funds will have to be considered in the detailed context of cash management in order to maintain minimum balances required to prioritize obligations stemming from the debt financing.

Fiscal Impact

There is no direct fiscal impact expected to result from the recommended action.

Attachments:

- A Summary of Measure B Capital Projects Current Phase and Measure B Funding
- B1 1986 Measure B Capital Project Remaining Commitments and Line Item Expenditures
- B2 1986 Measure B Capital Program Financial Plan
- C1 2000 Measure B Capital Project Commitment Summary
- C2 2000 Measure B Capital Project Allocations and Expended to Date
- C3 2000 Measure B Capital Project Allocation Plan Schedule
- C4 2000 Measure B Capital Project Allocation Plan Notes
- D1 2000 Measure B Capital Program Financial Plan – Without Financing or Borrowing
- D2 2000 Measure B Capital Program Financial Plan – With Sample Financing and Borrowing Scenario
- D3 2000 Measure B Capital Project Line Item Expenditures
- D4 2000 Measure B Capital Program Advances and Repayments
- D5 2000 Measure B Capital Program Advances 2012 STIP Exchange Project Detail Sheet

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Summary of Measure B Capital Projects Current Status and Measure B Funding									
Index	Project Title	Project Type (Note 1)	Agency of Origin Project Number	Current Phase	Construction Schedule (Note 2)		Measure B Funding (\$ x million)		
					Begin	End	1986 MB (ACTA)	2000 MB (ACTIA)	
1	I-880 to Mission Blvd East-West Connector	LSR	MB 226	Design	Nov 2014	May 2017	88.8	0.0	
2	Route 238/Mission-Foothill-Jackson Corridor Improvement	LSR	MB 238	Construction	Apr 2010	Jul 2013	80.0	0.0	
3	Central Alameda County Freeway System Operational Analysis	Hwy	MB 240	Scoping	N/A	N/A	5.0	0.0	
4	Castro Valley Local Area Traffic Circulation Improvement	LSR	MB 241	Environmental	TBD	TBD	5.0	0.0	
5	Program-Wide and Project Closeout Costs	Var	MB Var	Var	NA	NA	5.8	0.0	
6	Capital Program Construction Contingency	Var	NA	NA	NA	NA	30.0	0.0	
7	Altamont Commuter Express Rail	MT	ACTIA 01	Construction	TBD	TBD	0.0	13.2	
8	BART Warm Springs Extension	MT	ACTIA 02	Construction	Sep 2009	Dec 2015	0.0	224.4	
9	BART Oakland Airport Connector	MT	ACTIA 03	Construction	Sep 2010	Dec 2013	0.0	89.1	
10	Downtown Oakland Streetscape Improvement	BP	ACTIA 04	Construction	Sep 2007	Jun 2015	0.0	6.4	
11	Fruitvale Transit Village	MT	ACTIA 05	Complete			0.0	4.4	
12	Union City Intermodal Station	MT	ACTIA 06	Construction	Jun 2007	Mar 2012	0.0	12.6	
13	Telegraph Avenue Bus Rapid Transit	MT	ACTIA 07A	Environmental	Oct 2014	Apr 2016	0.0	11.5	
14	San Pablo Avenue Corridor Transit	MT	ACITA 07B	Complete			0.0	2.3	
15	Telegraph Avenue Rapid Bus Service	MT	ACTIA 07C	Complete			0.0	10.7	
16	I-680 Sunol Express Lanes - Southbound	Hwy	ACTIA 08A	Construction	Oct 2008	Jun 2012	0.0	15.2	
17	I-680 Sunol Express Lanes - Northbound	Hwy	ACTIA 08B	Environmental	TBD	TBD	0.0	20.0	
18	Iron Horse Transit Route	MT	ACTIA 09	Design	TBD	TBD	0.0	6.3	
19	I-880/Broadway-Jackson Interchange Improvement (Study Only)	Hwy	ACTIA 10	Scoping	N/A	N/A	0.0	8.1	
20	I-880/Washington Ave I/C	Hwy	ACTIA 11	Complete			0.0	1.3	
21	I-580 Castro Valley Interchanges Improvements (Note 3)	Hwy	ACTIA 12	Plant Establishment	Jun 2008	Jun 2011	15.0	11.5	
22	Lewelling/East Lewelling Blvd Widening	LSR	ACTIA 13	Construction	Jul 2009	Aug 2012	0.0	13.1	
23	I-580 Auxiliary Lane Westbound (Fallon Road to Tassajara Road)	Hwy	ACTIA 14A	Complete			0.0	2.5	
24	I-580 Auxiliary Lane Westbound (Airway Blvd to Fallon Road)	Hwy	ACTIA 14B	Design	Jul 2012	Nov 2014	0.0	2.7	
25	I-580 Auxiliary Lane Eastbound (El Charro Road to Airway Blvd) (Note 4)	Hwy	ACTIA 14C	Complete			0.0	7.8	
26	Route 92/Clawiter - Whitesell Interchange and Reliever Route	Hwy	ACTIA 15	Design	Jul 2013	Jul 2015	0.0	27.0	
27	Oakland Local Streets and Roads	LSR	ACTIA 16	Complete			0.0	5.3	

