



COMMISSION MEETING NOTICE
(including joint meeting with ACTIA and ACCMA Boards; see item 8A)
Thursday, February 23, 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 1

Mark Green
 Scott Haggerty

Chair
 Vice Chair

AC Transit
 Greg Harper, Director

Arthur L. Dao
 Vanessa Lee

Executive Director
 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, Vice 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 <u>not</u> on the agenda. Public comment on an agenda item will be heard as part of that specific agenda item. Only matters within the Commission’s jurisdictions may be addressed. If you wish to comment make your desire known by filling out a speaker card and handing it to the Clerk of the Commission. Please wait until the Chair calls your name. Walk to the microphone when called; give your name, and your comments. Please be brief and limit comments to the specific subject under discussion. Please limit your comment to three minutes. | |
| 4 | Chair/Vice-Chair’s Report | |
| 5 | Approval of Consent Calendar | |
| | 5A. Minutes of January 26, 2012 – Page 1 | A |
| | 5B. Review Updated Information on Bay Area Air Quality management District’s (BAAQMD) Adopted California Environmental Quality Act (CEQA) Guidelines and Court Suspension of Air Quality Rules – Page 13 | I |
| | 5C. Approval to Amend the Date and Budget in the Guaranteed Ride Home Agreement (A7-015), Issue a Request for Proposals and Negotiate and Execute a Professional Services Agreement – Page 15 | A |
| | 5D. Approval of 2012 State Transportation Improvement (STIP) Exchange Proposal – Page 19 | A |
| | 5E. Approval of STIP Expenditure Deadline Extension for Alameda CTC’s I-880 HOV Lane Landscape Enhancements Project – Page 27 | A |

- 5F. Approval of Measure B Pass-Through Funding Formula for Special A
Transportation for Seniors and People with Disabilities – **Page 33**
- 5G. Approval of City of Fremont’s Request to Extend the Agreement Expiration A
Date for the Tri-City Travel Training Project– **Page 39**
- 5H. I-580 Westbound Express Lane Project - Approval of Amendment No. 3 to A
Extend the Expiration Date of the Contract with URS Corporation Americas
to Prepare Scoping Documents– **Page 53**
- 5I. I-880 / Marina Blvd. Interchange Improvements Project - Approval of A
Amendment No. 3 to Extend the Expiration Date of the Contract with BKF
Engineers, Inc. to Prepare a Project Study Report/Project Report (PSR/PR)
– **Page 55**
- 5J. I-580 Eastbound HOV Lane Widening Project - Approval of the Initial A
Project Report to Request MTC Allocation of Regional Measure 2 Funds –
Page 57
- 5K. I-880 Operational and Safety Improvements at 23rd and 29th Avenue Project – A
Approval of Amendment No.1 to Extend the Expiration Date of the Contract
with AECOM to Prepare a Project Study Report (PSR) – **Page 73**
- 5L. I-880 Operational and Safety Improvements at 23rd and 29th Avenue Project A
Adoption of Resolution to Hear Necessity Resolutions – **Page 75**
- 5M. I-80 Integrated Corridor Mobility (ICM) Project – Authorization to Enter into A
Memorandum of Understanding with California Department of
Transportation (Caltrans) – **Page 79**
- 5N. Alameda CTC Consolidated FY2011-12 Second Quarter Financial Report A
– **Page 83**
- 5O. Alameda CTC Consolidated FY2011-12 Second Quarter Investment Report A
– **Page 95**
- 5P. Approval of Conflict of Interest Code – **Page 107** A
- 5Q. Approval of Appointments for the Community Advisory Committees A
– **Page 119**

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

- 6A. Bicycle and Pedestrian Advisory Committee- Midori Tabata, Chair I
– **Page 125**

- 6B. Citizens Advisory Committee–Cynthia Dorsey, Chair – **Page 127** **I**
- 6C. Citizens Watchdog Committee – James Paxson, Chair – **Page 135** **I**
- 6D. Paratransit Advisory and Planning Committee – Sylvia Stadmire, Chair **I**
– **Page 137**

7 Planning, Policy and Legislation Committee Action Items

- 7A. Legislative Update – **Page 147** **I**
- 7B. Review and Comment on MTC’s Second Draft One Bay Area Grant Proposal **I**
– **Page 169**
- 7C. Review of Countywide Transportation Plan (CWTP) and Transportation **I**
Expenditure Plan and Update on Development of Sustainable Community
Strategy (SCS)/Regional Transportation Plan (RTP) – **Page 231**

8 Finance and Administration Committee Action Items

- 8A. Convene joint meeting of the Alameda CTC Commission and the Boards of **A**
the Alameda County Congestion Management Agency (ACCMA) and the
Alameda County Transportation Improvement Authority (ACTIA)
- 8A.1 Termination of ACTIA and ACCMA; Acceptance by Alameda CTC of **A**
ACTIA’s and ACCMA’s Authority, Functions, Roles, Responsibilities, and
Assets and Liabilities– **Page 247**
- 8A.2 Recess Joint Meeting and Reconvene Alameda CTC Commission Meeting

9 Member Reports (Verbal)**10 Staff Reports (Verbal)****11 Adjournment: Next Meeting – March 22, 2012**

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

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

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

Citizens Advisory Committee (CAC)	5:30 pm	No March meeting	1333 Broadway Suite 300
Citizens Watchdog Committee (CWC)	6:30 pm	March 12, 2012	1333 Broadway Suite 300
Alameda County Transportation Advisory Committee (ACTAC)	1:30 pm	March 6, 2012	1333 Broadway Suite 300
I-680 Sunol Express Lane Joint Powers Authority	9:30 am	March 12, 2012	1333 Broadway Suite 300
I-580 Policy Advisory Committee (PAC)	9:45 am	March 12, 2012	1333 Broadway Suite 300
Planning, Policy and Legislation Committee	11:00 am	March 12, 2012	1333 Broadway Suite 300
Programs and Projects Committee (PPC)	12:15 pm	March 12, 2012	1333 Broadway Suite 300
Finance and Administration Committee (FAC)	1:30 pm	March 12, 2012	1333 Broadway Suite 300
Bicycle and Pedestrian Advisory Committee	5:30 pm	TBD	1333 Broadway Suite 220
Paratransit Technical Advisory Committee	9:30 am	No Meeting in March	1333 Broadway Suite 300
Paratransit Advisory and Planning Committee	1:00 pm	March 26, 2012	1333 Broadway Suite 300
Countywide Transportation Plan and Expenditure Plan Development Steering Committee (CWTP-TEP)	12:00 pm	March 22, 2012	1333 Broadway Suite 300
Technical Advisory Working Group (TAWG) and Community Advisory Working Group Joint Meeting (CAWG)	1:30 pm (CAWG)	March 8, 2012	1333 Broadway Suite 300
Alameda CTC Commission Meeting	3:00 pm	March 22, 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

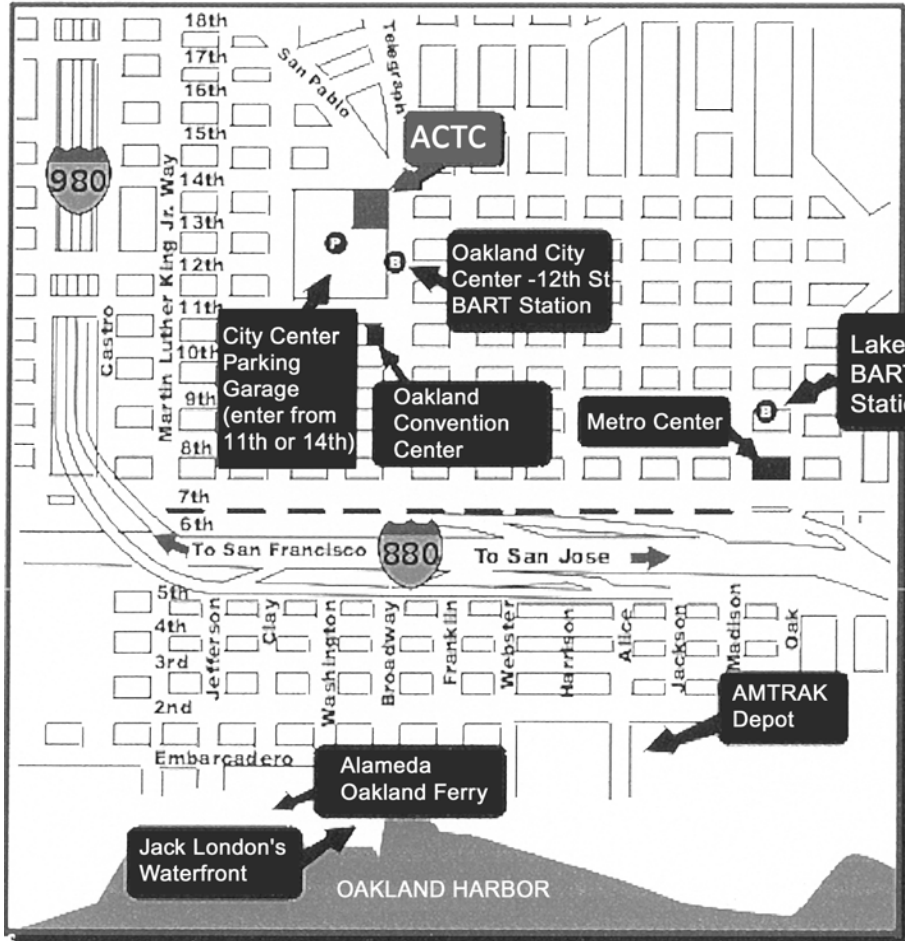


1333 Broadway, Suites 220 & 300

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

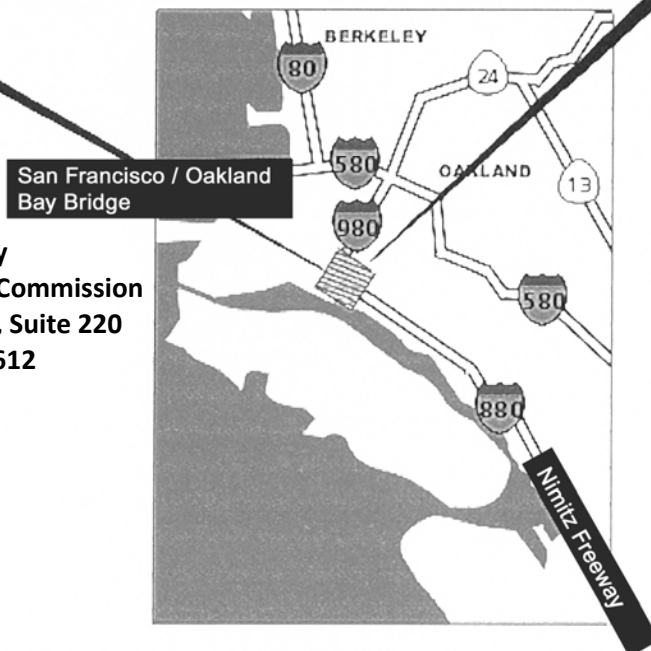
AC Transit:

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 JANUARY 26, 2012
OAKLAND, CALIFORNIA**

1. Call to Order/Pledge of Allegiance

Chair Green convened the meeting at 3:00 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 stated that earlier in the afternoon the Steering Committee had an affirmative vote of ten in favor, none in opposition and three abstaining to move the Transportation Expenditure Plan forward for approval by the Full Board.

Supervisor Haggerty stated that he spent Monday and Tuesday in Washington DC advocating for the Alameda CTC and transportation in general. He stressed the importance of keeping Alameda CTC and other Transportation agencies and committees relevant to our legislators in Washington DC.

5. Approval of Consent Calendar

5A. Minutes of December 01, 2011

5B. Minutes of December 16, 2011 Board Retreat

5C. Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments Prepared by Local Jurisdictions

5D. Review of Draft Bike to Work Day and Ride into Life/ Get Rolling Campaign Assessment Report

5E. Approval of Bike to Work Day 2012 Funding Request

5F. Review of Countywide Transportation Plan (CWTP) and Transportation Expenditure Plan and Update on Development of Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP)

5G. Approval of Third Cycle Lifeline Program Structure

5H. Approval of the Reallocation of \$400,000 of Measure B Bicycle and Pedestrian Countywide Discretionary Fund (CDF) from Grant Agreement A09-0018, Alamo Canal Regional Trail I-580 Undercrossing Project, to the East Bay Greenway Project and the Bicycle Safety Education Program A09-0025

- 5I. Approval of City of Fremont's Request to Modify Scope Elements of the Irvington Area Pedestrian Improvement Project, Measure B Bicycle and Pedestrian Countywide Discretionary Fund Grant Agreement No. A09-0020
- 5J. Approval of Transportation Fund for Clean Air Program Manager Funding for a Goods Movement Emission Reduction Program (Engine MY 2004 Port Truck Replacement Program)
- 5K. Approval of STIP Award Deadline Time Extension Request for the Union City Intermodal Station Project, Phase II
- 5L. Update on Second Draft of One Bay Area Grant Program
- 5M. Southbound I-680 Express Lane Project - Approval of Amendments to Professional Services Agreements with Solem & Associates and Wilbur Smith Associates
- 5N. Congestion Relief Emergency Funds Project (ACTIA No. 27) Approval to Reallocate Funds Between Sub-Projects and Amend the Project Title and Description of the I-880 Sub-Project
- 5O. I-880 Southbound HOV Lane Project (APN 730.0) Approval of Amendment No. 3 to Professional Services Agreement with WMH Corporation for Final Design Services
- 5P. East 14th Street/Hesperian Blvd./150th Avenue Intersection Improvements Project (ACTIA No. 19) – Approval of Amendments to the Right of Way and PS&E Project Specific Funding Agreements to Extend Termination Dates
- 5Q. Telegraph Avenue Corridor Transit Project (ACTIA No. 7A) - Approval of Allocation of Measure B Funding for the Preliminary Engineering/Environmental Studies Phase
- 5R. Amendment of Alameda County Transportation Commission Administrative Code for Eminent Domain Process; Adoption of Resolution to Hear Necessity Resolutions for I-880 SB HOV Lane Project
- 5S. I-80 Integrated Corridor Mobility (ICM) Project – Authorization to Select and Negotiate a Contract with the Top-Ranked Firm for System Integrator Services and Approval of an Amendment to a Professional Services Agreement with Kimley-Horn & Associates for System Manager Services
- 5T. Approval and Adoption of the Alameda County Transportation Commission Salaries and Benefits Resolution for the Remainder of the 2012 Calendar Year
- 5U. Approval and Adoption of a Cafeteria Plan for Active Employees and a Health Reimbursement Arrangement for Retirees of the Alameda County Transportation Commission
- 5V. Approval of Modification to the Organizational Structure Upgrading One Senior Accountant Position to an Accounting Manager Position
- 5W. Approval of the Annually Renewed Contracts Plan for Administrative Services for Fiscal Year 2012-13

5X. Approval of Appointments for the Community Advisory Committees

5Y. FY2011-12 2nd Quarter Investment Report Handout Notification

Mayor Green stated that Item 5H and 5J would be removed from the Consent Calendar for separate discussion. Director Blalock motioned to approve this Item. Councilmember Henson seconded the motion. The motion passed 27-0.

For Item 5H, Art Dao informed the Commission that the staff report had been amended to include safe guards for the City of Dublin Alamo Canal Project. These safe guards include making sure we only move \$400,000 from the Alamo Canal Project to the East Bay Greenway Project if there are bid savings. The recommendation to approve the Reallocation of \$400,000 of Measure B Bicycle and Pedestrian Countywide Discretionary Fund (CDF) from Grant Agreement A09-0018, Alamo Canal Regional Trail I-580 Undercrossing Project to the East Bay Greenway Project and the Bicycle Safety Education Program remained the same. Supervisor Haggerty requested that we get a support letter from the sponsor in the future. Mayor Sbranti moved to approve the Item. Supervisor Haggerty seconded the motion. The motion passed 27-0.

For Item 5J, Matt Todd informed the Commission that the current action requested was to program up to 1.43 million of TFCA funds for a Port Truck Replacement Program. Mr. Todd informed that Commission that there were a limited number of applications received for the 2004 model year effort. The Air District has requested that the proposed funds be allowed to also be used for a program to assist 2005 and 2006 model year truck emission reduction milestones. Alameda CTC proposed that the recommendation be revised to use “up-to” 1.43 million of TFCA funds to allow flexibility for this program.

Supervisor Miley stated that he met with Air District staff in regards to this amendment and that he supported amending the staff report to include 2004, 2005 and 2006 model year trucks.

Councilmember Kaplan wanted to know how much of the TFCA funds will be allocated to this program. Art Dao informed the Commission that the recommendation is to allocate up to \$1.43 million of funds from one year of the TFCA program. He also stated that the Air District is participating in this program as a partner.

Public Comments were heard from the following:

Damian Breen, from the Bay Area Air District, stated that the program will help air quality throughout the County. The Air District has committed to trying to find as much funding as possible from other sources before using Alameda CTC funds and to prioritize Alameda County based trucks in the program.

Ron Light with West State Alliance Trucking Company commended the Alameda CTC for participating in the program and stated that West State Alliance supported the recommendation.

Supervisor Miley motioned to approve this Item, amended to allow the funds to be used to support a program to assist 2004, 2005 and 2006 model year trucks. Supervisor Haggerty seconded the motion. The motion passed 27-0.

6. Community Advisory Committee Reports

6A. Bicycle and Pedestrian Advisory Committee (BPAC)

Midori Tabata, chair of the BPAC informed the Board that the committee met on December 15, 2011, and provided recommendations on the City of Fremont CDF Grant for Irvington Area Pedestrian Improvements, the CDF Bicycle/Pedestrian Cycle 4 grant reallocation, and the 2012 Bike to Work Day campaign. She concluded by stating that Diana Rohini-LaVigne of Fremont was appointed as the ninth member of BPAC.

6B. Citizens Advisory Committee (CAC)

Cynthia Dorsey informed the Board that the CAC met on January 19, 2012. She informed that Board that the CAC is still hoping to gain a quorum for all meetings. They reviewed the website, outreach goals and marketing materials to share with the Community. The CAC also hosted the Central County Transportation Forum at Hayward City Hall the same night which was televised live through the city's local cable access channel. The next Transportation Forum will be in Dublin in April 2012.

6C. Citizens Watchdog Committee (CWC)

James Paxson stated that the CWC met on January 9, 2012. The CWC reviewed the compliance reports from various agencies and will be getting comments back to staff, they met with the auditor for ACTIA, formed an ad-hoc committee to meet with Alameda County to address fund reserves, and they also received an update on the TEP at their last meeting.

6D. Paratransit Advisory and Planning Committee (PAPCO)

Sylvia Stadmire informed that Board that PAPCO continues to address the funding formula and will bring forward a recommendation to the Commission. On December 5, 2011, a joint sub-committee was held where the proposed funding formulas were developed. PAPCO also discussed how they would like to allocate Gap funding in the future, they recommended renewal of the annual Paratransit coordination contract, and began to plan for the summer annual mobility workshop.

7. Planning, Policy and Legislation Committee Action Items

7A. Approval of Alameda County's 2012 Transportation Expenditure Plan

Tess Lengyel gave a report and presentation on the final 2012 Transportation Expenditure Plan. The report included an overview and recap of the steps that led to the development of the Final 2012 TEP, changes incorporated into the plan and a recommendation for approval. Ms. Lengyel informed the Board that in developing the plan, extensive outreach was done as well as reviews of over 300 applications that were submitted as part of the call for projects and programs, in conjunction with the development of the Countywide Transportation Plan.

Based upon the December 16, 2011, Board Retreat directions, the following were incorporated into the TEP: require that local streets and roads funds support at minimum 15% of investments for bicycle and pedestrian elements of projects; add Oak Street Interchange and the Broadway Streetcar as eligible project expenditures; evaluate funding formulas within a two-five year time frame; support an increase in transit operating funds for AC Transit to the AC Transit Board requested amount of 17.3 % and take these funds from the Sustainable Transportation Linkages Discretionary Program; and for large projects, ensure that when they are evaluated, they support the most efficient and effective technologies.

Ms. Lengyel highlighted the outcomes of the three Ad-Hoc Committee Meetings with Community Vision Platform advocates, labor representatives, and the Sierra Club and League of Women Voters. The

outcomes from those meetings that were incorporated into the TEP were as follows: Increase AC Transit operations from 17.3 to 18.8 percent; provide BART maintenance funding as a program allocation at 0.5 percent and require matching funds – both of these were funded from the Sustainable Transportation Linkages Discretionary Program and both require accountability measures; the word “pilot” was removed from the Student Transit Pass Program and wording was changed to include funding for successful models from innovative transit grant funds; and the BART to Livermore language was modified to include specific funding requirements as well as alternatives analyses that look at all fundable and feasible alternatives as part of the environmental evaluation process.

Ms. Lengyel presented that the final TEP as a \$7.7 Billion plan for initial 30-years, which includes a multimodal package of projects and programs that directly support the adopted vision and goals and is reflective of key findings from polling and outreach. Extensive accountability measures are included in the plan and voters will have the opportunity to vote on a plan every 20 years after the initial 30-year period. Ms. Lengyel reviewed each aspect of the final TEP as summarized below:

Mode	Funds Allocated ¹
Transit & Specialized Transit (48%)	\$3,732
Mass Transit: Operations, Access to Schools, Maintenance, and Safety Program	\$1,857
Specialized Transit For Seniors and Persons with Disabilities	\$774
Bus Transit Efficiency and Priority	\$35
BART System Modernization and Expansion	\$710
Regional Rail Enhancements and High Speed Rail Connections	\$355
Local Streets & Roads (30%)	\$2,348
Major Commute Corridors, Local Bridge Seismic Safety	\$639
Freight Corridors of Countywide Significance	\$161
Local Streets and Roads Program	\$1,548
Highway Efficiency & Freight (9%)	\$677
Highway/Efficiency and Gap Closure Projects	\$600
Freight & Economic Development Program	\$77
Bicycle and Pedestrian Infrastructure and Safety (8%)	\$651
Sustainable Land Use & Transportation Linkages (4%)	\$300
Priority Development Area (PDA) / Transit-Oriented Development (TOD)	\$300
Infrastructure Investments	
Technology, Innovation, and Development (1%)	\$77
TOTAL NEW NET FUNDING (2013-42)	\$7,786

Ms. Lengyel went on to cover additional changes in the plan including Local priorities reflected throughout the plan in consultation with cities and county, the administrative cap reduction from 5% to 4% with additional investment in transit, eligibility for community based transportation plans as well as bicycle and pedestrian master plans implementation, mitigation of freight noise and other impacts, Transportation Demand Management and parking pricing eligibility under the Technology/Innovation program

¹ Dollar figures for programs receiving a percentage of net funds throughout the TEP are based on the \$7.7 billion estimate of total net tax receipts over the initial thirty years of the TEP in escalated dollars.

Ms. Lengyel stated the significance of the Transportation Expenditure Plan and the role it plays for Alameda County and finally, she concluded by giving an overview of the schedule for the TEP approval.

Public Comments were heard by the following. To hear a complete recording of the Public Comments heard on Item 7A please visit www.Alamedactc.org:

Lynn Sapalla	Rolando Rodriguez
Sally Dunlap	Indira Diaz
Paul Weiss	Matt Vander Sluis
Mark Anderson	Jonathan Bair
Scott Denman	Manolo Gonzales- Estag
Anna Cunningham	John Knox White
Joan Seppala	Joel Ramos
Olive Greene	Sheela Gunn-Gushman
Bob Baltzer	Lisa Gushman
Andy Fields	Carmen Andretti
Maryann Brent	Karen Westmont
Shawn Ebersole	Paula Beal
Markus Huber	Michael Wharton
Michale Fredrich	Amy Hill
Obad Khan	Nathaniel Arnold
Dennie Caputo	Jeff Hobson
Andrew Slivlea	Bob Franklin
Andreas Cluver	John McPartland
James Koonce	Elena Berman
Gaby Miller	Barry Ferrier
Lindsey Iman	Guillermo Mayor
Elaina (no last name provided)	

Mayor Green thanked all the speakers for their public comments and asked for discussion on any changes or additions to the plan since the Steering Committee.

The following is a summary of all substantive comments made by Alameda CTC Board Members. To hear a complete recording of all comments made by the Commission, please visit www.Alamedactc.org.

Art Dao informed the Board that there were conversations surrounding the language related to the Youth Bus Pass Program. Councilmember Kaplan informed the Board that the direction from the Steering Committee was to remove the word ‘potential’ and replace it with the word ‘successful’ to ensure that there is no confusion surrounding the continued funding of the program.

Supervisor Chan went on the record to thank staff for changing the language surrounding the Broadway/Jackson project to state; “ I-880 Broadway/ jackson multi-modal transportation and circulation improvements; for Alameda Point, Oakland Chinatown, Downtown Oakland, and Jack London Square”. She also suggested tweeking language surrounding the TOD.

Councilmember Capitelli raised questions about the voter check as described in the plan. He suggested making the voter check in date more definitive.

Supervisor Carson recommended building up the public support in order to get the Measure passed in November. He also recommended providing clearer language on the Bart to Livermore Project connection as well as the TOD funding.

Mayor Green asked Legal Counsel for clarification on the wording for the Bart to Livermore project. Zack Wasserman, Legal Counsel for Alameda CTC, informed that Board that he strongly believes that the language does not restrict BART from studying alternatives. He also provided clarification on the difference between the amendment process and an comprehensive update, which would required voter approval.

A motion was made by Councilmember Atkin to approve the Transportation Expenditure Plan with the aforementioned language changes to Broadway/Jackson Project and the student transit pass program. Ms. Lee conducted a roll call for the votes. The 2012 Transportation Expenditure Plan was passed by a weighted vote of **24 AYES, 1 NOES, and 1 ABSENT.**

7B. Approval of Alameda CTC Title VI Assurances for MTC

Zack Wasserman recommended that the Commission approve the Alameda CTC Title VI Assurances for MTC. Councilmember Starosciak motioned to approve this Item. Councilmember Kaplan seconded the motion. The motion passed 27-0.

7C. Approval of 2012 Legislative Program

Tess Lengyel recommended that the Commission approve the 2012 Legislative Program. Mayor Hosterman motioned to approve this Item. Director Blalock seconded the motion. The motion was passed 27-0.

8. Programs and Projects Committee Action Items

8A. Approval of Advance Programming of \$45,000 of Lifeline Cycle 3 funding to the Neighborhood Bike Centers Program

It was recommended that the Commission consider the advance programming of \$45,000 of Lifeline Cycle 3 funding to the Neighborhood Bike Centers Program. The Programs and Projects Committee recommended this Item be forwarded to the Commission for consideration. Councilmember Kaplan motioned to approve this Item. Councilmember Starosciak seconded the motion. The motion passed 27-0.

8B. 2012 State Transportation Improvement Program Exchange Proposal

The Commission was requested to review the proposed 2012 State Transportation Improvement Program exchange proposal. This was an information Item.

9. Finance and Administration Committee Action Items

9A. Acceptance of ACTIA Fiscal Year 2010-2011 Draft Audited Basic Financial Statements

It was recommended that the Commission accept the ACTIA Fiscal Year 2010-2011 Draft Audited Basic Financial Statements. Vice Mayor Chiang motioned to approve this Item. Mayor Javendel seconded the motion. The motion passed 27-0.

9B. Acceptance of ACCMA FY2010-11 Draft Audited Basic Financial Statements

It was recommended that the Commission accept the ACCMA FY2010-11 Draft Audited Basic Financial Statements. Vice Mayor Chiag motioned to approve this Item. Councilmember Henson seconded the motion. The motion passed 27-0.

10. Member and Staff Reports

There were no Member or Staff Reports.

11. Adjournment: Next Meeting – February 23, 2012

The meeting ended at 5:45 pm. The next meeting will be held on February 23, 2012 at 2:30pm.

Attest by:



Vanessa Lee
Clerk of the Commission



**ALAMEDA COUNTY TRANSPORTATION COMMISSION BOARD MEETING
ROSTER OF MEETING ATTENDANCE
January 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			
	Anagha Clifford Neal Parish - WRBD			
	Geoffrey Gibbs - GLG			

ALAMEDA COUNTY TRANSPORTATION COMMISSION BOARD MEETING
ROSTER OF MEETING ATTENDANCE
January 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	TL	Vanessa Lee – Clerk of the Commission	V Lee
Beth Walukas – Deputy Director of Planning	BW	Liz Brazil – Contract Compliance and Outreach Analyst	
Patricia Reavey – Director of Finance	PR	Yvonne Chan – Accounting Manager	
Stewart Ng, Director of Programming and Project Management	SN	Lei Lam – Senior Accountant	
Matt Todd - Manager of Programming		Sammy Ng – Senior Accountant	
Saravana Suthanthira - Senior Transportation Planner	SS	Scung Cho – Contract Procurement Analyst	
Diane Stark - Senior Transportation Planner	DS	Patty Seu - Accountant	
Steve Haas – Senior Transportation Engineer		Linda Adams – Executive Assistant	
John Hemiup – Senior Transportation Engineer	JH	Victoria Winn – Administrative Assistant III	
Vivek Bhat - Senior Transportation Engineer	VB	Claudia Leyva - Administrative Assistant III	
Arun Goel – Project Controls Engineer		Frank R. Furger – Executive Director, I-680 JPA	
Jacki Taylor – Programming Analyst	JT	James O'Brien	JO
Laurel Poeton – Assistant Transportation Planner	LP	Stefan Garcia	
Sylvia Stadman		P. P. P.	

ALAMEDA COUNTY TRANSPORTATION COMMISSION BOARD MEETING

ROSTER OF MEETING ATTENDANCE

January 26, 2012

1333 Broadway, Suite 300, Oakland CA 94612

NAME	JURISDICTION / AGENCY	TELEPHONE	E-MAIL
RON LIGHT	WSA	RON@WESTSTATE.DR	
DR DIANE JOHNSON	Genesis		
JERRY PETERSON	GENESIS	260-403-1646	jerry.petersm3@yahoo.com
Tom Yanaguchi	self	510-548-5254	tomyanaguchi@mecc.com
Paul Weiss	self		
BARRY FERRER	ACTC-CAC	510 489-4767	BFERRER22@CS.COM
TINA DZP			thomesaf@yahoo.com
FERNANDO CAMPOS	LABORERS	(916) 705-0281	fcampos@nccdliv.org
RAY SHORTER	LABORERS	(916) 997-7049	rshorter@nccdliv.org
Wally Abrazaldo	self		
Donna Lee	BART	(510) 464-6282	dlee@bart.gov
Midori Tabata	ACTC BPACI		midorit@pacbell.net
Ed Vural Trucking		510 483 4000	EdVuralTrucking@yahoo.com
N LM	Genesis	635 6744	
Mark Wong	Maze & Assoc	925.930.0902	markw@marcoradon.com
Joyce Jacobson	PAPCO		
Allysa Evans	Youth Uprising	(619) 307-1173	aevans@youthuprising.com
Jazy Bonilla	DCIC IUPAT	(510) 578-364	jazy@dcic.org
Bill Abouel	AB TRUCKING	510 835-0934	BillAbouel@US
Karen Westmont	U Habitat	510 658-0369	karenwestmont@yahoo.com
BETIE ING RAHAM MD	GENESIS	6587038	the good doctor@yale.edu
NATHANIEL ARNOLD	ATU/192	GENESIS 510 229-7761	
Angel Stank	GENESIS	510 9384913	angel@genesisca.org
VAL T CANW	ACTC/CAC	VT@INWC	HOTMAN.YAHOO.COM
John Stankovic	PAPCO		

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

NAME	JURISDICTION / AGENCY	TELEPHONE	E-MAIL
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YVONNE M. Williams	ATU Local 192	510 635-0192	YWilliams@ATU192.org
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Noten London	AC Transit	510-891-4792	nlondon@actransit.org
Janet Amantzont	The Independent		editmail@compuserve.com
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Matt Gereshty	" "	510 536 6732	matt@cyclesofchange.org
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Lisa Cushman			
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Joel Ramos	TransForm	740-3150, 318	joel@TransformCA.org
Anthony Martinez	CDR	510-557-0010	
Bobby Lux	Ironworkers #378	707-333-0895	bobL@IWLLocal378.org
Angel Starr	Genesis	510 938 4413	angel@genesiscs.org
Guillermo Mayer	Public Advocates	415 625 8456	gmayer@publicadvocates.org
Unima Holland	Alameda Cty Office of Ed.	510 670 4163	unimaholland@acoe.org
Julia Liou	Asian Health Services	510 986-6830 ext.	jliou@ahsch.org
Darren Yee	Asian Health Services	510-986-6830 x770	Dyee@ahsch.org
Kristine Nguyen	"	510-986-6830	knguyen@ahsch.org
PARISA FATEHI-meeke	Public Advocates	415 431 7430	pfatehi@publicadvocates.org



Memorandum

Date: February 14, 2012

To: Alameda County Transportation Commission

From: Planning, Policy and Legislation Committee

Subject: **Review Updated Information on Bay Area Air Quality Management District's (BAAQMD) Adopted California Environmental Quality Act (CEQA) Guidelines and Court Suspension of Air Quality Rules**

Recommendations

This is an informational update only.

Summary

The Alameda County Superior Court recently struck down the Bay Area Air Quality Management District's (BAAQMD) CEQA Guidelines (Guidelines). The Guidelines include significance thresholds for GHG emissions and toxic air contaminants. The Court finding was made on the grounds that the Guidelines themselves must first undergo review under the California Environmental Quality Act (CEQA). Although the Court has not yet issued a written order, it is expected to set aside the Guidelines unless and until BAAQMD conducts CEQA review. Without clear air quality threshold guidelines, project sponsors have both the flexibility and the uncertainty of choosing to continue use the rescinded threshold guidelines or use their professional judgments.

Background

In June 2010, BAAQMD adopted new guidelines for addressing air quality impacts. The guidelines were updated in May 2011. The BAAQMD did not conduct CEQA review on the guidelines. While the Guidelines covered several air quality issues, they included two new thresholds that were a concern to project sponsors and resulted in a lawsuit filed by the Building Industry Association (BIA):

- 1) Stringent thresholds of significance set for greenhouse (GHG) emissions
- 2) Toxic air contaminants requiring that projects conduct a health-risk assessment showing sources of toxic air contaminants within 1,000 feet of the project, such as freeways

The California Building Industry Association (BIA) lawsuit alleged two main issues:

1) BAAQMD violated CEQA by not reviewing the environmental impact of the Guidelines and

2) For toxic air contaminants near freeways, projects are only required to assess their impact on the environment, not the environment's impact on them.

In particular, BIA argued that the thresholds would hinder development within 1,000 feet of major transportation corridors and push new development away from infill sites and further from the core of the Bay Area. BIA argued that such a result would be contrary to the goal and intent of other laws, such as SB 375 and AB 32, both intended to promote infill development to mitigate air quality impacts from automobile use.

The Alameda Superior Court granted BIA's petition by finding that BAAQMD's adoption of the Guidelines is a "CEQA project," requiring environmental review. The Court did not make a finding on the second issue, above, regarding toxic air contaminants. However, the Court only ruled from the bench, meaning that there is no written order, i.e., the scope of the decision and the remedies are uncertain.

Next Steps:

The next steps have not yet been determined or scheduled and may include options among the following:

- The Court may order that BAAQMD rescind the Guidelines and comply with CEQA before adopting new Guidelines,
- The parties (BAAQMD and BIA) may settle,
- BAAQMD may appeal, or BAAQMD may conduct CEQA and re-adopt new Guidelines.
- Project sponsors for projects under development may use rescinded Air District threshold standards or use their own discretion to determine thresholds of significance for air quality impacts since there is no clear guidance on air quality thresholds for CEQA review.



Memorandum

DATE: February 15, 2012

TO: Alameda County Transportation Commission

FROM: Planning, Policy and Legislative Committee

SUBJECT: **Approval to Amend the Date and Budget in the Guaranteed Ride Home Agreement (A7-015), Issue a Request for Proposals and Negotiate and Execute a Professional Services Agreement**

Recommendation

It is recommended that the Commission authorize the following actions related to the Guaranteed Ride Home Program (ACTC No. A7-015):

1. Extend the date of the Nelson/Nygaard contract ACTC A7-015 to July 31, 2012;
2. Amend Nelson/Nygaard contract ACTC A7-015 to allow use of an additional \$64,000 of TFCA funding for the Guaranteed Ride Home Program, which was approved by the Board May 26, 2011, to fund continued operations of the GRH program through July 31, 2012;
3. Issue a Request for Proposals (RFP) for operations of the Guaranteed Ride Home program from July 2012 through November 2013; and
4. Authorize the Executive Director, or designee of the Executive Director, to negotiate and execute a professional services agreement in accordance with procurement procedures.

Summary

The Guaranteed Ride Home (GRH) Program is a Transportation Demand Management (TDM) strategy that encourages people to reduce their vehicle trips by offering them a ride home for emergency or unscheduled overtime when they take alternative modes of transportation to work. The program is currently funded by Transportation for Clean Air (TFCA) funds through November 2013. Funding for the program was approved by the Board October 2009 for Fiscal Years FY 2009/10 through 11/12 (expiring January 2012), and May 2011 for FY 11/12 through 12/13. Although TFCA funding is available for the GRH Program, the date of the agreement between Alameda CTC and the consultant managing the program has expired and needs to be extended to continue operating the program. Furthermore, the amount of funding in the current agreement with the consultant does not include TFCA funding approved for continuing the program January 2012 through November 2013 (FY 11/12 through 12/13).

In addition to amending the current agreement with the consultant to continue operating the GRH Program with approved TFCA funding, Alameda CTC policy requires that we provide a competitive bid five years after a consultant was selected to manage a program. Since the current consultant was selected in July 2007, Alameda CTC will issue a Request for Proposals (RFP) in March 2012 to provide adequate time to select and hire a consultant team by July 2012. The Commission is therefore requested to extend the date of the current contract through July 31, 2012, authorize issuance of an RFP, and authorize the Executive Director or designee to negotiate and execute a professional services agreement for the GRH Program.

Background

The Guaranteed Ride Home Program is a Transportation Demand Management (TDM) strategy that encourages people to take alternative modes of transportation to work. It is one of the TDM strategies that Alameda CTC is undertaking to meet the State requirements in the Congestion Management Program (CMP). It also contributes towards the Alameda CTC's efforts to reduce greenhouse gas emissions, as required by recent state legislation, SB 375 and AB 32.

The purpose of the program is to provide a ride home to registered employees in cases of emergency or unscheduled overtime on days the employee has used an alternative mode of transportation to go to work other than driving alone. Alternative modes include carpools, vanpools, transit, walking or bicycling. By encouraging use of alternative modes, it results in a reduction in the number of single occupancy vehicle trips taken. The 2010 Annual Evaluation Report, based on employee and employer surveys, shows that 3,330 drive-alone one-way trips per week were replaced by alternative mode trips by those who joined the program.

The Guaranteed Ride Home Program is funded by the TFCA. The current program is funded by two TFCA funding cycles: 1) November 2009 to December 2011 (approved by the Alameda CTC Board October 2009 and expiring January 2012), and 2) December 2011 to December 2013 (approved by the Alameda CTC Board on May 26, 2011).

Alameda CTC policy requires that we provide a competitive bid every five years after a consultant is selected to manage a project or program. Nelson/Nygaard was selected as the consultant team to operate the program through a Request for Proposals in 2007. Therefore, before July 2012, we will issue a Request for Proposals (RFP) for which Nelson/Nygaard and other consultants may submit proposals to manage the Alameda CTC GRH Program.