Summary of Measure B Capital Projects Current Status and Measure B Funding									
Index	Project Title	Project Type (Note 1)	Agency of Origin Project Number	Current Phase	Construction Schedule (Note 2)		Measure B Funding (\$ x million)		
					Begin	End	1986 MB (ACTA)	2000 MB (ACTIA)	
28	Hesperian Boulevard/Lewelling Boulevard Widening (Stage 1)	LSR	ACTIA 17A	Complete			0.0	0.6	
29	Hesperian Boulevard/Lewelling Boulevard Widening (Stage 2) (Note 5)	LSR	ACTIA 17B	Construction	Jan 2010	Aug 2012	0.0	0.7	
30	Westgate Parkway Extension (Wal-Mart to Williams Street)	LSR	ACTIA 18A	Complete			0.0	7.9	
31	Westgate Parkway Extension (Davis Street) (Note 6)	LSR	ACTIA 18B	Design	Jul 2012	May 2015	0.0	0.6	
32	East 14th St/Hesperian Blvd/150th St Improvements (Note 6)	LSR	ACTIA 19	Design	Sep 2013	May 2015	0.0	3.2	
33	Newark Local Streets	LSR	ACTIA 20	Complete			0.0	1.4	
34	I-238 Widening (Note 4)	Hwy	ACTIA 21	Complete			0.0	81.0	
35	I-680/I-880 Cross Connector Studies (Study Only)	Hwy	ACTIA 22	Scoping	N/A	N/A	0.0	1.2	
36	Isabel Avenue - Route 84/I-580 Interchange	Hwy	ACTIA 23	Construction	Jan 2009	Apr 2012	0.0	26.5	
37	Route 84 Expressway Widening	Hwy	ACTIA 24	Construction	Mar 2012	Feb 2016	0.0	96.5	
38	Dumbarton Corridor Improvements (Newark and Union City)	MT	ACTIA 25	Environmental	TBD	TBD	0.0	19.4	
39	I-580 Corridor/BART to Livermore Studies (Study Only)	MT	ACTIA 26	Environmental	N/A	N/A	0.0	11.8	
40	Vasco Road Safety Improvements	LSR	ACTIA 27A	Complete			0.0	1.5	
41	I-80 Integrated Corridor Mobility Project	Hwy	ACTIA 27B	Construction	Jun 2011	Apr 2015	0.0	2.8	
42	I-880 Corridor Improvements in Oakland and San Leandro (Note 7)	Hwy	ACTIA 27C	Design	Aug 2012	Apr 2016	0.0	2.3	
43	CWTP/TEP Development	Hwy	ACTIA 27D	Scoping	NA	NA	0.0	0.1	
44	Studies for Congested Segments/Locations on the CMP Network	Hwy	ACTIA 27E	Scoping	Oct 2014	Nov 2015	0.0	3.7	
					TOTALS		229.6	756.6	
Notes:									
1. Project Types: Hwy = Highway; LSR = Local Streets and Roads; MT = Mass Transit; and BP = Bicycle and Pedestrian.									
2. Construction schedules shown are subject to change based on project delivery activities. Begin Construction date shown is typically the expected contract award date.									
3. The I-580 Castro Valley Interchanges Improvements project is included in both the 1986 MB Program (MB 239) and the 2000 MB Program (ACTIA No. 12). The 1986 MB commitment is treated as a contribution to the 2000 MB project.									
4. The 2000 MB commitment for ACTIA No. 14C was exchanged for other funds in the I-580 Corridor. The ACTIA 14C commitment is treated as a contribution to the I-238 Widening Project included in the 2000 MB Program, ACTIA No. 21.									
5. The second stage of the Hesperian Boulevard/Lewelling Boulevard Widening project (ACTIA No. 17B) is being implemented with the Lewelling/East Lewelling Blvd Widening project (ACTIA No. 13) by Alameda County.									
6. The Draft FY 2012/13 SPU reflects the transfer of a portion of the 2000 MB commitment for the second stage of the Westgate Parkway Extension project (ACTIA 18B) to the East 14th St/Hesperian Blvd/150th St Improvements project (ACTIA 19) per the request of the City of San Leandro and the concurrence of the other agencies in the same Planning Area, i.e. the City of Hayward and Alameda County.									
7. The I-880 North Safety and Operational Improvements at 23rd and 29th Avenues project and the North and South Segments of the I-880 Southbound HOV Lane project, including follow on landscaping, are eligible for the 2000 MB commitment to the I-880 Corridor Improvements in Oakland and San Leandro project (ACTIA No. 27 C).									

Attachment B1

Draft FY 2012/13 Measure B Capital Program Strategic Plan Update 1986 Measure B Capital Project Remaining Commitments and Line Item Expenditures May 2012 - Draft										
		\$ x 1,000 in the FY Shown (Note 1)								
No.	Project Title	Prior to FY 12/13	FY 12/13	FY 13/14	FY 14/15	FY 15/16	Totals			
MB226	I-880 to Mission Boulevard East-West Connector	\$ 14,492	\$ 20,000	\$ 15,000	\$ 30,000	\$ 9,379	\$	\$	\$	88,871
MB238	Route 238/Mission-Foothill-Jackson Corridor Improvement	\$ 65,709	\$ 13,000	\$ 1,291	\$ -	\$ -	\$	\$	\$	80,000
MB239	I-580/Redwood Road Interchange (contribution to ACTIA 12)	\$ 9,124	\$ 300	\$ 1,000	\$ 1,000	\$ 3,576	\$	\$	\$	15,000
MB240	Central Alameda County Freeway System Operational Analysis	\$ 1,822	\$ 975	\$ 2,203	\$ -	\$ -	\$	\$	\$	5,000
MB241	Castro Valley Local Area Traffic Circulation Improvement	\$ 50	\$ 2,100	\$ 2,850	\$ -	\$ -	\$	\$	\$	5,000
MB Var	Program-wide and Project Closeout Costs (Note 2)	\$ 161	\$ 2,000	\$ 1,500	\$ 1,500	\$ 589	\$	\$	\$	5,750
NA	Capital Program Construction Contingency	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$	\$	\$	30,000
Totals		\$ 91,358	\$ 38,375	\$ 23,844	\$ 32,500	\$ 43,544	\$	\$	\$	229,621
Notes:		<p>1. The amounts shown per FY represent the maximum amount of 1986 Measure B assumed to be expended by the Alameda CTC in the FY shown. These amounts are used as a constraint for the most aggressive spending scenario of the program-wide cashflow model used to analyze the overall 1986 MB Capital Program from a financial perspective. The difference between the actual amount expended by the Alameda CTC in a given FY, including prior FY's, and the maximum shown are assumed available in any subsequent FY without having to recalibrate the program-wide cashflow model for approval to expend any carryover amounts. Before the actual amount expended in a given FY can exceed the maximum shown, the program-wide cashflow model will need to be revisited, and possibly recalibrated, before any amount in excess of the maximum shown can be approved.</p> <p>2. The Program-wide and Project Closeout Costs include miscellaneous costs related to program-wide activities and post-construction commitments such as follow up landscaping projects, landscaping maintenance, right of way settlements, right of way close-out, interagency agreement closeout, etc. for 1986 MB capital projects not listed separately. Once project construction is closed out, any remaining amount of 1986 Measure B commitment for the project is moved to this line item for budgeting and cashflow purposes. Individual encumbrances for 1986 Measure B commitments will continue to be brought before the Alameda CTC for approval before expenditures are approved.</p>								

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Attachment B2

Draft FY 2012/13 Measure B Capital Program Strategic Plan Update 1986 Measure B Capital Program Financial Plan May 2012 - Draft									
		\$ x 1,000 in the FY Shown							
		FY 12/13	FY 13/14	FY 14/15	FY 15/16	Totals			
Beginning Cash Balance (Capital Account)		\$ 126,912	\$ 39,798	\$ 11,864	\$ 15,722				
Sources of Funds (Capital Account)									
1	Sales Tax Revenues (Net - Capital Account)	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -
2	Interest Revenues (Capital Account)	\$ 1,028	\$ 139	\$ 50	\$ 40	\$ 1,257			\$ 1,257
3	Reimbursements for MB Capital Expenditures	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -
4	Repayment from 2000 Measure B (ACTIA)	\$ -	\$ 20,500	\$ 39,000	\$ 3,500	\$ 63,000			\$ 63,000
5	Repayment from ACCMA	\$ -	\$ -	\$ -	\$ 25,000	\$ 25,000			\$ 25,000
6	Proceeds from Sales of Excess Property	\$ -	\$ -	\$ 3,000	\$ -	\$ 3,000			\$ 3,000
7	Total Sources of Funds (Capital Account)	\$ 1,028	\$ 20,639	\$ 42,050	\$ 28,540	\$ 92,257			\$ 92,257
Uses of Funds (Capital Account)									
8	1986 Measure B Capital Project Expenditures	\$ 38,375	\$ 23,844	\$ 32,500	\$ 43,544	\$ 138,263			\$ 138,263
9	1986 MB Administration (inc. Professional Services)	\$ 767	\$ 729	\$ 692	\$ 658	\$ 2,846			\$ 2,846
10	Loan to 2000 Measure B (ACTIA)	\$ 44,000	\$ 19,000	\$ -	\$ -	\$ 63,000			\$ 63,000
11	Loan to ACCMA	\$ 5,000	\$ 5,000	\$ 5,000	\$ -	\$ 15,000			\$ 15,000
12	Total Uses of Funds (Capital Account)	\$ 88,142	\$ 48,573	\$ 38,192	\$ 44,202	\$ 219,109			\$ 219,109
13	Annual Excess/(Deficit)	\$ (87,114)	\$ (27,934)	\$ 3,858	\$ (15,662)				
14	Ending Cash Balance (Capital Account)	\$ 39,798	\$ 11,864	\$ 15,722	\$ 60				

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Attachment C1

Draft FY 2012/13 Measure B Capital Program Strategic Plan Update 2000 Measure B Capital Project Commitment Summary May 2012 - Draft					
		Total Measure B Commitment (\$ x 1,000)	Total Amount Allocated To Date (\$ x 1,000)	Remaining Programmed (Un-Allocated) Balance (\$ x 1,000)	
01	ACE Capital Improvements	\$ 13,184	\$ 7,671	\$ 5,513	
02	BART Warm Springs Extension	\$ 224,448	\$ 224,448	\$ -	
03	BART Oakland Airport Connector	\$ 89,052	\$ 89,052	\$ -	
04	Oakland Downtown Streetscape Project	\$ 6,358	\$ 6,358	\$ -	
05	Fruitvale Transit Village - 5A/5B	\$ 4,435	\$ 4,435	\$ -	
06	Union City Intermodal Station	\$ 12,561	\$ 12,561	\$ -	
07A	Telegraph Avenue Corridor Transit Project (Note 1)	\$ 11,510	\$ 10,182	\$ 1,328	
07B	San Pablo Avenue Corridor Transit Improvement Project (Note 1)	\$ 2,262	\$ 2,262	\$ -	
07C	Telegraph Avenue Corridor Transit Project - Stage 2 (Note 1)	\$ 10,672	\$ 10,672	\$ -	
08A	I-680 Express Lane - Southbound (Note 2)	\$ 15,197	\$ 15,197	\$ -	
08B	I-680 Express Lane - Northbound	\$ 20,000	\$ 5,500	\$ 14,500	
09	Iron Horse Transit Route	\$ 6,267	\$ -	\$ 6,267	
10	I-880/Broadway-Jackson Interchange	\$ 8,101	\$ 8,101	\$ -	
11	I-880/Washington Avenue Interchange	\$ 1,335	\$ 1,335	\$ -	
12	I-580 Interchange Improvements in Castro Valley (Note 3)	\$ 11,525	\$ 11,525	\$ -	
13	Lewelling Boulevard/East Lewelling Boulevard	\$ 13,104	\$ 13,104	\$ -	
14A	I-580 Auxiliary Lane Westbound (Fallon Road to Tassajara Road)	\$ 2,500	\$ 2,500	\$ -	
14B	I-580 Auxiliary Lane Westbound (Airway Blvd to Fallon Road)	\$ 2,686	\$ 2,686	\$ -	
14C	I-580 Auxiliary Lane Eastbound (El Charro Road to Airway Blvd) (Note 4)	\$ 7,843	\$ 7,843	\$ -	
15	I-880/Route 92/Whitesell Drive Interchange	\$ 27,037	\$ 12,605	\$ 14,432	
16	Oakland Local Streets and Roads	\$ 5,278	\$ 5,278	\$ -	

Attachment C1 (cont.)