TFCA funds available for the program include \$64,000 through July 31, 2012 and an additional \$155,000 through November 2013.

PPLC Comments

The Planning Policy and Legislative Committee directed staff to bring the scope of work for the Guaranteed Ride Home Program Request For Proposal to them for review concurrent with the Annual Report results. They would like the scope of work to respond to comments made on last year's Annual Report reflecting their concerns about the administrative costs of operating the program and of having the employers who use the program contribute to its cost.

Fiscal Impact

Approval of the recommended actions will result in the encumbrance and subsequent project expenditures of TFCA funding of up to \$64,000 through July 2012 and an additional \$155,000 through November 2013 eligible to be reimbursed.

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Memorandum

DATE: February 14, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **Approval of 2012 State Transportation Improvement Program Exchange Proposal**

Recommendation

It is recommended the Commission approve the 2012 State Transportation Improvement Program exchange proposal.

Summary

Staff has been working with partner agencies Metropolitan Transportation Commission (MTC) and California Transportation Commission (CTC) on an exchange proposal of STIP and 2000 Measure B funds. The exchange would consolidate STIP funding from 12 smaller projects into one large STIP funded project. The 12 smaller projects would then be advanced using the now available 2000 Measure B funds. This proposal would reduce implementation and monitoring requirements from the STIP process to one larger project, and focus the local measure funds for delivery of smaller locally sponsored projects.

Background

Staff has been working with partner agencies MTC and CTC on an exchange proposal of STIP and 2000 Measure B funds. Alameda CTC (in partnership with Caltrans) is preparing the PS&E for the Route 84 Expressway Widening (Segment 2 or southern segment). This Route 84 Project funding package includes approximately \$40 million in local 2000 Measure B funds. The project is scheduled to begin construction in FY 2013/14. The exchange proposal includes programming the STIP funds assigned to 12 smaller projects (in the 2012 STIP) to the Route 84 project, and in return assigning the like amount of local 2000 Measure B funds from the Route 84 project to the 12 smaller projects. All 12 projects are located in Alameda County. The total amount of the proposed exchange is approximately \$37 million. The exchange will allow for the implementation and monitoring of substantially fewer projects in the STIP and the use of local measure funds to deliver smaller locally sponsored projects. The exchange proposal concept is further detailed in the attached material.

We have gained staff level concurrence on the exchange concept with MTC and CTC staff. We are still having discussions regarding additional programming details including the program year of the

STIP funds and allocation of the funds to meet the delivery schedule of the Route 84 project. The STIP is scheduled to be approved by the CTC in March 2012.

The Alameda CTC and MTC would need to approve any revisions to the Alameda 2012 STIP by the end of February in order to be considered in the final 2012 STIP approved by the CTC in March 2012.

Based on the schedule for the approval of the STIP, the Alameda CTC and MTC will both be considering the amendment request concurrently in February.

Fiscal Impact

Additional administrative costs for project related agreements are anticipated to be delivered within the existing budget and are small in relationship to the overall benefit of the exchange proposal.

Attachments

Attachment A – 2012 STIP Submitted to CTC

Attachment B – 2012 STIP Exchange Proposal

Attachment C – Summary of Projects to Receive Local Funds

Alameda

2012 RTIP

December 21, 2012
(all numbers in thousands)

Agency	Rte	Cat	PPNO	Project	Comments	Total	Prior	2012 RTIP Funding by Fiscal Year					2012 RTIP Funding by Component					
Prior Commitments (Not Part of 2012 STIP Target)																		
Adopted 2012 RTIP Programming - Non PTA							0	0	0	0	0	0	0	0	0	0	0	0
Alameda City	880	SH	42C	I-880 Broadway/Jackson Interchange	New project	2,500	0	0	0	0	2,500	0	0	0	0	2,500	0	0
Alameda Co PW	loc	LR		Crow Canyon Rd. Safety Improvement Project	New project	1,000	0	0	0	0	1,000	0	0	1,000	0	0	0	0
Alameda Co PW	84	SH		Niles Canyon (SR-84), Foothill, Sundol Imps.	New project	1,500	0	0	0	0	1,500	0	0	1,500	0	0	0	0
ACTC	84	SH	81D	SR-84 East-West Connector in Fremont	Add \$5 million	14,300	0	0	0	14,300	0	0	0	14,300	0	0	0	0
ACTC	880	SH	44C	I-880 Operational and Safety Imps. at 29th Ave.	Add funding	551	0	551	0	0	0	0	0	0	0	551	0	0
VTA	880	SH	16V	Mission Blvd/I-880 Interchange Reconst. ph. 1B/2	Add funding	3,500	0	3,500	0	0	0	0	0	3,500	0	0	0	0
Caltrans	24	SH	57J	SR-24 Caldecott Tunnel 4th Bore Landscaping	New project	2,000	0	400	1,600	0	0	0	0	500	0	400	0	1,100
Fremont	loc	LR		BART Warm Spr. Sta. Impr. Access: Auto Mall Pkwy	New project	3,500	0	0	0	0	0	3,500	0	3,500	0	0	0	0
Oakland	loc	LR	1022	42nd/High Street Access Improvement Project	New project	2,000	0	0	0	0	2,000	0	0	2,000	0	0	0	0
San Leandro	185	SH		SR-185/Hesperian/150th Ave Channelization Imps.	New project	1,000	0	0	0	0	0	1,000	0	1,000	0	0	0	0
MTC	680	SH	NEW	I-680 Freeway Performance Initiative Project	New project	2,000	0	0	2,000	0	0	0	0	2,000	0	0	0	0
MTC		O	2100	Planning, programming, and monitoring	Add funding	611	0	114	118	122	126	131	0	611	0	0	0	0
ACTC		O	2179	Planning, programming, and monitoring	Add funding	3,199	0	1,993	320	0	0	886	0	3,199	0	0	0	0
Total Non-PTA						37,661	0	6,558	4,038	14,422	7,126	5,517	0	33,110	0	3,451	0	1,100
Adopted 2012 RTIP Programming - PTA Eligible																		
AC Transit	bus	T		East Bay Bus Rapid Transit	Add project	5,000	0	0	0	0	5,000	0	0	5,000	0	0	0	0
Total PTA-eligible						5,000	0	0	0	0	5,000	0	0	5,000	0	0	0	0
Adopted 2012 RTIP Programming Total						42,661	0	6,558	4,038	14,422	12,126	5,517	0	38,110	0	3,451	0	1,100
Adopted 2012 Transportation Enhancements (TE)																		
ACTC	te	BP	2100K	I-880 SB HOV Lane Landscaping (Marina/Davis)	New project	1,000	0	1,000	0	0	0	0	0	1,000	0	0	0	0
BATA/CT/CTC	te	BP	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	New project	3,063	0	0	0	0	0	3,063	0	3,063	0	0	0	0
MTC	res	TBD	2100J	TE reserve (ACTC share)	Add funding	1,179	0	0	0	0	0	1,179	0	1,179	0	0	0	0
MTC	res	TBD	2100C	TE reserve (MTC share)	Consolidate funding	3,726	0	0	1,863	1,863	0	0	0	3,726	0	0	0	0
Adopted 2012 TE Programming Total						8,968	0	1,000	1,863	1,863	0	4,242	0	8,968	0	0	0	0
Adopted 2012 RTIP Total - Alameda County						51,629	0	7,558	5,901	16,285	12,126	9,759	0	47,078	0	3,451	0	1,100

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Alameda

2012 RTIP Exchange Proposal

(all numbers in thousands)

Agency	Rte	Cat	PPNO	Project	Comments	Total	2012 RTIP Funding by Fiscal Year							2012 RTIP Funding by Component			
							Prior	12-13	13-14	14-15	15-16	16-17	R/W	Const	E & P	PS&E	R/W Sup
Prior Commitments (Not Part of 2012 STIP Target)																	
Adopted 2012 RTIP Programming - Non PTA																	
Alameda City	880	SH	42C	I-880 Broadway/Jackson Interchange	Exchange Proposal	2,500	0	0	0	0	2,500	0	0	0	0	2,500	0
Alameda Co PW	loc	LR		Crow Canyon Rd. Safety Improvement Project	Exchange Proposal	4,000	0	0	0	0	4,000	0	0	1,000	0	0	0
Alameda Co PW	84	SH		Niles Canyon (SR-84), Foothill, Sunol Impr.	Exchange Proposal	4,500	0	0	0	0	4,500	0	0	4,500	0	0	0
ACTC	84	SH	81D	SR-84 East-West Connector in Fremont	Exchange Proposal	14,300	0	0	0	14,300	0	0	0	14,300	0	0	0
ACTC	880	SH	44C	I-880 Operational and Safety Impr. at 29th Ave.	Exchange Proposal	554	0	554	0	0	0	0	0	0	0	554	0
VTA	880	SH	16V	Mission Blvd/I-880 Interchange Reconst. ph. 1B/2	Exchange Proposal	3,500	0	3,500	0	0	0	0	0	3,500	0	0	0
Caltrans	24	SH	57J	SR-24 Caldecott Tunnel 4th Bore Landscaping	Exchange Proposal	2,000	0	400	1,600	0	0	0	0	500	0	400	1,100
Fremont	loc	LR		BART Warm Spr. Sta. Impr. Access: Auto Mall Pkwy	Exchange Proposal	3,500	0	0	0	0	3,500	0	0	3,500	0	0	0
Oakland	loc	LR	1022	42nd/High Street Access Improvement Project	Exchange Proposal	2,000	0	0	0	0	2,000	0	0	2,000	0	0	0
San Leandro	185	SH		SR-185/Hesperian/150th Ave Channelization Impr.	Exchange Proposal	4,000	0	0	0	0	4,000	0	0	4,000	0	0	0
MTC	680	SH	NEW	I-680 Freeway Performance Initiative Project	Exchange Proposal	2,000	0	0	2,000	0	0	0	0	2,000	0	0	0
MTC		O	2100	Planning, programming, and monitoring	Exchange Proposal	611	0	114	118	122	126	131	0	611	0	0	0
ACTC		O	2179	Planning, programming, and monitoring	Exchange Proposal	3,199	0	1,993	320	0	0	886	0	3,199	0	0	0
AC Transit	bus	T		East Bay Bus Rapid Transit	Exchange Proposal	5,000	0	0	0	0	5,000	0	0	5,000	0	0	0
ACTC	84	0081H	Rt 84	Expressway Widening (Segment 2)	Exchange Proposal	34,851	0	0	34,851	0	0	0	0	34,851	0	0	0
Total Non-PTA						42,661	0	2,507	38,889	122	126	1,017	0	41,161	0	400	1,100
Adopted 2012 RTIP Programming Total						42,661	0	2,507	38,889	122	126	1,017	0	41,161	0	400	1,100
Adopted 2012 Transportation Enhancements (TE)																	
ACTC	te	BP	2100K	I-880 SB HOV Lane Landscaping (Marina/Davis)	Exchange Proposal	4,000	0	4,000	0	0	0	0	0	4,000	0	0	0
BATA/CT/CTC	te	BP	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	Exchange Proposal	3,063	0	0	0	0	0	3,063	0	3,063	0	0	0
MTC	res	TBD	2100J	TE reserve (ACTC share)	Exchange Proposal	4,479	0	0	0	0	0	4,479	0	4,479	0	0	0
MTC	res	TBD	2100C	TE reserve (MTC share)	Exchange Proposal	3,726	0	0	1,863	1,863	0	0	0	3,726	0	0	0
ACTC	84	0081H	Rt 84	Expressway Widening (Segment 2)	Exchange Proposal	2,179	0	0	2,179	0	0	0	0	2,179	0	0	0
Adopted 2012 TE Programming Total						8,968	0	0	4,042	1,863	0	3,063	0	8,968	0	0	0
Adopted 2012 RTIP Total - Alameda County						51,629	0	2,507	42,931	1,985	126	4,080	0	50,129	0	400	1,100

Adopted 2012 Transportation Enhancements (TE)																	
ACTC	te	BP	2100K	I-880 SB HOV Lane Landscaping (Marina/Davis)	Exchange Proposal	4,000	0	4,000	0	0	0	0	0	4,000	0	0	0
BATA/CT/CTC	te	BP	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	Exchange Proposal	3,063	0	0	0	0	0	3,063	0	3,063	0	0	0
MTC	res	TBD	2100J	TE reserve (ACTC share)	Exchange Proposal	4,479	0	0	0	0	0	4,479	0	4,479	0	0	0
MTC	res	TBD	2100C	TE reserve (MTC share)	Exchange Proposal	3,726	0	0	1,863	1,863	0	0	0	3,726	0	0	0
ACTC	84	0081H	Rt 84	Expressway Widening (Segment 2)	Exchange Proposal	2,179	0	0	2,179	0	0	0	0	2,179	0	0	0
Adopted 2012 TE Programming Total						8,968	0	0	4,042	1,863	0	3,063	0	8,968	0	0	0
Adopted 2012 RTIP Total - Alameda County																	
						51,629	0	2,507	42,931	1,985	126	4,080	0	50,129	0	400	1,100

Summary of Rte 84 Expressway Widening (Segment 2) Proposed Funding:

ACTC	84	0081H	Rt 84	Expressway Widening (Segment 2)	STIP	34,851	0	0	34,851	0	0	0	0	34,851	0	0	0
ACTC	84	0081H	Rt 84	Expressway Widening (Segment 2)	STIP TE	2,179	0	0	2,179	0	0	0	0	2,179	0	0	0
Rte 84 Expressway Widening (Segment 2) Proposed Funding Total:						37,030	0	0	37,030	0	0	0	0	37,030	0	0	0

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Alameda

2012 RTIP Exchange Proposal Summary of Projects To Receive Local Funds

(all numbers in thousands)

Agency	Rte	Project	Total	Local Funding by Fiscal Year							Local Funding by Component				
				Prior	12-13	13-14	14-15	15-16	16-17	R/W	Const	E & P	PS&E	R/W Sup	Con Sup
Alameda City	880	I-880 Broadway/Jackson Interchange	2,500	0	0	0	0	2,500	0	0	0	2,500	0	0	
Alameda Co PW	loc	Crow Canyon Rd. Safety Improvement Project	1,000	0	0	0	0	1000	0	0	1,000	0	0	0	
Alameda Co PW	84	Niles Canyon (SR-84), Foothill, Sunol Impr.	1,500	0	0	0	0	1500	0	0	1,500	0	0	0	
ACTC	84	SR-84 East-West Connector in Fremont	14,300	0	0	0	14300	0	0	0	14,300	0	0	0	
ACTC	880	I-880 Corridor (I-Bond)	1,000	0	1000	0	0	0	0	0	0	1,000	0	0	
VTA	880	Mission Blvd/I-880 Interchange Reconst, ph. 1B/2	3,500		0	3500	0	0	0	0	3,500	0	0	0	
Fremont	loc	BART Warm Spr. Sta. Impr. Access: Auto Mall Pkwy	3,500	0	0	0	0	0	3500	0	3,500	0	0	0	
Oakland	loc	42nd/High Street Access Improvement Project	2,000	0	0	0	0	2000	0	0	2,000	0	0	0	
San Leandro	185	SR-185/Hesperian/150th Ave Channelization Impr.	1,000	0	0	0	0	0	1000	0	1,000	0	0	0	
AC Transit	bus	East Bay Bus Rapid Transit	5,000	0	0	0	0	5,000	0	0	5,000	0	0	0	
ACTC	te	I-880 SB HOV Lane Landscaping (Marina/Davis)	1,000	0	1,000	0	0	0	0	0	1,000	0	0	0	
ACTC		TE reserve	730	0	0	0	0	0	730	0	730	0	0	0	
Total			37,030	0	2,000	3,500	14,300	12,000	5,230	0	33,530	0	3,500	0	0

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Memorandum

DATE: February 14, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: Approval of STIP Expenditure Deadline Extension for Alameda CTC's I-880 Landscape Enhancements Project

Recommendation

It is recommended the Commission approve the request for a 12-month time extension to the STIP expenditure deadline for the I-880 Landscape Enhancements project. The Alameda CTC is requesting an extension from June 30, 2012 to June 30, 2013.

Summary

The Alameda CTC requests a 12-month time extension to the STIP expenditure deadline from June 30, 2012 to June 30, 2013 for \$400,000 of STIP TE, allocated on June 30, 2010, for the Plans, Specs & Estimate (PSE) phase of the project. The total cost of the landscaping project is estimated at \$2 million. A draft extension request is attached.

Background

The STIP timely use of funds provisions enacted by SB 45 are intended to encourage local and regional agencies to accurately program, monitor and deliver STIP projects in a timely manner. Per the STIP Guidelines, the CTC may grant a one-time extension to each of the allocation, expenditure, award (which includes FTA transfer), and completion deadlines only if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The extension will not exceed the period of delay directly attributed to the extraordinary circumstance and will in no event be for more than 20 months.

The project will construct landscape enhancements in the City of San Leandro on Interstate 880 from south of the Marina Boulevard interchange to north of the Davis Street interchange. At the time of allocation in June 2010, the design and construction on the RIP-TE funded improvements were identified as a stand-alone project. The reason for the delay is that the limits of the RIP-TE improvements are wholly located within the limits of a much larger CMIA-funded project to add a southbound HOV lane along I-880. The designs of the roadway configurations at the interchanges included in the CMIA-funded project have been revised several times since the allocation of the RIP-TE funds to incorporate changes requested/ required by the local agencies. Each time the configuration of a facility in the interchange areas was revised, which was beyond the control of the RIP-TE project implementation, the design of the RIP-TE improvements was delayed.

The design of the RIP-TE was expected to begin within three months of the allocation, i.e. by September 30, 2010, which would have provided more than adequate time to perform the design and satisfy the “Complete Expenditures” deadline of June 30, 2012, but the configurations of the interchange areas in the overall HOV project were not finalized until the October 2011 timeframe when the PS&E package for the HOV project was submitted to Caltrans for final reviews and approvals. These unforeseen circumstances resulted in a delay to the start of design for the RIP-TE improvements from October 1, 2010 until October 1, 2011, or 12 months.

The time extension request for the \$400,000 STIP-TE funding is proposed for consideration at the March 28-29, 2012 CTC meeting. MTC requires Alameda CTC concurrence for all STIP extension requests.

Attachments

Attachment A – Draft STIP Time Extension Request

REQUEST FOR TIME EXTENSION LOCAL STIP PROJECTS

Local Agency Letterhead

To: Ms. Sylvia Fung, Chief
District 4 Local Assistance Engineer
Caltrans, Office of Local Assistance
111 Grand Avenue
Oakland, CA 94612

Date : January 30, 2012

PPNO: 2100K_____

PROJECT #:_____

EA: 1G6300_____

I-880 Landscape Enhancements
On Interstate 880 from south of the
Marina Boulevard Interchange to north
of the Davis Street Interchange.

Assembly District: _____

Senate District: _____

Dear Ms Fung:

We request that the California Transportation Commission (CTC) approve a request for a time extension for this project.

A. Project description:

In the City of San Leandro, on Interstate 880 from south of the Marina Boulevard interchange to north of the Davis Street interchange. Construct landscaping/irrigation and other enhancements..

Programmed STIP_TE Funding Level by phase (X \$1,000):

Phase	FY 2011/12	Total
PS&E	\$400	\$400
Total	\$400	\$400

B. Project element for which extension requested: (check appropriate box)

☐ Allocation* ☒ Expenditure ☐ Award ☐ Completion
(contract acceptance)

C. Phase (component) of project: (check appropriate box or boxes)

☐ Environmental ☒ Plans, Specs. & ☐ Right of ☐
Studies & Estimate Way Construction*
Permits

D. Allocation and deadline summary

Allocation Date By Phase (if applicable)	Allocated Amount By Phase (if applicable)	Original Deadline	Number of Months of Extension Requested	Extended Deadline
6/30/2010	\$400,000	6/30/2012	12	6/30/2013

E. Reason for project delay

At the time of allocation in June 2010, the design and construction on the RIP-TE funded improvements were identified as a stand-alone project. The limits of the RIP-TE improvements are wholly located within the limits of a much larger CMIA-funded project to add a southbound HOV lane along I-880, i.e. the I-880 Southbound HOV Lane from Hegenberger to Marina (South Segment) Project. The schedule for the design of the RIP-TE improvements was related to the design of the larger HOV project which includes reconfiguring the areas intended for the RIP-TE improvements, primarily near the interchanges. The designs of the roadway configurations at the interchanges included in the CMIA-funded project have been revised several times since the allocation of the RIP-TE funds to incorporate changes requested/required by the local agencies. The changes to the HOV project design were requested by the locals to accommodate proposed changes along the local roadway approaches to the interchanges. Each time the configuration of a facility in the interchange areas was revised, which was beyond the control of the RIP-TE project implementation, the design of the RIP-TE improvements was delayed.

The design of the RIP-TE was expected to begin within three months of the allocation, i.e. by September 30, 2010, which would have provided more than adequate time to perform the design and satisfy the "Complete Expenditures" deadline of June 30, 2012. The design of the RIP-TE was not able to begin by September 30, 2010 due to issues related to changing the configuration of the interchange areas, specifically the configuration of the ramp termini intersections, as described above. The configurations of the interchange areas in the overall HOV project were not finalized until the October 2011 timeframe when the PS&E package for the HOV project was submitted to Caltrans for final reviews and approvals. These unforeseen circumstances resulted in a delay to the start of design for the RIP-TE improvements from October 1, 2010 until October 1, 2011, or 12 months. We are hereby requesting a 12-month extension to the complete expenditures deadline.

F. Status of project milestones/revised project milestones

1) Completion of Environmental Document:

CEQA – Negative Declaration, January 21, 2010.

NEPA – Finding Of No Significant Impact, February 9, 2010.

2) Right of Way Certification:

Right of Certification will be achieved under the I-880 HOV Lane project.

3) Construction:

Original planned Advertisement date – April 2014. Revised Advertisement date – January 2016.

G. Timely Use of Funds

We request that the CTC approve this request at the March 28-29, 2012 meeting.

H. Local Agency Certification:

This Request for Time Extension has been prepared in accordance with the *Procedures for Administering Local Grant Projects in the State Transportation Improvement Program (STIP)*. I certify that the information provided in the document is accurate and correct. I understand that if the required information has not been provided this form will be returned and the request may be delayed. Please advise us as soon as the time extension has been approved. You may direct any questions to

_____ at _____
(name) (phone number)

Signature _____ Title: _____ Date: _____

Agency/Commission: _____

I. Regional Transportation Planning Agency/County Transportation Commission Concurrence:

Concurred

Signature _____ Title: _____ Date: _____

Agency/CTC _____

J. Caltrans District Local Assistance Engineer Acceptance:

I have reviewed the information submitted on the Request for Time Extension and agree it is complete and has been prepared in accordance with the *Procedures for Administering Local Grant Projects in the State Transportation Improvement Program*.

Signature _____ Title: _____ Date: _____

Attachments:

Distribution: (1) Original -DLAE (2) Copy- Division of Local Assistance, STIP Coordinator
(3) Copy - RTPA/County Transpor

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Memorandum

Date: February 14, 2012

To: Alameda County Transportation Commission

From: Programs and Projects Committee

Subject: **Approval of Measure B Pass-Through Funding Formula for Special Transportation for Seniors and People with Disabilities**

Recommendation

It is recommended the Commission approve the Paratransit Advisory and Planning Committee (PAPCO's) recommendation to change the funding formula for distribution of Measure B Pass-Through funds allocated to non-mandated paratransit services for seniors and people with disabilities.

Summary

PAPCO has a mandate to determine the funding formula to distribute Pass-Through Measure B funds for non-mandated paratransit services to the cities in Alameda County. The initial funding formula was developed in 2003 per recommendations by PAPCO and a Joint Funding Formula Subcommittee. The 2003 funding formula used demographic data from the US Census 2000 as well as annual data on the number of Supplemental Security Income (SSI) recipients residing in each city. PAPCO revisited the formula in 2007 and 2008 and recommended changes to the Board because SSI data became unavailable due to privacy concerns. The proposed 2012 funding formula includes the following factors:

- Seniors age 70-79 (Census 2010)
- Seniors age 80+ (weighted times 1.5)
- Low-income households earning less than or equal to 30% of Area Median Income obtained from the American Community Survey (in the current proposal, this is calculated as <\$20,000 annually)

The funding formula is proposed to remain in effect from July 1, 2012 to June 30, 2017. This funding formula was approved by PAPCO at their January 23, 2012 meeting.

Background

The Measure B 2000 Expenditure Plan includes specific language allocating funds for senior and disabled transportation and also dictates that allocations to the city-based, or non-mandated, programs are done based upon a funding formula created by PAPCO.

The Expenditure Plan distributes the 10.45% of Measure B funds as follows:

- 5.63% allocated to mandated paratransit services
- 3.39% allocated to non-mandated paratransit services
- 1.43% allocated to Gap Program

The 3.39% allocated to non-mandated paratransit services is distributed to the planning areas as follows:

- North County = 1.24%
- Central County = 0.88%
- South County = 1.06%
- East County = 0.21%

Funds from each planning area *may not be transferred* into another area. The PAPCO formula allocates funding to the cities *within* each planning area.

Current PAPCO Funding Formula for Distribution within Planning Areas

When the funding formula was developed, PAPCO intended to address the following key elements: age, income, and disability. Five factors were used to determine how much funding each city received from the planning area:

1. Individuals 5-15 with any type of disability
2. Individuals 16+ with go-outside-home disability *
3. Individuals 65-79
4. Individuals 80+
5. Supplemental Security Income (SSI) recipients 18 and older

** Individual has a physical, mental, or emotional condition lasting 6 months or more that makes it difficult to go outside the home alone (e.g. to shop or visit a doctor's office)*

Factors 1 through 4 come from Census 2000. The source for Factor 5 was Social Security Administration data made available annually. However, SSI data has not been available since 2006 due to privacy concerns. Therefore those figures have held constant since 2006. Under the current formula, only one factor (individuals 80 and older) is weighted. The total 80+ population in each city is multiplied by 1.5 to place added emphasis on this factor, given that many individuals over 80 have disabilities, and therefore have greater need for paratransit services. Data is compiled at the zip code level to determine funding allocations.

Proposed Funding Formula

PAPCO and Paratransit TAC discussed the formula at five meetings in November-January to discuss areas of concern, possible factors, and data availability. The new proposed funding formula is meant to address 3 areas of concern that impact a community's need for accessible transportation:

- Age
- Disability
- Income

The proposed funding formula includes 3 factors:

- Seniors age 70-79 (Census 2010)
- Seniors age 80+ (weighted times 1.5)
- Low-income households earning less than or equal to 30% of Area Median Income obtained from the American Community Survey (in the current proposal, this is calculated as <\$20,000 annually)

Ideally, a separate factor for disability would have been included. Unfortunately, reliable data relating to disability is not available. All potential sources have been reviewed by staff and were

presented to the Joint PAPCO/TAC Subcommittee. Each of these sources has a significant fault. Therefore, after much discussion, the Subcommittee recommended using age as a proxy for disability. Staff will continue to monitor available sources of data and, if appropriate, will review and revise the formula.

The recommended funding formula is presented in Attachment A. The source data is presented as well as the resultant percentage distribution of funds and the change from the current formula.

This funding formula would take effect on July 1, 2012. PAPCO proposes that the formula remain in effect for no more than 5 years. The age data is obtained from the most reliable source, Census 2010, so it is proposed that those factors be held steady for the 5 year period. Income data is obtained from the American Community Survey (ACS). As this data is supplemented annually, the sample will presumably improve. Therefore PAPCO proposes updating this factor annually.

Further Discussion on Data Relating to Disability

As noted, extensive research was conducted into possible data sources for disability. Although the 2000 Census Data included disability data, the definitions used and totals have long been considered “problematic” by stakeholders. The 2010 Census did not include questions on disability because, by then, the Census Bureau was collecting disability (and income) data via the American Community Survey (ACS). Unfortunately, ACS data on disability is only available for larger communities and does not account for 25% of the County. Communities not tabulated include Albany, Emeryville, Castro Valley, San Lorenzo, Newark, Dublin, and more. PAPCO and TAC were not comfortable using ACS data. Other sources of data were suggested, such as ADA-mandated paratransit certifications and In Home Supportive Services (IHSS), but did not appear to be valid when compared to available data.

Staff frequently used the City of Berkeley as a “test case” for suggested data, as there is a perception that Berkeley contains a significant population of people with disabilities who would not be captured under the age factors. However, in each case, Berkeley showed no greater increase than if the formula included only age and income. Staff concluded that it was appropriate to use age as a proxy for disability at the current time.

Fiscal Impacts

No direct fiscal impact. The proposed formula would apply to the current Measure B funding stream until June 30, 2017.

Attachments

Attachment A – Proposed Formula and Sample Pass-Through Changes

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Source:	Census 2010			ACS 2009 5-yr Place Estimates
Cities/Location	Age 70-79	Age 80+	Age 80+ times 1.5	HH earning <\$20,000
Alameda	3,858	3,186	4,779	3,391
Albany	683	552	828	770
Berkeley	4,935	3,655	5,483	8,229
Emeryville	444	211	317	1,076
Oakland	16,907	12,963	19,445	34,932
Piedmont	634	436	654	82
Oakland TOTAL	17,541	13,399	20,099	35,014
NORTH COUNTY	27,461	21,003	31,505	48,480
Hayward	5,957	4,297	6,446	5,813
Ashland	691	473	710	1,297
Cherryland	473	383	575	677
Castro Valley	3,096	2,807	4,211	2,126
Fairview	467	371	557	192
San Lorenzo	1,175	1,070	1,605	852
Hayward TOTAL	11,859	9,401	14,102	10,957
San Leandro	4,449	4,067	6,101	3,431
CENTRAL COUNTY	16,308	13,468	20,202	14,388
Fremont	9,393	5,655	8,483	4,423
Newark	2,072	977	1,466	957
Union City	3,203	2,002	3,003	1,935
SOUTH COUNTY	14,668	8,634	12,951	7,315
Sunol	56	20	30	18
Pleasanton	3,168	1,884	2,826	1,234
Pleasanton TOTAL	3,224	1,904	2,856	1,252
Dublin	1,508	576	864	667
Livermore	3,303	2,161	3,242	2,379
LAVTA TOTAL	4,811	2,737	4,106	3,046
EAST COUNTY	8,035	4,641	6,962	4,298

Age 70-79 + Age 80+ times 1.5 + HH earning <\$20,000	% of Planning Area Total beginning FY 12/13	% of Planning Area Total in Current Formula	% Change from Current Formula *
12,028	11.19%	11.83%	-0.64%
2,281	2.12%	2.07%	+0.05%
18,647	17.35%	13.76%	+3.59%
1,837	1.71%	1.82%	-0.11%
71,284			
1,370			
72,654	67.62%	70.51%	-2.89%
107,446	100.00%	100%	
18,216			
2,698			
1,725			
9,433			
1,216			
3,632			
36,918	72.53%	72.19%	+0.34%
13,981	27.47%	27.81%	-0.34%
50,898	100.00%	100%	
22,299	63.83%	61.98%	+1.85%
4,495	12.87%	13.47%	-0.60%
8,141	23.30%	24.56%	-1.25%
34,934	100.00%	100%	
104			
7,228			
7,332	38.00%	38.29%	-0.29%
3,039			
8,924			
11,963	62.00%	61.71%	+0.29%
19,295	100.00%	100%	

* Staff speculates that significant changes (e.g. Berkeley and Oakland) may be attributable to population shifts.

Sample Pass-Through Changes				
Cities/Location	Pass-through Projection for FY 11/12	Projection for FY 11/12 with Revised Formula	\$ Change with Revised Formula	
Alameda	\$145,742	\$137,812	-\$7,930	
Albany	\$25,555	\$26,109	\$554	
Berkeley	\$169,460	\$213,677	\$44,217	
Emeryville	\$22,426	\$21,060	-\$1,366	
Oakland				
Piedmont				
Oakland TOTAL	\$868,385	\$832,786	-\$35,599	
NORTH COUNTY	\$1,231,568			
Hayward				
Ashland				
Cherryland				
Castro Valley				
Fairview				
San Lorenzo				
Hayward TOTAL	\$630,950	\$633,924	\$2,974	
San Leandro	\$243,066	\$240,092	-\$2,974	
CENTRAL COUNTY	\$874,016			
Fremont	\$652,493	\$671,997	\$19,504	
Newark	\$141,789	\$135,494	-\$6,295	
Union City	\$258,510	\$245,301	-\$13,209	
SOUTH COUNTY	\$1,052,792			
Sunol				
Pleasanton				
Pleasanton TOTAL	\$79,873	\$79,257	-\$616	
Dublin				
Livermore				
LAVTA TOTAL	\$128,699	\$129,315	\$616	
EAST COUNTY	\$208,572			



Memorandum

DATE: February 14, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: Approval of City of Fremont's Request to Extend the Agreement
Expiration Date for the Tri-City Travel Training Project

Recommendation

It is recommended that the Commission approve the City of Fremont's request to extend the expiration date for the Tri-City Travel Training Project to December 31, 2014 to coincide with the New Freedom Grant Program. The Tri-City Travel Training Project is funded through Measure B Paratransit Gap Grant funds (Agreement No. A06-0044).

Background

The Tri-City Travel Training Program consists of various outreach strategies, training tools, and curricula for countywide implementation to promote and support use of fixed-route transit services by seniors and persons with disabilities. The training targets seniors who have not yet qualified for Americans with Disabilities Act paratransit service, new users of mobility devices, and city paratransit program participants in the Tri-City area. The program, which encompasses AC Transit, BART, and Union City Transit services, engages Tri-City ethnic communities and non-English speakers, and uses a group training model intended to foster peer-to-peer support networks within communities, housing facilities, and other social groups.

Alameda CTC leveraged the \$230,000 in Measure B funds awarded for this project and received a New Freedom Grant of \$60,000 to continue funding of this project with the City of Fremont as a partner. The total project cost is \$290,000. The New Freedom grant agreement became effective on April 1, 2011. On April 18, 2011, the Project Sponsor, City of Fremont, requested a grant extension to correspond with the timing of the New Freedom Grant Project.

On April 27, 2011, the Commission approved extensions to June 30, 2012 of 13 Paratransit Gap Grants originally funded in Cycle 4, as well as supplemental funding for 10 of the extended Gap Grants. However, the Project Sponsor's request was not received in time for Committee and Commission approval in April 2011.

The attached progress report provides additional details about the program.

Key highlights:

- Over 29 groups were identified to receive travel training.
- Of these groups, 27 groups have received travel training.

- Over 350 people have received training on how to access and use public transportation.
- Participants with limited English-speaking skills have received training in American Sign Language, Farsi, Mandarin, Punjabi, and Spanish.

Future deliverables:

- Provide travel training with three main components: classroom sessions, field sessions, and follow-up coaching.
- Train approximately 23 more groups, and 345 more people.
- Evaluate the program outcomes and participant satisfaction with the program through post-training follow-up with a hard-copy or telephone survey.
- Continue to serve the needs of participants with limited English-speaking skills by providing training in other languages such as American Sign Language, Farsi, Mandarin, Punjabi, and Spanish.

Project: Tri-City Travel Training (Agreement A06-0044) Sponsor: City of Fremont Date of Gap Grant Award: June 2006 (Cycle 3)			
	Original Grant Agreement	Approved Extension	Recommended Extension
Project Completion	June 30, 2008	June 30, 2011	June 30, 2014
Agreement Expiration	October 31, 2008	October 31, 2011	December 31, 2014

It is recommended the Commission approve the revised delivery schedule that extends the grant agreement expiration date from October 31, 2011 to December 31, 2014.

Fiscal Impacts

The original Cycle 3 grant award was \$140,000. The Commission approved additional Measure B funding of \$90,000 in April 2010. The project received a New Freedom Grant Program award of \$60,000 in April 2011. The total Measure B amount remaining for this project at this time is \$66,707. The current request for an extension does not have a fiscal impact.

Attachment

Attachment A: Tri-City Travel Training Progress Report



Human Services Department – Paratransit Program
3300 Capitol Avenue, P.O. Box 5006
Fremont, CA 94537-5006
(510) 574-2053 phone / (510) 574-2054 fax

**ACTIA PARATRANSIT GAP FUND GRANT PROJECT
PROGRESS REPORT**

PROJECT PROGRESS REPORT No.: 10

REPORTING PERIOD: **From:** January 1, 2011 **To:** June 30, 2011

PROJECT SPONSOR: City of Fremont

PROJECT TITLE: Tri-City Travel Training Program

ACTIA PROJECT No.: A06-0044

STATUS:

Travel Training Workshops are being implemented at various locations in the community. Service performance measures are being met.

ACTIONS (in this reporting period):

- Conducted outreach to groups interested in travel training.
- Two (2) 2-day travel training workshops were provided: one at the Fremont Senior Center and one at the Union City Senior Center. Although no workshops were conducted in other languages during this reporting period, there were a significant number of individuals from ethnic communities participating due to program outreach conducted with various ethnic community groups.
- Continued implementation of the Transit Adventures Program (TAP), a group follow-up training program that teaches older adults and people with disabilities how to use public transit to get to various community destinations. Five (5) Transit Adventure Program outings were implemented during the reporting period. Participants on the TAP outings utilized various modes of public transit, including, AC Transit, BART, SF Muni and the Oakland/Alameda Ferry.
- Follow-up surveys sent to workshop participants via mail.

ANTICIPATED ACTIONS (in next reporting period):

- Continue outreach to potential travel training sites and groups.
- Conduct travel training workshops in English and other languages as needed.

- Continue to develop Transit Adventures Program. Implement TAP outings to teach participants how to use transit to get to destinations in the community.
- Continue evaluation of travel training program. Travel Training surveys results included in this progress report.

GENERAL:

- ☒ At this time we anticipate no problems on the project.
- ☐ We anticipate problems in the following area(s) but do not feel we need your assistance at this time:
- ☐ We anticipate problems in the following area(s) and would appreciate any assistance you could offer:

SCHEDULE, SCOPE, AND BUDGET:

- ☒ The project schedule, scope, task budgets, and performance measures remain unchanged, as shown in Attachments A, B, C, and D of the Grant Funding Agreement or previously approved amendment.
- ☐ There are proposed changes to the project schedule, scope, task budgets, and/or performance measures. *(If checked, proceed to the section below)*
- ☐ A Grant Amendment Request was previously submitted on *(enter date)* and is awaiting approval.
- ☐ Revisions to the following area(s) are being proposed and a Grant Amendment Request is attached for review and approval. *(Check all that apply)*
- ☐ Project Scope *(Exhibit B of Grant Amendment Request Form)*
- ☐ Task Budgets *(Exhibit C of Grant Amendment Request Form)*
- ☐ Project Schedule *(Exhibit D of Grant Amendment Request Form)*
- ☐ Project Performance Measures *(Exhibit E of Grant Amendment Request Form)*

EXPENDITURES

- ☒ A Request for Reimbursement is included with this Progress Report. *Request for reimbursement for activities during this reporting period was mailed under separate cover by the City of Fremont's Finance Department.*
- ☐ No Request for Reimbursement is included with this Progress Report. *(If checked, proceed to section below.)*
- ☐ A Request for Reimbursement was submitted within the last six months on *(enter date)*.