Draft FY 2012/13 Measure B Capital Program Strategic Plan Update 2000 Measure B Capital Project Commitment Summary May 2012 - Draft				
	Total Measure B Commitment (\$ x 1,000)	Total Amount Allocated To Date (\$ x 1,000)	Remaining Programmed (Un-Allocated) Balance (\$ x 1,000)	
17A Hesperian Boulevard/Lewelling Boulevard Widening (Stage 1)	\$ 578	\$ 578	\$ -	
17B Hesperian Boulevard/Lewelling Boulevard Widening (Stage 2) (Note 5)	\$ 686	\$ 686	\$ -	
18A Westgate Parkway Extension (Wal-Mart to Williams Street)	\$ 7,918	\$ 7,918	\$ -	
18B Westgate Parkway Extension (Davis Street) (Note 6)	\$ 600	\$ 503	\$ 97	
19 East 14th St/Hesperian Blvd/150th St Improvements (Note 6)	\$ 3,218	\$ 1,030	\$ 2,188	
20 Newark Local Streets	\$ 1,422	\$ 1,422	\$ -	
21 I-238 Widening (Note 4)	\$ 81,022	\$ 81,022	\$ -	
22 I-680/I-880 Cross Connector Studies	\$ 1,233	\$ 1,233	\$ -	
23 Isabel Avenue - Route 84/I-580 Interchange	\$ 26,529	\$ 26,529	\$ -	
24 Route 84 Expressway Widening	\$ 96,459	\$ 96,459	\$ -	
25 Dumbarton Corridor Improvements (Newark and Union City)	\$ 19,367	\$ 6,078	\$ 13,289	
26 I-580 Corridor/BART to Livermore Studies	\$ 11,831	\$ 9,699	\$ 2,132	
27 Emerging Projects	\$ -	\$ -	\$ -	
27A Vasco Road Safety Improvements	\$ 1,500	\$ 1,500	\$ -	
27B I-80 Integrated Corridor Mobility Project	\$ 2,800	\$ 2,800	\$ -	
27C I-880 Corridor Improvements in Oakland and San Leandro	\$ 2,250	\$ 2,250	\$ -	
27D CWTP/TEP Development	\$ 50	\$ 50	\$ -	
27E Studies for Congested Segments/Locations on the CMP Network	\$ 3,651	\$ 3,651	\$ -	
Totals	\$ 756,469	\$ 696,723	\$ 59,746	

Attachment C2

Draft FY 2012/13 Measure B Capital Program Strategic Plan Update 2000 Measure B Capital Project Allocations and Expended to Date May 2012 - Draft						
	Total Measure B Commitment (\$ x 1,000)	Total Amount Allocated To Date (\$ x 1,000)	Expended Thru Q2 FY 11/12 (12/31/11) (\$ x 1,000)	Allocated Un-Expended Q3 FY 11/12 (\$ x 1,000)		
01 ACE Capital Improvements	\$ 13,184	\$ 7,671	\$ 2,180	\$ 5,491		
02 BART Warm Springs Extension	\$ 224,448	\$ 224,448	\$ 77,105	\$ 147,343		
03 BART Oakland Airport Connector	\$ 89,052	\$ 89,052	\$ 15,951	\$ 73,101		
04 Oakland Downtown Streetscape Project	\$ 6,358	\$ 6,358	\$ 762	\$ 5,596		
05 Fruitvale Transit Village - 5A/5B	\$ 4,435	\$ 4,435	\$ 4,435	\$ -		
06 Union City Intermodal Station	\$ 12,561	\$ 12,561	\$ 12,495	\$ 66		
07A Telegraph Avenue Corridor Transit Project (Note 1)	\$ 11,510	\$ 10,182	\$ 4,756	\$ 5,426		
07B San Pablo Avenue Corridor Transit Improvement Project (Note 1)	\$ 2,262	\$ 2,262	\$ 2,262	\$ -		
07C Telegraph Avenue Corridor Transit Project - Stage 2 (Note 1)	\$ 10,672	\$ 10,672	\$ 10,672	\$ -		
08A I-680 Express Lane - Southbound (Note 2)	\$ 15,197	\$ 15,197	\$ 11,030	\$ 4,167		
08B I-680 Express Lane - Northbound	\$ 20,000	\$ 5,500	\$ -	\$ 5,500		
09 Iron Horse Transit Route	\$ 6,267	\$ -	\$ -	\$ -		
10 I-880/Broadway-Jackson Interchange	\$ 8,101	\$ 8,101	\$ 2,158	\$ 5,943		
11 I-880/Washington Avenue Interchange	\$ 1,335	\$ 1,335	\$ 1,335	\$ -		
12 I-580 Interchange Improvements in Castro Valley (Note 3)	\$ 11,525	\$ 11,525	\$ 11,525	\$ -		
13 Lewelling Boulevard/East Lewelling Boulevard	\$ 13,104	\$ 13,104	\$ 8,108	\$ 4,996		
14A I-580 Auxiliary Lane Westbound (Fallon Road to Tassajara Road)	\$ 2,500	\$ 2,500	\$ 1,788	\$ 712		
14B I-580 Auxiliary Lane Westbound (Airway Blvd to Fallon Road)	\$ 2,686	\$ 2,686	\$ 198	\$ 2,488		
14C I-580 Auxiliary Lane Eastbound (El Charro Road to Airway Blvd) (Note 4)	\$ 7,843	\$ 7,843	\$ 5,473	\$ 2,370		
15 I-880/Route 92/Whitesell Drive Interchange	\$ 27,037	\$ 12,605	\$ 415	\$ 12,190		
16 Oakland Local Streets and Roads	\$ 5,278	\$ 5,278	\$ 5,278	\$ -		

Attachment C2 (cont.)

Draft FY 2012/13 Measure B Capital Program Strategic Plan Update 2000 Measure B Capital Project Allocations and Expended to Date

May 2012 - Draft

		Total Measure B Commitment (\$ x 1,000)	Total Amount Allocated To Date (\$ x 1,000)	Expended Thru Q2 FY 11/12 (12/31/11) (\$ x 1,000)	Allocated Un-Expended Q3 FY 11/12 (\$ x 1,000)
17A	Hesperian Boulevard/Lewelling Boulevard Widening (Stage 1)	\$ 578	\$ 578	\$ 578	\$ -
17B	Hesperian Boulevard/Lewelling Boulevard Widening (Stage 2) (Note 5)	\$ 686	\$ 686	\$ 86	\$ 600
18A	Westgate Parkway Extension (Wal-Mart to Williams Street)	\$ 7,918	\$ 7,918	\$ 7,918	\$ -
18B	Westgate Parkway Extension (Davis Street) (Note 6)	\$ 600	\$ 503	\$ -	\$ 503
19	East 14th St/Hesperian Blvd/150th St Improvements (Note 6)	\$ 3,218	\$ 1,030	\$ 164	\$ 866
20	Newark Local Streets	\$ 1,422	\$ 1,422	\$ 1,422	\$ -
21	I-238 Widening (Note 4)	\$ 81,022	\$ 81,022	\$ 81,022	\$ -
22	I-680/I-880 Cross Connector Studies	\$ 1,233	\$ 1,233	\$ 715	\$ 518
23	Isabel Avenue - Route 84/I-580 Interchange	\$ 26,529	\$ 26,529	\$ 11,911	\$ 14,618
24	Route 84 Expressway Widening	\$ 96,459	\$ 96,459	\$ 12,676	\$ 83,783
25	Dumbarton Corridor Improvements (Newark and Union City)	\$ 19,367	\$ 6,078	\$ 2,003	\$ 4,075
26	I-580 Corridor/BART to Livermore Studies	\$ 11,831	\$ 9,699	\$ 6,601	\$ 3,098
27	Emerging Projects	\$ -	\$ -	\$ -	\$ -
27A	Vasco Road Safety Improvements	\$ 1,500	\$ 1,500	\$ 1,500	\$ -
27B	I-80 Integrated Corridor Mobility Project	\$ 2,800	\$ 2,800	\$ 1,111	\$ 1,689
27C	I-880 Corridor Improvements in Oakland and San Leandro	\$ 2,250	\$ 2,250	\$ 750	\$ 1,500
27D	CWTP/TEP Development	\$ 50	\$ 50	\$ -	\$ 50
27E	Studies for Congested Segments/Locations on the CMP Network	\$ 3,651	\$ 3,651	\$ -	\$ 3,651
Totals		\$ 756,469	\$ 696,723	\$ 306,383	\$ 390,340

Attachment C3

Draft FY 2012/13 Measure B Capital Program Strategic Plan Update 2000 Measure B Allocation Plan Schedule										
May 2012 - Draft		\$ x 1,000								
	Total Measure B Commitment	Total Amount Allocated To Date	Remaining Programmed Balance	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	Totals (Future Allocations)	
01	ACE Capital Improvements	\$ 13,184	\$ 7,671	\$ 5,513	3,513			2,000	\$ 5,513	
07A	Telegraph Avenue Corridor Transit Project	\$ 11,510	\$ 10,182	\$ 1,328		1,328			\$ 1,328	
08B	I-680 Express Lane - Northbound	\$ 20,000	\$ 5,500	\$ 14,500	5,000	5,000		4,500	\$ 14,500	
09	Iron Horse Transit Route	\$ 6,267	\$ -	\$ 6,267	1,000	5,267			\$ 6,267	
15	I-880/Route 92/Whitesell Drive Interchange	\$ 27,037	\$ 12,605	\$ 14,432		1,500	12,932		\$ 14,432	
18B	Westgate Parkway Extension (Davis Street)	\$ 600	\$ 503	\$ 97	97				\$ 97	
19	East 14th St/Hesperian Blvd/150th St Improvements	\$ 3,218	\$ 1,030	\$ 2,188	2,188				\$ 2,188	
25	Dumbarton Corridor Improvements (Newark and Union City)	\$ 19,367	\$ 6,078	\$ 13,289	1,000	3,000	9,289		\$ 13,289	
26	I-580 Corridor/BART to Livermore Studies	\$ 11,831	\$ 9,699	\$ 2,132	1,000	1,132			\$ 2,132	
Totals (Projects This Sheet)		\$ 113,014	\$ 53,268	\$ 59,746	\$ 13,798	\$ 17,227	\$ 12,932	\$ 9,289	\$ 6,500	\$ 59,746

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Attachment C4

Draft FY 2012/13 Measure B Capital Program Strategic Plan Update
2000 Measure B Allocation Plan Notes

May 2012 - Draft

		\$ x 1,000				Allocation Plan Notes
		Total 2000 Measure B Commitment	Total Amount Allocated To Date	Remaining Programmed Balance		
01	ACE Capital Improvements	\$ 13,184	\$ 7,671	\$ 5,513	Remaining 2000 Measure B allocations are anticipated for the Alameda County share of ACE capital costs for various projects approved annually in a list recommended by the SJRRC. The availability of \$2M of the remaining Programmed Balance is delayed due to an advance approved in September 2011 for the I-580 EB Aux/HOT Lane project to be paid back with toll revenues.	
07A	Telegraph Avenue Corridor Transit Project	\$ 11,510	\$ 10,182	\$ 1,328	Remaining Measure B allocations are anticipated for reimbursement of future project development costs incurred directly by the Alameda CTC and/or the implementing agency(ies).	
08B	I-680 Express Lane - Northbound	\$ 20,000	\$ 5,500	\$ 14,500	Remaining 2000 Measure B allocations are anticipated for future project development phase costs incurred directly by the Alameda CTC. The availability of \$4.5M of the remaining Programmed Balance is delayed due to an advance approved in September 2011 for the I-580 EB Aux/HOT Lane project to be paid back with toll revenues.	
09	Iron Horse Transit Route	\$ 6,267	\$ -	\$ 6,267	Remaining 2000 Measure B allocations are anticipated for reimbursement of future project development and capital phase costs incurred by the implementing agency(ies).	
15	I-880/Route 92/Whitesell Drive Interchange	\$ 27,037	\$ 12,605	\$ 14,432	Remaining 2000 Measure B allocations are anticipated for reimbursement of future project development and capital phase costs incurred by the implementing agency(ies).	
18B	Westgate Parkway Extension (Davis Street)	\$ 600	\$ 503	\$ 97	The Total 2000 Measure B Commitment for ACTIA 18B (amount shown reflects the transfer of \$2.188 million of ACTIA 18B 2000 Measure B Commitment to ACTIA 19) will be made available for project development and capital phase costs incurred directly by the Alameda CTC in conjunction with the I-880 Southbound HOV project per agreement with City of San Leandro.	
19	East 14th St/Hesperian Blvd/150th St Improvements	\$ 3,218	\$ 1,030	\$ 2,188	Remaining 2000 Measure B allocations (amount shown reflects the transfer of \$2.188 million of ACTIA 18B 2000 Measure B Commitment to ACTIA 19) are anticipated for reimbursement of future project development and capital phase costs incurred by the implementing agency(ies).	
25	Dumbarton Corridor Improvements (Newark and Union City)	\$ 19,367	\$ 6,078	\$ 13,289	Remaining 2000 Measure B allocations are anticipated for reimbursement of future project development and capital phase costs incurred by the implementing agency(ies), including \$1 million for costs incurred directly by the Alameda CTC to support project development.	
26	I-580 Corridor/BART to Livermore Studies	\$ 11,831	\$ 9,699	\$ 2,132	Remaining 2000 Measure B allocations are anticipated for costs incurred directly by the Alameda CTC.	
Totals (Projects This Sheet)		\$ 113,014	\$ 53,268	\$ 59,746		