- ☐ No Request for Reimbursement has been submitted within the last six months for the following reason(s):

PUBLICITY:

- ☒ As required per the Grant Funding Agreement, updated and accurate project information is included, with a link to the ACTIA Web site, at the following web address:
<http://www.fremont.gov/BusinessDirectoryII.aspx?lngBusinessCategoryID=39>
http://www.tceonline.org/programs_travel.html
- ☐ As required per the Grant Funding Agreement, an article was published, highlighting this Project, on _____ in _____.
- ☐ A copy of the article is attached to this Progress Report.
- ☐ An article was submitted to ACTIA for publication in the ACTIA newsletter on (*enter date*).

SIGNALS

- ☒ Signal modifications are not part of the Project.
- ☐ Signal modifications are part of the Project. (*If checked, proceed to the section below*)

Considered Included (*Check all that apply*)

<input type="checkbox"/>	<input type="checkbox"/>	Audible Pedestrian Signals
<input type="checkbox"/>	<input type="checkbox"/>	Adjustable Pedestrian Timing
<input type="checkbox"/>	<input type="checkbox"/>	Emergency Vehicle Pre-Emption

CONTRACT REPORTING

- ☐ Form attached (*Required with Project Progress Reports No. 2 and No. 4*)
- ☒ Form not required (*Not required with Project Progress Reports No. 1 and No. 3, or if no grant funds have been expended to date*) No consultants or sub-contractors on project.

PERFORMANCE MEASURES

- ☐ There were _____ trips provided during the reporting period.
- ☐ There were _____ people served during the reporting period.
- ☒ Performance Measures Report included in Table D-1 below.

☐ Performance Measures Report not included (Explanation attached).

PROJECT PERFORMANCE MEASURES REPORT

Project Performance Measures: Table D-1 describes what outcome-based performance measures you are evaluating to ensure that the project/program is meeting its objectives.

Table D-1: Performance Measures Report		
No.	Performance Measure ^(Note 1)	Progress/Activity this Period
1	Identify 20 groups that will participate in travel training workshops (cumulative total over 2 years)	5 groups identified through 12/31/08 13 groups identified through 6/30/09 20 groups identified through 12/31/09 24 groups identified through 6/30/10 27 groups identified through 12/31/10 29 groups identified through 6/30/10
2	Provide travel training workshops to 20 groups (cumulative total over 2 years)	27 groups/sites received travel training: 2/08: Chapel Corners (n=14) 4/08: Avelina Apts (n=20) 5/08: Fremont Sr Ctr Chinese Srs #1 (n=18) 5/08: Fremont Sr Ctr Chinese Srs #2 (n=15) 6/08: Fremont Sikh Temple (n=9) 7/08: Fremont Oak Gardens (n=15) 10/08: Newark Senior Center (n=21) 10/08: Afghan Elderly Assn. (n=22) 11/08: Newark Senior Center (n=13) 12/08: Dominican Sisters (n=8) 3/09: Newark Senior Center (n=7) 7/09: Fremont Senior Center (n=12) 8/09: Victoria Gardens Senior Apts (n=13) 10/09: Fremont Community Center (n=10) 10/09: Fremont Community Center (n=18) 11/09: Fremont Community Center (n=13) 11/09: Tropics Mobile Home Park (n=11) 12/09: Los Amigos (n=12) 5/10: Fremont Senior Center (n=11) 6/10: Fremont Senior Center (n=16) 6/10: Fremont Senior Center (n=9) 6/10: Vintage Court Apartments (n=10) 7/10: Fremont Senior Center (n=10) 9/10: Fremont Community Center (n=11) 10/10: Fremont Community Center (n=10) 6/11: Fremont Senior Center (n=14) 6/11: Union City Senior Center (n=8)

3	300 individuals are travel trained (cumulative total over 2 years)	350 individuals were travel trained from program inception. 76 individuals trained through 6/30/08 155 individuals trained through 12/31/08 162 individuals trained through 6/30/09 251 individuals trained through 12/31/09 297 individuals trained through 6/30/10 329 individuals trained through 12/31/10 350 individuals trained through 6/30/11
4	60 of the participants trained are members of ethnic communities and/or non-English speakers (cumulative total over 2 years)	Limited-English speaking participants trained: American Sign Language: 15 Farsi: 22 Mandarin: 71 Punjabi: 9 Spanish: 12 Cumulative Total: 129 (39% of participants trained were limited-English speaking) Note: The numbers reported above does not include member of ethnic communities who attended workshops conducted in English.
5	Follow-up surveys sent to training participants at 3 months/6 months/1 year intervals after completion of training	Evaluation summary attached to this report.
6	90% of participants satisfied with the training provided	95% of participants responding to the post-workshop survey found the workshop “Very Helpful.” See attached summary.
Notes: 1. List all performance measures included in application for Project submitted by Project Sponsor to ACTIA.		

Tri-City Travel Training Program
Workshop Evaluation Survey Summary
January 1, 2011 through June 30, 2011
Number of Responses: 21

1. How helpful was the **classroom talk** on AC Transit and BART in helping you become more comfortable riding transit?

95% of participants (n=20) who attended classroom session responded “Very helpful.”

Narrative responses to above:

Shawn does an excellent job!! Explained everything so well.

Everything was explained well. Very courteous and patient. Learned much about BART and riding the buses in Fremont.

Made it clearer to me on things I could not understand.

Course laid out very well. Shawn explains what we are going to cover and then we do.

I had ridden BART before but was clueless about AC Transit. I also learned more details about BART that I will use in the future.

I've taken BART and AC Transit in Fremont for many years, but this training program has given me facts/tips that I did not know about. Shawn - thank you and kudos!

Learned how to use public transit!

Very clear, good presentation.

Great info on everything you need to know to ride the train and the bus.

I didn't take the bus very often. Today, I learned a lot about how to take the bus to enjoy everything.

The bus information was very useful. BART I have used in the past.

Very clear.

I learned something new.

Now I understand how to read the routes and what buses to take and how to use the BART fare machines.

I think I know what to do now.

I got home and read the information packet that you handed out and it reinforced what you talked about in class.

2. Do you have any suggestions on how to improve the **classroom part** of the training?

Narrative responses to above:

Currently very thorough

Everything covered very well.

Nothing I can think of, I believe it covered everything.

Nothing to change.

Add a section on trip planning using the internet.

No, very good presentation.

Everything's just fine.

Planning for trips using the internet.

No, I think it went well, very helpful.

Follow-up with using the computer to plan a route to get from point a to point b

3. How helpful was traveling together—the **travel part**—in getting more comfortable with riding transit?

95% of participants (n=21) who attended travel part responded “Very helpful.”

Narrative responses to above:

Safety in numbers

Group seemed to help each other and make it fun.

Finding the right slots to put in tickets and money is clearer than seeing "how to" pictures.

Meeting new people.

The information was very informative and will make traveling on public transit easier.

Feel very safe and it was very helpful going in a group.

I felt comfortable and safer than if I were alone.

Was never comfortable with using the bus before...now I can probably use it more.

Every bit of information was good.

Map locations and other things that Shawn pointed out were very informative.

Could share what we learned. Helped each other fill in the blanks.

4. Do you have any suggestions on how to improve the **travel part** of the training?

I would be interested in taking a longer trip.

No, you did an excellent job.

More on understanding direction of travel.

Nothing - it was good.

No suggestions.

5. Do you have any comments about the **overall training**?

Leader of the group, Shawn, was very likeable and easy to talk to.

Very informative.

No...well done!

It was great. I needed this training and will feel that much more comfortable if I travel alone.

Very informative and helpful.

It was fun and informative too!!

Shawn does an incredible job, all good!

The overall training was excellent.

I am so impressed with this program. Your patience is appreciated. Explanations were clear and thorough. Thank you very much.

Shawn was a good teacher.

It was a great class, great questions and great answers. I can do it (ride transit) by myself now. Thank you very much Shawn.

It's just super.

This training program is very useful for me, an immigrant. Good teacher! Thank you very much!

Very informative!

I feel good about my ability to ride transit now.

TRI-CITY TRAVEL TRAINING PROGRAM POST-TRAINING SURVEY SUMMARY

Total participants trained for FY 10/11: 53
Number of surveys attempted: 53
Number of surveys completed: 22

1. How are you currently getting around in the community? Please check all that apply.

- 20 - Ride BART trains
- 15 - Ride the local public transit bus - AC Transit, VTA, Union City
- 20 - Drive my own car or relative's car
- 3 - Get rides from family or friends
- 5 - Walk
- 2 - Use East Bay Paratransit or City-operated paratransit
- 0 - Bike
- 1 - Use a Taxi

2. Have you used public transit since you attended the training?

- 22 [100%] - Yes
- 0 [0%] - No

3. How often do you use **public transit buses** (AC Transit, VTA, Union City)?

- 0 [0%] - Every day
- 2 [9%] - Once or more times a week
- 7 [32%] - A few times a month
- 4 [18%] - About once a month
- 2 [9%] - One to six times a year
- 7 [32%] - Never

4. Where do you usually travel on the **bus**? (sample responses)

- 8 - shopping
- 10 - BART station
- 3 - health care providers
- 4 - senior center
- 1 - religious center
- 0 - visit family/friends

5. How often do you use the **BART train**?

- 0 [0%] - Every day
- 2 [9%] - Once or more times a week
- 6 [27%] - A few times a month
- 8 [36%] - About once a month
- 4 [18%] - One to six times a year
- 2 [9%] - Never

6. Where do you usually travel on the **BART**? (sample responses)

- 17 - San Francisco (including SFO airport)
- 12 - Oakland (including OAK airport and Coliseum)
- 3 - Berkeley
- 2 - Hayward
- 1 - Pleasanton

7. How do you usually find the information you need to plan and take a trip on public transit? (Please check all that apply.)

- 22 - Use a paper transit schedule or map
- 10 - Use the Internet (such as AC Transit website, BART website, 511 website)
- 4 - Ask a family member or friend or someone in the community
- 0 - Read brochures
- 5 - Call AC Transit, BART or the 511 transit & traffic information phone line
- 0 - Other
- 0 - Does not apply to me: I don't use public transit

8. If you are not currently using public transit or use public transit infrequently, what are some of the reasons for this?

- 14 - Not convenient to use buses: buses don't run often enough or bus transfers make trips very long
- 7 - There is not a bus stop close enough to my house
- 3 - There are no benches or shelters at the bus stops that I use
- 1 - I am afraid I will get lost
- 0 - I have difficulty understanding how to read transit schedules to plan my trips
- 6 - Other

9. What kinds of assistance could you use to become more comfortable taking public transportation? Please check all that apply.

- 1 - Someone who would ride with me to ride with all the time
- 4 - More practice using maps and timetables to plan my trips
- 3 - Someone who could answer questions I have
- 10 - Someone who would show me how to take certain trips on public transit
- 12 - Other

Systems issues that were identified as barriers:

- Buses need to run more frequently.
- More bus routes that are direct and do not require transfers.
- Clipper card info is confusing.
- Difficulties using 511.org.

10. Would you recommend the Travel Training Workshop to others who want to learn how to use public transit?

22 [100%] - Yes

0 [0%] - No

Comments:

- We have stopped driving into the city because it is so much easier to take BART, especially since we got our Clipper card.
- Hard to keep up with all the bus changes. Times change, fares change, don't know if you always have the right info.
- I'd like more information on the Clipper card.
- Love taking BART but it is so difficult to find parking in the morning!
- I like the Transit Adventure Program outings that I have been on to San Francisco because I got to learn how to take Muni to Golden Gate Park and the Palace of Fine Arts.
- I'm much more comfortable taking BART by myself than the bus. I have taken the bus a few times but it comes earlier than it is supposed to so you have to be careful not to miss it because then you have to wait an hour until the next one.
- Bus drivers should call out stops.
- I take the bus a couple of times a month depending to go to the Hub and to the senior center but it's not convenient for other trips.
- I take the BART quite a bit but the problem is getting to and from BART – there are no buses near my house.
- I haven't taken transit regularly since I retired. The Transit Adventure Program has helped me explore all these great places in the Bay Area using transit.
- Would be great to have a workshop on how to use the internet for trip planning.
- Car is more convenient for around town travel.
- It is not convenient to use buses because they don't run often enough.
- I like it that I can tell the bus driver to wait until I get seated. On BART, you have to rush to find a seat and sometimes I am afraid of losing my balance when the train starts moving.
- It's hard for me to walk all the way to the bus stop especially when the weather is too cold or rainy.
- I like leaving the driving to someone else, especially when going into the city.

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Memorandum

DATE: February 14, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **I-580 Westbound Express Lane Project - Approval of Amendment No. 3 to Extend the Expiration Date of the Contract with URS Corporation Americas to Prepare Scoping Documents**

Recommendation

It is recommended that the Commission approve Amendment No. 3 to contract A09-003 with URS Corporation Americas to extend the contract expiration date to September 30, 2012. URS is preparing Feasibility, Revenue and Traffic Operations Reports for the I-580 Westbound Express Lane Project.

Approval of the contract extension will not increase the contract budget and will have no fiscal impact.

Summary

As a part of the project to construct a westbound express lane on I-580 in Dublin, Pleasanton and Livermore the Alameda County CMA entered into an agreement with URS for the preparation of Feasibility, Traffic Operations and Revenue reports to determine the locations of the ingress and egress points to the express lane; and the design of the proper signage and striping of the freeway to accommodate the express lane.

Completion of the scoping documents is contingent on the approval of the Traffic Operations Report by Caltrans. Due to recent budgetary constraints, Caltrans has not been able to review the Travel Demand Forecast. Caltrans budget to review non-State Highway Operation and Protection Program (SHOPP) project initiation documents was eliminated for the 2010/2011 fiscal year. This has resulted in delays in the approval of Travel Demand Forecast and the project has not been completed as scheduled. Approval of a contract extension will allow for the completion of the Feasibility, Traffic Operations and Revenue Reports.

Discussion/Background

On October 30, 2008 the CMA Board authorized the execution of agreements and contracts to prepare a Feasibility Study (Traffic Revenue Report) and perform preliminary engineering for the Westbound High Occupancy Toll (HOT) Project. A contract was subsequently entered into with URS Corporation Americas. This contract was amended in September 2010 and June 2011 to extend the contract expiration date. The current contract expired on December 31, 2011.

The project has been delayed because the Caltrans budget to review non-SHOPP project initiation documents (PIDs) was eliminated for the 2010/2011 fiscal year. In November 2010 the Alameda CTC was notified that Caltrans District 4 was no longer receiving resources to provide oversight for non-SHOPP PIDs, this has resulted in delays in Caltrans reviews of the necessary submittals. In October 2011, the Alameda CTC received notification from Caltrans District 4 that they had received authorization to work on non-SHOPP PIDs. On December 20, 2011, the Alameda CTC and Caltrans entered in to a cooperative agreement for the Project Approval, Design and Right of Way Phases for the I-580 Westbound HOV Lane Project. The work on this contract will be completed under that cooperative agreement.

Fiscal Impact

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



Memorandum

DATE: February 14, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **I-880 / Marina Blvd. Interchange Improvements Project - Approval of Amendment No. 3 to Extend the Expiration Date of the Contract with BKF Engineers, Inc. to Prepare a Project Study Report/Project Report (PSR/PR)**

Recommendation

It is recommended that the Commission approve Amendment No. 3 to the contract with BKF Engineers, Inc., to extend the contract expiration date to September 30, 2012. BKF Engineers is preparing a Project Study Report/Project Report (PSR/PR) for improvements at the I-880/Marina Blvd. Interchange.

Approval of the contract expiration date will not increase the contract budget and will have no fiscal impact.

Summary

The City of San Leandro desires to reconfigure the I-880 Marina Blvd. Interchange and has entered into an agreement with the CMA whereby the CMA will prepare the necessary documents to approve the interchange work and incorporate the approved project into the I-880 Southbound HOV Lane Project.

Completion of the PSR/PR is contingent on the approval of the project geometrics by Caltrans. The proposed project includes an exception to Caltrans design standards for intersection spacing and City of San Leandro, Alameda CTC and BKF staff are working with Caltrans to find a mutually acceptable alternative. Approval of a contract extension will allow that effort to continue.

Discussion/Background

On April 14, 2008 the CMA Board authorized the execution of contracts and agreements to provide design and environmental services in support of the I-880/Marina Blvd. IC Improvement Project. A contract was subsequently entered into with BKF Engineers prepare a PSR/PR. This contract was amended in July 2009 and in April 2011 to extend the contract expiration date. The current contract expired on December 31, 2011.

The project has been delayed because the Caltrans budget to review non-SHOPP project initiation documents (PIDs) was eliminated for the 2010/2011 fiscal year. In November 2010 the Alameda CTC was notified that Caltrans District 4 was no longer receiving resources to provide oversight for non-SHOPP PIDs, this has resulted in delays in Caltrans reviews of the necessary

submittals. On October 24, 2011, the Alameda CTC received notification from Caltrans District 4 they had received authorization to re-start work on this project.

Fiscal Impact

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



Memorandum

DATE: February 14, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Project Committee

SUBJECT: I-580 Eastbound HOV Lane Widening Project - 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 Eastbound HOV Lane Project (Regional Measure 2 (RM2) Subproject 32.1d)

1. Approve the IPR Update for the I-580 Eastbound HOV Lane Project (RM-2 Subproject No. 32.1d). The IPR Update is a requirement for requesting the Metropolitan Transportation Commission (MTC) to allocate \$400,000 in RM-2 funds for the project. The requested RM-2 funds will be used for continuing project development efforts and right of way acquisition, including environmental mitigation, to deliver Phase 3 of the HOV 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 12-004 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 design work and right of way acquisition, including environmental mitigation, required by the project.

Summary

The two segments of auxiliary lanes between the new Isabel Avenue interchange and the First Street interchange will improve freeway operations on eastbound I-580 by relieving the congestions between these two interchanges.

Previous RM-2 allocations totaling \$1.8 million were used to complete the project environmental and other project approval documents as well as the 95% plans, specifications, and estimate (PS&E) for the Eastbound Auxiliary Lanes project.

The I-580 Eastbound Auxiliary Lane Project has been revised to incorporate additional pavement width to accommodate the scope of the Express Lane project. This consisted of an additional six

(6) feet of widening within the limits of the Auxiliary Lanes project, and some spot widening at other locations.

The requested allocation of \$400,000 in RM-2 funds will provide \$200,000 to complete the auxiliary lane project PS&E and \$200,000 to acquire project rights of way, including the purchase of environmental mitigation credits. No further allocations are expected for the I-580 Eastbound HOV Lane Widening Project (Project No. 420.5)/Tri-Valley Corridor Improvement Project (MTC RM-2 Subproject No. 32.1d). 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 \$400,000 for continuing design services and for right of way acquisition, including environmental mitigation, for Phase 3: the I-580 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 12-004 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 Eastbound Auxiliary Lane Project Fact Sheet

Attachment B: Initial Project Report update

Attachment C: Alameda County Transportation Commission Resolution 12-004



CAPITAL PROJECTS PROGRAM

Project Fact Sheet

PROJECT SPONSOR

Alameda CTC

PROJECT DESCRIPTION

The project will construct eastbound auxiliary (AUX) lanes from Isabel Avenue to First Street in Livermore and make other improvements so as to not preclude conversion of the HOV lane to a double express / high occupancy toll (HOT) lane facility.

PROJECT STATUS

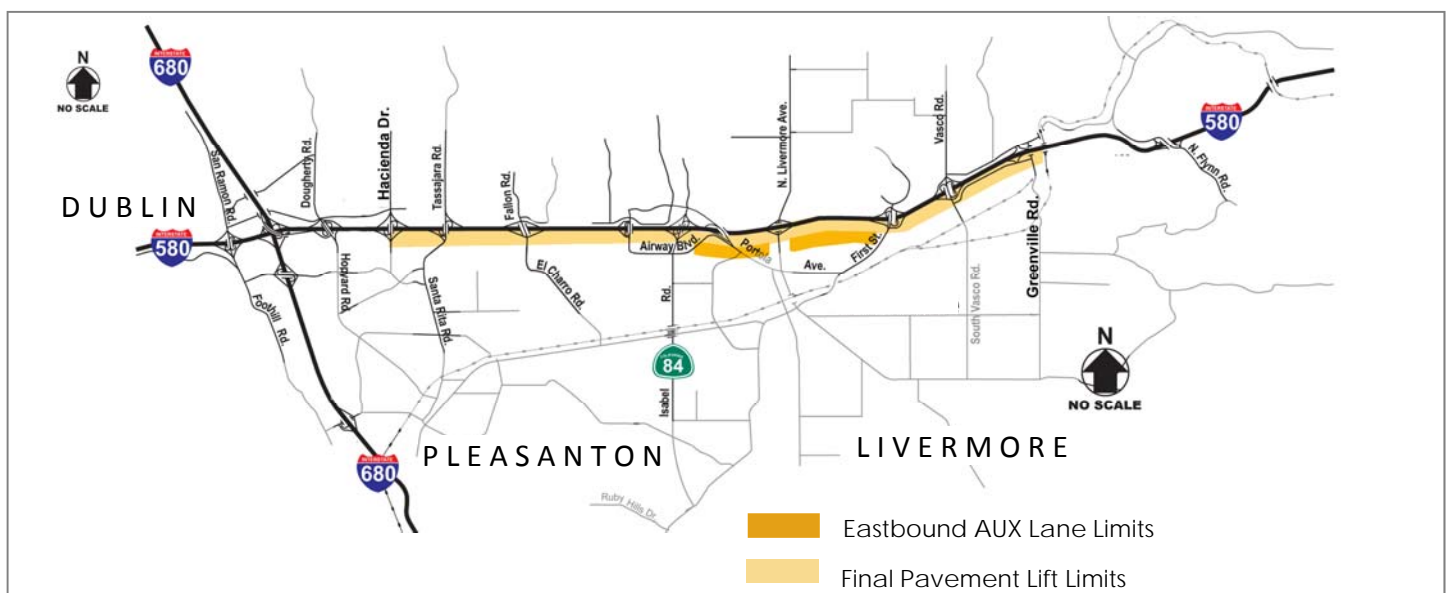
The Environmental Document (ED) and preparation of the PS&E design documents for the Eastbound (EB) AUX Lane Project between Isabel Avenue and North Livermore Avenue and North Livermore Avenue and First Street in Livermore are underway. The ED for this project consists of a re-validation of the I-580 EB HOV Lane Project Initial Study and Environmental Assessment (IS/EA). The PS&E design includes items split from the I-580 Westbound (WB) HOV Lane Project. The project schedule has been revised as the result of changes required to accommodate the I-580 EB Express (HOT) Lane Project. The project scope has been agreed upon; a revised Biological Assessment (BA) addressing the additional scope was completed. PS&E design revisions to match the additional scope are in progress; approval of the AUX lane final design package is expected spring 2012.

I-580 Eastbound Auxiliary Lane

Project Number: 720.5 | December 2011

Project Highlights

- Complete revalidation of the I-580 EB HOV Lane Project IS/EA to address AUX lane improvements has been completed
- Approval of AUX lane final design package (RTL) expected spring 2012



Project Fact Sheet

I-580 Eastbound Auxiliary Lane Project

Project Number: 720.5

December 2011

PROJECT COST ESTIMATE	
Cost Estimate by Phase (\$ X 1,000)	
PE/Environmental	\$ 1,575
Final Design (PS&E)	\$ 1,270
System Integrator	\$ 0
Right-Of-Way	\$ 700
Utility Relocation	\$ 0
Construction	\$ 36,403
TOTAL Expenditures:	\$ 39,948

PROJECT FUNDING	
Funding by Fund Source (\$ X 1,000)	
Measure B	\$ 7,050
Federal	\$ 225
State	\$ 21,563
Regional	\$ 4,360
Local	\$ 1,750
I-580 EB HOV Project	\$ 5,000
TOTAL Revenues:	\$ 39,948

PROJECT SCHEDULE								
Project Phase	Begin - End MM/YY	2010	2011	2012	2013	2014	2015	2016
PE/Environmental	11/07 - 11/11							
Final Design (PS&E)	12/09 - 04/12							
Right-Of-Way	09/11 - 04/12							
Vote / Adv. / Award	05/12 - 08/12							
Construction	08/12 - 11/14							



View of Interstate 580 looking east from Vasco Road exit; the new eastbound HOV lane final segment (Hacienda to Airway) opened November 2010. The new HOV lane will be converted to an eastbound express (HOT) lane, this project is in the design phase.

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

Regional Measure 2 – INITIAL PROJECT REPORT

Regional Measure 2

**Initial Project Report
(IPR)**

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

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

**Submitted by
Alameda County Transportation Commission**

January 2012

Regional Measure 2 Initial Project Report (IPR)

Project Title:

Eastbound I-580 HOV Lane Project

RM2 Project No.

32.1d

Allocation History: Project 32 was allocated a total of \$6,000,000 in 2004 prior to the definition of sub-projects. A portion of the original allocation has been used for activities relating to this sub-project to date. In 2006 specific sub-projects were defined and the 2004 allocations along with new allocations were divided amongst the sub-projects IPR's including IPR for this sub-project.

On April 23, 2008 \$9,182,000 was allocated for construction of the I-580 Eastbound HOV Lane Project.

On October 28, 2008 \$700,000 was allocated for PA&ED and PS&E activities for the EB I-580 Auxiliary Lane Project.

On February 24, 2010 \$300,000 was allocated for PA&ED and PS&E activities for the EB I-580 Auxiliary Lane Project.

In June 2011 \$800,000 was requested for PA&ED and PS&E activities for the EB I-580 Auxiliary Lane Project. This allocation is still pending

	MTC Approval Date	Amount	Phase
#1: 05366401	10/27/04	\$ 400,000	ENV/PE (FY04/05)
#2: 06366402	10/27/04	\$ 2,200,000	ENV/PE (FY05/06)
#3: 07366406	7/26/06	\$ 2,400,000	ENV/PE (FY06/07)
#4: 08366413	09/28/07	\$ 500,000	ENV/PE (FY06/07)
#5: 08366415	12/19/07	\$ 500,000	Final Design
#6: 08366416	04/23/08	\$ 9,182,000	Construction
#7: 09366422	01/28/09	\$ 700,000	ENV/PE (FY08/09)

Regional Measure 2 – INITIAL PROJECT REPORT

#7: 10366426	02/24/10	\$ 300,000	ENV/PE (FY09/10)
#8: Pending	Pending	\$ 800,000	ENV/PE (FY11/12)

Total: \$16,982,000

Current Allocation Request: Previous allocations were used to prepare a revalidation of the I-580 Eastbound HOV Lane Project to construct the Eastbound Auxiliary Lanes from the new Isabel Interchange to N. Livermore Avenue and from N. Livermore Avenue to First Street, and to develop the I-580 Eastbound Auxiliary Lane PS&E to the 95% level. The revalidation was never approved due to uncertainty surrounding the scope of the I-580 Eastbound Express Lane Project.

The project was put on hold at that point pending an agreement between the Alameda CTC and Caltrans on the scope of the express lane project. Changes to the express lane project would necessitate changes to the auxiliary lane project. In December 2010 the Alameda CTC and Caltrans reached an agreement on the scope of the express lane project. This agreement requires an additional 6-feet of widening within the limits of the auxiliary lane project, and some widening at other locations.

In June 2011 an allocation of \$800,000 was requested to revise the Revalidation of the I-580 Eastbound IS/EA to address the additional widening and to complete the auxiliary lane project PS&E. That allocation is still pending, and those funds are still required, but work has proceeded utilizing other funds. The Revalidation of the I-580 Eastbound IS/EA was approved on November 30, 2011. Preparation of the project PS&E, as well as the acquisition of project right of way, including the purchase of environmental mitigation credits remains.

IPR Revision Date	Amount Being Requested	Phase Requested
Jan. 26, 2012	\$ 400,000	Final Design and R/W (incl. Mitigation) for Aux Lanes

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 and the Alameda CTC, and Caltrans are the Implementing Agencies. The Alameda CTC will be the lead agency for the PA&ED, design and right of way phases. Construction will be administered by Caltrans.

B. Project Purpose

The I-580 corridor in the Tri-Valley is currently ranked as one of the most congested corridors in the Bay area. The corridor serves large number of commuters and freight traffic between the Central Valley and various Bay area destinations. The Eastbound I-580 HOV Lane Project is intended to provide congestion relief, with the main beneficiaries being express buses and high occupancy vehicles during the peak periods. The two auxiliary lanes will reduce the congestion by relieving the eastbound queue at Isabel Interchange and improve the level of service between Isabel and North Livermore.

Regional Measure 2 – INITIAL PROJECT REPORT

C. Project Description (please provide details)

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

This project will construct an eastbound I-580 HOV Lane from Hacienda Drive to the Greenville Overcrossing (10 miles) and associated auxiliary lanes and roadway improvements. The HOV Lane will be constructed in the existing median of I-580. While the core of the project is to provide an HOV lane, the following elements are added to the scope of this project: i) Additional pavement for future HOT Lane; ii) Rehabilitation of the existing pavement; iii) Replacing and upgrading of the pavement embedded and sideline hardware for the existing truck-scale station; and iv) Constructing the foundation for median bent and other improvements to facilitate the delivery of the near future Isabel / I-580 Interchange project. Funding for these elements is provided by other sources than RM2.

Project includes the construction of eastbound auxiliary lanes from Isabel to N. Livermore and from N. Livermore to First. A separate construction contract will be prepared for these auxiliary lanes. Right-of-way (temporary and/or permanent easements and one fee take) will be required for the auxiliary lanes project.

D. Impediments to Project Completion

There are no known impediments to project completion.

E. Operability

The entire facility will be owned and maintained by Caltrans.

II. PROJECT PHASE DESCRIPTION and STATUS

F. Environmental –

Does NEPA Apply: ☒ Yes ☐ No

The environmental document (Neg Dec/FONSI) document is cleared and approved for the main project.

A revalidation of the I-580 Eastbound HOV Lane Project to construct the Eastbound Auxiliary Lanes from the new Isabel Interchange to N. Livermore Avenue and from N. Livermore Avenue to First Street was prepared, but not approved due to uncertainty surrounding the I-580 Eastbound Express Lane. Revisions to the project scope (additional 6-feet of widening within the auxiliary lane limits) required revisions to that previously prepared revalidation.

A revalidation of the environmental document to include the auxiliary lanes and the additional width to accommodate a future express lane facility was approved on November 30, 2011.

G. Design –

CMA completed the design of the HOV Lane Widening Project in February 2008.

The design of the auxiliary lanes was prepared concurrently with the re-validation and was prepared to 95%. That 95% PS&E was later revised to address the scope revisions discussed above. The final lift of AC was deleted from the Segment 1 and Segment 2 construction contracts, that work will also be added to the auxiliary lane contract.

Regional Measure 2 – INITIAL PROJECT REPORT

At this time, the Alameda CTC no longer plans to combine this Auxiliary Lane Project with the I-580 Eastbound Express Lane Project for Construction. The decision on how to implement the express lane project has been delayed; an implementation plan for the express lanes project will be prepared.

H. Right-of-Way Activities / Acquisition –

Right-of-way will be required for the auxiliary lane project. Right of Way consists of temporary construction easements, highway structure easements (for retaining wall soil nails) full take. Right of Way support activities have begun. Acquisition activities will begin after approval of this allocation.

I. Construction -

Construction of the Segment 1 began in August, 2008 and the first portion of the HOV Lane was opened in September 2009. Segment 1 was completed in February 2010. Construction of the Segment 2 began in September 2009 and the remaining portion of the HOV lane was completed in November 2010. The Segment 2 construction contract is scheduled to be completed in December 2011. Caltrans is administering the construction of these projects.

Construction of the auxiliary lane project is schedule to begin in Fall 2012 and be completed in Fall 2014.

III. PROJECT BUDGET

J. Project Budget (Escalated to year of expenditure)

Phase	Total Amount - Escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$13,500
Design - Plans, Specifications and Estimates (PS&E)	\$3,275
Right-of-Way Activities /Acquisition (R/W)	\$400
Construction / Construction Support (CON)	\$154,484
Total Project Budget (in thousands)	\$171,659

It is assumed that costs escalate at 5% per year.

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

Phase	Total Amount - De-escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$13,500
Design - Plans, Specifications and Estimates (PS&E)	\$3,275
Right-of-Way Activities /Acquisition (R/W)	\$400
Construction / Construction Support (CON)	\$154,484
Total Project Budget (in thousands)	\$171,659

Regional Measure 2 – INITIAL PROJECT REPORT

IV. OVERALL PROJECT SCHEDULE

Phase-Milestone	Planned (Update as needed)	
	Start Date	Completion Date
Environmental Document, Preliminary Eng. (ENV / PE / PA&ED) Segment 3 (Aux Lane)	Aug. 2001 June 2009	June 2009 Nov 2011
Final Design - Plans, Specs. & Estimates (PS&E) Segment 3 (Aux Lane)	July 2005 June 2009	December 2009 April 2012
Right-of-Way Activities /Acquisition (R/W) Segment 3 (Aux Lane)	November 2007 May 2010	March 2010 April 2012
Construction (Begin – Open for Use) / Acquisition / Operating Service/ Construction Support (CON) Segment 1 Segment 2 Segment 3 (Aux Lanes)	August 2008 March 2009 September 2012	December 2009 August 2011 October 2014

V. ALLOCATION REQUEST INFORMATION

L. Detailed Description of Allocation Request

Amount being requested (in escalated dollars)	\$400,000
Project Phase being requested	PS&E and R/W
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	February 23 2012
Month/year being requested for MTC Commission approval of allocation	March 2012

M. Status of Previous Allocations (if any)

Previous allocations were used to prepare a revalidation of the I-580 Eastbound HOV Lane Project IS/EA to construct the eastbound auxiliary lanes from the new Isabel Interchange to N. Livermore Avenue and from N. Livermore Avenue to First Street, and to develop the I-580 Eastbound Auxiliary Lane PS&E to the 95% level. That revalidation was never approved due to uncertainty surrounding the scope of the I-580 Eastbound Express Lane Project.

The project was put on hold at that point pending an agreement between the Alameda CTC and Caltrans on the scope of the express lane project. Changes to the express lane project necessitate changes to the auxiliary lane project. In December 2010 the Alameda CTC and Caltrans reached an agreement on the scope of the express lane project. This agreement required an additional 6-feet of widening within the limits of the auxiliary lane project, and some widening at other locations.

A revalidation of the environmental document to include the auxiliary lanes and the additional width to accommodate a future express lane facility was then prepared approved on November 30, 2011, utilizing other local funds.

Regional Measure 2 – INITIAL PROJECT REPORT

N. Workplan Workplan in Alternate Format Enclosed ☐

Segment 3: I-580 Eastbound Auxiliary Lane Project

TASK NO	Description	Deliverables	Completion Date
1	Environmental Clearance	Environmental Document	Nov. 30, 2011
2	Design Completion	Caltrans approved PS&E	April 2012
3	Caltrans Approval	Ready to List	April 2012
4	Advertisement	Bid Package	June 2012
5	Construction Complete	Construction Complete	October 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

VII. GOVERNING BOARD ACTION

Check the box that applies:

☐ Governing Board Resolution attached

☒ Governing Board Resolution to be provided on or before: March 1, 2011

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: Stephen D. Haas

Phone: 510-208-7400

Title: Project Manager

E-mail: shaas@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
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Keith Carson - District 5

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Laurie Capitelli, Councilmember

City of Dublin
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City of Fremont
Suzanne Chan, Vice Mayor

City of Hayward
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City of Newark
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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 12-004

Allocation Request for the Subproject 32.1d: Eastbound I-580 HOV Lane – Auxiliary Lanes Project

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Resolved, that the Alameda CTC is authorized to submit an application for Regional Measure 2 funds for the Subproject 32.1d: Eastbound I-580 HOV Lane 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 \$400,000 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						
32.1d Eastbound I-580 HOV Lane Project	PA/ED	6,500		6,500	6,500	
	Design	1,300	200	1,500	1,500	200
	Construction	9,182		9,182	9,182	
	Right of Way		200	200	200	200
	Total	16,982	400	17,382	17,382	400

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, February 23, 2011 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: February 14, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **I-880 Operational and Safety Improvements at 23rd and 29th Avenue Project - Approval of Amendment No.1 to Extend the Expiration Date of the Contract with AECOM to Prepare a Project Study Report (PSR)**

Recommendation

It is recommended that the Commission approve Amendment No. 1 to contract A09-002 with AECOM USA, Inc. to extend the contract expiration date to June 30, 2010. AECOM has completed the work associated with the project study report component of the Park Street Triangle Project.

Approval of the contract extension will not increase the contract budget and will have no fiscal impact.

Discussion/Background

On December 2, 2010 the CMA Board and the Alameda CTC subsequently approved Resolution 10-007 (superseding and replacing CMA Resolution 08-012) that authorizes the Executive Director or his authorized designee to execute all necessary contracts, agreements and amendments including but not limited to the PE/ENV, final design, right of way services, and construction support services not exceeding \$11.7 Million

Based on these Board actions, a contract (A09-002) to complete project study report tasks for the Park Street Triangle area of the I-880 Operational and Safety Improvements at 23rd and 29th Avenue Project was entered into with AECOM USA, Inc. The contract with AECOM expired on October 31, 2009.

Through the invoice reconciliation process, it was determined that there is an invoice with an outstanding payment of approximately \$70,000 (which includes work performed through April 2010)

It is recommended that the Commission approve Amendment No. 1 to contract A09-002 with AECOM USA, Inc. to extend the contract expiration date to June 30, 2010. The approval of the extension will allow the final invoice to be processed.

Approval of the contract extension will not increase the contract budget and will have no fiscal impact.

Fiscal Impact

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



Memorandum

DATE: February 14, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **I-880 Operational and Safety Improvements at 23rd and 29th Avenue Project
- Adoption of Resolution to Hear Necessity Resolutions**

Recommendation

It is recommended that the Commission adopt by a four-fifths vote of the Members of the governing body, a resolution agreeing to hear resolutions of necessity should an eminent domain action be required for the I-880 Operational and Safety Improvements at 23rd and 29th Avenues Project. This requires the affirmative vote of 18 Members or Alternates.

Background

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

One critical ongoing activity is the acquisition of right-of-way required to construct the I-880 Operational and Safety Improvements at 23rd and 29th Avenues Project. The acquisition process may require exercising eminent domain proceedings, although it is hoped that this can be avoided through successful negotiations with property owners. If necessary, the process includes a public hearing(s) to consider Resolutions of Necessity to acquire right-of-way required for the project. For Caltrans sponsored projects, these hearings are typically held before the California Transportation Commission (CTC). However, due to the CTC's scheduling of agendas, it will likely not be possible to use this standard procedure and meet the required funding source deadline. If Alameda CTC hears the resolutions of necessity, any issues with property owners can be handled while keeping the scheduled resolution of necessity hearing on the calendar, thus avoiding a loss of project funding.

To maintain the schedule to receive the TCIF program funds, this project must hold resolution of necessity hearings by April 30, 2012. For Alameda CTC to hear resolutions of necessity to acquire the property interests necessary for the I-880 Operational and Safety Improvements at 23rd and 29th Avenues Project, the Commission must adopt a resolution authorizing it to hear

such resolutions of necessity. The Resolution, which will authorize Alameda CTC to hear resolutions of necessity for the acquisition of property interests necessary for the I-880 Operational and Safety Improvements at 23rd and 29th Avenues Project, is attached (Attachment A). Approval of the Resolution requires the affirmative vote of 18 Members or Alternates. Once the attached resolution is adopted, Caltrans will authorize the Commission to hear the requisite resolutions of necessity for the I-880 Operational and Safety Improvements at 23rd and 29th Avenues Project.

If staff is unable to negotiate the acquisition of the property rights necessary for the project, in time to meet the schedule for the TCIF program funds, staff will return to Alameda CTC with resolutions of necessity at the April 26, 2012 meeting. The staff reports for the resolutions of necessity will provide detail about the specific necessary acquisitions and the project.