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Attachment D1

Draft FY 2012/13 Measure B Capital Program Strategic Plan Update												
2000 Measure B Capital Program Financial Plan - Without Financing or Borrowing												
May 2012 - Draft												
		2000 Measure B Capital Program Financial Plan (\$ x 1,000)										
	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	Totals	
Beginning Cash Balance (Capital Account)		\$ 58,091	\$ (33,619)	\$ (88,645)	\$ (134,979)	\$ (144,716)	\$ (108,038)	\$ (65,855)	\$ (17,150)	\$ 34,597	\$ 86,656	
Sources of Funds (Capital Account)												
1	Sales Tax Revenues (Net - Capital Account)	\$ 44,755	\$ 45,651	\$ 46,564	\$ 47,495	\$ 48,445	\$ 49,414	\$ 50,402	\$ 51,410	\$ 52,438	\$ 41,973	\$ 478,547
2	Interest Revenues (Capital Account)	\$ 167	\$ 38	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 205
3	Reimbursements for MB Capital Expenditures	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4	Borrowing from 1986 Measure B (ACTA)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5	Financing Proceeds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
6	Repayment of Advances/Loans (See Detail)	\$ 2,000	\$ -	\$ 250	\$ 500	\$ 38,030	\$ 1,500	\$ 2,000	\$ 2,000	\$ 1,250	\$ -	\$ 47,530
7	Total Sources of Funds (Capital Account)	\$ 46,922	\$ 45,689	\$ 46,814	\$ 47,995	\$ 86,475	\$ 50,914	\$ 52,402	\$ 53,410	\$ 53,688	\$ 41,973	\$ 526,282
Uses of Funds (Capital Account)												
8	2000 Measure B Capital Project Expenditures	\$ 125,000	\$ 95,000	\$ 91,000	\$ 56,000	\$ 19,000	\$ 7,000	\$ 2,000	\$ -	\$ -	\$ -	\$ 395,000
9	2000 MB Administration (inc. Prof. Services)	\$ 1,632	\$ 1,665	\$ 1,698	\$ 1,732	\$ 1,767	\$ 1,731	\$ 1,697	\$ 1,663	\$ 1,629	\$ 1,597	\$ 16,811
10	Payback to 1986 Measure B (ACTA)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
11	Financing Costs (Non-Principal)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
12	Financing Principal Payments	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
13	Advances/Loans (See Detail)	\$ 12,000	\$ 4,050	\$ 450	\$ -	\$ 29,030	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 45,530
14	Total Uses of Funds (Capital Account)	\$ 138,632	\$ 100,715	\$ 93,148	\$ 57,732	\$ 49,797	\$ 8,731	\$ 3,697	\$ 1,663	\$ 1,629	\$ 1,597	\$ 457,341
15	Annual Excess/(Deficit)	\$ (91,710)	\$ (55,026)	\$ (46,334)	\$ (9,737)	\$ 36,678	\$ 42,183	\$ 48,705	\$ 51,747	\$ 52,059	\$ 40,376	
16	Ending Cash Balance (Capital Account)	\$ (33,619)	\$ (88,645)	\$ (134,979)	\$ (144,716)	\$ (108,038)	\$ (65,855)	\$ (17,150)	\$ 34,597	\$ 86,656	\$ 127,032	

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Attachment D2

Draft FY 2012/13 Measure B Capital Program Strategic Plan Update 2000 Measure B Capital Program Financial Plan - With Sample Financing and Borrowing Scenario												
May 2012 - Draft		\$ x 1,000 in FY Shown										
	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	Totals	
Beginning Cash Balance (Capital Account)		\$ 58,091	\$ 10,381	\$ 111,430	\$ 3,295	\$ 61,424	\$ 56,092	\$ 64,406	\$ 75,165	\$ 86,682		
Sources of Funds (Capital Account)												
1	Sales Tax Revenues (Net - Capital Account)	\$ 44,755	\$ 45,651	\$ 46,564	\$ 47,495	\$ 48,445	\$ 49,414	\$ 50,402	\$ 51,410	\$ 52,438	\$ 41,973	\$ 478,547
2	Interest Revenues (Capital Account)	\$ 167	\$ 38	\$ 1,348	\$ -	\$ 885	\$ 1,513	\$ 1,618	\$ 1,820	\$ 2,235	\$ 3,597	\$ 13,221
3	Reimbursements for MB Capital Expenditures	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4	Borrowing from 1986 Measure B (ACTA)	\$ 44,000	\$ 19,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 63,000
5	Financing Proceeds	\$ -	\$ 165,000	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 265,000
6	Repayment of Advances/Loans (See Detail)	\$ 2,000	\$ -	\$ 250	\$ 500	\$ 38,030	\$ 1,500	\$ 2,000	\$ 2,000	\$ 1,250	\$ -	\$ 47,530
7	Total Sources of Funds (Capital Account)	\$ 90,922	\$ 229,689	\$ 48,162	\$ 147,995	\$ 87,360	\$ 52,427	\$ 54,020	\$ 55,230	\$ 55,923	\$ 45,570	\$ 867,298
Uses of Funds (Capital Account)												
8	Measure B Capital Project Expenditures	\$ 125,000	\$ 95,000	\$ 91,000	\$ 56,000	\$ 19,000	\$ 7,000	\$ 2,000	\$ -	\$ -	\$ -	\$ 395,000
9	2000 MB Administration (inc. Prof. Services)	\$ 1,632	\$ 1,665	\$ 1,698	\$ 1,732	\$ 1,767	\$ 1,731	\$ 1,697	\$ 1,663	\$ 1,629	\$ 1,597	\$ 16,811
10	Payback to 1986 Measure B (ACTA)	\$ -	\$ 20,500	\$ 39,000	\$ 3,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 63,000
11	Financing Costs (Non-Principal)	\$ -	\$ 7,425	\$ 6,242	\$ 10,011	\$ 8,450	\$ 7,045	\$ 5,583	\$ 4,063	\$ 2,482	\$ 838	\$ 52,139
12	Financing Principal Payments	\$ -	\$ -	\$ 17,907	\$ 18,623	\$ 34,445	\$ 35,822	\$ 37,255	\$ 38,745	\$ 40,295	\$ 41,908	\$ 265,000
13	Advances/Loans (See Detail)	\$ 12,000	\$ 4,050	\$ 450	\$ -	\$ 29,030	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 45,530
14	Total Uses of Funds (Capital Account)	\$ 138,632	\$ 128,640	\$ 156,297	\$ 89,866	\$ 92,692	\$ 51,598	\$ 46,535	\$ 44,471	\$ 44,406	\$ 44,343	\$ 837,480
15	Annual Excess/(Deficit)	\$ (47,710)	\$ 101,049	\$ (108,135)	\$ 58,129	\$ (5,332)	\$ 829	\$ 7,485	\$ 10,759	\$ 11,517	\$ 1,227	
16	Ending Cash Balance (Capital Account)	\$ 10,381	\$ 111,430	\$ 3,295	\$ 61,424	\$ 56,092	\$ 56,921	\$ 64,406	\$ 75,165	\$ 86,682	\$ 87,909	

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Attachment D3

Draft FY 2012/13 Measure B Capital Program Strategic Plan Update 2000 Measure B Capital Project Line Item Expenditures May 2012 - Draft														
		\$ x 1,000 in the FY Shown												
No.	Project Title	Prior to FY 12/13	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	Totals				
1	ACE Capital Improvements	\$ 3,684	\$ 3,500	\$ 2,000	\$ 2,000	\$ -	\$ 1,000	\$ 1,000	\$ -	\$	\$	\$	\$	\$ 13,184
2	BART Warm Springs Extension	\$ 94,048	\$ 31,000	\$ 30,000	\$ 40,000	\$ 25,000	\$ 4,401	\$ -	\$ -	\$	\$	\$	\$	\$ 224,449
3	BART Oakland Airport Connector	\$ 25,950	\$ 48,000	\$ 15,101	\$ -	\$ -	\$ -	\$ -	\$ -	\$	\$	\$	\$	\$ 89,051
4	Downtown Oakland Streetscape	\$ 762	\$ -	\$ 1,750	\$ 3,846	\$ -	\$ -	\$ -	\$ -	\$	\$	\$	\$	\$ 6,358
5	Fruitvale Transit Village	\$ 4,435	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	\$	\$	\$	\$ 4,435
6	Union City Intermodal Station	\$ 12,561	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	\$	\$	\$	\$ 12,561
7A	Telegraph Avenue Bus Rapid Transit	\$ 6,006	\$ 3,000	\$ 2,504	\$ -	\$ -	\$ -	\$ -	\$ -	\$	\$	\$	\$	\$ 11,510
7B	San Pablo Avenue Corridor Transit	\$ 2,262	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	\$	\$	\$	\$ 2,262
7C	Telegraph Avenue Rapid Bus Service	\$ 10,672	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	\$	\$	\$	\$ 10,672
8	I-680 Express Lane	\$ 14,297	\$ 2,500	\$ 3,000	\$ 900	\$ 5,000	\$ 8,000	\$ 2,000	\$ 1,500	\$	\$	\$	\$	\$ 37,197
9	Ironhorse Trail	\$ -	\$ 500	\$ 2,500	\$ 2,000	\$ 1,267	\$ -	\$ -	\$ -	\$	\$	\$	\$	\$ 6,267
10	I-880/Broadway-Jackson I/C	\$ 2,190	\$ 2,500	\$ 3,412	\$ -	\$ -	\$ -	\$ -	\$ -	\$	\$	\$	\$	\$ 8,102
11	I-880/Washington Ave I/C	\$ 1,334	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	\$	\$	\$	\$ 1,334
12	I-580 Castro Valley I/C	\$ 11,524	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	\$	\$	\$	\$ 11,524
13	Lewelling/East Lewelling	\$ 12,166	\$ 939	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	\$	\$	\$	\$ 13,105
14A	I-580 Auxiliary Lanes - W/B Fallon to Tassajara	\$ 1,798	\$ 702	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	\$	\$	\$	\$ 2,500
14B	I-580 Auxiliary Lanes - W/B Airway to Fallon	\$ 1,511	\$ 1,175	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	\$	\$	\$	\$ 2,686
14C	I-580 Auxiliary Lanes - E/B El Charro to Airway	\$ 7,844	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	\$	\$	\$	\$ 7,844
15	Rte 92/Clawiter-Whitesell I/C	\$ 915	\$ 3,750	\$ 7,000	\$ 10,000	\$ 5,372	\$ -	\$ -	\$ -	\$	\$	\$	\$	\$ 27,037