Attachment

Attachment A: Alameda County Transportation Commission Resolution 12-005



ALAMEDA COUNTY TRANSPORTATION COMMISSION

RESOLUTION 12-005

Resolution of the Alameda County Transportation Commission Electing to Hear Resolutions of Necessity for the Interstate 880 Operational and Safety Improvements at 23rd and 29th Avenues Project

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

WHEREAS, Alameda CTC is undertaking the Interstate 880 Operational and Safety Improvements at 23rd and 29th Avenues Project (“Project”) (a former Alameda County Congestion Management Agency project) to construct operational and safety improvements on I-880 at the existing overcrossings of 23rd Avenue and 29th Avenue in the City of Oakland; and

WHEREAS, as of March 1, 2012, Alameda CTC will be vested with the power of eminent domain to acquire real property by virtue of Article 1, Section 19 of the Constitution of the State of California, Section 25350.5 of the Government Code of the State of California as delegated in Section 14 of Alameda CTC’s Joint Powers Agreement, and Sections 1240.010 and 1240.110 of the Code of Civil Procedure of the State of California within the jurisdictional limits of the County of Alameda; and

WHEREAS, the State of California, Department of Transportation requires the governing body of a local transportation agency acquiring real property for a project relating to a State Highway to pass and adopt by a four-fifths vote a resolution determining that the governing body of the local transportation authority will hear resolutions of necessity to acquire real property for a project relating to a State Highway, if any are necessary; and

WHEREAS, to proceed with the Project and the acquisition process, and in light of the Project’s schedule, critical deadlines, and necessary acquisitions, it may be necessary to conduct Resolution of Necessity hearings.

NOW, THEREFORE, BE IT RESOLVED, that the governing body of the Alameda County Transportation Commission hereby agrees to conduct Resolution of Necessity hearings, and to adopt or reject the proposed resolutions

of necessity to obtain the real property and real property interests determined to be necessary for the Project.

PASSED AND ADOPTED by the governing body of the Alameda County Transportation Commission on _____, 2012 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

Mark Green, Chairperson

ATTEST:

Vanessa Lee, Clerk of the Commission



Memorandum

Date: February 14, 2012

To: Alameda County Transportation Commission

From: Programs and Projects Committee

Subject: **I-80 Integrated Corridor Mobility (ICM) Project – Authorization to Enter into Memorandum of Understanding with California Department of Transportation (Caltrans).**

Recommendations

It is recommended that the Commission authorize the Executive Director to enter into a Memorandum of Understanding (MOU) with the California Department of Transportation (Caltrans) in regards to the Operations and Maintenance (O&M) of the I-80 ICM Project.

Discussion

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

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

The Commission 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 funds for Projects Nos. 1, 3, and 6 in State bond funds for implementation. Project Nos. 3 and 6 are under construction. Negotiations are underway with the top ranking firm for Project No. 1.

An MOU is necessary between all affected agencies along the corridor in order to establish the fiscal O&M responsibilities. As the sponsoring agency for the project Alameda CTC is entering into the MOU. The MOU outlines every improvement done under the project and delineates responsibilities. In general, Caltrans will fund, operate, and maintain all the devices within their right of way. The Cities are responsible for maintaining devices installed within city right of way. Funding for maintaining for all devices within Contra Costa County Cities will be financed by Contra Costa Transportation Authority (CCTA). Alameda CTC is responsible for providing funding for Trailblazer signs, Closed Circuit Television (CCTV) Cameras, Microwave Vehicle Detection System (MVDS) that are installed in Alameda County outside of Caltrans right of way. Please refer to Attachment A for the division of responsibilities among the agencies and Alameda CTC's financial obligation for the operations and maintenance costs (\$4,100 per year). The MOU also memorializes consensus among the stakeholders on various strategies implemented by the project.

Over the past several months, staff from Caltrans and all affected agencies worked closely to develop the project O&M MOU. All affected agencies are in the process of obtaining approval of the MOU at their respective Councils/Boards. These agencies are Contra Costa County Transportation Authority (CCTA), Contra Costa County (CCC), Western Contra Costa Transportation Advisory Committee (WCCTAC), AC Transit, WestCAT, and the Cities of Albany, Berkeley, El Cerrito, Emeryville, Hercules, Oakland, Pinole, Richmond, and San Pablo. CTC staff prefers that the MOU is executed prior to allocation of approximately \$45 million in remaining State Proposition 1B funds.

It is recommended that the Commission authorize the Executive Director to enter into the Memorandum of Understanding.

Fiscal Impacts

The revenues and costs associated with this MOU will be funded via the East Bay SMART Corridor program and are included in the approved Alameda CTC budget.

Attachments:

Attachment A: O&M and Funding Responsibility Table

I-80 ICM MOU

O&M and Funding Responsibility Table

2/1/2012

Grouping	ROW	Equipment	O&M Responsibility	Funding Responsibility	Alameda CTC Portion
East Bay SMART Corridor Equipment (Used for I-80 ICM Strategy)	Caltrans	CCTV	Caltrans	Caltrans	
		MVDS	Caltrans	Caltrans	
	Non-Caltrans	CCTV	Cities *	ACTC or CCTA	\$ 672
		MVDS	Cities *	ACTC or CCTA	\$ 1,432
East Bay SMART Corridor Equipment (NOT used for ICM Strategy)	Caltrans	CCTV	NONE	NONE	
		MVDS	NONE	NONE	
		TSP	Cities	Cities	
	Non-Caltrans	CCTV	Cities	Cities	
		MVDS	NONE	NONE	
		TSP	Cities	Cities	
I-80 ICM Equipment (Used for ICM Strategy)	Caltrans	CCTV	Caltrans	Caltrans	
		MVDS	NONE	NONE	
		TRAILBLAZERS	Caltrans	Caltrans	
		TRAFFIC SIGNAL	Caltrans **	Caltrans **	
	Non-Caltrans	CCTV ***	Cities (CC only) *	CCTA	
		MVDS ***	Cities (CC only) *	CCTA	
		TRAILBLAZERS	Cities	ACTC or CCTA	\$ 2,000
		TRAFFIC SIGNAL	Cities	Cities	
I-80 ICM Equipment (Other/ Requested by Cities)	Caltrans	Ramp Meter HOV TSP	Caltrans	Caltrans	
	Non-Caltrans	OAKLAND: PTZ cameras Arterial CMS Intersection Detetion (VID, Magnetometer), Video Encoders	Oakland	Oakland	
		BERKELEY: Intersection Video Detection	Berkeley	Berkeley	
		RICHMOND: Intersection Video Detection	Richmond	Richmond	
		PINOLE: Speed feedback signs	Pinole	Pinole	
Total					\$ 4,104

NOTES:

* Contra Costa Cities may contract with Contra Costa County for O&M on these devices.

** Caltrans does not maintain EVP equipment at their signals. Local agencies would be responsible for funding and O&M for this.

*** No new MVDS or CCTV used for ICM Strategy are being installed in Alameda County

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Memorandum

DATE: February 14, 2012

TO: Alameda County Transportation Commission

FROM: Finance and Administration Committee

SUBJECT: Alameda CTC Consolidated FY2011-12 Second Quarter Financial Report

Recommendation

It is recommended that the Commission accept the attached Alameda County Transportation Commission (Alameda CTC) Consolidated FY2011-12 Second Quarter Financial Report.

Summary

Half way through the fiscal year, the Alameda CTC is showing a net decrease in the overall fund balance in the amount of \$2.2 million related to ACTIA capital expenditures of sales tax revenues. All other fund types showed a slight increase in fund balance with revenues exceeding expenditures.

The attached financial report has been prepared on a consolidated basis by governmental fund type including the General Funds, Special Revenue Funds, the Exchange Fund and the Capital Projects Funds to give an overview of the Alameda CTC's revenues and expenditures in comparison to the adopted budget.

General Fund

In the General Fund, the Alameda CTC's revenues are less than budget by \$230,000 or 4.4% and expenditures are under budget by \$982,000 or 22.8% (See attachment A). Both of these differences are mostly due to the Safe Routes to School (SRTS) and Bike Mobile programs kicking off a little later in the fiscal year than originally expected which caused lower Congestion Mitigation and Air Quality (CMAQ) revenues and lower SRTS and Bike Mobile expenditures.

Special Revenue Funds

The Special Revenue Funds group is made up of Measure B Program funds including funds for express bus, paratransit service, bike and pedestrian, transit oriented development and pass through funds as well as Transportation Fund for Clean Air (TFCA) funds and Vehicle Registration Fee (VRF) funds. In the Special Revenue Funds, the Alameda CTC's revenues are more than budget by \$1.9 million or 5.3% mostly due to an upturn on a year-to-date basis in sales tax revenues. Expenditures in the Special Revenue Funds are \$3.6 million or 10.0% less than budget due to VRF Programming which has not yet been approved by the Commission, therefore expenses have not been incurred (See attachment B). VRF Programming expenses are expected to approach budget as the fiscal year progresses.

Exchange Fund

As of December 31, 2011, Exchange Fund revenues and expenses are both under budget by \$5.6 million (See attachment C). Budget in this fund is only utilized on an as needed basis as exchanges are established to accommodate other governmental agencies' needs.

Capital Projects Funds

The Capital Projects Funds incorporate all Alameda CTC capital projects whether they were originally projects of the Alameda County Transportation Improvement Authority (ACTIA), the Alameda County Transportation Authority (ACTA) or the Alameda County Congestion Management Agency (ACCMA). In the Capital Projects Funds, the Alameda CTC's revenues are less than budget by \$5.3 million or 11.9% and expenditures are less than budget by \$52.2 million or 51.6% (See attachment D). These variances can be attributed to timing on the availability of funding which has slowed the progress of some activities and some activities for which the budgeted expenditures were planned being scheduled to occur later in the fiscal year. Since we have implemented a rolling capital budget system this fiscal year, any unused approved budget will be available to pay for costs in the future. Additional budget authority will be requested by project only as needed.

ACTIA Limitations Calculations

Staff has made the calculations required in ACTIA's Transportation Expenditure Plan related to salary and benefits and administration. The Salary and Benefits Limitation ratio of 0.74% and Administrative Cost Limitation ratio of 2.64% were calculated based on actual expenditures and were found to be in compliance with the requirements of 1.00% and 4.50%, respectively (See attachment E).

Discussion

The Alameda CTC is in a strong position compared to budget after the first quarter of the fiscal year and remains sustainable. Sales tax revenues for FY2011-12 were projected at a 2% increase over the FY2010-11 budget. Actual sales tax revenues for FY2010-11 were \$105.4 million which turns out to be higher than the FY2011-12 budget projection of \$104.0 million. In the first quarter of the fiscal year, sales tax revenues were falling just short of the budget. However in the second quarter sales tax revenues have picked up to where actual receipts have outperformed projections by about 5%. Nevertheless, staff is not anticipating an adjustment to sales tax revenue projections at this time until more actual receipt data becomes available.

Staff will be bringing a mid-year budget update to the Commission for approval. This update is necessary to incorporate some items that were unanticipated when the original budget was created. Staff needs to adjust some budgets by fund in order to reflect actual business practices as the agency is being developed and to reflect the actual fund balance roll forward from the prior fiscal year now that actual financial data is available.

Attachments

Attachment A:	Alameda CTC General Fund Revenues/Expenditures Actual vs. Budget as of December 31, 2011
Attachment B:	Alameda CTC Special Revenue Funds Revenues/Expenditures Actual vs. Budget as of December 31, 2011
Attachment C:	Alameda CTC Exchange Fund Revenues/Expenditures Actual vs. Budget as of December 31, 2011
Attachment D:	Alameda CTC Capital Project Funds Revenues/Expenditures Actual vs. Budget as of December 31, 2011
Attachment E:	ACTIA Limitations Calculations as of December 31, 2011

**Alameda CTC General Fund
Revenues/Expenditures
Actual vs Budget
as of December 31, 2011**

Attachment A

	<u>YTD Actuals</u>	<u>YTD Budget</u>	<u>% Used</u>	<u>Variance</u>
Revenues:				
Sales Tax Revenues	\$ 2,484,393	\$ 2,340,000	106.17%	\$ 144,393
Investment Income	6,141	1,850	331.93%	4,291
Member Agency Fees	657,934	657,934	100.00%	-
Measure B Interagency Funds	-	40,102	0.00%	(40,102)
VRF Funding	8,523	-	0.00%	8,523
TFCA Funding	75,303	-	0.00%	75,303
Rental Income	16,828	-	0.00%	16,828
Other Income	24	-	0.00%	24
<u>Grants</u>				
MTC Planning Funds	1,318,159	803,400	164.07%	514,759
PPM Funds	241,390	610,066	39.57%	(368,676)
ACTIA Measure B	66,030	178,367	37.02%	(112,337)
CMAQ Funding	155,399	628,889	24.71%	(473,490)
Total Revenues	\$ 5,030,124	\$ 5,260,607	95.62%	\$ (230,483)
Expenditures:				
<u>Administration</u>				
Salaries and Benefits	1,670,696	1,596,615	104.64%	(74,081)
Office Expenses and Supplies	21,083	24,970	84.43%	3,887
General Administration	1,092,285	1,223,962	89.24%	131,677
Commission Meeting Per Diems	52,274	86,433	60.48%	34,159
Contingency	0	87,500	0.00%	87,500
<u>Planning</u>				
County Wide Transportation Plan (CWTP)	651,924	422,750	154.21%	(229,174)
CWTP Measure B Grant to CMA	-	75,000	0.00%	75,000
Congestion Management Program	107,899	183,000	58.96%	75,101
Public Relations - CMP	41,411	46,308	89.42%	4,897
Transportation and Land Use	23,192	40,692	56.99%	17,500
Travel Model Support	30,952	-	0.00%	(30,952)
Transportation Planning	77,091	37,778	204.07%	(39,314)
<u>Programs</u>				
Programs Management	205,614	362,969	56.65%	157,355
Monitoring of Fed, State & Other Grants	-	6,250	0.00%	6,250
Safe Routes to School	144,600	525,000	27.54%	380,400
Bike Mobile Program	-	125,000	0.00%	125,000
Bike to Work Day	18,200	-	0.00%	(18,200)
Guaranteed Ride Home Program	44,541	-	0.00%	(44,541)
Transportation Programming	-	9,675	0.00%	9,675
<u>Indirect Cost Recovery/Allocation</u>				
Indirect Cost Recovery from Capital, Spec Rev & Exch Funds	(860,490)	(550,283)	156.37%	310,207
Total Expenditures	\$ 3,321,271	\$ 4,303,618	77.17%	\$ 982,346
Net revenue over / (under) expenditures	\$ 1,708,852	\$ 956,990		

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**Alameda CTC Special Revenue Funds
Revenue/Expenditures
Actual vs Budget
as of December 31, 2011**

	<u>YTD Actuals</u>	<u>YTD Budget</u>	<u>% Used</u>	<u>Variance</u>
Revenues:				
Sales Tax Revenues	\$ 31,581,883	\$29,746,315	106.17%	1,835,568
Investment Income	8,256	1,375	600.45%	6,881
TFCA Funds	855,987	916,181	93.43%	(60,193)
VRF Funds	5,500,000	5,364,750	102.52%	135,250
Total Revenues	\$ 37,946,127	\$36,028,621	105.32%	\$ 1,917,506
Expenditures:				
Salaries	146,449	158,787	92.23%	12,338
Public Relations	-	5,886	0.00%	5,886
VRF Registrar Costs	-	387,500	0.00%	387,500
VRF Ballot Costs	54,054	54,054	100.00%	-
VRF Pass Through Programming	-	3,214,700	0.00%	3,214,700
Programming Funds	979,164	1,659,835	58.99%	680,671
Countywide Transportation Plan Funding	-	75,000	0.00%	75,000
Measure B Programs Management Funding	343,838	577,336	59.56%	233,498
Transportation Planning	36,349	-	0.00%	(36,349)
Grant Awards/Passthrough	30,748,244	29,746,315	103.37%	(1,001,929)
Total Expenditures	\$ 32,308,097	\$35,879,413	90.05%	\$ 3,571,316
Net revenue over / (under) expenditures	<u>\$ 5,638,030</u>	<u>\$ 149,208</u>		

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**ACCMA Exchange Fund
Revenue/Expenditures
Actual vs Budget
as of December 31, 2011**

	YTD Actuals	YTD Budget	% Used	Variance
<u>REVENUE</u>				
VRF Funds	54,054	54,054	100.00%	-
Exchange Program Funds	-	5,557,449	0.00%	(5,557,449)
Interest Revenue	5,599	-	100.00%	5,599
TOTAL REVENUE	\$ 59,653	\$ 5,611,503	1.06%	\$ (5,551,850)
<u>EXPENDITURES</u>				
Salaries	7,031	36,503	19.26%	29,472
CMA TIP Monitoring	-	75,000	0.00%	75,000
Programming Funds	76	5,500,000	0.00%	5,499,924
TOTAL EXPENDITURES	\$ 7,106.9	\$ 5,611,503	0.13%	\$ 5,604,396
Net revenue over / (under) expenditures	\$ 52,546	\$ -		

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**Alameda CTC Capital Fund
Revenues/Expenditures
Actual vs Budget
as of December 31, 2011**

Attachment D

	YTD Actuals	YTD Budget	% Used	Variance
<u>REVENUE</u>				
Sales Tax Revenues	\$ 21,142,463	\$ 19,913,685	106.17%	\$ 1,228,778
Investment Income	1,463,190	1,166,000	125.49%	297,190
Rental Income	2,404	-	0.00%	2,404
Other Income	294,291	-	0.00%	294,291
TFCA Funds	238,494	108,000	220.83%	130,494
VRF Funds	135,114	292,499	46.19%	(157,385)
Exchange Program Funds	1,210,922	1,790,700	67.62%	(579,778)
PPM Funds	9,757	136,453	7.15%	(126,696)
ACTIA Measure B	3,121,474	3,121,754	99.99%	(280)
Other Capital Project Grants	11,745,428	18,171,543	64.64%	(6,426,115)
Total Revenues	\$ 39,363,536	\$ 44,700,634	88.06%	\$ (5,337,098)
<u>EXPENDITURES</u>				
Administration				
Salaries and Benefits	176,807	188,235	93.93%	11,428
Office Expenses and Supplies	3,245	2,465	131.66%	(780)
General Administration	209,087	220,911	94.65%	11,824
Commission Mtg. Per Diems	5,925	12,348	47.98%	6,423
Other Expenses	9	12,500	0.07%	12,491
Capital Projects				
ACTA				
Capital Expenditures	(4,089)	50,000	-8.18%	54,089
I-800 Mod. Rte. 262-Mission Bl	76,137	367,541	20.72%	291,403
E/W Connector Proj. In N. Frem	882,410	12,500,000	7.06%	11,617,590
Rte. 238 Corridor Improvement	8,613,565	10,000,000	86.14%	1,386,435
I-580/Redwood Road Interchange	3,337	750,000	0.44%	746,663
I-580, 238 and 880 Corr Stdy	-	500,000	0.00%	500,000
Central Alameda County Freeway	67	900,000	0.01%	899,933
ACTIA				
Capital Expenditures	398,434	-	0.00%	(398,434)
Altamont Cmtr Expr (ACE) Rail	350,513	1,000,000	35.05%	649,487
BART Extension to Warm Springs	12,702,134	16,083,000	78.98%	3,380,866
BART Oakland-Airport Connector	216,938	14,000,000	1.55%	13,783,062
Dwntwn Oakland Strtscape Impvm	-	1,891,350	0.00%	1,891,350
Union City Intermodal Station	3,903,353	-	0.00%	(3,903,353)
A.C. Transit-San Pablo, Tgph C	680,234	1,041,673	65.30%	361,439
I-680 Expr. Ln. Impr. Rte. 84	1,528,820	2,737,908	55.84%	1,209,088
I-880/Brdwy-Jcksn St.	36,035	260,000	13.86%	223,965
I-580 Interchange Improvements	117,918	-	0.00%	(117,918)
Lwllng Ave./E Lwllng Ave. Wide	705,382	2,021,643	34.89%	1,316,261
I-580 Aux, Lane (Sta Rita Rd)	-	2,085,546	0.00%	2,085,546
I-880/State Rte. 92 Rlv. Rte.	-	1,344,752	0.00%	1,344,752
Hespn/Lewlln widening - Stg 1	-	299,811	0.00%	299,811
Westgate Pkwy exit - Stg 1	582	1,025,000	0.06%	1,024,418
I-238 widng-Sn Lndro & Uinc.	3,471,874	-	0.00%	(3,471,874)
I-680/I-880 cross conn studies	-	246,259	0.00%	246,259
Isabel-Route 84/I-580 I/C	2,250,199	1,431,908	157.15%	(818,291)
Route 84 Expressway	864,248	4,640,315	18.62%	3,776,067
Dumbarton Corridor Improvement	55,853	200,000	27.93%	144,147
I-580 Cordr/BART Livermore Stu	340,650	888,662	38.33%	548,011
Emergency Projects	508,301	862,761	58.92%	354,459

**Alameda CTC Capital Fund
Revenues/Expenditures
Actual vs Budget
as of December 31, 2011**

ACCMA

I-680 HOT Lane	937,531	872,500	107.45%	(65,031)
Center to Center	110,610	-	0.00%	(110,610)
I-880 North Safety Improvement	2,123,590	4,175,000	50.86%	2,051,410
I-580 East Bound HOV Lane	974,107	3,076,536	31.66%	2,102,429
I-680 NB HOV/Express Lane	419,512	1,520,000	27.60%	1,100,488
I-580 ROW Preservation	3,571	385,193	0.93%	381,622
I-580 WB HOV/HOT Design	1,089,255	2,691,000	40.48%	1,601,745
Altamont Commuter Express	691,690	-	0.00%	(691,690)
I-880 Southbound HOV Lane	722,582	1,421,000	50.85%	698,418
I-580 PSR at 106th EB Off-Ramp	9,717	86,453	11.24%	76,736
Webster St. SMART Corridor	39,025	417,000	9.36%	377,975
I-880 Marina Blvd. Interc	7,638	-	0.00%	(7,638)
I-580 Landscaping	-	175,000	0.00%	175,000
I-80 Gilman Interchange Improvements	94,958	306,000	31.03%	211,042
I-580 Soundwall Design	(5,563)	-	0.00%	5,563
I-80 Integrated Corridor Mobility	3,590,469	7,852,149	45.73%	4,261,680
Smart Corridors Operation and Managemen	52,236	465,118	11.23%	412,882
I-680/I-880 Cross Connector PSR	-	178,000	0.00%	178,000
Total Expenditures	\$ 48,958,897	\$ 101,185,532	48.39%	\$ 52,226,635

Net revenue over / (under) expenditures \$ (9,595,361) \$ (56,484,898)

¹ Accrual in FY10/11 was reversed as an audit adjustment. Adjustment will be made at mid-year to budget.

² ACTIA project funded through ACTA project MB239. Adjustment will be made at mid-year to budget.

³ ACTIA I-238 project funded through project I-580 Aux project. Adjustment will be made at mid-year to budget.

Alameda County Transportation Improvement Authority
Fiscal Year 2011-2012
Budget Limitations Calculations
As of December 31, 2011

Net Sales Tax	55,208,738.82	A
Investments & Other Income	<u>7,212.03</u>	B
Funds Generated	55,215,950.85	C
Salaries & Benefits	405,880.51	D
Other Admin Costs	<u>1,049,032.44</u>	E
Total Admin Costs	1,454,912.95	F
Gross Sal & Ben to Net Sales Tax	0.7352% = D/A	
Gross Sal & Ben to Funds Generated	0.7351% = D/C	
Total Admin Costs to Net Sales Tax	2.6353% = F/A	

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Memorandum

DATE: February 14, 2012

TO: Alameda County Transportation Commission

FROM: Finance and Administration Committee

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

Recommendation

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

Summary

- As of December 31, 2011, total cash and investments held by the Alameda CTC were \$294.2 million. This total is a decrease of \$1.5 million or 0.5% from the prior year-end balance of \$295.6 million.
- The ACTA investment balance decreased \$17.4 million or 10.1% due to capital project expenditures. The ACTIA investment balance increased \$7.0 million or 6.7% primarily due to the reimbursement by ACTA of capital project expenditures processed through ACTIA. The ACCMA investment balance increased \$8.9 million or 47.0% 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 continue to decline with the return on investments for the Alameda CTC at 1.01% 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 last cash flow projections, ACTIA will require external financing by the 3rd quarter of FY2012-13 to satisfy capital project obligations. Cash flow projections will be reevaluated in the near term in order to update the projected timeline for financing needs.
- 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 December 31, 2011, the ACTA portfolio managed by investment advisors consisted of approximately 11.2% US Treasury Securities, 19.2% FDIC insured Corporate Bonds, 65.5% Federal Agency Securities and 4.1% Corporate Notes. The ACTIA portfolio managed by investment advisors consisted of approximately 28.7% US Treasury Securities, 8.0% FDIC insured Corporate Bonds, 42.3% Federal Agency Securities and 21.0% Commercial Paper (See Attachment B). The ACTA and the ACTIA portfolios are in compliance with both the adopted investment policy and the California Government Code.

The Alameda CTC continues to see a decline in investment returns 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.

In November, the unemployment rate in Alameda County was 9.6%, down 1.1% from the previous quarter end statement, and was between that of California, at 10.9%, and the United States, at a 2 ½ year low of 8.5%. While rates are moving in the right direction, they 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. Economists are predicting continued modest economic growth for 2012.

ACTIA's sales tax revenues received for the second quarter of the fiscal year have driven actual receipts year-to-date about 5% above budgeted projections. Staff will continue to monitor sales tax revenues and bring a budget adjustment back to the Commission for approval if and when appropriate.

Attachments

- Attachment A: Consolidated Investment Report as of December 31, 2011
- Attachment B: Detail of Investment Holdings (managed by PFM and Chandler)

Alameda CTC Consolidated Investment Report As of December 31, 2011							
ACTA	Un-Audited		Interest Earned			FY 2011	
	Investment Balance		As of December 31, 2011		Difference	Investment Balance	Interest earned
			Interest earned	Approx. ROI		June 30, 2011	FY 2011
Checking Account	\$	9,981	\$ 31	0.61%		\$ 136,079	\$ 142
State Treas. Pool (LAIF)		33,908,945	79,795	0.47%		30,579,638	117,381
Investment Advisors (1)		116,098,845	1,149,767	1.98%		136,699,077	3,552,907
Loan to ACCMA		5,000,000				5,000,000	
ACTA Total		155,017,771	\$ 1,229,593	1.59%	\$ 204,593	172,414,794	3,670,429
						Approx. ROI	2.13%
ACTIA	Un-Audited		Interest Earned			FY 2011	
	Investment Balance		As of December 31, 2011		Difference	Investment Balance	Interest earned
			Interest earned	Approx. ROI		June 30, 2011	FY 2011
Community Bank (OPEB)(2)	\$	909,919	\$ 411	0.09%		\$ 909,508	\$ 146
Checking Account	\$	12,692,474	\$ 79	0.00%		\$ 6,662,455	\$ 1,435
State Treas. Pool (LAIF)		49,939,227	88,674	0.36%		42,027,371	270,521
Investment Advisors (1)		48,635,324	111,449	0.46%		55,548,875	534,984
Other							68,624
ACTIA Total		111,267,024	\$ 200,201	0.36%	\$ 144,225	104,238,700	875,563
						Approx. ROI	0.84%
ACCMA	Un-Audited		Interest Earned			FY 2011	
	Investment Balance		As of December 31, 2011		Difference	Investment Balance	Interest earned
			Interest earned	Approx. ROI		June 30, 2011	FY 2011
Checking Account	\$	403,112		0.00%		\$ 3,788,488	\$ -
State Treas. Pool (LAIF)		15,225,472	19,996	0.26%		9,177,767	34,264
TVTC Reserve (3)		5,427,579	11,157	0.41%		6,180,825	29,678
San Leandro Marina Reserve (3)		4,675,815	9,129	0.39%		4,832,592	23,421
TCRP Westbound 580 HOV		7,159,993	13,110	0.37%		(5,000,000)	
Loan from ACCMA		(5,000,000)					
ACCMA Total		27,891,971	\$ 53,392	0.38%	\$ -	18,979,672	87,363
						Approx. ROI	0.46%
ACTC TOTAL	\$	294,176,767	\$ 1,483,186	1.01%	\$ 313,961	\$ 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 December 31, 2011

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
U.S. Treasury Bond / Note												
US TREASURY NOTES	DTD 02/15/2009 1.375% 02/15/2012	912828KC3	4,800,000.00	AA+	Aaa	03/02/09	03/03/09	4,816,875.00	1.25	24,929.35	4,800,709.25	4,807,497.60
US TREASURY NOTES	DTD 04/15/2009 1.375% 04/15/2012	912828KK5	3,065,000.00	AA+	Aaa	05/04/09	05/07/09	3,064,760.55	1.38	8,981.45	3,064,977.01	3,076,613.29
US TREASURY NOTES	DTD 06/30/2010 0.625% 06/30/2012	912828NS5	1,110,000.00	AA+	Aaa	03/15/11	03/16/11	1,114,249.22	0.33	19.06	1,111,636.75	1,113,078.03
US TREASURY NOTES	DTD 03/31/2011 0.750% 03/31/2013	912828OL7	1,500,000.00	AA+	Aaa	03/31/11	04/01/11	1,499,121.09	0.78	2,858.61	1,499,450.28	1,510,429.50
Security Type Sub-Total			10,475,000.00					10,495,005.86	1.12	36,788.47	10,476,773.29	10,507,618.42

U.S. Government Supported Corporate Debt												
SOVEREIGN BANK (FDIC) GLOBAL NOTE	DTD 12/22/2008 2.750% 01/17/2012	846042AA7	1,000,000.00	AA+	Aaa	12/17/08	12/22/08	999,050.00	2.78	12,527.78	999,985.58	1,000,967.00
BANK OF AMERICA CORP (FDIC) GLOBAL MTN	DTD 12/04/2008 3.125% 06/15/2012	06050BAA9	1,000,000.00	AA+	Aaa	12/15/08	12/18/08	1,020,390.00	2.51	1,388.89	1,002,760.82	1,013,446.00
JOHN DEERE CAPITAL CORP (FDIC) GL MTN	DTD 12/19/2008 2.875% 06/19/2012	24424DAA7	2,050,000.00	AA+	Aaa	12/16/08	12/19/08	2,045,264.50	2.94	1,964.58	2,049,340.58	2,076,590.55
JPMORGAN CHASE & CO (FDIC) GLOBAL NOTE	DTD 12/22/2008 2.125% 06/22/2012	481247AE4	1,000,000.00	AA+	Aaa	12/18/08	12/22/08	999,500.00	2.14	531.25	999,929.96	1,009,653.00
PNC FUNDING CORP (FDIC) GLOBAL NOTE	DTD 12/22/2008 2.300% 06/22/2012	69351CAC7	2,350,000.00	AA+	Aaa	12/17/08	12/22/08	2,347,250.50	2.34	1,351.25	2,349,613.73	2,373,417.75
Security Type Sub-Total			7,400,000.00					7,411,455.00	2.56	17,763.75	7,401,630.67	7,474,074.30

Federal Agency Bond / Note												
FNMA GLOBAL NOTES	DTD 03/02/2010 1.000% 04/04/2012	31398AH54	1,000,000.00	AA+	Aaa	03/25/10	03/30/10	996,280.00	1.19	2,416.67	999,517.84	1,002,299.00



Managed Account Detail of Securities Held

For the Month Ending December 31, 2011

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
Federal Agency Bond / Note											
FHLB TAP BONDS DTD 05/05/2005 4.375% 06/08/2012	3133XBT39	2,780,000.00	AA+	Aaa	08/05/08	08/06/08	2,812,292.48	4.04	7,770.49	2,783,934.42	2,830,687.74
FNMA GLOBAL NOTES DTD 04/19/2010 1.250% 06/22/2012	31398AP71	3,100,000.00	AA+	Aaa	07/26/11	07/27/11	3,127,776.00	0.26	968.75	3,114,622.98	3,116,324.60
FHLB GLOBAL BONDS DTD 06/18/2010 0.875% 08/22/2012	3133XYWB7	8,650,000.00	AA+	Aaa	05/03/11	05/04/11	8,705,792.50	0.38	27,121.35	8,677,572.91	8,685,023.85
FFCB BONDS DTD 10/15/2008 3.650% 10/15/2012	31331IGDH9	4,690,000.00	AA+	Aaa	10/07/08	10/15/08	4,691,547.70	3.64	36,139.06	4,690,322.72	4,814,697.72
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	3,876.04	4,577,121.24	4,585,920.53
FHLB GLOBAL BONDS DTD 10/15/2009 1.625% 11/21/2012	3133XVEN9	10,000,000.00	AA+	Aaa	05/03/11	05/06/11	10,178,600.00	0.46	18,055.56	10,103,123.90	10,120,580.00
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	15,635.28	2,391,132.59	2,407,455.68
FHLMC GLOBAL REFERENCE NOTES DTD 01/17/2003 4.500% 01/15/2013	3134A4SA3	5,625,000.00	AA+	Aaa	03/25/10	03/30/10	6,058,575.00	1.66	116,718.75	5,788,720.29	5,871,982.50
Security Type Sub-Total		42,800,000.00					43,551,622.28	1.22	228,701.95	43,126,068.89	43,434,971.62
Corporate Note											
GENERAL ELEC CAP CORP GLOBAL SR MTN DTD 02/15/2002 5.875% 02/15/2012	36962GXS8	1,500,000.00	AA+	Aa2	02/29/08	03/05/08	1,598,040.00	4.06	33,291.67	1,503,253.91	1,509,096.00
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	6,825.00	672,218.68	672,732.45
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	18,350.69	989,243.50	1,033,501.00
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	27,526.04	1,551,639.05	1,550,251.50



PFM Asset Management LLC



For the Month Ending December 31, 2011

Managed Account Detail of Securities Held

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
Security Type Sub-Total			4,650,000.00					4,830,390.00	2.97	85,993.40	4,716,355.14	4,765,580.95
Managed Account Sub-Total			65,325,000.00					66,288,473.14	1.48	369,247.57	65,720,827.99	66,182,245.29
Securities Sub-Total			\$65,325,000.00					\$66,288,473.14	1.48%	\$369,247.57	\$65,720,827.99	\$66,182,245.29
Accrued Interest												\$369,247.57
Total Investments												\$66,551,492.86





Alameda County Transportation Authority
Account #470

Holdings Report
As of 12/31/11

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									
31331GKY4	FFCB Note 2% Due 1/17/2012	1,475,000.00	11/16/2009 1.14 %	1,502,218.18 1,475,550.56	100.07 0.35 %	1,476,078.23 13,438.89	2.94 % 527.67	Aaa AA+	0.05 0.04
880591DT6	Tennessee Valley Authority Note 6.79% Due 5/23/2012	2,125,000.00	06/17/2008 4.25 %	2,317,763.00 2,144,235.94	102.58 0.24 %	2,179,829.25 15,230.35	4.33 % 35,593.31	Aaa AA+	0.39 0.39
3137EAAZ2	FHLMC Note 4.625% Due 10/25/2012	2,500,000.00	07/09/2008 3.99 %	2,562,070.00 2,511,796.47	103.60 0.21 %	2,590,022.50 21,197.92	5.15 % 78,226.03	Aaa AA+	0.82 0.80
3137EABE8	FHLMC Note 4.125% Due 12/21/2012	2,100,000.00	05/05/2011 0.49 %	2,223,471.60 2,173,667.93	103.73 0.28 %	2,178,365.70 2,406.25	4.30 % 4,697.77	Aaa AA+	0.98 0.96
31398A6F4	FNMA Note 0.375% Due 12/28/2012	4,200,000.00	03/31/2011 0.70 %	4,176,438.00 4,186,609.98	100.21 0.16 %	4,208,912.40 131.25	8.30 % 22,302.42	Aaa AA+	0.99 0.99
3133XP2W3	FHLB Note 3.375% Due 2/27/2013	2,500,000.00	07/09/2008 4.02 %	2,432,425.00 2,483,116.23	103.53 0.31 %	2,588,197.50 29,062.50	5.16 % 105,081.27	Aaa AA+	1.16 1.13
880591CW0	Tennessee Valley Authority Note 6% Due 3/15/2013	4,000,000.00	Various 3.45 %	4,407,900.00 4,112,963.98	106.86 0.29 %	4,274,560.00 70,666.67	8.57 % 161,596.02	Aaa AA+	1.21 1.16
31398ASD5	FNMA Note 3.875% Due 7/12/2013	1,700,000.00	04/09/2009 2.24 %	1,811,683.20 1,740,180.03	105.46 0.30 %	1,792,757.10 30,924.65	3.60 % 52,577.07	Aaa AA+	1.53 1.47
880591DW9	Tennessee Valley Authority Note 4.75% Due 8/1/2013	4,000,000.00	Various 2.35 %	4,411,330.00 4,143,225.79	106.80 0.43 %	4,272,184.00 79,166.67	8.58 % 128,958.21	Aaa AA+	1.59 1.51
31331GCS6	FFCB Note 3.875% Due 10/7/2013	2,300,000.00	02/04/2009 2.89 %	2,397,934.00 2,337,048.35	106.10 0.40 %	2,440,387.40 20,795.83	4.85 % 103,339.05	Aaa AA+	1.77 1.71
3133XSAE8	FHLB Note 3.625% Due 10/18/2013	2,000,000.00	03/03/2009 2.69 %	2,080,600.00 2,031,304.68	105.69 0.44 %	2,113,758.00 14,701.39	4.20 % 82,453.32	Aaa AA+	1.80 1.74
3134A4UK8	FHLMC Note 4.875% Due 11/15/2013	2,500,000.00	01/08/2009 2.44 %	2,776,632.50 2,606,841.69	108.33 0.41 %	2,708,170.00 15,572.92	5.37 % 101,328.31	Aaa AA+	1.88 1.80
Total Agency		31,400,000.00	2.54 %	33,100,465.48 31,946,541.63	0.32 %	32,823,222.08 313,295.29	65.36 % 876,680.45	Aaa AA+	1.23 1.19
FDIC INSURED US CORPORATE									
91160HAA5	US Bancorp FDIC Guaranteed Note 2.25% Due 3/13/2012	3,210,000.00	03/10/2009 2.25 %	3,209,614.80 3,209,974.69	100.40 0.24 %	3,222,888.15 21,667.50	6.40 % 12,913.46	Aaa AA+	0.20 0.20
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 2,003,589.33	101.42 0.13 %	2,028,444.00 2,888.89	4.01 % 24,854.67	Aaa AA+	0.46 0.46
36050BAA9	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 2,110,265.71	101.34 0.17 %	2,128,236.60 2,916.67	4.20 % 17,970.89	Aaa AA+	0.46 0.46
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 1,899,930.09	100.90 0.14 %	1,917,149.40 1,794.44	3.79 % 17,219.31	Aaa AA+	0.46 0.46
36967HAA9	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 2,180,569.04	101.86 0.21 %	2,220,554.54 1,286.81	4.38 % 39,985.50	Aaa AA+	0.98 0.97



As of 12/31/11

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									
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 3,252,708.74	101.87 0.22 %	3,310,820.50 959.20	6.53 % 58,111.76	Aaa AA+	0.99 0.98
Total FDIC Insured US Corporate		14,640,000.00	2.21 %	14,757,463.80 14,657,037.50	0.19 %	14,828,093.19 31,513.51	29.31 % 171,055.59	Aaa AA+	0.60 0.59
MONEY MARKET FUND FI									
431114701	Highmark Govt Money Market Fund	204,496.29	Various 0.00 %	204,496.29 204,496.29	1.00 0.00 %	204,496.29 0.00	0.40 % 0.00	Aaa AAA	0.00 0.00
Total Money Market Fund FI		204,496.29	N/A	204,496.29 204,496.29	0.00 %	204,496.29 0.00	0.40 % 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 1,201,132.44	101.44 0.16 %	1,217,296.80 9,197.80	2.42 % 16,164.36	Aaa AA+	0.33 0.33
912828HG8	US Treasury Note 3.875% Due 10/31/2012	1,225,000.00	08/27/2008 2.88 %	1,272,616.41 1,234,492.06	103.08 0.17 %	1,262,706.73 8,085.34	2.51 % 28,214.67	Aaa AA+	0.84 0.82
Total US Treasury		2,425,000.00	3.52 %	2,488,319.54 2,435,624.50	0.17 %	2,480,003.53 17,283.14	4.93 % 44,379.03	Aaa AA+	0.59 0.58
TOTAL PORTFOLIO		48,669,496.29	2.48 %	50,550,745.11 49,243,700.02	0.27 %	50,335,815.09 362,091.94	100.00 % 1,092,115.07	Aaa AA+	1.01 0.98
TOTAL MARKET VALUE PLUS ACCRUED						50,697,907.03			



Managed Account Detail of Securities Held

For the Month Ending December 31, 2011

ALAMEDA CNTY TRANSPORTATION IMPROV AUTH - 03068510

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
U.S. Treasury Bond / Note										
US TREASURY NOTES DTD 02/15/2009 1.375% 02/15/2012	912828KC3	AA+	Aaa	05/03/11	05/04/11	6,975,051.17	0.17	35,887.87	6,920,142.64	6,920,793.42
US TREASURY NOTES DTD 05/15/2009 1.375% 05/15/2012	912828KP4	AA+	Aaa	05/03/11	05/04/11	2,645,235.94	0.25	4,642.70	2,625,890.64	2,627,769.05
US TREASURY NOTES DTD 05/31/2007 4.750% 05/31/2012	912828GU8	AA+	Aaa	06/29/11	06/30/11	5,973,808.98	0.21	23,817.49	5,842,372.73	5,844,773.64
Security Type Sub-Total						15,594,096.09	0.20	64,348.06	15,388,406.01	15,393,336.11
Commercial Paper										
NORDEA NORTH AMERICA INC COMM PAPER -- 0.000% 02/01/2012	6555P0B16	A-1+	P-1	11/18/11	11/21/11	2,398,224.00	0.37	0.00	2,399,235.34	2,399,460.00
TOYOTA MOTOR CREDIT CORP COMM PAPER -- 0.000% 03/19/2012	892333GCK0	A-1+	P-1	11/17/11	11/18/11	2,396,828.00	0.39	0.00	2,397,972.00	2,399,162.40
BANK OF NOVA SCOTIA NY COMM PAPER -- 0.000% 05/14/2012	06416JEE9	A-1+	P-1	11/17/11	11/17/11	2,394,809.00	0.44	0.00	2,396,113.99	2,396,796.00
GENERAL ELEC CAP CORP COMM PAPER -- 0.000% 05/15/2012	36959HEF0	A-1+	P-1	11/17/11	11/17/11	2,395,320.00	0.39	0.00	2,396,490.00	2,397,607.20
US BANK NA COMM PAPER -- 0.000% 05/15/2012	9033E0EF9	A-1	P-1	11/17/11	11/17/11	2,395,680.00	0.36	0.00	2,396,760.00	2,394,475.20
Security Type Sub-Total						11,980,861.00	0.39	0.00	11,986,571.33	11,987,500.80
Managed Account Sub-Total						27,574,957.09	0.28	64,348.06	27,374,977.34	27,380,836.91
Securities Sub-Total						\$27,574,957.09	0.28%	\$64,348.06	\$27,374,977.34	\$27,380,836.91
Accrued Interest										\$64,348.06
Total Investments										\$27,445,184.97



Alameda County Transport. Improvement Authority
Account #471

Holdings Report

As of 12/31/11

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									
3128X8Q62	FHLMC Note 1.72% Due 3/14/2012	1,600,000.00	05/17/2011 0.18 %	1,620,092.80 1,604,905.60	100.32 0.13 %	1,605,140.80 8,179.56	7.69 % 235.20	Aaa AA+	0.20 0.20
31359MMQ3	FNMA Note 6.125% Due 3/15/2012	1,550,000.00	05/17/2011 0.18 %	1,625,410.60 1,568,601.28	101.20 0.29 %	1,568,572.10 27,953.82	7.61 % (29.18)	Aaa AA+	0.21 0.21
3137EABY4	FHLMC Note 2.125% Due 3/23/2012	1,600,000.00	05/17/2011 0.18 %	1,626,120.00 1,606,954.03	100.45 0.16 %	1,607,160.00 9,255.56	7.71 % 205.97	Aaa AA+	0.23 0.23
3133MTZL5	FHLB Note 4.5% Due 11/15/2012	1,000,000.00	09/30/2011 0.26 %	1,047,586.00 1,036,844.50	103.60 0.36 %	1,036,006.00 5,750.00	4.97 % (838.50)	Aaa AA+	0.88 0.86
31331G2R9	FFCB Note 1.875% Due 12/7/2012	1,000,000.00	09/30/2011 0.30 %	1,018,589.00 1,014,605.64	101.49 0.27 %	1,014,930.00 1,250.00	4.84 % 324.36	Aaa AA+	0.94 0.93
31398A6F4	FNMA Note 0.375% Due 12/28/2012	1,175,000.00	03/31/2011 0.70 %	1,168,408.25 1,171,253.98	100.21 0.16 %	1,177,493.35 36.72	5.61 % 6,239.37	Aaa AA+	0.99 0.99
3133XX7F8	FHLB Note 1.625% Due 3/20/2013	1,770,000.00	12/16/2011 0.21 %	1,801,169.70 1,800,416.15	101.59 0.32 %	1,798,180.17 8,069.48	8.61 % (2,235.98)	Aaa AA+	1.22 1.21
3137EABM0	FHLMC Note 3.75% Due 6/28/2013	1,750,000.00	12/27/2011 0.29 %	1,840,510.00 1,839,849.34	105.13 0.30 %	1,839,762.75 546.88	8.77 % (86.59)	Aaa AA+	1.49 1.46
31398A2S0	FNMA Note 1% Due 9/23/2013	1,750,000.00	12/27/2011 0.35 %	1,769,600.00 1,769,476.54	101.03 0.40 %	1,768,103.75 4,763.89	8.45 % (1,372.79)	Aaa AA+	1.73 1.71
313371UC8	FHLB Note 0.875% Due 12/27/2013	1,780,000.00	12/16/2011 0.39 %	1,797,461.80 1,797,201.18	100.86 0.44 %	1,795,316.90 173.06	8.56 % (1,884.28)	Aaa AA+	1.99 1.97
Total Agency		14,975,000.00	0.30 %	15,314,948.15 15,210,108.24	0.29 %	15,210,665.82 65,978.97	72.82 % 557.58	Aaa AA+	1.02 1.01
FDIC INSURED US CORPORATE									
91160HAA5	US Bancorp FDIC Guaranteed Note 2.25% Due 3/13/2012	1,225,000.00	03/10/2009 2.25 %	1,224,853.00 1,224,990.34	100.40 0.24 %	1,229,918.38 8,268.75	5.90 % 4,928.04	Aaa AA+	0.20 0.20
61757UAP5	Morgan Stanley FDIC Guaranteed Note 2.25% Due 3/13/2012	990,000.00	06/28/2011 0.19 %	1,004,444.10 994,015.35	100.43 0.09 %	994,273.83 6,682.50	4.77 % 258.48	Aaa AA+	0.20 0.20
38146FAA9	Goldman Sachs FDIC Guaranteed Note 3.25% Due 6/15/2012	800,000.00	12/08/2008 2.83 %	811,088.00 801,435.73	101.42 0.13 %	811,377.60 1,155.56	3.87 % 9,941.87	Aaa AA+	0.46 0.46
06050BAA9	Bank of America Corp FDIC Guaranteed Note 3.125% Due 6/15/2012	800,000.00	12/19/2008 2.01 %	829,896.00 803,910.75	101.34 0.17 %	810,756.80 1,111.11	3.87 % 6,846.05	Aaa AA+	0.46 0.46
949744AC0	Wells Fargo & Company FDIC Guaranteed Note 2.125% Due 6/15/2012	740,000.00	03/25/2009 2.13 %	739,807.60 739,972.77	100.90 0.14 %	746,679.24 698.89	3.56 % 6,706.47	Aaa AA+	0.46 0.46
Total FDIC Insured US Corporate		4,555,000.00	1.84 %	4,610,088.70 4,564,324.94	0.16 %	4,593,005.85 17,916.81	21.98 % 28,680.91	Aaa AA+	0.33 0.33



As of 12/31/11

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
MONEY MARKET FUND FI									
431114701	Highmark Govt Money Market Fund	52,856.24	Various 0.00 %	52,856.24 52,856.24	1.00 0.00 %	52,856.24 0.00	0.25 % 0.00	Aaa AAA	0.00 0.00
Total Money Market Fund FI		52,856.24	N/A	52,856.24 52,856.24	0.00 %	52,856.24 0.00	0.25 % 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 1,034,657.37	100.97 0.14 %	1,034,970.18 3,003.59	4.95 % 312.81	Aaa AA+	0.79 0.79
Total US Treasury		1,025,000.00	0.18 %	1,037,775.90 1,034,657.37	0.14 %	1,034,970.18 3,003.59	4.95 % 312.81	Aaa AA+	0.79 0.79
TOTAL PORTFOLIO		20,607,856.24	0.53 %	21,015,668.99 20,861,946.79	0.25 %	20,891,498.09 86,899.37	100.00 % 29,551.30	Aaa AA+	0.86 0.85
TOTAL MARKET VALUE PLUS ACCRUED						20,978,397.46			



MEMORANDUM

DATE: February 14, 2012

TO: Alameda County Transportation Commission

FROM: Finance and Administration Committee

SUBJECT: Approval of Conflict of Interest Code

Recommendation

It is recommended that the Commission approve the attached Conflict of Interest Code for the Alameda County Transportation Commission.

Summary and Background

State statute requires every public agency to adopt and promulgate a Conflict of Interest Code and the Commission' adoption of the attached Conflict of Interest Code will satisfy this requirement. Each of the two predecessor agencies (Alameda County Transportation Improvement Authority and Alameda County Congestion Management Agency) had adopted a similar Code.

Fiscal Impact

There is no fiscal impact associated with the approval and adoption of the Alameda County Transportation Commission Conflict of Interest Code.

Attachments

Attachment A: Conflict Of Interest Code of the Alameda County Transportation Commission

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CONFLICT OF INTEREST CODE OF THE ALAMEDA COUNTY TRANSPORTATION COMMISSION

SECTION 1. Purpose. Pursuant to the provisions of Government Code Sections 87300 et seq., the Alameda County Transportation Commission (“Alameda CTC”) hereby adopts the following Conflict of Interest Code (“Code”). Nothing contained herein is intended to modify or abridge the provisions of the Political Reform Act of 1974. The provisions of this Code are made pursuant to and in support of Government Code Section 87100 and other laws pertaining to conflicts of interest. Except as otherwise indicated, the definitions contained in said Act and regulations adopted by the Fair Political Practices Commission (“FPPC”) pursuant thereto, including California Code of Regulations Title 2, Division 6, Section 18370, are incorporated herein and this Code shall be interpreted in a manner consistent therewith.

SECTION 2. Designated Positions. The positions listed on Appendix “A” are designated positions. Officers, employees, members and consultants holding those positions are designated employees and are deemed to make, or participate in the making of, decisions which may foreseeably have a material effect on a financial interest of the designated employee. “Commission Member” for the purposes of this Code means any member or alternate of the Alameda CTC’s governing body.

SECTION 3. Statements of Economic Interests. Each designated employee shall file statements of economic interests disclosing that employee’s business positions, income, investments, and interest in real property that are reportable pursuant to this Code.

SECTION 4. Reportable Financial Interests. The following financial interests are reportable:

(a) An interest in real property that is owned by the designated employee and which is located within, or within two (2) miles of, the boundaries of Alameda County or which is located within two (2) miles of any land owned or used by the Alameda CTC. Such financial interests are reportable only if their fair market value equals or exceeds Two Thousand Dollars (\$2,000). This information need not be provided with respect to an interest in real property which is used principally as the residence of the designated employee. A designated employee’s interest includes any interest owned by the spouse or dependent children of the designated employee, by an agent on behalf of the designated employee, or by a business entity or trust in which the designated employee, the designated employee’s agents, spouse, and dependent children own in the aggregate a direct, indirect or beneficial interest of ten percent (10%) or greater.

(b) An investment whose fair market value equals or exceeds Two Thousand Dollars (\$2,000) and which consists of a financial interest in or security issued by a business entity (which term shall include any organization or enterprise operated for profit) that:

(i) has an interest in real property in Alameda County, is doing business or plans to do business in Alameda County, or has done business in Alameda County at any time within the two (2) years prior to the filing of the statement, and

(ii) is a business in the category described in Appendix “A”.

An investment of a designated employee includes a pro rata share of investments of any business entity, mutual fund or trust in which the designated employee, his or her immediate family, an agent on behalf of a designated employee, or any business controlled by the designated employee owns a ten percent (10%) interest or greater. A business is controlled by a designated employee if the designated employee, his or her agents, spouse or dependent children hold more than 50% of the ownership interest in the business.

(c) All “income,” as that term is defined in Government Code Section 82030. “Income” means a payment received, including but not limited to any salary, wage, advance, dividend, interest, rent, proceeds from any sale, gain, loan, forgiveness or payment of indebtedness received by the designated employee, reimbursement for expenses, per diem, or contribution to an insurance or pension program paid by any person other than an employer, and including any community property interest in the income of a spouse. “Income” also includes a pro rata share of any income of any business entity or trust in which the designated employee or his or her spouse owns directly, indirectly or beneficially a ten percent (10%) interest or greater. Income, other than a gift, does not include income received from any source outside the Alameda CTC’s jurisdiction and not doing business within the jurisdiction, not planning to do business within the jurisdiction, or not having done business within the jurisdiction during the two (2) years prior to the time any statement is required to be filed under this Code. “Gift” shall include any payment received by a designated employee for which consideration of equal or greater value was not given, including payment for travel and entertainment. “Gift” shall not include informational material, payments from the designated employee’s relatives, devises and inheritances, campaign contributions reportable under this Code, a personalized trophy or plaque valued at less than Two Hundred Fifty Dollars (\$250), or any payment that, within thirty (30) days after receipt, is returned to the donor or delivered to a charitable organization without being claimed as a charitable contribution for tax purposes.

(d) Business positions in any business entity that has an interest in real property in Alameda County, or is doing business or plans to do business in Alameda County, or has done business in Alameda County at any time within the two (2) years prior to the filing of the statement.

SECTION 5. Place and Time of Filing.

(a) All designated employees required to submit a statement of financial interest shall file the original with the Clerk of the Commission. The Executive Director and Commission Members shall submit one original to the Clerk of the Commission, who shall make and retain a copy and forward the original to the Clerk of the Alameda County Board of Supervisors which shall be the filing officer. The statements shall be retained for a period of seven (7) years.

(b) A designated employee employed on the effective date of this code, required to submit a statement of financial interest who has not previously done so shall submit an initial statement disclosing all reportable investments and interests in real property, and

business positions, within thirty (30) days after the effective date of this Code and income received during the 12 months prior to the effective date of this Code.

(c) All designated employees shall file Assuming Office Statements within thirty (30) days after assuming the designated position. Assuming Office Statements shall disclose any reportable investments, interests in real property and business positions held on the date of assuming office, and income received during the twelve (12) months prior to the date of assuming office.

(d) Annual statements shall be filed by all designated employees on or before April 1st of each year. Such statements shall cover the period of the preceding calendar year and shall include reportable income, investments, business positions and interests in real property received, made and held during said preceding calendar year, whether or not they are still held at the time of filing.

(e) All designated employees shall file Leaving Office Statements within thirty (30) days after leaving office. Leaving Office Statements shall disclose reportable investments, interests in real property, income and business positions held or received during the period between the closing date of the last statement filed and the date of leaving office.

(f) A designated employee who is required to file a statement of financial interest with any other agency which is within the Alameda CTC's territorial jurisdiction may comply with the provisions of this Code by filing a duplicate copy of the statement filed with the other agency in lieu of an entirely separate document, provided the scope of the statement filed with the other agency is broad enough to cover the items of financial interest that are reportable under this Code. In the event the statement previously filed with the other agency is less inclusive than the statement required by this Code, the designated employee may file with the Clerk of the Commission a supplemental statement with a copy of the statement filed with the other agency. The duplicate copy or supplemental statement shall be signed and verified by the designated employee as if it were an original.

SECTION 6. Contents of Disclosure Statements. Disclosure statements shall be made on forms supplied by the Clerk of the Commission, and shall contain the following information (in addition to any other information required by the form):

(a) **Contents of Investments and Real Property Reports:** When an investment or an interest in real property is required to be reported, the statement shall contain:

- (i) A statement of the nature of the investment or interest;
- (ii) The name of the business entity in which each investment is held, and a general description of the business activity in which the business entity is engaged;
- (iii) The address or other precise location of the real property; and
- (iv) A statement whether the fair market value of the investment, or interest in real property, exceeds Two Thousand Dollars (\$2,000), exceeds Ten Thousand

Dollars (\$10,000), exceeds One Hundred Thousand Dollars (\$100,000), or exceeds One Million Dollars (\$1,000,000).

(b) Contents of Personal Income Reports: When personal income is required to be reported, the statement shall contain:

(i) The name and address of each source of income aggregating Five Hundred Dollars (\$500) or more in value, or Fifty Dollars (\$50) or more in value if the income was a gift, and a general description of the business activity, if any, of each source;

(ii) A statement whether the aggregate value of income from each source was greater than Five Hundred Dollars (\$500.00), greater than One Thousand Dollars (\$1,000.00), greater than Ten Thousand Dollars (\$10,000.00), or greater than One Hundred Thousand Dollars (\$100,000);

(iii) A description if any, for which the income was received;

(iv) In the case of a gift, the name, and business activity of the donor and any intermediary through which the gift was made, the amount or value of the gift, a description of the gift, and the date on which the gift was received; and

(v) In the case of a loan, the names and addresses of each source; whether the highest amount owned to each source, was greater than Five Hundred Dollars (\$500.00), greater than One Thousand Dollars (\$1,000.00), greater than Ten Thousand Dollars (\$10,000.00), or greater than One Hundred Thousand Dollars (\$100,000); the annual interest rate; and the security, if any, given for each loan.

(c) Contents of Business Entity Income Reports: When income of a business entity is required to be reported, the statement shall contain:

(i) The name, address, and general description of the business activity of the business entity in which the designated employee has a reportable investment or interest;

(ii) The name of every person from whom the business entity received payments if the designated employee's pro rata share of gross receipts from such person was equal to or greater than Ten Thousand Dollars (\$10,000) during a calendar year.

(d) Contents of Business Positions Reports: When business positions are required to be reported, a designated employee shall list the name of each business entity in which he or she is a director, officer, partner, trustee, employee, or in which he or she holds any position of management, the business activity in which the business entity is engaged and shall specify the designated employee's position with the business entity.

(e) Acquisition or Disposal During Reporting Period: In the case of an Annual or Leaving Office Statement, if an investment or an interest in real property which was required to be disclosed, and which was partially or wholly acquired or disposed of during the period covered by the statement, the statement shall contain the date of acquisition or disposal.

SECTION 7. Honoraria, Gifts and Loans. In general, no Commission Member or designated employee shall accept any honorarium from any source, if the member or employee would be required to report the receipt of income or gifts from that source on his or her statement of economic interests. Similarly, no Commission Member or designated employee shall accept gifts with a total value of more than \$420 from any single source, if the member or employee would be required to report the receipt of income or gifts from that source on his or her statement of economic interests. With respect to loans, the circumstances under which Commission Members or designated employees may make or receive loans to individuals or entities who are either employees of the Commission or which are subject to being reported on that member or employee's statement of economic interests are restricted by the provisions of California Code of Regulations Title 2, Division 6, Section 18730 (b)(8). Commission Members and designated employees should consult said regulation for further information.

SECTION 8. Disqualification. No designated employee may make, participate in the making, or in any way use or attempt to use his or her position with Alameda CTC to influence the making of any decisions which will foreseeably have a material financial effect, distinguishable from its effect on the public generally, on any reportable interest of that employee.

SECTION 9. Manner of Disqualification. Any designated employee who is required to disqualify himself or herself shall notify the Executive Director of Alameda CTC (if the Executive Director requires disqualification, such notification shall be made to the Chairman of the Commission) in writing of the reason for the disqualification. A copy of this notice shall be filed with the Clerk of the Commission. Upon receipt of a designated employee's disqualification statement, the Executive Director shall immediately reassign the responsibility for the matter to another designated employee of the office. In the case of disqualification by a Commission Member, that Member shall not participate in any way in the matter before the Commission or any committee of the Commission.

SECTION 10. No Disqualification Required if Participation is Necessary. A designated employee may make or participate in the making of a decision when he or she has a financial interest which would otherwise require disqualification if his or her participation is legally required for the decision to be made as defined in California Code of Regulations Title 2, Division 6, Section 18701. The fact that the vote of a designated employee is needed to break a tie does not make his or her participation legally required for the purposes of this section.

SECTION 11. Campaign Contribution Disclosure. The Levine Act, Government Code Section 84300 et seq., prohibits Commission Members from accepting, soliciting, or directing contributions (as defined in Government Code §82015) of more than Two Hundred Fifty Dollars (\$250) from any party who has a financial interest in any proceeding involving a license, permit, or other entitlement for use that is pending before the Commission and for three (3) months following the date a final decision is rendered in the proceeding. A party has a financial interest in a decision if it is reasonably foreseeable that the decision will have a material financial effect, distinguishable generally, on the party, a member of the party's immediate family, or on income, investments, business positions or interests in real property that are described in Section 4 of this Code. For purposes of this Section, "contribution" shall mean a

political contribution to a person who is running for or serving as Mayor, member of the Board of Supervisors, or any other elective office.

(a) Participants in Proceedings Pending Before the Commission. In the event Alameda CTC staff and/or independent members of a screening committee (which does not include Commission Members) evaluates and screens proposals submitted in response to a Request For Proposal or Qualifications and compiles a short list of firms to be considered by the Commission, only the proposals that the staff submits to Commission Members for consideration shall be considered a part of a proceeding pending before the Commission. Only persons or entities on the short list will be considered involved in a proceeding before the Commission or any committee of the Commission.

(b) Notice to Commission Members. To facilitate compliance with the Levine Act, the Commission staff shall include as part of the Commission Members' agenda packets for Commission Meetings and committee meetings information described in (i) and (ii) of this subsection regarding each application for a license, permit, or other entitlement for use that will be considered by the Board or such committee. "License, permit, or other entitlement for use" shall include all business, professional, trade and land use licenses and permits and all other entitlements for use, including all entitlements for land use, all contracts for goods or services (other than competitively bid, or labor, or personal employment contracts), and all franchises.

(i) The name of the persons or entities that submitted the application for a license, permit or other entitlement for use ("applicant"). The term "applicant" shall include any owner, manager or employee, who acts as an agent of the applicant with respect to the application;

(ii) To the extent known by staff, the name of each person who actively supports or opposes a decision in the proceeding before the Commission involving a license, permit, or other entitlement for use and who has a financial interest in the decision such persons are referred to herein as "participants" in a decision. The term "participant" shall include any owner, manager or employee who acts as an agent of the participant with respect to the application. Lobbying Commission Members or Alameda CTC staff by direct communication (either in person or in writing), testifying in person before the Commission, or otherwise acting to influence Commission Members shall constitute active support of or opposition to a decision pending before the Commission.

In the event Alameda CTC staff and/or independent committee compiles a short list of firms, the Proposal Data Form will contain information on only those firms that comprise the short list.

(c) Notice to Applicants and Participants. As part of any Request For Proposal or Qualification, or any other solicitation process, Alameda CTC staff shall provide all applicants and participants a statement that contains the information described in i) and ii) of subsection b). When a close corporation, as defined in Corporations Code Section 158, is an applicant or participant, the majority shareholder is subject to the Levine Act's disclosure and

prohibition requirements. Generally, a close corporation is a corporation whose issued shares are owned by not more than ten (10) persons.

(i) All applicants and participants, and their respective agents, shall notify Alameda CTC, either in writing prior to a proceeding before the Commission involving a license, permit, or other entitlement for use or orally during said proceeding, of any contribution of more than Two Hundred Fifty Dollars (\$250) made within the preceding twelve (12) months by the applicant or participant, or his or her agent, to any Commission Member.

(ii) Applicants and participants, and their agents, shall not make contributions of more than Two Hundred Fifty Dollars (\$250) to any Commission Member during a proceeding involving a license, permit, or other entitlement for use pending before the Commission and for three (3) months following the date a final decision is rendered by the Commission in the proceeding.

(d) **Limitations on Receiving Contributions.** While a proceeding involving a license, permit, or other entitlement for use is pending before the Commission and for three (3) months following the date a final decision is rendered in the proceeding, Commission Members shall not accept, solicit, or direct a contribution of more than Two Hundred Fifty Dollars (\$250) from any applicant or participant who has a financial interest in the decision. This prohibition shall apply regardless of whether the Commission Member accepts, solicits, or directs the contribution for himself, or on behalf of any other Commission Member, or on behalf of any candidate for office or on behalf of any committee.

(e) **Disclosure of Conflict.** Before the Commission renders a decision in a proceeding involving a license, permit, or other entitlement for use, each Commission Member shall disclose orally at the time of the proceeding, or in a writing delivered to the Clerk of the Commission at any time prior to the proceeding, any contributions of more than Two Hundred Fifty Dollars (\$250) that the Commission Member has received within the preceding twelve (12) months from any applicant or participant involved in the proceeding before the Commission.

(f) **Disqualification from Participating in a Proceeding.** No Commission Member shall make, participate in making, or in any way attempt to use his or her position in the Commission to influence a decision in a proceeding pending before the Commission or committee of the Commission involving a license, permit, or other entitlement for use if the Commission Member has received a contribution of more than Two Hundred Fifty Dollars (\$250) within the preceding twelve (12) months from an applicant involved in the proceeding before the Commission or a participant who has a financial interest in the decision. An Commission Member who received a contribution which would otherwise require disqualification may participate in the proceeding if he or she returns the contribution within thirty (30) days from the time the Commission Member knows, or should have known, about both the making of the contribution or participant's participation in the proceeding involving the license, permit, or other entitlement for use.

SECTION 12. Assistance of the FPPC and Legal Counsel. Any Commission Member or designated employee who is unsure of his or her duties under this code may request assistance from the FPPC pursuant to Section 83314 and Regulations 18329 and 18329.5, or

from Alameda CTC's Legal Counsel, provided that nothing in this section requires Legal Counsel to issue any formal or informal opinion.

SECTION 13. Violations. This Code has the force and effect of law. Designated employees violating any provision of this Code are subject to the administrative, criminal and civil sanctions provided in the Political Reform Act of 1974, Government Code Sections 81000-91015. In addition, if a court determines that a violation of the disqualification provisions of this Code has occurred and that the official action might not otherwise have been taken or approved, the decision in relation to which a violation has occurred may be set aside as void pursuant to Government Code Section 91003.

SECTION 14. Effective Date. This Conflict of Interest Code and the Appendix shall become effective immediately upon approval by the Commission. The initial disclosure statements required under this Code shall be filed on April 1, 2012.

APPENDIX A DESIGNATED EMPLOYEES

The following positions entail the making or participating in the making of decisions which may foreseeably have a material effect on financial interests.

Commission Member

Executive Director

Deputy Director of Programming and Projects

Director of Finance

Deputy Director of Policy, Public Affairs and Legislation

Deputy Director of Planning

Legal Counsel

Consultant*

* Consultants, as defined in 2 California Code of Regulations 18700, shall be included in the list of designated employees and shall disclose pursuant to the broadest disclosure category in this Code subject to the following limitation:

The Executive Director may determine in writing that a particular consultant, although a “designated position,” is hired to perform a range of duties that is limited in scope and thus is not required to fully comply with the disclosure requirements described in this section. Such written determination shall include a description of the consultant’s duties and, based upon that description, a statement of the extent of disclosure requirements. The Executive Director’s determination is a public record and shall be retained for public inspection in the same manner and locator as this Code.

The designated employees holding these positions shall disclose the following interests:

- A.** Reportable investments, business positions and sources of income that fall within the following categories:
 - 1.** Public Utilities
 - 2.** Energy research, energy development
 - 3.** Construction and building materials, construction and building contractors

4. Transportation services, transportation consultants, and transportation equipment
 5. Motor vehicle manufacturers, distributors, and dealers
 6. Office equipment and supplies
 7. Petroleum products
 8. Real property sales, development, brokerage, and appraisals
 9. Engineering services
 10. Printing or reproduction services, publications and distributions
 11. Legal services
 12. Bank, Savings and Loans
 13. Audit and/or Accounting
 14. Insurance services, including underwriters, agents, solicitors or brokers
 15. Computer companies, software and hardware
 16. Investment services
- B.** Interests in real property that are reportable under Section 4(a) of this Code.
- C.** Investments, business positions, and sources of income from the type of firm which:
1. has contracted with Alameda CTC to provide services, supplies, materials or equipment
 2. has filed a claim within the past two (2) years or has a claim pending against Alameda CTC
 3. Alameda CTC is empowered to invest its funds

Immediate Past President
JENNIFER HOSTERMAN
Mayor of Pleasanton

President
TIM SBRANTI
Mayor of Dublin

Vice President
STEPHEN H. CASSIDY
Mayor of San Leandro

Alameda County Mayors' Conference

RECEIVED

FEB 13 2012

ALAMEDA CTC

Alameda
Marie Gilmore

February 9, 2012

Albany
Farid Javandel

Berkeley
Tom Bates

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

Dublin
Tim Sbranti

Emeryville
Jennifer West

Dear Ms. Ayers:

Fremont
Gus Morrison

At its regular meeting of February 8, the Alameda County Mayors' Conference appointed Sara Zimmerman (District 5) to serve a two-year term on ACTC's BPAC.

Hayward
Mike Sweeney

Sincerely,

Livermore
John Marchand


Nancy Ortenblad
Executive Director

Newark
David Smith

Oakland
Jean Quan

Piedmont
Dean Barbieri

Pleasanton
Jennifer Hosterman

San Leandro
Stephen H. Cassidy

Union City
Mark Green

Executive Director
Nancy Ortenblad

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



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

Name: Sara Zimmerman
Home Address: 1425 Ward St Berkeley CA 94702
Mailing Address (if different): _____
Phone: (home) 510-883-1020 (work) 510-302-3303 (fax) _____
Email: szimmerman@phlpnet.org

Please respond to the following sections on a separate attachment:

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

To avoid a conflict of interest:

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

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

Signature

Sara Zimmerman

Date

11/22/11

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

Appointing Party:

Signature: _____

Date: _____

Application for Bicycle and Pedestrian Advisory Committee

Name: Sara Zimmerman
Home Address: 1425 Ward Street, Berkeley, CA 94702
Phone (home): (510) 883-1020
Phone (work): (510) 302-3303
Email: szimmerman@phlpnet.org

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

My experience on public committees has been limited to my current role as co-president of the School Governance Committee at Washington Elementary School in Berkeley. Relatedly, I was previously the president of the PTA for Washington School, on the board of the nonprofit Political Ecology Group, and on the steering committee of the San Leandro Community Action Network.

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

As a public health lawyer working for a national nonprofit, my work focuses on increasing physical activity through active transportation. The health perspective is an important and sometimes overlooked one in working on biking and walking, and I'd like to encourage this perspective in working on local active transportation issues. I'm also a bicycle commuter (from south Berkeley to downtown Oakland) and frequently ride to school with my children, and so I'm very invested in improving the walking and bicycling environment for Alameda County residents, particularly children. From my own experience, I feel strongly that getting physical activity through transportation is one of the easiest and most manageable ways for people to stay healthy. I'd especially like to see more focus on equity in street infrastructure, as well as a continued emphasis on universal design and accommodations for people with disabilities. As a smart, solution-oriented, creative person, I believe that I have a lot to contribute to BPAC.

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

Public Health Law & Policy, Senior Staff Attorney

2201 Broadway, Suite 502, Oakland, CA 94612 (January 2009 – present)

Developed new “active neighborhoods” program area, focusing on safe routes to school, healthy school siting, bicycle and pedestrian friendly design, complete streets, urban greening, etc. Analyze legal barriers and opportunities for active neighborhoods policies; write model ordinances and develop legal research and tools to assist in adoption of healthy policies. Create lay-friendly factsheets for policymakers and childhood obesity prevention

advocates; respond to questions; provide legal technical assistance. Work with federal, state, and local stakeholders; submit comments and letters on federal and state issues. Present at national conferences and webinars. Supervise consultants and experts; manage product development.

San Leandro Community Action Network, Steering Committee Member
San Leandro, CA. (February 2006 – May 2007)

Participated in grassroots community group's formation and organizing. Organized film series; analyzed ballot initiatives. Member of Smart Growth Committee.

Disability Rights Advocates, Equal Justice Works Fellow
Oakland, CA (November 2003 – October 2004)

Represented clients in disability rights impact litigation relating to mobility and access. Wrote briefs and settlement proposals. Researched cutting edge legal issues for litigation strategies.

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

Through my work at Public Health Law & Policy, I've developed model local policies that support walking and biking (e.g. complete streets policies, bike parking places, safe routes to school related policies). I've also analyzed how to overcome legal barriers to active transportation, written numerous factsheets on active transportation topics, and developed a directory of pedestrian-friendly zoning and subdivision codes. I've gotten a chance to work with city officials and advocates around the country as they encounter real world challenges and successes in active transportation initiatives.

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**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	0
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	3
8	Ms.	Diana	LaVigne	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		Vacancy			Alameda County Mayors' Conference, D-5				
11		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 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	Oakland	Alameda County Supervisor Keith Carson, D-5	Feb-02	Mar-09	Mar-11	0
2	Mr.	Ferrier, Vice-Chair	Barry	Union City	City of Union City Mayor Mark Green	Jan-04	Jan-10	Jan-12	0
3	Ms.	Brown	Meredith	Oakland	Alameda County Supervisor Nate Miley, D-4	Apr-07	Apr-09	Apr-11	3
4	Ms.	Chinn	Val	Hayward	City of Livermore Mayor John Marchand	Dec-99	Jan-12	Jan-14	0
5	Mr.	Collier	Joseph	San Leandro	City of San Leandro Councilmember Joyce Starosciak	Dec-09	Jan-12	Jan-14	0
6	Ms.	Hilliard	Frances	Oakland	City of Oakland Councilmember Larry Ried	Jun-02	Feb-10	Feb-12	0
7	Mr.	Jefferson	Alton	San Leandro	Alameda County Supervisor Wilma Chan, D-3	Sep-08	Sep-10	Sep-12	1
8	Dr.	Jindal	Roop	Hayward	Alameda County Supervisor Scott Haggerty, D-1	Oct-03	Jan-12	Jan-14	0
9	Mr.	Kastriotis	Dimitris	Sunol	Alameda County Supervisor Nadia Lockyer, D-2	Dec-07	Jan-10	Jan-12	3
10	Ms.	LePell	Audrey	Hayward	City of Hayward Councilmember Olden Henson	May-04	Jan-12	Jan-14	0
11	Ms.	Lorenzana-Campo	Pilar	Oakland	City of Oakland Councilmember Rebecca Kaplan	May-10	Jan-12	Jan-14	3

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	Mr.	Mann	Harpal	Union City	Alameda County Supervisor Nadia Lockyer, D-2	Mar-11		Mar-13	1
13	Mr.	Posson	Mark	Pleasanton	City of Pleasanton Mayor Jennifer Hosterman	Jan-12		Jan-14	0
14	Ms.	Powell	Michelle	Fremont	City of Fremont Vice Mayor Suzanne Chan,	Jan-12		Jan-14	0
15	Mr.	Repar	John	Union City	City of Newark Vice Mayor Luis Freitas	Mar-11	Jan-12	Jan-14	0
16	Mr.	Sebastian	Nicholas	Emeryville	City of Alameda Vice Mayor Rob Bonta	Sep-07	Sep-09	Sep-11	3
17	Ms.	Walker	Brenda	Oakland	Alameda County Supervisor Nate Miley, D-4	Oct-09		Oct-11	3
18	Mr.	Washington	Ronald	Berkeley	Alameda County Supervisor Keith Carson, D-5	Feb-02	Mar-09	Mar-11	3
19		Vacancy			Alameda County Supervisor Nate Miley, D-4				
20		Vacancy			AC Transit Director Greg Harper				
21		Vacancy			BART Director Tom Blalock				
22		Vacancy			City of Alameda Vice Mayor Rob Bonta				
23		Vacancy			City of Albany Mayor Farid Javandel				
24		Vacancy			City of Berkeley Councilmember Laurie Capitelli				
25		Vacancy			City of Dublin Mayor Tim Sbranti				

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*
26		Vacancy			City of Emeryville Councilmember Ruth Atkin				
27		Vacancy			City of Piedmont Vice Mayor John Chiang				
	The number of CAC members is changing from 33 to 22 members. This roster will reflect the new structure once all appointments are received an approved by the Alameda CTC.								

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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 Commission	Jul-09		N/A	0
3	Ms. Belchamber	Pamela	Berkeley	Alameda County Mayors' Conference, D-5	Mar-09	Apr-11	Apr-13	3
4	Ms. Brady	Petra Olivia	Oakland	Alameda County Mayors' Conference, D-4	Oct-11		Oct-13	0
5	Mr. Chavarin	Roger	Oakland	Alameda Labor Council AFL-CIO	Dec-08		N/A	0
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	3
8	Mr. Haussener	James	Castro Valley	Alameda County Supervisor Nate Miley, D-4	Feb-10		Feb-12	0
9	Mr. Jensen	Erik	Oakland	East Bay Bicycle Coalition	May-10		May-12	3
10	Ms. Lew	Jo Ann	Union City	Alameda County Mayors' Conference, D-2	Oct-07	Oct-11	Oct-13	1
11	Mr. Zukas	Hale	Berkeley	Alameda County Supervisor Keith Carson, D-5	Jun-09		Jun-11	0
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				

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Paratransit Advisory and Planning Committee Meeting Minutes Monday, November 28, 2011, 1 p.m., 1333 Broadway, Suite 300, Oakland

Attendance Key (A = Absent, P = Present)

Members:

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

Staff:

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

1. Welcome and Introductions

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

Guests Present: Jennifer Cullen, Senior Support Program of the Tri-Valley; Andrew Belmont, Alzheimer's Services of the East Bay; Mike Kessler, Satellite Housing; Reba Knickerbocker, BORP; Chris Mullin; Leslie Simon, Center for Independent Living; Jeff Weiss, Bay Area Community Services

2. Public Comments

There were no public comments.

3. Approval of October 24, 2011 Minutes

Herb Hastings moved that PAPCO approve the Joint TAC PAPCO October 24, 2011 and PAPCO Meeting minutes as written. Sharon Powers seconded the motion. The motion carried unanimously (21-0).