Draft FY 2012/13 Measure B Capital Program Strategic Plan Update											
2000 Measure B Capital Project Line Item Expenditures											
May 2012 - Draft											
\$ x 1,000 in the FY Shown											
No.	Project Title	Prior to FY 12/13	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	Totals	
16	Oakland Local Streets	\$ 5,278	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,278	
17	Hesperian/Lewelling Widening	\$ 1,264	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,264	
18	Westgate Extension	\$ 7,955	\$ 563	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,518	
19	E. 14th/Hesperian/150th Improvements	\$ 645	\$ 1,886	\$ 688	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,219	
20	Newark Local Streets	\$ 1,422	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,422	
21	I-238 Widening	\$ 81,023	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 81,023	
22	I-680/I-880 Cross Connector Study	\$ 765	\$ 468	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,233	
23	Isabel - Route 84/I-580 I/C	\$ 19,755	\$ 6,774	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26,529	
24	Route 84 Expressway	\$ 15,781	\$ 11,000	\$ 22,500	\$ 30,000	\$ 16,500	\$ 678	\$ -	\$ -	\$ 96,459	
25	Dumbarton Corridor	\$ 2,562	\$ 3,000	\$ 2,000	\$ 1,000	\$ 2,000	\$ 5,000	\$ 3,805	\$ -	\$ 19,367	
26	I-580 Corridor/BART to Livermore	\$ 7,901	\$ 2,000	\$ 1,800	\$ 131	\$ -	\$ -	\$ -	\$ -	\$ 11,832	
27	Congestion Relief Emergency Fund - Unallocated	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
27A	Vasco Road	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500	
27B	I-80 ICM	\$ 2,057	\$ 742	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,799	
27C	I-880 Corridor Improvements in Oakland and San Leandro	\$ 1,626	\$ 624	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,250	
27D	CWTP/TEP Development	\$ -	\$ 50	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50	
27E	Studies for Congested Segments/Locations on the CMP	\$ -	\$ 800	\$ 1,000	\$ 1,000	\$ 851	\$ -	\$ -	\$ -	\$ 3,651	
Totals		\$ 363,493	\$ 125,473	\$ 95,255	\$ 90,877	\$ 55,990	\$ 19,079	\$ 6,805	\$ 1,500	\$ 758,472	

Attachment D4

Draft FY 2012/13 Measure B Capital Program Strategic Plan Update 2000 Measure B Capital Program Advances and Repayments												
May 2012 - Draft												
		\$ x 1,000 in FY Shown										
		FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	Totals	
Sources of Funds (Repayments of Advances/Loans)												
1	I-680 Sunol Southbound TCRP LONP Payback	\$ 2,000										\$ 2,000
2	I-580 EB Aux/HOT Payback from Toll Revenues			\$ 250	\$ 500	\$ 1,000	\$ 1,500	\$ 2,000	\$ 2,000	\$ 1,250		\$ 8,500
3	2012 STIP Exchange (Route 84 Expressway - South Segment)					\$ 37,030						\$ 37,030
4	Total Sources of Funds (Repayments)	\$ 2,000	\$ -	\$ 250	\$ 500	\$ 38,030	\$ 1,500	\$ 2,000	\$ 2,000	\$ 1,250		\$ 47,530
		\$ x 1,000 in FY Shown										
		FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	Totals	
Uses of Funds (Expenditures for Advances)												
5	I-580 EB Aux Lane (7.05M)	\$ 4,000	\$ 3,050									\$ 7,050
6	I-580 EB HOT Lane (\$1.45M)		\$ 1,000	\$ 450								\$ 1,450
7	2012 STIP Exchange (See Project Detail Sheet)	\$ 8,000	\$ -	\$ -	\$ -	\$ 29,030	\$ -	\$ -	\$ -	\$ -		\$ 37,030
8	Total Uses of Funds (Expenditures)	\$ 12,000	\$ 4,050	\$ 450	\$ -	\$ 29,030	\$ -	\$ -	\$ -	\$ -		\$ 45,530

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Attachment D5

Draft FY 2012/13 Measure B Capital Program Strategic Plan Update 2000 Measure B Capital Program Advances - 2012 STIP Exchange Project Detail Sheet									
May 2012 - Draft		\$ x 1,000 in FY Shown							
		FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	Totals		
STIP Exchange Projects									
1	East Bay Bus Rapid Transit (AC Transit)					\$ 5,000			\$ 5,000
2	I-880/Broadway-Jackson (Alameda)					\$ 2,500			\$ 2,500
3	Crow Canyon Road Safety Improvements (Ala. County)					\$ 1,000			\$ 1,000
4	Niles Canyon Rd (Rte 84), Paloma Rd and Pleasanton-Sunol Rd Intersection (Ala. County)	\$ 1,500				\$ -			\$ 1,500
5	East-West Connector (Alameda CTC)	\$ -				\$ 14,300			\$ 14,300
6	I-880 Reconstruction, 29th/23rd (Alameda CTC)	\$ 1,000				\$ -			\$ 1,000
7	I-880/Mission Blvd (Rte 262) Phase 1B/2 Interchange Completion (VTA)	\$ 3,500				\$ -			\$ 3,500
8	Automall Parkway Project (Fremont)	\$ -				\$ 3,500			\$ 3,500
9	42nd Ave/High St Access Improvement (Oakland)	\$ -				\$ 2,000			\$ 2,000
10	Route 85/Hesperian Blvd/150th Ave Channelization Improvements (San Leandro)	\$ 1,000				\$ -			\$ 1,000
11	RIP-TE Payback of TE Capacity to San Mateo County (TBD)	\$ -				\$ 200			\$ 200
12	RIP-TE Reserve (Alameda CTC)	\$ -				\$ 530			\$ 530
13	RIP-TE I-880 SB HOV Lane Widening Project Landscape/Hardscape at Marina/Davis I/C (Alameda CTC)	\$ 1,000							\$ 1,000
14	Totals	\$ 8,000	\$ -	\$ -	\$ -	\$ 29,030			\$ 37,030

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