4. Review of the Draft Mid-year Report Form

Naomi Armenta reported on the draft revised Mid-year Report Form. She stated that the Measure B paratransit fund recipients are required to submit one electronic version of the report to the Alameda CTC for mid-year reporting. She said the new deadline is February 1, 2012, and the report form will be ready in January 2012. Naomi asked that members send comments to her on the form by December 5, 2011.

Members provided the following input:

- Members stated that the maximum of 255 characters was not enough room for all the information. Staff stated that it may be possible to change it from 255 to 550 characters.
- A member stated that she likes the qualitative report versus quantitative, because the quantitative report always has a lot of wrong information in it.

5. Convening of Funding Formula and Gap Policy Joint Subcommittee

Naomi Armenta said that determining the funding formula for non-mandated programs is one of PAPCO's primary responsibilities, and the current formula expires on June 30, 2012. She asked members to volunteer to be appointed to the Joint Funding Formula and Gap Policy Subcommittee meeting scheduled for December 5, 2011. Naomi said all PAPCO members appointed to this subcommittee will review technical information related to the funding formula and Gap Policy.

The following members volunteered to participate:

- Herb Hastings
- Joyce Jacobson
- Sandra Johnson-Simon
- Jane Lewis

- Jonah Markowitz
- Betty Mulholland
- Rev. Carolyn M. Orr
- Vanessa Proee
- Carmen Rivera-Hendrickson
- Michelle Rousey
- Harriette Saunders
- Will Scott
- Sylvia Stadmire
- Hale Zukas

6. Discussion on the Funding Formula and Gap Policy

Naomi introduced the discussion on the funding formula and Gap Policy. She stated that staff is asking PAPCO to review the current formula for the distribution of Measure B funds for non-mandated paratransit services. She informed members that the purpose of this discussion is to review the current formula and to brainstorm ideas for developing a new formula that will determine the allocation of funds beginning in fiscal year 2012-2013 (FY 12-13).

Naomi and Cathleen Sullivan gave a presentation on the funding formula and current formula factors and explained that the Measure B Expenditure Plan provides funds for non-mandated services, aimed at improving mobility for seniors and people with disabilities. They explained the funding allocations and said the three principle issues to discuss are age, income, and disability, and the discussion was intended to determine whether age, income, and disability continue to be issues the formula should address and to discuss the validity of the data sources to support each element.

Questions/feedback from the members:

- A member stated that not all people 18 and older receive Supplemental Security Income (SSI), many people are not accounted for, and the percentages in the formula are not equal or adequate to provide services for the people who need them. Staff stated that the formula is not perfect, and that is why we are working on the new formula.
- Are people with a separate income not eligible? Staff stated that the intent is to count people with disability who also earn income. Another

member stated that many people receive Social Security Disability Insurance (SSDI) monthly benefits and not SSI.

Cathleen introduced the discussion on age, income, and disability. She stated that a lot of data is no longer available and posed the question: Since there is no accurate and reliable data source for disability, can age data be a surrogate?

Members provided the following input:

- A member expressed her concern about missing a lot of people with the new formula, because age, income, and disability do not account for everybody.
- Several members focused their comments on age and disability:
 - Disability covers a large range of people 65 and over with limited income.
 - A lot of cities have programs that cover people ages 70 and above.
 - The weighting should start at 80.

Cathleen stated that the Implementation Guidelines set the lower limits for programs to offer services at 70, but we could set it at 70, 79, or 80-plus and still weight it at 1.5, given that many individuals over 80 have disabilities and have a greater need for paratransit services.

- Members also asked about geographic equity, varying costs of living, and population/city growth. For example, North County has not had growth, but East County has had considerable growth. Several senior centers have opened up in East County but were not counted in the 2000 U.S. Census. Members also wanted to consider income, because people in low-income areas need the services the most. Staff asked members if they think income should be considered, the majority of them said yes.
- Members wanted clarification on “weighted.” Staff gave an example that if 10 people live in Oakland and are over the age 70, and three of those people are over the age of 80, we will count them as six, instead of three.

- Is there is a way to determine whether people at age 70 or 80 need more services? Staff said we do not have that data; the subcommittee members will talk about the data at their upcoming meeting.

Cathleen stated that Alameda CTC has been considering allocating funding at the planning area level for programs that serve a planning area versus for programs that just serve one city. She said Alameda CTC would like to integrate some of the current Gap grant programs into planning areas. She asked if PAPCO members think Alameda CTC should allocate a portion of funds for optional use for planning-area-level programs, and distribute the balance to city programs, and should this be optional or mandatory?

- *Members provided the following input:*
 - Members expressed concern that this will be unfair to certain areas of the county, because some of the programs have already been cut.
 - Who will be the final decision-maker for all these programs, staff or the cities? Staff stated that members would approve these during the program plan process, and the Commission will approve the final decision.
 - Members stated that cities should be the ones to decide what they want to use their money for, because some cities want their bus routes back due to cut backs, and some need infrastructure improvements before we look at new programs.

7. Report from EBP on the Interactive Voice Response (IVR)

Web-based Schedule Software Gap Grant

East Bay Paratransit (EBP) and AC Transit were unable to attend this meeting and postponed their report to the next meeting.

8. Member Reports and PAPCO Mission, Roles, and Responsibilities

Implementation

Harriette Saunders reported that she attended a silent auction at the Claremont Hotel to raise money for breast cancer awareness. She also attended training for Service Review Advisory Committee and learned about legal issues.

Carmen Rivera-Hendrickson reported that she volunteered for the City of Oakland Thanksgiving Luncheon, and over 2,000 people attended. She has also

attended several outreach programs; she is working with a lot of people who need services and do not know where to go. She also reported that BART is inviting all members to its Accessibility Taskforce Reception on Wednesday, December 14, 2011 at 3 p.m. at the Kaiser Center. She said she is working with the general manager to serve the needs of people with disabilities on BART.

Vanessa Proee reported that she went to the Abilities Expo in San Jose.

Jonah Markowitz reported that he helped a rider connect to 311 and 511.

Michelle Rousey reported that she went to the College of Alameda Programs and Services for Students with Disabilities and went to Alta Bates.

Sylvia Stadmire reported that BART is getting about 80 new seats, and the process will be complete next year. She also attended a meeting regarding state budget cuts. She said she received a letter stating the IHSS cuts will occur on December 1st, 2011. There is a waiver, and those who did not receive it should request it so they don't get the 20 percent cut. Sylvia also reported that UC Berkeley's School of Public Health selected her as one of 30 outstanding senior volunteer leaders to receive the 2012-2013 California Senior Leaders Award. She will receive a \$500 check to direct to an organization of her choice. The celebration and training event will be at the Waterfront Plaza Hotel in Oakland at Jack London Square on February 24-25, 2012.

9. Committee Reports

- A. Sharon Powers reported that she attended a SRAC meeting, and the attendees discussed putting the transportation sales tax measure on the ballot. They talked about money being tight, and the difficulty of putting the tax measure on the ballot, unless we can prove that it will be beneficial to everybody and not just to some. BART is also asking for more money, and others are concerned about having enough funding for programs for seniors and people with disabilities.
- B. Citizens Watchdog Committee (CWC) – Harriette Saunders reported that there is a subcommittee meeting on Wednesday from 10 a.m. to 2 p.m., and she invited all members to attend.

10.Mandated Program and Policy Reports

PAPCO members were asked to review these items in their packets.

11.Information Items

A. Mobility Management

Naomi stated that Alameda CTC received a New Freedom Grant for mobility management.

B. Outreach – Krystle Pasco said no outreach programs are scheduled, and she encouraged members to do phone outreach and let her know of senior centers, etc that might need more materials. She also asked members to email her about any outreach events coming up.

C. CWTP-TEP Status Update/Input

Matt Todd reported that Alameda CTC will modify both the Countywide Transportation Plan (CWTP) and the Transportation Expenditure Plan (TEP) based on comments received. The goal is to present a draft of both plans to the Commission at its retreat on December 16, 2011.

General questions:

- Will the TEP reduce Measure B money for seniors? How can members make comments about the plans or bring issues to the Commission?
Staff stated that members should send letters or an email to Alameda CTC before December 7, 2011.

12.Draft Agenda Items for January 23, 2011

- A. Recommendation on Annually Renewed Paratransit Coordination Contract
- B. Funding Formula and Gap Policy Recommendation
- C. Gap Grant Reports – Travel Training
- D. Summary Report from EBP – Customer Survey Report
- E. Quarterly Report from Alameda and Hayward

13.Adjournment

The meeting adjourned at 3:15 p.m.

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

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

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

12	Mr.	Markowitz	Jonah	Berkeley	Pending Appointment City of Albany Mayor Farid Javandel	Dec-04	Mar-09	Mar-11	1
13	Ms.	Mulholland	Betty	Oakland	Alameda County Supervisor Nate Miley, D-4	Sep-09		Sep-11	1
14	Rev.	Orr	Carolyn M.	Oakland	City of Oakland Councilmember Rebecca Kaplan	Oct-05	Jan-12	Jan-14	2
15	Ms.	Powers	Sharon	Fremont	City of Fremont Vice Mayor Suzanne Chan	Dec-07	Jan-12	Jan-14	1
16	Ms.	Proee	Vanessa	Hayward	City of Hayward Councilmember Olden Henson	Mar-10	Jan-12	Jan-14	1
17	Ms.	Rivera-Hendrickson	Carmen	Pleasanton	City of Pleasanton Mayor Jennifer Hosterman	Sep-09	Jan-12	Jan-14	0
18	Ms.	Rousey	Michelle	Oakland	Alameda County Supervisor Nadia Lockyer, D-2	May-10		May-12	0
19	Ms.	Saunders	Harriette	Alameda	Pending Appointment City of Alameda Vice Mayor Rob Bonta	Jun-08	Sep-10	Sep-12	1
20	Ms.	Waltz	Esther Ann	Livermore	LAVTA Executive Director Paul Matsuoka	Feb-11	Jan-12	Jan-14	0
21	Mr.	Zukas	Hale	Berkeley	A. C. Transit Director Greg Harper	Aug-02	Jan-12	Jan-14	0
22		Vacancy			City of San Leandro Councilmember Joyce Starosciak				
23		Vacancy			City of Union City Mayor Mark Green				



Memorandum

DATE: February 14, 2012

TO: Alameda County Transportation Commission

FROM: Planning, Policy and Legislation Committee

SUBJECT: Legislative Program Update

Recommendations:

This is an information update only.

Summary:

The Alameda CTC's Legislative Program was adopted on January 2012 to establish funding, regulatory and administrative principles to guide Alameda CTC's legislative advocacy in the coming year. Some of the highest priorities in 2012 will be to participate in the federal transportation bill reauthorization, address the challenges faced with declining revenues and increasing deterioration of the transportation system, ensure that transportation is not negatively affected by the anticipated state budget deficit in the coming year, implementation of climate change legislative mandates, and to educate people about the benefits of Alameda County's Transportation Expenditure Plan in relation to other measures that will be placed on the November ballot.

Background:

State Update: The release of the Governor's budget in January is largely supportive and protective of transportation. One of the most significant changes in the proposed budget includes reorganization to reduce the number of agencies from 12 to 10 and for transportation, this means creating the proposed new Transportation Agency with the following departments: Caltrans, Department of Motor Vehicles, High-Speed Rail Authority, CHP, CTC, and the Board of Pilot Commissioners.

The proposed Budget assumes that passage of the Governor's tax initiative would generate \$6.9 billion through 2012-13, providing \$4.4 billion in General Fund relief after the increased Prop 98 guarantee is taken into account. If this fails, additional trigger cuts have been proposed for \$5.4 that would take effect on January 1, 2013, including:

- Schools and Community Colleges: \$4.8 billion – half of the \$4.8 billion is the decrease in the Prop 98 guarantee that would have increased with new revenue and the other half comes from shifting K-14 bond debt service costs into Proposition 98. The loss in funding would be equivalent to about three weeks of school.

- University of California and California State University: \$200 million cut to each entity.
- Courts: \$125 million, equivalent to about 3 days per month.
- The Department of Forestry and Fire Protection would face cuts of about \$15 million. The emergency air response program would be reduced and fire stations would be closed.
- Flood control programs would be cut.
- Funding for Park Rangers and Fish and Game Wardens would be decreased and the State would no longer fund lifeguards at beaches.
- The Department of Justice's law enforcement programs would be reduced.

Another important change in transportation is to eliminate the annual "hold" on highway funds under a late budget. Current law holds gas tax revenues in the Highway Users Tax Account (HUTA) funds when there is a late state budget, often times threatening work stoppage on projects. This proposed modification would allow HUTA funds to continuously be appropriated to maintain contracts and staffing for transportation programs. Further detail and updates on state activities are included in Attachment A1. Caltrans has submitted a letter to Senators Boxer and Inhofe regarding the state's comments on MAP-21, the current proposed Senate surface transportation bill, included in Attachment A2.

Federal Update: At the federal level, significant work is underway in both the House and Senate focused on reauthorization of the federal surface transportation bill. Each body has developed bill language both of which are significantly different.

The Senate bill, *Moving Ahead for Progress in the 21st Century (MAP-21)* (S.1813), is a two-year, \$109 billion surface transportation reauthorization bill. All four senate committees have incorporated their markups into the bill which is expected to be heard on the Senate Floor during the week of February 13.

The House bill, *American Energy and Infrastructure Jobs Act of 2012* (H.R.7), is a 5-year reauthorization \$260 billion bill, which would maintain the same funding level under the current transportation bill, overall resulting in lower funding amounts across the nation. While the House was expected to hear the bill on the floor during the week of February 13, a significant amount of amendments have been made and will likely throw Floor action into the week of February 20. Additional detail on both bills and other federal updates is included in Attachment B1 and will be reported to the Commission at its meeting on February 23rd.

On February 13, 2012, the President 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 is proposing an increase over the 2012 budget to increase it 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. The Administration has also indicated support for the Senate bill, MAP – 21. Additional detail on the president's budget is included in Attachment B2.

While discussions in both houses are underway to reauthorize a federal surface transportation bill, the Congressional budget office has released a report indicating that the Highway Trust Fund is moving towards insolvency as early as 2014 due to reducing in federal gas tax receipts and the current proposed funding limits.

Our state and federal lobbyists are scheduling meetings in early spring with various Legislators in Sacramento and Washington, D.C. to discuss the Alameda CTC legislative needs in 2012. The Alameda CTC will be going to D.C. during the last week of February for its annual legislative visit.

Attachments

Attachment A1:	State Update
Attachment A2:	Caltrans comments on MAP-21
Attachment B1:	Federal Updates
Attachment B2:	President Obama's Proposed Fiscal Year 2013 Budget

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January 30, 2012

TO: Art Dao, Executive Director
Alameda County Transportation Commission

FR: Steve Wallauch
Platinum Advisors

RE: Legislative Update

The Legislature this past month has primarily been focused on meeting the January 31st "House of Origin" deadline, which requires all bills introduced in 2011 to be out of their house of origin. Any bill that fails to meet this deadline is dead. Also this past month the Senate Budget Committee held an overview hearing of the Governor's proposed Budget, and the Assembly Budget Committee will do the same on January 31st. During the Senate hearing, Senator Bill Emmerson (R-Hemet) noted his opposition to the Governor's tax increase proposal and said he believes the State is unable to reduce spending to an appropriate level. Senator Rod Wright (D-Inglewood) also expressed concerns about the proposal, and its effects on the working poor. Senator Leno (D-San Francisco) noted that the longer time-frame this year on the Budget will allow the Legislature greater latitude to examine the proposals with a more critical eye.

Following the Governor's State of the State address, he visited several conservative areas of the State speaking to audiences about business support for his tax initiative. He admitted his plan may not be endorsed by the California Chamber of Commerce due to the belief that higher taxes would burden businesses. His initiative has been cleared for circulation and he has raised \$1.45 million for the cause thus far including a contribution from the Occidental Petroleum Corporation which has donated \$250,000. In addition, the CSAC Executive Committee voted 8-5 to recommend the full CSAC Board of Directors endorse the Governor's measure at their February Board meeting.

Upcoming Deadlines: The last day submit new bill proposals to Legislative Counsel for drafting was January 27th. New bills will start to be introduced gradually over the next few weeks, with the majority of new bills being introduced just before the introduction deadline on February 24th. As for Budget Committee activities there will be scattered informational hearings, but subcommittee action is not expected to beginning in earnest until after Spring Recess, which runs from March 29 to April 9th. However, the Assembly Budget Committee is scheduled to act on a couple bills affecting the 2011-12 budget tomorrow. Policy committee hearings will also start off slow since the first hearing deadline is not until April 27th.

Infill Development: The Governor's Office of Planning & Research recently released for review and comment changes to CEQA guidelines for infill development projects. SB 226, which was signed into law last year, directs OPR to develop standards for the review of infill projects that promote specified environmental, transportation, and land use goals. The draft guidelines are now available for review at http://www.opr.ca.gov/s_sb266.php. OPR has requested comments to be submitted by February 24th.

Cash Flow Management: The Assembly Budget Committee is scheduled to act on SB 95 at a hearing tomorrow, January 31st. While the content of SB 95 is not in print yet, the committee analysis raises some concerns. The bill makes several changes that increase the availability of several transportation funds that the Department of Finance can use for cash flow purposes. While the intent is to avoid impacting the flow of funds to transportation projects, the language is unclear. The language used in the bill does not specify that the funds shall be repaid in the same fiscal year, which could affect the flow of HUTA funds to cities and counties. In addition, it appears that funds can be diverted to address problems other than cash flow. We will continue to monitor this bill closely.

Continued Problems for the Budget: In the past few weeks a federal district court judge in Los Angeles has issued preliminary injunctions against the State in three separate cases involving Medi-Cal cuts in the current year Budget. The cases concern distinct part nursing facility rates, pharmacy rates, and non-emergency transport rates. Last week the Department of Health Care Services filed Notices of Appeal in all three cases. Also last week, the Ninth Circuit Court of Appeals set an expedited briefing schedule for all three cases. Both sides will have to file their arguments the second week in February. Also, the Attorney General's Office filed emergency motions to stay the Court's orders in the first two cases and will also file a motion on the third case (transportation rates) shortly.

Analyst's First Cut at the Budget: Legislative Analyst Mac Taylor released his *Overview of the Governor's 2012-13 Budget* – an annual publication that provides the Legislature a quick assessment of the Budget from a fairly broad perspective. When the actual budget language is available the Office of the Legislative Analyst (LAO) will provide more specific analysis on individual items and comment in detail before the relevant Budget Subcommittees.

The LAO agrees with many of the Governor and Department of Finance's (DOF) proposals and estimates, but finds exception with others. We highlight here the primary issues raised.

- Probably the most notable issue in the *Overview* is the difference in the revenue estimates made by the LAO and the Department of Finance (\$3.9 billion in baseline revenues). The Administration's Personal Income Tax (PIT) forecast is significantly higher (\$3.7 billion), in large part because it believes that capital gains realized by California taxpayers will jump in 2012. Finance based its projections on an assumption

that the current federal tax rates will expire at the end of 2012 and filers will accelerate some of their income into the current tax year. The LAO does not buy into that theory.

- The LAO also disagrees with the Department of Finance's estimates of revenue resulting from the passage of the Governor's tax initiative. While the Governor estimates his sales tax and income tax increase would raise \$5.8 billion in 2012-13, the LAO estimates \$3.6 billion. In 2013-14, 2014-15, and 2015-16 the Governor estimates \$6.9 billion annually, while the LAO estimates \$5.5 billion. The taxes would be in effect for only 6 months in 2016-17 resulting in DOF estimates of \$3.4 billion and analyst estimates of \$3.1 billion in revenue. Although the Administration and Legislative Analyst agree upon the amount of funds to be raised from the sales tax increase, the Analyst believes that revenues from income tax will be more volatile.
- The Analyst also had some comments on the Governor's major health and human services proposals. With regard to the significant reductions in CalWORKs and child care, the LAO notes that it does have budgetary advantages, and focusing the CalWORKs program on the State's ability to meet overall program work participation requirements of the TANF program could help to avoid substantial federal sanctions and financial penalties. Further, the LAO finds merit in trying to consolidate and streamline the current "overly complicated" child care programs. However, the Analyst wonders if the reductions to families most in need of support would be too severe and urges the Legislature to "consider its primary goals for these programs."

Redevelopment: *"I don't think we can delay this funeral."* This was the Governor's response when asked about the prospects of enacting SB 659 (Padilla), which would extend the commencement of the dissolution date for redevelopment agencies from February 1st to April 15th. Although the Assembly Rules Committee approved adding an urgency clause to SB 659, the bill has not moved following the Governor's pronouncement.

While an extension is dead, the Administration and the Legislative leadership are becoming more open to addressing technical and clarifying changes. SB 654 (Steinberg) is one of the technical fix bills moving. SB 654 ensures that any funds in the Low and Moderate Housing Fund of a dissolved redevelopment agency are transferred to the successor housing agency. This bill was approved by the Senate Appropriations Committee last week, and it is expected that it will be approved by the Senate on January 31st. Additional fixes may be added as this bill moves through the Assembly, such as addressing concerns by the bond rating agencies that the tax increment will continue to flow to existing debt payments. Pro Tem Steinberg is also exploring another measure that would address how the liquidation process works. No language is available, but the concept would allow some flexibility to retain certain assets, as well as use the proceeds to finance economic development projects.

Summary of the Governor's Transportation Related Budget

Zero Based Budgeting: In December the Governor issued an Executive Order directing Finance to modify the budget process by March 2012. Under this program Caltrans, the Department of Consumer Affairs among other departments will be directed to perform a detailed review and analysis of all their programs in order to evaluate whether the functions need to exist and level or resources needed to accomplish them. The Assembly Budget Subcommittee #6 has scheduled an oversight hearing on the progress of the zero based budgeting at Caltrans on February 2.

Mass Transportation Program: In response to the zero-based budgeting effort the budget reduces funding to the Mass Transportation Program by \$3.7 million and 41.7 positions. This reduction is due to the significant reduction in Public Transportation Account funds available for transit capital projects. The budget summary also references a proposal to streamline planning and administrative workload. However, the budget increases PTA payments to Amtrak by \$13.9 million for a total of \$28 million for intercity rail costs.

State Transit Assistance Funding: The Governor's budget estimates STA revenue for 2012-13 will reach \$420 million, which is slightly higher than the \$416 million estimated for the current fiscal year. However, STA revenue for the current fiscal year has been revised to be \$399 million, which includes a lower diesel sales tax estimate of \$376 million and a \$23 million onetime allocation from the Public Transportation Account.

Gas Tax Swap: As part of the Gas Tax Swap the state is required to forecast fuel prices and adjust the excise tax on gasoline and the taxes on diesel fuel to ensure that the Swap remains revenue neutral. For the 2012-13 fiscal year, the Budget estimates that the excise tax on gasoline will be reduced from 35.7 cents per gallon to 35 cents per gallon. As for diesel fuel, the budget estimates for 2012-13 that the excise tax will be set at 10.5 cents and the sales tax surcharge on diesel fuel will be increased to 2.17 percent.

Transportation Funding: With the enactment of the Gas Tax Swap and the annual tax rate adjustments mentioned above, transportation funding is by in large not impacted by the Governor's budget. However, the Governor does proposes to barrow \$349.5 million in truck weight fee revenue. This additional loan is in excess of the weight fees already being diverted for transportation bond debt service. This revenue will be "banked" in the general fund and will be used to reimburse the general fund for future payments on transportation bonds.

High Speed Rail Authority: The budget includes \$15.9 million for staffing and support for High Speed Rail Authority activity. Bond funding for construction of the initial segment is pending review by the Department of Finance and the capital outlay amount will be determined in the next month or so.

Reorganization: As expected the Governor's 2012-13 budget includes plans to reorganize several departments and agencies. While a cost savings was not identified with the changes, the reorganization attempts to group similar activities and policy goals together. The Governor's plan will result in reducing the number of agencies from 12 to 10. The proposal creates the following reorganized agencies:

- *Business and Consumer Services Agency* is created by combining Consumer Affairs, Alcohol and Beverage Control, Housing and Community Development, Fair Employment and Housing, and the newly restructure Department of Business Oversight.
- *Government Operations Agency* will consist of General Services, Human Resources, Technology, Office of Administration Law, State Personnel Board, PERS and STRS, as well as the new Department of Revenue, which is the consolidation of the Franchise Tax Board with the tax collection functions at EDD.
- *Transportation Agency* is what's left after the business and housing functions are moved elsewhere. This new agency will include Caltrans, Department of Motor Vehicles, High Speed Rail Authority, CHP, CTC, and the Board of Pilot Commissioners.

These changes are in addition to the elimination or consolidation of numerous boards, commissions and programs. One example of the many changes proposed in the budget is the Governor's proposal to shift the operations of the Department of Boating & Waterways to the Department of Parks & Recreation and eliminating the California Boating & Waterways Commission. This reorganization and consolidation changes will be carried out through a combination of Little Hoover Commission actions and reorganization legislation.

Cap & Trade: This year marks the beginning of the Air Resources Board's auction of Green House Gas (GHG) emission allowances. The budget summary estimates this program will generate \$1 billion in revenues the first year. However, the actual amount will not be certified until near the end of the fiscal year, so specific expenditures are not included in the budget. The Governor is proposing to invest these funds in an array of programs that further the goals of AB 32. *The budget summary outlined the following programs; however, the Governor mentioned in a radio interview over the weekend that these funds may also be tapped to funding the High Speed Rail project.*

- Clean & Efficient Energy funding for to reduce emissions through energy efficiency and clean and renewable distributed energy generation;
- Low-Carbon Fuels funding to reduce emissions through improving systems to move goods and freight, advanced technology vehicles and infrastructure, and low-carbon and efficient public transportation.
- Natural Resource Protection programs by improving water use and supply, sustainable agriculture, and natural resource conservation.

- Sustainable Infrastructure Development funding for planning and development of major infrastructure, including transportation and housing.

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February 13, 2012

The Honorable Barbara Boxer
Chairman, Committee on
Environment and Public Works
United States Senate
Washington, D.C. 20510

The Honorable James Inhofe
Ranking Member, Committee on
Environment and Public Works
United States Senate
Washington, D.C. 20510

On behalf of the State of California and our local government partners, we applaud your strong bipartisan leadership on S.1813, your legislation to authorize the next Surface Transportation Act, called Moving Ahead for Progress in the 21st Century (MAP-21). California shares your commitment to improving both the environment and our nation's infrastructure and we look forward to working with you as the bill progresses to avert a disruption in transportation funding when the latest extension of SAFETEA-LU expires.

The California Department of Transportation (Caltrans) outlined six California Consensus Principles, developed with our local transportation stakeholders, at your April 6, 2011 Committee hearing on "State and Local Perspectives on Transportation." Based on those principles, we offered specific recommendations for reauthorization legislation. Thank you for your efforts to address those principles and recommendations, many of which are reflected in MAP-21.

FUNDING

Overall, California strongly supports the term of the legislation and the Committee's efforts to sustain current funding levels, eliminate earmarks, and consolidate programs, while providing flexibility to states in implementing the legislation. Over the long term, we commit to working with you to ensure a stable, user-based transportation funding stream.

California recently completed an assessment of statewide transportation needs, which identified a ten-year funding shortfall of \$294 billion across all modes of the state transportation system. Californians have approved billions of dollars in state bonds and local sales taxes to fund specific transportation projects in 19 counties. These efforts have resulted in reduced congestion and improved mobility for all transportation users. But even these efforts fall short of the overall need. California makes a significant contribution to the nation's transportation system and, to continue, we need a reliable, increased level of federal funding.

FREIGHT

California is pleased to see that MAP-21 includes a National Freight Policy and Program. This reflects one of our key consensus principles that goods movement be made a national priority. Thank you for listening. We look forward to working with you as the various freight provisions are debated and amended on the floor.

California suggests specific language be added to ensure that border corridor projects are funded and to ensure critical land port-of-entry projects do not have to compete against highway or seaport projects.

In California, Metropolitan Planning Organizations (MPOs) perform a critical role in partnership with the state to study, plan, program, and deliver goods movement projects on the state's freight transportation system. The freight mobility provisions ought to specify that states provide for local input through cooperative efforts with MPOs.

The benefits of this type of cooperative effort are evident in California as we now deliver freight projects according to key criteria specified in the state's *Goods Movement Action Plan* (2007). California has demonstrated how an effective freight program can be developed in cooperation with local governments, communities, ports, and private businesses in a way that reduces emissions and community impacts related to freight movements while promoting economic development and expanding trade along key freight corridors. We offer this successful effort as a model in developing the national freight program.

California's ability to efficiently move freight through the state transportation system is crucial to the economic vitality of not only the state, but the nation also. Over 45 percent of the nation's imports are transported through California. Of the total freight imported through the Southern California Ports complex, 80 percent moves through the region for delivery throughout the nation. As America's primary freight gateway, this contribution should be rewarded proportionately.

PERFORMANCE MEASURES

California supports asset management requirements in MAP-21, and the policy to improve Federal-aid project decisionmaking through performance-based planning and programming. As a leader in the use of performance measures, California looks forward to collaborating with the Secretary of the U.S. Department of Transportation (Secretary) to establish core performance measures where they are called for throughout the legislation.

But to be fully effective, a coordinated approach to performance-based management needs to be flexible and iterative to enable states and the federal government to make necessary adjustments based on real world experience. Our local agency partners emphasize that MPOs should be allowed to develop local performance measures that exceed statewide measures.

It is important to note that expectations for performance-based outcomes must be tempered by the reality that available transportation funding falls far short of full transportation needs. Federally chartered commissions have shown that the nation needs a 40 percent increase in transportation investments just to keep pace with current needs.

STATE/LOCAL DECISIONMAKING

California has a long history of working collaboratively with MPOs and Regional Transportation Planning Agencies in the transportation decision-making process. In fact, 75 percent of the programming within California's State Transportation Improvement Program is carried out by these local agencies.

While California recognizes that the new criteria in the bill for the designation of MPOs must address the varied conditions in all states, we respectfully suggest that – in California - the currently designated agencies work very well with Caltrans to collectively plan, program, and deliver an effective state transportation system.

We look forward to working with the Secretary to maintain our effective system of state/local decisionmaking, as provided for in MAP-21 and hope that can be achieved as efficiently as possible. As you know, this new approach is a concern for many agencies nationwide.

PROGRAM CONSOLIDATION

California's Consensus Principles, developed in partnership with local agencies, call for combining existing federal programs, while expanding project eligibility and increasing flexibility. This concept has been endorsed by AASHTO and many members of Congress on both sides of the aisle.

Thus, California is generally supportive of program consolidation under MAP-21, which broadly defines five core highway programs. However, there is widespread concern among California's 58 counties that a few existing high priority programs are not specifically defined and funded. If, as the bill progresses, there is an opportunity to work with you to further define the core programs, we suggest:

- Highway Safety Improvement Program (HSIP): California strongly supports the increased funding for HSIP, which could be stronger if rural road safety is emphasized as a national priority, with measures for non-interstate road fatalities.
- Highway Bridge Program (HBP): California counties request that specific federal funding requirements be retained for local off-system bridges, within a national program. Caltrans would support working with the Committee to find a way to continue this program.

- Congestion Mitigation and Air Quality (CMAQ): There is nationwide concern among transportation stakeholders about using scarce HTF funds to convert private construction equipment fleets to clean diesel. California recognizes the need to reduce emissions within constrained revenues and has benefited from the several existing state programs that accomplish that. We support the Committee's strong commitment to improving the environment and respectfully suggest the program could be structured to be more permissive rather than mandatory, giving states credit for their own emissions reduction programs.

MASS TRANSIT

Caltrans, transit providers, and local transportation planning agencies in California commend you and your colleagues in the Committee on Banking, Housing, and Urban Affairs for the bipartisan transit markup that maintains current funding levels for two years, supports the use of clean fuels, increases safety while streamlining programs, and incorporates a performance-based approach for planning.

In California, the Public Utility Commission (PUC) has effectively regulated transit safety for many years, demonstrating California has the technical capacity, resources, and authority to regulate transit responsibly. In order to satisfy new oversight requirements in the federal legislation, it appears some duplicative efforts might result in California. We look forward to working with you as the bill progresses and trust we can find a solution.

INTERCITY RAIL

California has increased ridership on three of the top five busiest Amtrak corridors in the nation, and overall has increased revenue per rider. We urge you to maintain funding to provide critical connectivity for passengers traveling on rail corridors between San Diego and Los Angeles and beyond, the Bay Area and Sacramento, and throughout the length of the Central Valley.

HIGH-SPEED RAIL

Caltrans remains committed to high-speed rail as a long-term transportation solution.

TIFIA

Again, thank you for listening. MAP-21 significantly increases the amount of TIFIA funding, raises the allowable percentage of project share and ensures funds will be available for rural areas. This reflects our consensus principles and recommendations.

PROJECT STREAMLINING

California is a leader in streamlining and expediting project delivery while protecting the environment; and strongly supports the project acceleration provisions in MAP-21. We have been able to make significant reductions in project delivery times in California through the National Environmental Protection Act (NEPA) Delegation Pilot Program in SAFETEA-LU.

The Honorable Barbara Boxer and The Honorable James M. Inhofe
February 13, 2012
Page 5

California is the only state to implement this program successfully.

In our April 6, 2011 testimony to your Committee, Caltrans recommended the NEPA Pilot should be made permanent and you responded with provisions in MAP-21 that do that. This reflects the Committee's commitment to streamlining the delivery of transportation projects within a consistent national policy for environmental review and approval.

Working in consultation with our local partners, Caltrans recognizes that some agencies have varying views and would like to see greater efficiencies than those already achieved. Caltrans recognizes these views and is committed to working diligently with all our local agencies to reduce duplication and speed approvals to the maximum extent possible.

California leads the nation in leveraging federal surface transportation revenues to implement innovative strategies to preserve and improve the transportation system. For us to continue, current levels of federal investments must be maintained and we must start working now to identify new user-based revenues. But for now, sustaining federal transportation investments in a multi-year transportation bill is critical to ensuring our ability to keep transportation improvement projects moving forward, creating jobs, and improving mobility and the quality of life for all of us in California and throughout the nation. Thousands of active state and local projects in California will be in jeopardy if Congress does not act by April 1, 2012.

We look forward to working with you as MAP-21 progresses and during a considered, thoughtful conference with the House to continue the fuel excise taxes and reauthorize transportation funding programs. Working together, we can protect and improve our transportation infrastructure in a way that does not increase the national deficit, while creating jobs and strengthening the economy.

Thank you for your consideration. My staff and I are available to respond to any questions you might have on these comments and recommendations. Please contact Mr. Dan McKell, at the above address, by telephone at (916) 653-0715, or by email at dan_mckell@dot.ca.gov.

Sincerely,



MALCOLM DOUGHERTY
Caltrans
Acting Director

cc: California Congressional Delegation

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SIMON AND COMPANY
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Washington Friday Report

Volume XIV, Issue 6

February 10, 2012

INSIDE THIS WEEK

- 1 Transportation Progress, FAA, Housing Bills
- 2 Transit Grants, Summer Jobs, Line Item Veto,
- 2 FY13 Budget, DOJ Girls Site, New - Small Starts

A fascinating and busy week in Washington – significant forward movement on transportation and aviation bills, a slew of new housing initiatives and now we get set to receive the President's FY13 budget on Monday! Highlights below.

Transportation Reauthorization

As part of our continuing effort to keep you up-to-date on the multi-year transportation bills (finally) moving through Congress, the Senate has invoked cloture on MAP-21 (S.1813) by an overwhelming vote of 85 to 11, which now allows consideration to go forward. The 2-year \$109 billion reauthorization could see a final vote on the Senate floor as early as next week. Senator **Barbara Boxer**, the main sponsor of the bill, said, "Now the true test comes as we have a lot of work to do to complete this legislation, to make it real, to get that certainty out there to get these jobs going... Please do not mess up this bill." This comes after the Senate Finance Committee marked up a related funding bill on Tuesday, and was able to find \$10.5 billion in additional revenues to fill what the committee determined was a smaller funding gap than the \$12 billion gap the CBO had projected earlier. "We need a highway system built for a 21st century economy," Chairman **Max Baucus** (MT) said. For more on the markup, click on [Senate Closes Funding Gap](#).

The relative calm of the Senate is in stark contrast to the House, which is likely to see a more contentious vote on its 5-year reauthorization. The House Rules Committee combined the work of four other committees, including Transportation and Infrastructure, to create a consolidated 979-page version of the *American Energy and Infrastructure Jobs Act of 2012* (H.R.7). It plans to meet next week to grant a rule that could limit the amendment process for floor consideration of the bill. Amendments to H.R.7 are due to the Committee by Monday at 11AM. "I would expect either a totally open or very open process. We're going to have lots of amendments," said Rep. **John Duncan** (TN), chairman of the Highways and Transit Subcommittee. If the rule passes, this \$260 billion bill could make its way to the House floor shortly.

Assuming the House and Senate are each able to pass their transportation reauthorizations by the end of next week or thereabouts, one key question remains: How will the chambers reconcile the vast differences between these large complicated pieces of legislation? We will continue to update you on any new developments. For the current full bill text of H.R.7 and to learn more about the amendment process, click on [Rules Committee](#). For the House Democrats' critical response to the bill in the form of a fact sheet, click on [House Dems T&I Response](#).

Congress Passes Aviation Bill

By a vote of 75-20, the Senate adopted the conference report to the *FAA Reauthorization and Reform Act of 2011* (H.R.658). The bill has now cleared both the Senate and the House, and now sits on the President's desk awaiting his signature. It would authorize about \$15.9 billion every year for federal aviation programs through FY15. This will be the first multi-year FAA reauthorization since the 2003 renewal expired at the end of FY07. Annually, there will be \$3.35 billion for the Airport Improvement Program, \$2.7 billion for the FAA's facilities and equipment, and roughly between \$9.5 and \$9.7 billion for FAA operations between FY12 and FY15. The bill also requires implementation of the Next Generation Air Transportation System (NextGen) by 2015. "This bill is a huge win for America's economy, for passenger safety, and for the aviation industry. From the start, our goal was preserving the safest, most efficient, and modern aviation system in the world," said Senate Commerce, Science, and Transportation Chairman **John Rockefeller IV** (WV). For more, click on [FAA Bill](#).

Housing Initiatives and News

There were some big developments this week coming out of Washington in the world of housing. First was the \$26 billion **mortgage foreclosure settlement** between all state attorneys general (except for Oklahoma, which is going ahead with its own settlement), the federal government, and the five biggest banks in the mortgage market: Ally Financial (the old GMAC), Bank of America, Wells Fargo, JP Morgan, and Citigroup. Bank of America will pay the largest share, about \$12 billion.

This is the biggest multi-state settlement since the 1998 tobacco agreement as well as the largest in U.S. history. If all fourteen servicers join the settlement, the final figure could rise to \$30 billion. Under the current agreement, \$20 billion will be used as "credits" that banks will receive for principal write-downs and other aid to homeowners at risk of default, up to \$20,000 per year. This includes \$3 billion for refinancing

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mortgages currently under water. \$5 billion will be in cash payments to the states and federal government, of which \$1.5 billion will be reserved as cash payments for borrowers whose homes were sold or taken in foreclosure between 2008 and 2011, and who meet other criteria. It is unclear where the remaining \$1 billion will be used to make up the current \$26 billion figure in the agreement.

We also participated in a teleconference with HUD Secretary **Shaun Donovan**, who provided more details of the settlement. He said that \$2.5 billion will go directly to mortgage relief. He also mentioned that servicers will have to commit to strong new customer service standards. Lastly, he thanked local government and business stakeholders for their work on the settlement. For more, click on [Mortgage Servicing Settlement](#).

Back in Congress, a subcommittee of the House Financial Services Committee has approved a bill providing the Federal Housing Administration (FHA) with the tools needed to shore up the deteriorating health of the FHA mortgage insurance fund. The *FHA Emergency Fiscal Solvency Act* would, among other things, establish minimum annual premiums for mortgage insurance and improve FHA's internal financial controls. "*The FHA is facing an urgent fiscal crisis, and this proposal gives HUD Secretary Shaun Donovan emergency tools to wind down the risk before it's too late,*" said Subcommittee Chair **Judy Biggert** (IL). For more from the markup, which included other bills, click on [FHA Solvency](#).

\$827 Million for Transit and Facilities

DOT has announced the availability of \$826.5 million in FY12 discretionary fund to modernize and repair transit vehicles and facilities around the country and promote the widespread use of sustainable clean fuel and invites competitive proposals through the discretionary *Bus and Bus Facilities* and *Clean Fuels* grant programs as follows: (1) State of Good Repair – Approximately \$650 million; (2) Livability – Approximately \$125 million; and (3) Clean Fuels – Approximately \$51.5 million. The public announcement of recipients receiving funds will be likely made in July 2012. For the DOT announcement, click on [DOT Transit Funds](#). For a complete schedule of FTA's upcoming discretionary programs, along with details of FTA's FY12 apportionments, click on [Federal Register Notice](#).

Summer Jobs Plus

We had the opportunity on Wednesday to sit in on a teleconference with Labor Secretary **Hilda Solis** and White House Intergovernmental Affairs Deputy Director **David Agnew** on the Administration's *Summer Jobs+* initiative. *Summer Jobs+* is a call-to-action for businesses, non-profits, and government to provide pathways to employment for low-income and disconnected youth in the summer of 2012.

The Administration's goal is to have private and non-profit organizations commit to 250,000 youth jobs for the summer, with 180,000 already committed. Things that local political leaders can do to work towards this goal include: encouraging local partners and companies to hire, creating a visible City-led commitment to youth employment, embedding the upcoming "Summer Jobs Bank" widget into the City website (available in March), hosting

a summer jobs fair, or participating in the upcoming "My First Job" video campaign. Secretary Solis and Mr. Agnew both believed their success stemmed from their own first summer employment opportunities, emphasizing the significance of the skills they learned while earning. The Secretary cited time management, teamwork, experience, and networking as valuable gains. Secretary Solis stated that she "*was proud to report the youth unemployment rate dropped to its lowest rate since prior to the start of the recession in the January Jobs Report*" before lamenting that "*a 16% youth unemployment rate is still too high.*" For more, click on [Summer Jobs](#).

Line-Item Veto

By a vote of 254 to 173, the House passed H.R.3521, the *Expedited Line-Item Veto and Rescissions Act of 2011*, sponsored by House Budget Committee Chairman **Paul Ryan** (WI) and Ranking Member **Chris Van Hollen** (MD). It now moves on to the Senate for a vote. Under this legislation, within 45 days after a spending bill has been signed into law, the President would be given the power to send a special message to Congress recommending specific rescissions to it, for an up or down vote. While the President strongly supports the proposal because of the additional budget power it would afford him, Senate Democratic leaders are not expected to bring it up as a stand-alone bill, but accept it as an amendment to other legislation. For more, click on [Line-Item Veto](#).

Coming Monday – The Fiscal 2013 Budget

On Monday, **February 13th**, the President will present his FY13 budget to the Congress. We will examine its contents for news of interest to you, attend several budget briefings, and provide you with a complete wrap-up in next week's WFR.

New DOJ Site for At-Risk Girls

DOJ has launched the *National Girls Institute* website to better meet the needs of at-risk and delinquent girls, their families, and the agencies and organizations that serve them. For more, click on [National Girls Institute](#).

New Starts Listening Sessions

FTA will host three meetings and a webinar on the Notice of Proposed Rulemaking (NPRM) that it recently issued for its discretionary *Major Capital Investments* program, which includes New Starts and Small Starts. During these sessions, FTA staff will provide information on the NPRM and answer questions from interested persons. The webinar will be held February 28th and access information will be posted on the FTA website soon. The public outreach meetings will take place in: (1) Dallas, TX – February 15th; (2) San Diego, CA – February 16th; and (3) Atlanta, GA – February 23rd. The sessions are intended to encourage interested parties and stakeholders to submit their comments directly to the official docket. The docket for comments on the NPRM is open through March 26th. For more, click on [Listening Sessions](#).

Please contact Len Simon, Brandon Key, Jennifer Covino, and Stephanie Carter McIntosh with any questions.

**MEMORANDUM**

TO: Art Dao
Alameda County Transportation Commission

FROM: CJ Lake

RE: President Obama's Fiscal Year 2013 Budget Overview

DATE: February 13, 2012

**President Obama's Fiscal Year 2013 Budget
Overview**

President Obama sent his proposed FY13 budget to Congress on February 13, 2012. The budget request totals \$3.8 trillion. As he did in his FY12 budget request, President Obama is proposing a mix of revenue increases and spending cuts to reduce the Nation's record deficits. Increases in funding are focused on education, innovation and manufacturing, clean energy, and infrastructure. Some spending increases will look familiar as they were included in the American Jobs Act, which President Obama sent to Congress in the fall; while proposed cuts will also look familiar as the Administration originally sent those to the Select Joint Committee on Deficit Reduction.

The budget request reflects the compromise contained in the Budget Control Act enacted last August in a deal to raise the debt ceiling. This compromise set spending caps that would reduce discretionary spending over the next ten years by \$1 trillion. These caps on discretionary spending are equivalent to a freeze in FY13 at the FY11 levels (which were a 3.8 percent cut from the FY10 levels). The agreement set a discretionary spending cap of \$1.047 trillion for FY13. President Obama's FY13 request conforms to these caps put in place by the Budget Control Act.

Additionally, because the Select Joint Committee on Deficit Reduction failed to reach agreement on how to reduce the deficit by an additional \$1.8 trillion by 2021, automatic spending cuts known as "sequester" are set to take effect on January 1, 2013. This sequester will amount to \$109 billion in cuts per year split between defense and non-defense programs. The President's Budget request proposes a replacement to those triggered cuts with the mix of tax increases and other savings he proposed to Congress last September.

The President's plan would reduce the deficit by more than \$4 trillion over a decade through cuts in discretionary spending programs and by including \$1.5 trillion in new revenue. The same spending cuts proposed in September include \$360 billion in cuts to

Medicare, Medicaid and other federal health care spending and \$278 billion in cuts to non-health mandatory spending, including agricultural subsidies and federal civilian retirement. As in the past, President Obama will urge Congress to allow the 2001 and 2003 tax cuts for families that earn more than \$250,000 annually to expire on schedule at the end of this year, which the Administration said would generate almost \$1 trillion in revenue over 10 years.

Speaker Boehner's office has already announced this proposed budget is "unworkable". Consequently, the President's budget must be viewed as a political document rather than a blueprint likely to be enacted.

Department of Housing and Urban Development

Provides \$100 million for the Sustainable Communities Initiative to create incentives for more communities to develop comprehensive housing and transportation plans that result in sustainable development, increase transit-accessible housing. Funding for the program was eliminated in the FY12 THUD appropriations bill.

Department of Transportation

FY12 Enacted Level: \$71.6 billion

FY13 Request: \$74 billion

The Obama Administration's FY 13 Budget represents a scaled back approach from last year's ambitious Transportation Reauthorization \$555.9 billion proposal. In FY13, the Administration is once again proposing a six-year surface transportation plan but proposes a funding level of \$475.9 billion.

Last year's budget also proposed significant structural changes and consolidation to USDOT programs as well as increased funding levels, without identifying a "pay for." This year's proposal would be paid for through current user-financed mechanisms, \$261 billion in Highway Trust Fund receipts, and through savings from ending the war in Iraq and winding down operations in Afghanistan. Of the President's \$476 billion proposal, \$305 billion would fund road and bridge improvements – a 34 percent increase over the previous authorization. It also proposes to simplify the highway program structure by consolidating more than 55 programs into five programs.

Both the House and Senate are considering multiyear transportation reauthorization bills in their respective chambers this week; with newly proposed funding offsets. The Administration has already indicated support for the Senate bill, MAP-21.

New Budget/Policy Proposals:

- Move the Research and Innovative Technology Administration and the Bureau of Transportation Statistics into the Office of the Secretary to be headed by a new Assistant Secretary for Research and Technology.
- \$50 billion in transportation stimulus as part of the budget, but it is not part of the reauthorization bill
- Increase TIFIA funding from \$122 million per year to \$500 million per year. *Both the House and Senate Reauthorization bills have proposed funding TIFIA at \$1 billion a year.*

Office of the Secretary:

- \$500 million for TIGER-type discretionary surface transportation grants, the same as proposed in FY 2012.
- Proposed Assistant Secretary for Research and Technology's budget, the proposed general fund appropriation (tracking the current RITA budget) would shrink from \$16 million to \$14 million, but the BTS set-aside from the larger highway budget would increase from \$27 million to \$38 million.

Highways:

- Proposes a highway obligation limitation of \$41.830 billion an increase of \$2.7 billion over FY 2012

Transit:

- FTA is funded at \$10.836 billion, an increase of \$233 million over FY 2012.
- New Starts and Small Starts in the 2013 budget are funded at \$2.235 billion, an increase from \$1.955 billion in FY 2012. The amount that would go towards existing and pending full funding grant agreements in 2013 would be \$1.862 billion.

Rail:

- Proposes \$2.698 billion for the Federal Railroad Administration in 2013.
- Merges both Amtrak subsidy accounts with the High Speed and Intercity Passenger Rail accounts and then divides that sum into two accounts:
 - Network Development and
 - System Preservation and Renewal,
- Proposes \$2.546 billion for the combined Amtrak and HSIPR accounts in 2013, up over a billion dollars from the \$1.418 billion in FY 2012. This funding would be mandatory contract authority from the Transportation Trust Fund, not general fund appropriations as under current law.
- Proposes \$80 million in rail safety user fees to partially offset FRA expenses,

Safety:

- Proposes \$580 million for the Federal Motor Carrier Safety Administration increase from \$555 million in FY 2012.
- \$330 million is provided for the Department of Transportation's ongoing campaign against America's distracted driving epidemic.
- \$981 million is provided for the National Highway Traffic Safety Administration an increase from the \$800 million enacted in FY 2012.
- The budget proposes centralizing several existing NHTSA grant programs into the Section 402 state grants and requests a new \$50 million per year incentive grant program to combat distracted driving.
- Provides \$276 million for the Pipeline and Hazardous Materials Safety Administration, an increase from \$201 million in FY 2012.

Maritime:

- Provides \$344 million for the Maritime Administration in FY 2013, a decrease of \$5 million from 2012.

Aviation:

- Provides \$16.098 billion overall for the Federal Aviation Administration in FY 2013, a \$196 million increase over the FY 2012 level and \$326 million more than the amount authorized in the legislation the President will sign into law this week or next.
- Includes \$9.718 billion for FAA Operations
- Provides \$2.850 billion for Facilities and Equipment
- Provides \$180 million for Research, Engineering and Development
- Provides \$3.350 billion for Airport Improvement Program (AIP)
- Provides \$214 million for the Essential Air Service subsidy program within the Office of the Secretary



Memorandum

DATE: February 14, 2012

TO: Alameda County Transportation Commission

FROM: Planning, Policy and Legislation Committee

SUBJECT: Review and Comment on MTC's Second Draft of the One Bay Area Grant Program

Recommendation

This is an informational update and staff seeks feedback from PPLC members on this item. This item was also taken to ACTAC on February 6 and comments from ACTAC will be presented at the PPLC meeting.

Summary

In July 2011, MTC formally released draft proposed policies for allocation of the Cycle 2 Federal Surface Transportation Program and Congestion Mitigation Air Quality (STP/CMAQ) funds for the next three fiscal years (2012/2013, 2013/2014, 2014/2015), known as the "OneBayArea" Grant Program or OBAG. MTC's proposed grant program includes funding objectives, funding distributions, policy outcomes and implementation issues. A preliminary draft of MTC grant program was presented to the Alameda CTC in July 2011 and the Commission acted on specific comments in September 2011. A letter of Alameda CTC comments along with a summary of survey findings on readiness to meet the OBAG draft objectives was submitted to MTC in December 2011 (Attachment A).

In January 2012, MTC released a second draft of the OBAG program (Attachment B) in response to comments received. The second draft is under review by the public and MTC's commissioners. Since this second draft of the program came out in January after the Alameda CTC mail out dates, a full discussion of OBAG was not able to take place at ACTAC and at PPLC and is therefore being brought forth for commentary in February. Staff will present an overview of the second draft OBAG program in and seek comments for submission to MTC at the end of February 2012.

Three areas that staff is focusing on include: Complete Streets, Planning and Eligibility

Complete Streets: the Complete Streets requirement under the second draft OBAG and the flexibility of the use of these funds for planning purposes. Staff recommends that OBAG use the same language as in the Alameda CTC Master Program Funding Agreements which requires adoption of a Complete Streets policy by June 30, 2013, rather than a General Plan Update by the OBAG proposed timeframe of July 2013.

Planning: Staff recommends the greatest amount of flexibility be included in the final OBAG program for the use of these funds for planning purposes, recognizing that additional planning efforts are necessary for many of the PDAs in Alameda County to move them into the project development phases.

Eligibility: Staff wants to ensure that the Alameda CTC and transit operators are eligible as recipients of these funds, particularly since neither have land use authority and would therefore not meet the housing element requirement. While staff believes the Alameda CTC is an eligible recipient, it is important to ensure that it is clearly defined in the final OBAG guidelines

Staff seeks additional feedback from the Commission on these and other items regarding the second draft OBAG grant.

Discussion

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

Concurrent with SCS planning activities, MTC has drafted the OBAG Program with the aim of financially supporting and rewarding jurisdictions that help in fulfilling the state's mandates, as well as many of the additional targets adopted in the region for the Bay Area SCS. MTC plans to adopt a final OBAG Program in May 2012.

Feedback from PPLC

On February 13, this item was presented to the PPLC and the following comments were made:

- Alameda CTC will need to address how it can adequately support Priority Conservation Areas in the county since the MTC proposal does not allow large counties to compete for PCA-specific funds
- It is important to reward jurisdictions that are actually constructing housing; and therefore, the funding formula should continue to reflect actual construction and allocate funds accordingly
- Alameda CTC could play an important role in assisting local jurisdictions with planning efforts associated with the OBAG grant

Feedback from ACTAC

- ACTAC expressed concerns about the "color" of money that will be allocated and allowed for the 70%/30% split for STP and CMAQ funds. There is concern that larger amounts of money will be required to go toward PDAs when there are still significant needs in other areas within jurisdictions, particularly in industrial areas.

- ACTAC noted that the State has a density bonus law that says the jurisdictions are required to provide credits to the developer when they provide a certain percentage of low income housing. ACTAC seeks clarity on whether jurisdictions get to count those bonuses toward the low income formula.
- ACTAC requested further clarification on the Complete Streets policy requirement and expressed concern about being able to do a general plan amendment in the timeframe allotted in the current OBAG proposal. They also seek clarification as to whether it will require retrofits to current streets, which could take funds from basis rehabilitation projects, or whether it will only be applicable to new construction only.

Fiscal Impact

None at this time.

Attachments:

Attachment A:	Alameda CTC's 2011 Letter to MTC and countywide survey results on the first draft OBAG program
Attachment B:	Second Draft One Bay Area Grant Program
Attachment C:	Priority Development and Priority Conservation Areas in Alameda County

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Executive Director
Arthur L. Dao

December 19, 2011

Steve Heminger, Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

SUBJECT: Alameda CTC Comments on One Bay Area Grant Proposal

Dear Mr. Heminger,

The Alameda County Transportation Commission appreciates the opportunity that the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) have provided for comments on the draft One Bay Area Grant Program (OBAG) guidelines. In July and September 2011, the Alameda County Transportation Commission discussed the OBAG proposal and provided several comments, as noted below. The Alameda CTC also coordinated with the other Bay Area Congestion Management Agencies (CMAs) on the list of comments that were submitted to MTC in November from the CMAs.

Prior to submitting the Commission comments, the Alameda CTC staff created a process to identify whether the jurisdictions within the County would be able to meet the proposed OBAG requirements as written in the draft proposal for the Supportive Local Transportation and Land Use Policies, and to identify any obstacles in meeting them. To that end, the Alameda CTC performed a survey of cities and the county to identify readiness with OBAG proposed requirements and the final results were completed in mid-December; the results are included in Attachment A. In summary, over 50% of the Alameda County jurisdictions currently meet the proposed supportive land use and transportation policies in the proposed OBAG program. However, most noted that both technical and funding assistance would enable them to create more supportive policies and to develop plans such as the Community Risk Reduction Plans.

The following comments on the proposed OBAG program are based upon Commissioner feedback.

The Alameda CTC supports and commends many features included in the OBAG proposal to support and encourage development that links transportation and land uses to help meet the goals of SB 375's Sustainable Communities Strategy mandate.

In general, the Alameda CTC supports the following elements of the grant program:

- Combining multiple programs into a flexible program allows greater opportunities to fund the particular needs of Alameda County.
- The ability to flex up to 5% of the funds allocated to Priority Development Areas to Priority Conservation Areas allows counties to support the resources and transportation needs of PCAs.

Some recommended modifications for consideration to the OBAG guidelines include the following:

- A baseline funding amount for streets and roads is necessary. Allow counties the flexibility to apply certain portions of the funding to Local Streets and Roads Rehabilitation (LSR) funds from the PDA funding amount, and do not require the application of the Supportive Local Transportation and Land Use Policies to any LSR funds that a county has chosen to separate from the PDA funding amount. This provides more flexibility to jurisdictions to support a fix-it-first approach and address on-going LSR maintenance needs. In sum, allow each county to provide 50-70% to be applied to PDAs, with the remainder to local streets and roads, or other programs such as Safe Routes to Schools.
- Establishment of a regionally administered PCA program of \$5 million is important to protect the conservation lands within jurisdictions throughout the region. To that end, establish a baseline amount for smaller counties so they do not have to compete for these funds, but allow a portion to be accessible to larger counties through a competitive process.
- The Supportive Local Transportation and Land Use Policies need to be clarified regarding policy intent and how implementation will be monitored.
- Regarding MTC policy outcomes for housing policies that don't allow displacement of low-income housing, consider adding a requirement for quality affordable housing in PDAs to ensure that the housing stock is of durable, good quality.
- Clarify the timeline for adoption of all policies to be eligible for funding. The Approved Housing Element as part of the Supportive Land Use policy requires adoption of a housing element under the new RHNA to be done by September 2014;

however, it is our understanding, based upon discussions with MTC staff, that policy adoption must occur at the local or countywide level by October 1, 2013. Please confirm that timeline.

- Regarding the policy outcomes for the parking/pricing and employer trip reduction, change this from all inclusive to allow for one or the other, not all.
- The increase in funding to the counties for PDA implementation will help to advance the goals of the SCS; however, if funding allocations were based upon where actual PDAs and PCAs are located, and not based upon keeping a funding floor for each county, the region could move more quickly in implementing PDA development by providing more funds to the areas that have more PDAs.

Please let me know if you have any questions regarding these comments.

Sincerely,



Arthur L. Dao

Executive Director

Attachment A: Alameda CTC Survey of Cities and the County on OBAG criteria

TO: Beth Walukas and Tess Lengyel, Alameda County Transportation Commission

FROM: Judis Santos, Parsons Brinckerhoff

THROUGH: Rebecca Kohlstrand, Parsons Brinckerhoff

SUBJECT: Final Results of ACTAC Survey on OneBayArea Grant Criteria

DATE: December 16, 2011

Introduction

Purpose: The purpose of this task is to gather information that 1) determines how well Alameda County jurisdictions meet proposed criteria for the OneBayArea grant program and 2) identifies assistance needed by the jurisdictions to meet them. The Alameda County Transportation Commission (Alameda CTC) is preparing a response to MTC that will include a discussion of the jurisdictions' needs based on the results of this information-gathering effort.

Background: In July 2011, the Metropolitan Transportation Commission (MTC) released a draft of proposed policies to guide allocation of the Cycle 2 Federal Surface Transportation Program and Congestion Mitigation Air Quality (STP/CMAQ) funds, known as the "OneBayArea" Grant Program, for the next three fiscal years. The Program includes funding objectives, funding distributions, policy outcomes and implementation issues. Policy outcomes described in the program to help support the implementation of the Sustainable Communities Strategy include:

1. **Supportive Local Transportation and Land-Use Policies**
 - a. Parking/pricing policies (e.g. cash out, peak pricing, on-street/off-street pricing differentials, eliminate parking minimums, unbundled parking) and adopted city and/or countywide employer trip reduction ordinances.
 - b. Adopted Community Risk Reduction Plans (CRRP) per CEQA guidelines
 - c. Have affordable housing policies in place or policies that ensure that new development projects do not displace low income housing
 - d. Adopted bicycle/pedestrian plan and complete streets policy in general plans pursuant to Complete Streets Act of 2008.

2. **Approved Housing Element:**

- a. Adoption of a housing element that meets the current RHNA before the new RHNA is adopted, or
- b. The adoption of a housing element that meets the new RHNA after its approval early in 2012. Jurisdictions have 18 months after the adoption of the Sustainable Communities Strategy to meet the new RHNA; therefore, compliance is expected and required by September 2014. Any jurisdiction failing to meet either one of these deadlines will not be allowed to receive grant funding. Lastly, any jurisdiction without adopted housing elements addressing the new RHNA by September 2014 will be ineligible to receive any funding after Cycle 2 until they have adopted a housing element.

Scope: The objective of this task is to collect baseline information that determines whether jurisdictions have certain policies in place to be compliant with the OneBayArea Grant Program criteria as proposed. Specifically, this task focuses on jurisdictions' readiness to have adopted supportive local transportation and land-use policies and/or to secure an approved housing element. The consultant scope of work includes the following:

- Working with the Alameda CTC, develop a list of questions that assess a jurisdiction's readiness in meeting proposed criteria for the OneBayArea program;
- Determine appropriate methodology based on scope, budget, and schedule deadline (i.e. survey, phone interview, focus group discussion);
- Once methodology determined, contact and work through the Alameda County Technical Advisory Committee (ACTAC) members to obtain the information; and,
- Compile and summarize survey results.

Methodology: Information was gathered through a twenty (20) question survey addressing seven (7) topics (Attachment 1). Attachments 2 and 3 summarize survey responses and additional comments. The survey was initially developed in an "on-line"/web-format for user-friendliness. The format was changed to a PDF document/survey because of the likelihood that various departments/individuals may be involved in completing the survey. A total of fifteen (15) ACTAC members were contacted via phone and provided with the survey via email. All fifteen (15) jurisdictions responded with completed surveys and comments—Alameda County, City of Alameda, Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, Pleasanton, San Leandro, and Union City. In addition to the survey, ACTAC members were provided with an introductory email, reference documents and a link to Alameda CTC Board materials. The survey collected information on whether the following policies are in place: Parking and pricing policies, community risk reduction plans, affordable housing policies, complete streets/adopted bicycle plans, and

approved housing element. In addition, questions about ineligibility concerns and requested training/support were included to identify additional issues.

General Findings

To be compliant with OneBayArea grant program's proposed criteria, at least two of the four policies need to be met under supportive local transportation and land-use policies. In addition, an approved housing element is a proposed condition for any jurisdiction receiving Cycle 2 OneBayArea grants. Out of the 15 jurisdictions that reported survey results, to date eight (8) jurisdictions (City of Alameda, Emeryville, Fremont, Hayward, Newark, Oakland, San Leandro, Union City) meet the supportive local transportation and land-use policies and approved housing element requirements.

There are efforts in moving towards becoming compliant with an approved housing element and transportation/land-use policies in place. For example, thirteen (13) out of the fifteen (15) jurisdictions reported expected compliance with the approved housing element by September 2014. Under supportive local transportation and land-use policies, the following policy areas are more likely to have compliance by the jurisdictions: affordable housing policies and an updated General Plan to comply with the state Complete Streets Act. Of the 15 jurisdictions responding, twelve (12) jurisdictions have affordable housing policies (Alameda County, Alameda, Albany, Dublin, Emeryville, Fremont, Hayward, Newark, Oakland, Piedmont, San Leandro, Union City). Regarding Complete Streets, although two (2) jurisdictions' (Piedmont and Fremont) General Plans have been updated for compliance, eleven (11) jurisdictions (Alameda, Albany, Berkeley, Dublin, Emeryville, Hayward, Livermore, Newark, Oakland, San Leandro, Union City) plan on revising their General Plans to incorporate the Complete Streets Policy.

Conclusions

- Survey results report that to date, eight (8) out of the fifteen (15) jurisdictions show compliance with the proposed OneBayArea Grant criteria. The eight jurisdictions include the cities of Alameda, Emeryville, Fremont, Hayward, Newark, Oakland, San Leandro and Union City.
- One of the challenges for compliance under the supportive local transportation and land-use policies is the development of "Community Risk Reduction Plans." All of the fifteen jurisdictions reported not having adopted nor are they in the process of developing a CRRP per CEQA guidelines. Eight (8) jurisdictions out of fifteen (15) reported on CRRPs being a useful

alternative, while eleven (11) out of fifteen (15) jurisdictions reported on potentially developing a CRRP if additional funding and/or technical assistance was provided.

- Fourteen (14) out of the fifteen (15) jurisdictions reported that training and additional resources will be needed to create, adopt and/or implement programs to be compliant with OneBayArea grant criteria. Training (i.e. workshops) is helpful mostly in the area of parking/pricing policies. Other additional training/workshop areas of interest include: trip reduction ordinances, CRRPs, affordable housing policies, Complete Streets, and meeting the deadline of September 2014 to have an approved housing element.
- Lastly, the survey identifies what policies are in place at each jurisdiction. There may be a need to conduct a more in-depth study on causes and reasons why certain policies are in development (and why some are not). This includes such policies as the community risk reduction program and parking/pricing policies. This type of assessment is more appropriate utilizing focus groups or informational interviewing techniques.

ACTAC Survey

Questions? Please contact Judis Santos, Parsons Brinckerhoff, at: 415-243-4688 or santosjg@pbworld.com

Does your jurisdiction have any of the following plans/policies adopted and in place?

A. PARKING AND PRICING POLICIES

1. Cash out program? *(State law requires certain employers who provide subsidized parking for their employees to offer a cash allowance in lieu of a parking space. This law is called the parking cash-out program.)*

☐ YES ☐ NO

If yes, when was it adopted? Date: _____

If no, do you plan to adopt one? ☐ YES ☐ NO

If yes, what is the timeline for adoption? ☐ 6 months ☐ 1 Year ☐ 2 or More Years

If no, please describe why _____

2. Peak pricing? *(Surcharging users of a transport network in periods of peak demand to reduce traffic congestion)*

☐ YES ☐ NO

If yes, when was it adopted? Date: _____

If no, do you plan to adopt one? ☐ YES ☐ NO

If yes, what is the timeline for adoption? ☐ 6 months ☐ 1 Year ☐ 2 or More Years

If no, please describe why _____

3. On-street/Off-Street Parking Differentials?

☐ YES ☐ NO

If yes, when was it adopted? Date: _____

If no, do you plan to adopt one? ☐ YES ☐ NO

If yes, what is the timeline for adoption? ☐ 6 months ☐ 1 Year ☐ 2 or More Years

If no, please describe why _____

4. Eliminate parking minimums? *(Parking minimums are set for every land use to satisfy peak parking demand. In other words, cities and towns mandate that planners provide parking spaces for most residents of new buildings or to accommodate patrons on the busiest days of the year.)*

☐ YES ☐ NO

If yes, when was it adopted? Date: _____

If no, do you plan to adopt one? ☐ YES ☐ NO

If yes, what is the timeline for adoption? ☐ 6 months ☐ 1 Year ☐ 2 or More Years

If no, please describe why _____

5. Unbundled parking *(Unbundled parking means that parking is rented or sold separately. Unpriced parking is often "bundled" with building costs, which means that a certain number of spaces are automatically included with building purchases or leases.)*

☐ YES ☐ NO

If yes, when was it adopted? Date: _____

If no, do you plan to adopt one? ☐ YES ☐ NO

If yes, what is the timeline for adoption? ☐ 6 months ☐ 1 Year ☐ 2 or More Years

If no, please describe why _____

6. Adopted city and/or countywide employer trip reduction ordinances? *(designed to encourage the use of transportation alternatives)*

☐ YES ☐ NO

If yes, when was it adopted? Date: _____

If no, do you plan to adopt one? ☐ YES ☐ NO

If yes, what is the timeline for adoption? ☐ 6 months ☐ 1 Year ☐ 2 or More Years

If no, please describe why _____

B. COMMUNITY RISK REDUCTION PLANS (CRRP).

1. In May 2011, the Bay Area Air Quality Management District issued updated CEQA Guidelines that provide an option of developing a CRRP as an alternative to performing individual air quality analysis to determine if a project exceeds the thresholds of significance of toxic air contaminants and fine particulate matter.

Are you familiar with the new Guidelines? ☐ YES ☐ NO

2. Has your jurisdiction adopted or considered developing a Community Risk Reduction Plan (CRRP) per CEQA Guidelines?

☐ YES ☐ NO

If yes, when was it adopted? Date: _____

If no, do you plan to adopt one? ☐ YES ☐ NO

If yes, what is the timeline for adoption? ☐ 6 months ☐ 1 Year ☐ 2 or More Years

If no, please describe why _____

3. A CRRP could provide a coordinated approach for assessing relevant air quality risks and identifying mitigation measures, but could require significant resources for its development. The benefits a CRRP could offer would be its usefulness in not having to develop site-specific risk analysis on a project by project basis.

Do you agree that CRRPs could serve as a useful alternative for your jurisdiction? Why or why not?

4. Would you consider developing a CRRP for your projects if additional funding and/or technical assistance were provided? ☐ YES ☐ NO

5. Would you participate in the development of a multi-jurisdictional CRRP? ☐ YES ☐ NO

C. AFFORDABLE HOUSING

1. Does your jurisdiction have affordable housing policies in place or policies that ensure that new development projects do not displace low income housing?

☐ YES ☐ NO

If yes, when was it adopted? Date: _____

If no, do you plan to adopt one? ☐ YES ☐ NO

If yes, what is the timeline for adoption? ☐ 6 months ☐ 1 Year ☐ 2 or More Years

If no, please describe why _____

D. COMPLETE STREET/ADOPTED BICYCLE PEDESTRIAN PLANS

1. Does your jurisdiction have an adopted Complete Streets policy? ☐ YES ☐ NO

If yes, when was it adopted? Date: _____

What is the timeline for adoption? ☐ 6 month ☐ 1 Year ☐ 2 or More Years

Can you please describe them briefly here? _____

2. Have you updated your General Plan to comply with the state Complete Streets Act (2008, AB 1358) which took effect January 1, 2011?

☐ YES ☐ NO

If yes, when was this done? _____

If no, does your General Plan already meet the requirements of AB1358? ☐ YES ☐ NO

If not, when is your next planned "substantial revision of the circulation element" of your General Plan? Date _____

Do you plan to revise it to incorporate the Complete Streets Act? ☐ YES ☐ NO

Alameda CTC recently surveyed the jurisdictions for the status of their bike and ped plans. As of August 2011, can you please list your bike and pedestrian plan update years and status? _____

E. APPROVED HOUSING ELEMENT

In the proposed criteria, there are two ways to demonstrate compliance for the "approved housing element" criteria: Adoption of a housing element that meets the current Regional Housing Need Allocation before the new RHNA is adopted OR Adoption of a housing element that meets the new RHNA after its approval in Spring 2012 (jurisdictions have 18 months to do this and must be in compliance by September 2014).

1. Is your jurisdiction able to demonstrate compliance through one of the two options above?

☐ YES ☐ NO

If yes, which option applies to you: ☐ meets current RHNA ☐ or new RHNA (see question 1A)

If no, are you scheduled to adopt one in the next 6 months? ☐ YES ☐ NO

- 1A. If future RHNA: You plan to adopt a housing element that meets the new RHNA after its approval in Spring 2012? ☐ YES ☐ NO

If yes, what is your schedule to incorporate the new RHNA and adopt a new housing element? Dates: _____

3. If jurisdiction is not able to demonstrate compliance with one of the two options: why not and what issues are preventing you from adopting a housing element?

4. Jurisdictions are expected to comply with an approved housing element by September 2014. your jurisdiction be compliant by then? ☐ YES ☐ NO

F. INELIGIBILITY FOR FUNDING

Any jurisdiction without adopted housing elements addressing the new Regional Housing Need Allocation by September 2014, will be ineligible to receive any funding in Cycle 2 or after until they have adopted a housing element.

In addition, under the proposed ABAG criteria, local agencies are required to meet at least two of the four transportation and land use policies (parking/pricing, CRRP, affordable housing, bicycle/ped plans and complete streets) to be eligible for grant funds in Cycle 2 and after.

1. Alameda CTC is trying to determine how best to assist Alameda County jurisdictions in meeting these criteria as they are currently proposed, what do you think are your jurisdiction's greatest obstacles to overcome in order to fulfill the OneBayArea Grant requirements?

G. TRAINING AND SUPPORT

Alameda CTC would like to know a little more about what training, support or resources you would need to create, adopt or implement any of these programs (please check all that apply):

	Training (i.e. workshops)	Resources other support (i.e. staff)
Parking/Pricing policies	<input type="checkbox"/>	<input type="checkbox"/>
Trip Reduction Ordinances	<input type="checkbox"/>	<input type="checkbox"/>
CRRPs	<input type="checkbox"/>	<input type="checkbox"/>
Affordable housing policies	<input type="checkbox"/>	<input type="checkbox"/>
Complete Streets policies/Develop or Update Bike Pedestrian Plans	<input type="checkbox"/>	<input type="checkbox"/>
Meeting the deadline of September 2014 to have an approved housing element	<input type="checkbox"/>	<input type="checkbox"/>

2. Lastly, Alameda CTC would like to share with you that they will be contacting the jurisdictions to gather information in the future about these types of things. In the very near term, they will be gathering more information on the status of Priority Development Area/Transit Oriented Development implementation.

What are the best methods to gather information from your jurisdiction? (eg., surveys, call specific contact, email)

3. Any other comments you would like to share?

Thank you for your participation.

OneBayAreaGrant Criteria Checklist Summary
(Date: 12/16/2011)

Legend: **X** = Yes

☐ = Did not respond to question

<div>Legend: X = Yes <div><div></div></div> = Did not respond to question</div>														
Overall Summary of Requirements Met	Alameda County													
	City of Alameda													
	Albany													
	Berkeley													
	Dublin													
Supportive Local Transportation and Land-Use Policies	Emeryville													
	Fremont													
	Hayward													
	Livermore													
	Newark													
Approved Housing Element	Oakland													
	Piedmont													
	Pleasanton													
	San Leandro													
	Union City													
Detailed Summary of Requirements Met														
Parking and Pricing Policies	Cash Out Program													
	Peak Pricing													
	On-Street/Off-Street Parking Differentials													
	Eliminate Parking Minimums													
	Unbundled Parking?													
Adopted city and/or countywide employer trip reduction ordinances?														

OneBayAreaGrant Criteria Checklist Summary
(Date: 12/16/2011)

Legend: **X** = Yes

☐ = Did not respond to question

										Alameda County	City of Alameda	Albany	Berkeley	Dublin	Emeryville	Fremont	Hayward	Livermore	Newark	Oakland	Piedmont	Pleasanton	San Leandro	Union City
CRRP	Familiar with new CEQA Guidelines		X	X	X	X																	X	X
	Has your jurisdiction adopted or considered development a Community Risk Reduction Plan per CEQA guidelines?																							
	CRRPS could serve as a useful alternative for your jurisdictions?			X	X										X	X	X	X			X			X
	Would you consider development a CRRP for your projects if additional funding and/or technical assistance were provided? Would you participate in the development of a multi-jurisdictional CRRP?		X	X	X										X	X	X	X	X	X	X	X	X	X
Affordable Housing	Does your jurisdiction have affordable housing policies in place or policies that ensure that new development projects do not displace low income housing?		X	X	X										X	X	X		X	X	X		X	X
Complete Street/Adopted Bicycle Pedestrian Plan	Does your jurisdiction have an adopted Complete Streets policy? Have you updated you General Plan to comply with the state Complete Streets Act (2008, AB 1358) which took effect January 1, 2011?		X		X					X	X													
	If no, does your General Plan already meet the requirements?																		X					
	Do you plan to revise it to incorporate Complete Streets Act?		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X			X	X

(Date: 12/16/2011)

☐ = Did not respond to question

Approved Housing Element												
Is your jurisdiction able to demonstrate compliance through one of the two options above?	X	X		X	X	X	X	X	X		X	X
If no, are you scheduled to adopt one in the next 6 months?			X									
Jurisdictions are expected to comply with an approved housing element by September 2014. Will your jurisdiction be compliant by then?	X	X	X	X	X	X	X	X	X		X	X

Attachment 3

Summary of OneBay/aregrant Criteria Survey Responses (Date: 12/16/2011)				
Overall Summary of Requirements Met		YES	NO	No Response
1. Supportive Local Transportation and Land-Use Policies				
Comment				
a) Parking/pricing policies (e.g. cash out, peak pricing, on-street/off street pricing differentials, eliminate parking minimums, unbundled parking) and adopted city and/or countywide employer trip reduction ordinances	City of Alameda Albany Berkeley Emeryville Hayward Newark Oakland San Leandro Union City	Alameda County Dublin Fremont Livermore Piedmont Pleasanton		Of the 15 jurisdictions, 0 of 15 had all of the six (6) parking/pricing policies listed. Berkeley had 3 of 6 policies (on-street/off-street differentials, unbundled parking, and employer trip reduction ordinances). Newark, Union City, and Emeryville followed having 2 of 6 policies (Newark: eliminate parking minimums, employer trip reduction ordinances; Union City: cash out, trip reduction ordinances; Emeryville: unbundled parking, employer trip reduction ordinances). Albany and City of Alameda had on-street/off-street differentials. San Leandro had unbundled parking. Hayward has eliminated parking minimums. Oakland had employer trip reduction ordinances.
b) Adopted Community Risk Reduction Plans (CRRP) per CEQA guidelines	some interest in multi-jurisdictional CRRP	Alameda County City of Alameda Albany Berkeley Dublin Emeryville Fremont Hayward Livermore Newark Piedmont Pleasanton San Leandro Union City		Of the 15 jurisdictions, 10 (Alameda County, Alameda, Albany, Dublin, Emeryville, Fremont, Hayward, Newark, San Leandro, Union City) were familiar with new CEQA guidelines; None are developing a CRRP. Eight (Alameda, Albany, Emeryville, Fremont, Hayward, Livermore, Piedmont, Union City) agree that CRRPs are a useful alternative; 11 jurisdictions (Alameda, Alameda County, Emeryville, Fremont, Hayward, Newark, Oakland, Piedmont, Pleasanton, San Leandro, Union City) would consider developing a CRRP for projects if funding/assistance was provided, and Livermore would maybe consider developing a CRRP; 12 jurisdictions (Alameda, Alameda County, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, Pleasanton, San Leandro, Union City) would participate in a multi-jurisdictional CRRP.
c) Have affordable housing policies in place or policies that ensure that new development projects do not displace low income housing	Alameda County City of Alameda Albany Dublin Emeryville Fremont Hayward Newark Oakland Piedmont San Leandro Union City	Berkeley Livermore Pleasanton		Of the 15 jurisdictions, 12 have affordable housing policies in place.

Summary of OneBayArea Grant Criteria Survey Responses
(Date: 12/16/2011)

	YES	NO	No Response	Comment
d) Adopted bicycle/pedestrian plan and Complete Streets policy in General Plans pursuant to Complete Streets Act of 2008	Fremont Piedmont	Alameda County City of Alameda Albany Berkeley Dublin Emeryville Hayward Livermore Newark Oakland San Leandro Union City	Pleasanton	Of the 15 jurisdictions, 2 (Fremont and Piedmont) has an adopted bicycle/pedestrian plan and Complete Streets policy in General Plans pursuant to 2008 Complete Streets Act. Ten (Alameda, Albany, Berkeley, Dublin, Emeryville, Hayward, Livermore, Newark, San Leandro, Union City) are planning to incorporate Complete Streets Act in the next substantial revision of their General Plan.
2. Approved Housing Element				
a) Adoption of a housing element that meets the current RHNA before the new RHNA is adopted	Alameda County Dublin Emeryville Fremont Hayward Livermore Newark Oakland San Leandro Union City	Albany Piedmont	Berkeley Pleasanton	Of the 15 jurisdictions, 13 (Alameda County, Alameda, Albany, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, San Leandro, Union City) reported being compliant by September 2014.
b) The adoption of a housing element that meets the new RHNA after is approval early in 2012	City of Alameda			

Summary of OneBayAreaGrant Criteria Survey Responses
(Date: 12/16/2011)

Detailed Summary of Requirements Met				Comment
	YES	NO	No Response	
A. Parking and Pricing Policies				
1. Cash out program?	Union City (October 2010)	Alameda County City of Alameda Albany Berkeley Dublin Emeryville Fremont Hayward Livermore Newark Oakland Piedmont Pleasanton San Leandro		City of Alameda: Does not plan to adopt one, due cost of implementation and limited transportation options Albany: The City has not considered a cash out program. Dublin: Does not plan to adopt one because parking is free Fremont: Does not plan to adopt one because parking is free Newark: There are no parking subsidies in the City. Hayward: Plans to adopt one within 2 or more years Oakland: Does not plan to adopt one. Piedmont: Small size and lack of parking facilities. There is little demand. Pleasanton: Does not plan to adopt one, no subsidized parking in Pleasanton San Leandro: Budgetary constraints
2. Peak Pricing?		Alameda County City of Alameda Albany Berkeley Dublin Hayward Emeryville Fremont Livermore Newark Piedmont Pleasanton San Leandro Union City		City of Alameda: Does not plan to adopt one, due to cost of implementation and limited transportation options Albany: The City is small and does not have staff capacity to implement congestion pricing Dublin: Does not plan to adopt one, because parking is free Emeryville: Does not plan to adopt one, due to no control over regional roadways Fremont: Does not plan to adopt one, states there is no need. Hayward: Plans to adopt one within 2 or more years. Livermore: Plans to adopt one within 2 or more years. Congestion pricing for future I-580/Isabel BART Station future. Explore paid parking downtown. Newark: No mechanism for peak pricing in Newark. Oakland: Do not plan to adopt one, City doesn't control transport network. Some parking garages have early bird specials. Piedmont: Small size and largely residential parking, there is little demand for commercial parking Pleasanton: Does not plan to adopt one San Leandro: Need to assess further Union City: Extent of congestion in City does not warrant
3. On-street/Off-Street Parking Differentials?	City of Alameda (11/6/2007) Albany (2009) Berkeley	Alameda County Dublin Emeryville Fremont Hayward Livermore Newark Oakland Piedmont Pleasanton San Leandro Union City		Dublin: Does not plan to adopt one, on-street parking is not regulated Fremont: Does not plan to adopt one, all on street and off street parking in Fremont is free Hayward: Plans to adopt one within 2 or more years Newark: No need identified Oakland: Hopes to adopt one within 6 months for certain districts Piedmont: Small size and lack of parking facilities. Little demand. Pleasanton: Do not plan to adopt one, no paid on or off street parking in Pleasanton San Leandro: Need to assess further

Summary of OneBayAreaGrant Criteria Survey Responses
(Date: 12/16/2011)

	YES	NO	No Response	Comment
4. Eliminate parking minimums?	<p>Hayward Newark</p>	<p>Alameda County City of Alameda Albany Berkeley Dublin Emeryville Fremont Livermore Oakland Piedmont Pleasanton San Leandro Union City</p>		<p>Alameda County: Do not plan to adopt one, Draft Design Guidelines incorporate maximum parking concepts City of Alameda: Do not plan to adopt one due to limited transit Albany: Amendment would require public vote Berkeley: To retain leverage with developers, but enabling TDM based waivers Dublin: Does not plan to adopt one, but it is under consideration for a few targeted areas Emeryville: Plans to adopt one within 1 year Fremont: Does not plan to adopt one, there is no charged parking in Fremont. Hayward: Adopted September 2011 for South Hayward BART Area Newark: Adopted some in August 2011 as part of a specific plan, but not on a Citywide basis. Oakland: Does not plan to adopt one (interpreting this to be eliminate all parking minimums). Piedmont: Small size and lack of parking facilities. There is little demand. Pleasanton: Do not plan to adopt one, Pleasanton provides reduced parking minimums for TOD San Leandro: Would need to be assessed further depending on location Union City: Do not plan to adopt one, potential off-site parking impacts</p>
5. Unbundled parking?	<p>Berkeley Emeryville (GP 10/2009) San Leandro (2007)</p>	<p>Alameda County City of Alameda Albany Dublin Fremont Hayward Livermore Newark Oakland Piedmont Pleasanton Union City</p>		<p>City of Alameda: Do not plan to adopt one due to lack of development support, limited transit Albany: The City has not considered that policy Berkeley: On a case by case basis. Plan to adopt within 6 months in one area, with the adoption of the Zoning reforms for our Downtown Area. Expected in early 2012 Dublin: Does not plan to adopt one Fremont: Does not plan to adopt one Hayward: Plans to adopt one within 2 or more years Newark: No need identified. Oakland: Plans to adopt one within 1 year, requirements for unbundling are being considered for specific plan Piedmont: Small size and lack of parking facilities. There is little demand. Pleasanton: Do not plan to adopt one, no charged parking in Pleasanton Union City: Plans to adopt one within 1 year</p>

Summary of OneBayAreaGrant Criteria Survey Responses
(Date: 12/16/2011)

	YES	NO	No Response	Comment
6. Adopted city and/or countywide employer trip reduction ordinances?	Berkeley (2009) Oakland (Unsure) Newark (1992) Union City (Sept 2010)	Alameda County City of Alameda Albany Dublin Emeryville Fremont Hayward Livermore Piedmont Pleasanton San Leandro		Alameda County: Do not plan to adopt one, Climate Action Plan includes Employer Trip Reduction strategies City of Alameda: Plans to adopt one in 1 year Albany: Plan to adopt one, our recently adopted Climate Action Plan directs the city to adopt those ordinances Dublin: Does not plan to adopt one, recently adopted downtown SP encourages participation but does not require trip reduction Emeryville: Plans to adopt one within 1 year Fremont: Does not plan to adopt one, there is no demand Hayward: Plans to adopt one within 2 or more years Livermore: Does not plan to adopt one, isn't this prohibited by state law? We do implement TR on certain projects through Development Agreements. Oakland: Does not plan to adopt one, the employer based trip reduction ordinance was adopted prior to the State Piedmont: Small size and lack of parking facilities. There is little demand. Pleasanton: Do not plan to adopt one, voluntary program in Pleasanton. Ordinance reference SB 437 (1995) San Leandro: Need to assess further
B. Community Risk Reduction Plans (CRRP)				
1. Familiar with new CEQA guidelines?	Alameda County City of Alameda Albany Dublin Emeryville Fremont Hayward Newark San Leandro Union City	Livermore Oakland Piedmont Pleasanton	Berkeley	
2. Has your jurisdiction adopted or considered development a Community Risk Reduction Plan per CEQA guidelines?		Alameda County City of Alameda Albany Dublin Emeryville Fremont Hayward Livermore Newark Oakland Piedmont Pleasanton San Leandro Union City	Berkeley	City of Alameda: too costly to prepare Albany: The City does not have funds to develop this plan. Interested in coordinating with other small cities Dublin: Does not plan to adopt one, downtown SP has development standards designed to minimize potential impacts Fremont: Does not plan to adopt one, currently prefer analysis on project by project basis when needed Hayward: Plans to adopt one within 2 or more years Livermore: Maybe in two or more years, depends on cost Newark: Prefer to do a project by project analysis. Oakland: Plans to adopt one within 2 or more years Piedmont: Lack of commercial or industrial zones reduces the likelihood of hazardous air quality issues Pleasanton: No knowledge of CRRP. San Leandro: Will be considered when we begin our General Plan Update in 2013 Union City: Lack of funds to prepare

Summary of OneBayAreaGrant Criteria Survey Responses
(Date: 12/16/2013)

	YES	NO	No Response	Comment
3. Do you agree that CRRPs could serve as a useful alternative for your jurisdiction?	City of Alameda Albany Emeryville Fremont Hayward Livermore Piedmont Union City	Newark San Leandro	Alameda County Berkeley Dublin Oakland (possibly) Pleasanton	Alameda County: CRRP incorporated into Community Health & Wellness General Plan Element Albany: This will save time in the long run Emeryville: Yes, it will enable developers to tier off our CEQA document. Fremont: Yes, it could provide efficiency and consistency. Hayward: Yes, it would be very useful in that it would provide greater ability to develop housing near transit. Livermore: Yes. Would support streamlined environmental process and help economic development. Newark: No, cost is high and project analysis provides better legal protection. Oakland: Possibly agree. Air Quality risk is clustered near highways. Piedmont: Lack of commercial or industrial zones reduces the likelihood of hazardous air quality issues San Leandro: Will be considered when we begin our General Plan Update in 2013 Union City: Agree that CRRPs could serve as a useful alternative.
4. Would you consider development of a CRRP for your projects if additional funding and/or technical assistance were provided?	Alameda County City of Alameda Albany Emeryville Fremont Hayward Oakland Newark Oakland Piedmont Pleasanton Union City	San Leandro	Berkeley Dublin	Livermore: maybe
5. Would you participate in the development of a multi-jurisdictional CRRP?	Alameda County City of Alameda Emeryville Fremont Hayward Livermore Newark Oakland Piedmont Pleasanton San Leandro Union City		Albany Berkeley Dublin	Livermore: Yes, with funding.

Summary of OneBayAreaGrant Criteria Survey Responses
(Date: 12/16/2011)

C. Affordable Housing				Comment
1. Does your jurisdiction have affordable housing policies in place or policies that ensure that new development projects do not displace low income housing?	YES	NO	No Response	
	Alameda County (2011) City of Alameda (1991 & 2003) Albany (2009) Dublin (2002) Emeryville (2009) Fremont (2010) Hayward (2010) Newark (2001) Oakland (2002) Piedmont (2005) San Leandro (2005) Union City (Nov 2010)	Berkeley	Livermore Pleasanton	Alameda County: The following Ordinance sections comprise our Affordable Housing Policies to date. Berkeley: Berkeley's excellent 2-year history of 20% Inclusionary zoning was struck down in 2009 by a California Supreme Court decision. Emeryville: Housing Element 2009 and Zoning Ordinance 2006 Density Bonus Chapter 17.65; Housing Element; Mobile Home Rent Stabilization Section Chapter 3.32. Fremont: Adopted 07/14/2009 and Amended 06/15/2010
D. Complete Street/Adopted Bicycle pedestrian Plans				
1. Does your jurisdiction have an adopted Complete Streets policy?	City of Alameda (2009 & 2010) Berkeley Emeryville (2009) Fremont (2005 & 2007)	Alameda County Albany Dublin Hayward Livermore Newark Oakland Piedmont San Leandro Union City	Pleasanton	Alameda County: Timeline for adoption is 6 months; The Complete Streets policy will be adopted in Bicycle Pedestrian Master Plan February 2012 City of Alameda: Bike Plan and Pedestrian Plan Albany: Currently developing first Pedestrian Master Plan and updating Bicycle Master Plan. Includes features of Complete Streets Berkeley: Timeline for adoption is 1 year Dublin: Possibly within 1 year, looking at as part of GP update currently underway but details are unknown Emeryville: General Plan proposes type of streets accommodating all modes and incorporating CS policy Fremont: Bike Master Plan (09/27/2005) and Pedestrian Master Plan (12/04/2007) Hayward: Plans to adopt one within 2 or more years, will be included as a component of the General Plan update which will begin in the next fiscal year. Livermore: timeline for adoption is 1 year. Newark: Timeline for adoption is 2 or more years Oakland: Timeline for adoption is 1 year. City has many of the elements of a completed street policy. However, City has not specifically adopted a separate complete streets policy. Union City: Timeline for adoption is 6 months

Summary of OneBayAreaGrant Criteria Survey Responses
(Date: 12/16/2011)

	YES	NO	No Response	Comment
2. Have you updated your General Plan to comply with the state Complete Streets Act (2008, AB 1358) which took effect January 1, 2012?	Piedmont (April 2009) Fremont (Dec 2011)	Alameda County City of Alameda Albany Berkeley Dublin Emeryville Hayward Livermore Newark Oakland San Leandro Union City	Pleasanton	
2A. If no, does your General Plan already meet the requirements?	Oakland	City of Alameda Albany Berkeley Dublin Hayward Newark Union City	Alameda County Emeryville Fremont Livermore Piedmont Pleasanton San Leandro	
2B. If not, when is your next planned "substantial revision of the circulation element" of your General Plan?			Fremont Livermore Piedmont Pleasanton	Alameda County: Castro Valley General Plan (January 2012) City of Alameda: waiting for guidelines to be developed by MTC/Alameda CTC Albany (end of 2012) Berkeley (most likely 2021. It was adopted in 2001) Dublin: 2012 Emeryville: May 12, 2009. Bike & Pedestrian adoption Hayward: Estimated to be completed by 2014-2015. Newark (2012-2013) Oakland: Not planned at this time. San Leandro (2013) Union City (March 2012)
2C. Do you plan to revise it to incorporate Complete Streets Act?	City of Alameda Albany Berkeley Dublin Emeryville Hayward Livermore Newark Oakland San Leandro Union City		Alameda County Fremont Piedmont Pleasanton	

Summary of OneBayAreaGrant Criteria Survey Responses
(Date: 12/16/2011)

	YES	NO	No Response	Comment
2D. As of August 2011, please list your bike and pedestrian plan updates, years and status?			Alameda County Piedmont Pleasanton	City of Alameda: Bike Plan 11/2010 and Ped Plan 01/2009 Albany: Bicycle and Pedestrian Master Plan will be finalized in the spring of 2012. Berkeley: Bike Plan, adopted 2001, updated 2005; Ped Plan, adopted 2010. Dublin: Bikeways update starting in July 2012: will incorporate a new pedestrian element Emeryville: Updated 1998. Next update 2012. Unclear what language the City needs to add to comply. Fremont: Bike Plan underway (2011), Pedestrian Plan in 2012 Hayward: Bicycle Plan adopted 2008. Ped Plan will be incorporated into circulation element update. Livermore: Bike Plan updated in 2010. City needs Pedestrian Plan Newark: In draft form, formal adoption planned in 2012. Oakland: Bicycle Master Plan 2007 (will be updated 2012). Pedestrian Master Plan 2002. San Leandro: Last updated in 2011 Union City: Adopted Oct 2006, an update is in process.
E. Approved Housing Element				
1. Is your jurisdiction able to demonstrate compliance through one of the two options above?	Alameda County (current RHNA) City of Alameda (new RHNA) Dublin (current) Emeryville (current RHNA) Fremont (Current RHNA) Hayward (current RHNA) Livermore (current RHNA) Newark (current RHNA) Oakland (current RHNA) San Leandro (current RHNA) Union City (current RHNA)	Albany Piedmont	Berkeley Pleasanton	City of Alameda: Plans to adopt a housing element that meets the new RHNA on 12/31/2012
1A. If no, are you scheduled to adopt one in the next 6 months?	Albany	Piedmont		Newark: Plans to adopt a housing element that meets the new RHNA after its approval in Spring 2012 and incorporate the new RHNA/adopt a new housing element in 2014
3. If your jurisdiction is not able to demonstrate compliance with one of the two options: why not and what issues are preventing you from adopting a housing element?			Alameda County City of Alameda Berkeley Dublin Emeryville Fremont Hayward Livermore Newark Oakland Pleasanton San Leandro Union City	Albany: The Housing Element is currently being prepared Piedmont: We have adopted a new housing element as of 2005, more information about the RHNA criteria and whether or not it met is needed.

Summary of OneBayAreaGrant Criteria Survey Responses
(Date: 12/16/2011)

	YES	NO	No Response	Comment
4. Jurisdictions are expected to comply with an approved housing element by September 2014. Will your jurisdiction be compliant by then?	Alameda County City of Alameda Albany Dublin Emeryville Fremont Hayward Livermore Newark Oakland Piedmont San Leandro Union City		Berkeley Pleasanton	
F. Ineligibility for Funding				
1. Alameda CTC is trying to determine how best to assist Alameda County jurisdictions in meeting these criteria as they are currently proposed, what do you think are your jurisdiction's greatest obstacles to overcome in order to fulfill the OneBayArea Grant requirements?			Alameda County Berkeley Fremont Livermore Pleasanton San Leandro	City of Alameda: City would like to know what is needed to incorporate the Complete Street Policy Albany: The Challenge for urban cities is that we are already built out and there is not much space available for development or redevelopment. Dublin: We should be able to meet requirements, with ped plan and complete streets expected by 2013 and 2012, respectively. Emeryville: None related to Housing except hard to meet RHNA without redevelopment Hayward: Funding to help develop a CRRP, funding to help develop best practices for a citywide TDM program, provision of a boilerplate Complete Streets Policy. Newark: Cost of environmental process Oakland: Funding completion of CRRP Plans is probably the greatest obstacle. Piedmont: Implementing parking regulations Union City: Lack of funding and impact on staff resources to satisfy mandates
G. Training/Support				
2. What are the best methods to gather information from your jurisdiction? (eg, surveys, call, email)			City of Alameda Emeryville Pleasanton	Alameda County: All of the above Albany: Any methods listed works Berkeley: Conduct in person or phone interviews with Planning staff (land use) and Public Works (Transportation) Dublin: email Fremont: surveys, email and call specific contacts. Hayward: Email and phone Livermore: Email Newark: Email Oakland: Email Piedmont: Email San Leandro: Surveys, call specific contacts Union City: Survey email.

Summary of OneBayAreaGrant Criteria Survey Responses
(Date: 12/16/2011)

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3. Any other comments?	YES	NO	No Response	Comment
			Alameda County Albany Fremont Livermore Newark Oakland Piedmont Pleasanton San Leandro	<p><i>City of Alameda</i> : City would like to obtain help in reviewing the current Transportation Element. City believes that is has policies that meet the Complete Street Requirements.</p> <p><i>Berkeley</i> : There are only 14 cities in Alameda County. Surveys like this are not the best way to gather information from such a small pool. You're not looking for bits of statistically significant information; you're looking for full answers. Also the questions don't have sufficient definitions to be useful. There are many scopes possible for Trip Reduction Ordinance, for instance. An off-street/on-street parking differential can mean almost anything (except that they're exactly the same.)</p> <p><i>Emeryville</i>: Unclear what language we need to add to our general plan to comply with Ab 1358 or if in compliance as approved prior.</p> <p><i>Hayward</i>: The City is currently working to implement a form based code for several areas. A FBC has been adopted for the South Hayward BART area and will be adopted for the Mission corridor next year. From based codes accomplish many of the objectives of complete streets policies since they look at areas from a complete community standpoint to analyze of the streets and the buildings and community spaces work together to promote more sustainable communities.</p>

G. Training/Support				
	Training (i.e. workshops)	Resources other support (i.e. staff)		
Parking/pricing policies	Alameda County City of Alameda Albany Emeryville Fremont Oakland Piedmont San Leandro Union City	Alameda County City of Alameda Albany Berkeley Emeryville Fremont Hayward Newark Oakland Piedmont Union City		
Trip Reduction Ordinances	Alameda County City of Alameda Emeryville Fremont Livermore San Leandro Union City	Alameda County City of Alameda Albany Berkeley Emeryville Fremont Hayward Newark Union City		
CRRPs	Alameda County City of Alameda Albany Fremont Hayward Livermore Oakland Union City	Alameda County City of Alameda Berkeley Emeryville Fremont Newark Oakland San Leandro Union City		
Affordable housing policies	Alameda County City of Alameda Union City	Alameda County City of Alameda Newark Oakland San Leandro Union City		
Complete Streets policies/Develop or Update Bike Pedestrian Plans	Alameda County City of Alameda Emeryville Piedmont Union City	Alameda County City of Alameda Albany Hayward Newark Oakland Piedmont San Leandro Union City		
Meeting the deadline of September 2014 to have an approved housing element	Alameda County Emeryville Fremont Piedmont Union City	Alameda County City of Alameda Albany Emeryville Fremont Hayward Newark Piedmont San Leandro Union City		

Plan BayArea

TO: MTC Planning Committee /
ABAG Administrative Committee

DATE: 1/13/2012

FR: Deputy Executive Director, Policy, MTC
Executive Director, ABAG

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

Background

The OneBayArea Grant (OBAG) represents a significant step toward integrating the region's federal transportation program and its land-use and housing policies by:

- Rewarding jurisdictions that accept housing allocations and produce housing with additional transportation dollars.
- Supporting the Sustainable Communities Strategy (SCS) 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 (PCAs).
- Increasing funding levels and eliminating program silos for greater local investment flexibility.

Staff presented the OneBayArea Grant proposal to the MTC Planning Committee / ABAG Administrative Committee on July 8, 2011. At that meeting, the committee directed that staff release the proposal for public review. That initial proposal can be downloaded from the MTC website at <http://www.mtc.ca.gov/funding/onebayarea/>. Since then MTC has received numerous comment letters from stakeholders, transportation agencies and local jurisdictions. Staff has given presentations to the Bay Area Partnership working groups, Policy Advisory Council, ABAG Executive Board, ABAG Planning Committee, Regional Advisory Working Group, and the Regional Bicycle Working Group, as well as at various workshops in conjunction with the Plan Bay Area development.

Stakeholder Response to OBAG Proposal

Attachment A lists the comment letters received to date. The letters are available at the website referenced above with numbering consistent with the comment reference numbers in the attachment. Overall, the comments are supportive of several key elements of the program proposal, including greater program flexibility, increased funding subject to local priority-setting, and financial rewards for accepting Regional Housing Needs Allocation (RHNA) commitments.

Comments Requesting Material Changes to Initial OBAG Proposal:

1. Priority Development Areas: There is support for lowering the proposed requirement that 70% of funding to each county be used to fund projects in PDAs, and providing more flexibility with respect to the use of these funds, particularly for counties with relatively few existing PDAs. In contrast, several stakeholder groups and the MTC Policy Advisory Council support retaining the 70% requirement. Because many noted that project benefits to PDAs are not just from those

projects funded directly within the PDA limits, comment letters recommended allowing projects that support or provide benefit to PDAs count towards the PDA requirements. There were requests to exempt certain OBAG program eligibility categories from the PDA requirements, such as streets and roads rehabilitation, regional bicycle, and Safe Routes to School. A reason cited was that transportation needs do not always align geographically with PDAs.

2. Priority Conservation Areas: Some comments call for expanding the eligible use of PCA funding beyond planning purposes in order to fund capital projects such as farm-to-market and open space access needs. Additional comments call for expanding the regional pilot program eligibility beyond the four North Bay counties.
3. Low Income Housing and Protections for Communities of Concern: Comments recommend modifying the OBAG funding formula to reward jurisdictions that zone for or produce low income housing units. In addition, some stakeholders also cited the need for policies that will prevent displacement of low-income residents, which was noted as a potentially unintended outcome of new housing and transportation investments in PDAs.
4. Performance and Accountability: In the areas of performance and accountability, many comments asked for more flexibility, such as reasonable progress toward, instead of final approval of, required policy actions, in the first round of OBAG funding. The reason cited was limited time and staff resources to enact new policies in the timeframe proposed.
5. Regional Program: We received requests to continue funding the Safe Routes to School Program (SR2S) as a regional program within the Climate Initiatives Program since the implementation of SR2S at the county level is uneven throughout the region.

Recommended Program Revisions

As a result of the input received and continued regional agency dialogue, staff recommends that the Committee consider significant revisions to the July 8, 2011 proposal, as outlined in the presentation slides (Attachment B) and explained more fully below. Staff proposes to increase the OneBayArea Grant from the initial \$211 million funding level to \$250 million. The increase comprises \$39 million in federal funds, with \$3 million directed specifically to preserve the “hold harmless” provision for Marin, Napa and Solano Counties, after accounting for Cycle 1 planning and SR2S funds. The funding distribution is also revised to reflect the formula changes discussed below to reward jurisdictions for very-low and low-income housing units. Attachment C provides the revised funding levels and distribution amounts.

1. Priority Development Areas
 - ***Increase PDA Flexibility***: Staff recommends reducing the requirement that at least 70% of investments be directed to the PDAs to 50% for the four North Bay counties (Marin, Napa, Solano, and Sonoma) as there are relatively fewer PDA opportunities in these counties. Further, staff recommends that for all counties a project outside of a PDA count towards the PDA minimum if it directly connects to or provides proximate access to a PDA. However, staff does not recommend exempting certain programs or using different formulas to address any single program investment as this would run counter to the flexibility of the OneBayArea grant.
 - ***Strengthen Planning Integration***: While an entire county is rewarded financially if its individual jurisdictions accept housing to meet RHNA targets, there is a need to ensure that RHNA, PDAs, and supporting zoning policies are effectively aligned. Therefore, staff

recommends that all jurisdictions receiving OBAG funding be required to pass a non-binding resolution of intent to align these three elements. Staff also recommends that CMAs prepare and adopt a PDA development strategy to guide transportation investments that are supportive of PDAs. Specific requirements will be developed as part of the next round of planning agreements between MTC and the CMAs.

- ***Clarify Eligibility for Programs:*** Staff is proposing to clarify that both pedestrian and all bicycle facilities would be eligible for OBAG funding and CMA planning costs would partially count towards PDA targets (50% or 70%), in line with its PDA funding requirement.

2. Priority Conservation Areas (PCAs)

- ***Focus on North Bay through Competitive Pilot Program:*** Staff recommends that the \$5 million pilot program continue to be limited to the North Bay Counties and be conducted as a regional competitive program. However, eligibility would be expanded from planning to land / easement acquisition, farm-to-market capital projects, and open space access projects.
- ***Leverage Additional Funding:*** A priority for these funds should be to partner with state agencies and private foundations to leverage outside funds for these projects, particularly for land acquisition and open space access. ABAG and MTC would pursue these leveraging opportunities.

3. Low-Income/Workforce Housing

- ***Reward counties for low-income/workforce housing production:*** Staff recommends revising the funding formula to recognize the importance of planning for and producing very low and/or low-income housing by directing 25% in total, or 50% of the housing share; to very low and low-income housing production and RHNA share.

4. Performance and Accountability

- ***Streamline Requirements:*** Staff recommends streamlining the performance and accountability requirements in recognition of the considerable lead time required to implement these requirements. Jurisdictions will need to be in compliance with the Complete Streets Act of 2008 by July 1, 2013 to be eligible for OBAG funds. Staff will work with jurisdictions to develop a strategy for meeting this timeline that considers individual jurisdiction's general plan update schedules. MTC will also revise its Complete Streets Policy to ensure that public review and input for projects occurs early enough to better inform CMA project selection.
- ***Retain Housing Element Requirement:*** Staff recommends no change to the proposal that a jurisdiction be required to have its general plan housing element adopted and approved by HCD for 2007-14 RHNA prior to July 1, 2013. Attachment D summarizes current compliance, with 72% of Bay Area jurisdictions already meeting this requirement.

5. Regional Programs: Within the Climate Initiatives program, the SR2S Program would be continued as a regional program with \$10 million being distributed to the counties to be used only for that purpose. Staff proposes that the remaining \$10 million be used for electric vehicle infrastructure and other climate strategies. Staff is also proposing a new regional \$30 million pilot Transit Performance Initiative Program to implement transit supportive investments in major transit corridors. Finally, within the regional TLC Program, \$15 million would be directed to PDA planning grants with a special focus on selected PDAs with greater potential for residential displacement, and to develop and implement community risk reduction plans.


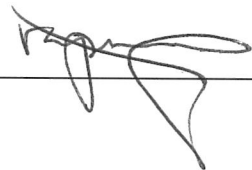
Next Steps

Based on the Committee's direction at this meeting, staff will modify the proposal and return to the Committee in March 2012 to present the draft program policies. The Commission will then consider approval of the final OneBayArea Grant Program in May 2012. Throughout this process, staff will continue to seek further feedback from stakeholder and technical working groups. The OBAG development schedule will continue to be coordinated with the activities leading to approval of the Plan Bay Area preferred alternative which are italicized in the schedule below:

OBAG / Plan Bay Area Development Schedule

January 2012	<ul style="list-style-type: none">▪ <i>Outreach / Define preferred scenario</i>▪ Joint Planning / ABAG Administrative Committee to review initial responses and potential revisions to address major comments for the One Bay Area Grant
February 2012	<ul style="list-style-type: none">▪ <i>Release guidance for applying project performance assessment results to the Plan Bay Area investment strategy</i>
March 2012	<ul style="list-style-type: none">▪ Release revised Draft Cycle2 One Bay Area Grant proposal▪ <i>Release preliminary preferred scenario for Plan Bay Area (includes investment strategy)</i>
May 2012	<ul style="list-style-type: none">▪ Commission Approves Cycle 2 One Bay Area Grant▪ <i>MTC / ABAG approves preferred scenario for Plan Bay Area</i>


Ann Flemer

 
Ezra Rapport

Attachments

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Attachment A: Comment Letters Received in Response to the OneBayArea Grant Proposal Released on July 8, 2011

Letter #	Date	Organization	From
1	03/31/11	STA (Solano Transportation Authority) - re SB 375 Open Space & Ag Land	Harry Price, Chair, STA; Mayor, City of Fairfield
2	06/21/11	City/County Association of Governments of San Mateo County (C/CAG) - Letter 1	Richard Napier, Executive Director
3	07/05/11	TAM (Transportation Authority of Marin)	Dianne Steinhauer, Executive Director
4	08/05/11	Marshall_NCTPA TAC (Napa County Transportation & Planning Agency)	Rick Marshall, Chair, NCTPA TAC
5	08/12/11	City/Council Association of Governments of San Mateo County (C/CAG) - Letter 2	Richard Napier, Executive Director
6	08/25/11	Cortese_Santa Clara County Board of Supervisors	Dave Cortese, President, Board of Supervisors
7	08/31/11	Town of Los Gatos	Greg Larson, Town Manager
8	08/31/11	City of Half Moon Bay	Naomi Patridge, Mayor
9	08/31/11	City of Millbrae	David F. Quigg, Mayor
10	09/01/11	City of Burlingame	Terry Nagel, Mayor
11	09/01/11	Contra Costa County	Catherine O. Kutsuris, Director, Conservation and Development Department and Julie Burren, Director, Public Works Department
12	09/02/11	City of Mountain View	Michael A. Fuller, Public Works Director and Randal Tsuda, Community Development Director
13	09/09/11	City of Brisbane	Randy L. Breault, PE, Director of Public Works/City Engineer
14	09/09/11	City of Milpitas	Jose Esteves, Mayor
15	09/14/11	City of Fremont / LSRWG	Norm Hughes, Chair, Local Streets & Roads Working Group; Assistant Public Works Director/City Engineer
16	09/15/11	SCTA (Sonoma County Transportation Authority/Regional Climate Protection Authority)	Jake Mackenzie, Chair, SCTA/RCPA
17	09/15/11	City of Rohnert Park	Darren Jenkins, PE, Director of Development Services/City Engineer
18	09/22/11	City of Sunnyvale	Melinda Hamilton, Mayor
19	09/29/11	Contra Costa Transportation Authority (CCTA)	David E. Durant, Chair, Board of Commissioners

Letter #	Date	Organization	From
20	10/12/11	City of Lafayette	Carl Anduri, Mayor
21	10/26/11	City of Morgan Hill	Steve Tate, Mayor
22	10/26/11	County of Sonoma	Efren Carrillo, Chairman, Sonoma County Board of Supervisors
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 Couynclil, 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
24	11/03/11	Greenbelt Alliance	Stephanie Reyes, Policy Director
25	11/04/11	SFCTA (San Francisco County Transportation Authority)	Ross Mirkarimi, Chair of the Board
26	11/15/11	City of Napa	Jill Techel, Mayor
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)
28	11/22/11	Santa Clara VTA (Valley Transportation Authority)	John Ristow, VTA Chief CMA Officer
29	11/28/11	City of Palo Alto	Sidney Espinosa, Mayor
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
31	12/02/11	City of Richmond	William Lindsay, City Manager
32	12/06/11	County of Napa	Bill Dodd, Chairman, Board of Supervisors
33	12/07/11	City of Santa Rosa	Ernesto Oliveras, Mayor
34	12/09/11	City of American Canyon	Richard Ramirez, Acting City Manager
35	12/12/11	Housing Leadership Council of San Mateo County	Mark Moulton, Executive Director
36	12/19/11	Alameda County Transportation Commission	Art Dao, Executive Director
37	12/19/11	City of Petaluma	David Glass, Mayor

Letter #	Date	Organization	From
38	12/21/11	San Mateo County Health System	SaraT L. Mayer, Director
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

Plan **BayArea**

OneBayArea Grant

Joint MTC Planning/ABAG Administrative Committee
January 2012

Overview

- **Priority Development Areas**
- **Priority Conservation Areas**
- **Performance and Accountability**
- **Northern County– Hold Harmless**
- **Revised Funding Framework**
 - Funding Augmentation
 - Regional Program Detail
 - OBAG Flexibility

Proposed Revisions: Priority Development Areas

- Overall Requirement:
 - Reduce 70% requirement to 50% for the North Bay Counties
 - Require PDA growth strategy to be adopted by CMAs (add to CMA planning agreements)
 - Link RHNA, PDAs, and zoning policies. Jurisdictions must pass a resolution of intent to align these three elements
- Eligible Projects:
 - Allow a project to count toward the PDA target if it connects to or provides proximate access to a PDA
 - Clarify expanded eligibility for pedestrian and bicycle facilities, not just limited to the regional bike network
- Planning Funds:
 - Allow 70% or 50% of planning costs to count toward PDA targets to align with OBAG PDA investments

Proposed Revisions: Priority Conservation Areas

- **North Bay Pilot Program:**
 - Limited to 4 North Bay counties
 - **Project Eligibility for MTC/ABAG Selection:**
 - Planning
 - Land / easement acquisition
 - Farm to market capital projects
 - Open space access
 - Secure matching funds from state agencies/private foundations
- **Remaining Counties:**
 - Expand eligibility for “anywhere funds” to include project types above

Proposed Revisions:

Performance and Accountability

1. Supportive Transportation and Land Use Policies
 - Move from a menu approach (2 of 4) to 1 requirement.
 - Complete Streets Compliance:
 - For Cycle 2, amendment to the circulation element of the General Plan to comply with the California Complete Streets Act of 2008 by **July 1, 2013**.
 - Complete Streets checklist to be revised to allow public review and input prior to county project selection.
2. Retain Housing Element Requirement:
 - Require HCD approval of revised housing element to meet current 2007-14 RHNA prior to **July 1, 2013**.

Proposed Revisions: Low-Income/Workforce Housing

- Revised Funding Formula:
 - Add weighting to formula to recognize very low and low income categories.
 - Direct 25% overall, or 50% of housing share, on very low and low income categories

County	% Change From July Proposal to Reflect Low Income Housing Weighting
Alameda	-3%
Contra Costa	-1%
Marin	2%
Napa	-2%
San Francisco	4%
San Mateo	-2%
Santa Clara	2%
Solano	-7%
Sonoma	5%
Bay Area Total	

Proposed Revisions: County Funding Levels

- Hold Harmless:
 - Add \$3 million for address Marin, Napa, and Solano counties so that all counties see either growth or equivalent funding levels as compared to Cycle 2 status quo

Proposed OBAG Funding Augmentation

- Increase from \$211 million to \$250 million
 - Add \$18 million in federal STP/CMAQ funds to OBAG
 - Add \$18 million in 2012 STIP TE funds (can be used for bicycle facilities and other enhancement projects)
 - Add \$3 million for “hold harmless” for Marin, Napa, and Solano

Revised Funding Framework

New Act Cycle 2 Funding	Existing Framework (as updated Jul 8, 2011)		Original Proposal Jul 8, 2011		Revised Proposal * Jan 13, 2012		Revised Cycle 2 Total
	Cycle 2 Status Quo	CMA Block Grant	Cycle 2 OneBayArea	Regional	One Bay Area Grant	Cycle 2 OneBayArea	
STP/CMAQ (\$591M)							
RTIP/TE (\$18M)							
Air District (\$6M)							
	Regional		Regional		Regional		
1 Regional Planning	26		5	5	21	5	26
2 Regional Operations	74		74	74		74	74
3 Freeway Performance Initiative (FPI)	66		66	66		66	66
4 Transit Capital Rehabilitation	125		125	125		125	125
5 Local Streets and Roads Rehabilitation	7	70	3	3	74	3	77
6 Climate Initiatives	40		25	25	12	20	32
7 Regional Bicycle Program		20			20		20
8 Transportation for Livable Communities (TLC)	64	32	15	15	85	25	110
9 Priority Conservation Area Planning Pilot			5	5		5	5
10 MTC Res 3814 Transit Payback Commitment	25		25	25		12	12
11 Transit Sustainability Project						30	30
12 Augmentation							39
Total	426	122	343	343	211	365	615
	78%	22%	62%	62%	38%	59%	
Grant Totals:			Original Cycle 2 One Bay Area		Revised Cycle 2 One Bay Area		
			211		250		
			38%		41%		

* Includes \$6 million from Air District

Regional Program Detail

Regional Program Area	Amount
Climate Initiatives	\$20 million
Safe Routes to School	\$10 million
Climate Strategy	\$10 million
Transportation for Livable Communities	\$25 million
PDA Planning Grants	\$15 million
Affordable TOD Fund	\$10 million
Transit Performance Initiative (per TSP)	\$30 million

Climate Initiatives Program

- **Safe Routes to Schools (\$10 million):**
 - Continue Safe Routes to School program to supplement OBAG investments and focus on non-infrastructure programs that may or not be in PDAs

- **Climate Strategy Reserve (\$10 million):**
 - Consider EV infrastructure and other promising projects; specific projects TBD.

SR2S Fund Distribution by Total Student Enrollment* (millions \$s)		
Alameda	21%	\$2.1
Contra Costa	16%	\$1.6
Marin	3%	\$0.3
Napa	2%	\$0.2
San Francisco	7%	\$0.7
San Mateo	10%	\$0.9
Santa Clara	27%	\$2.7
Solano	6%	\$0.6
Sonoma	7%	\$0.7
Total	100%	\$10.0

*Includes public and private K-12

Transportation for Livable Communities

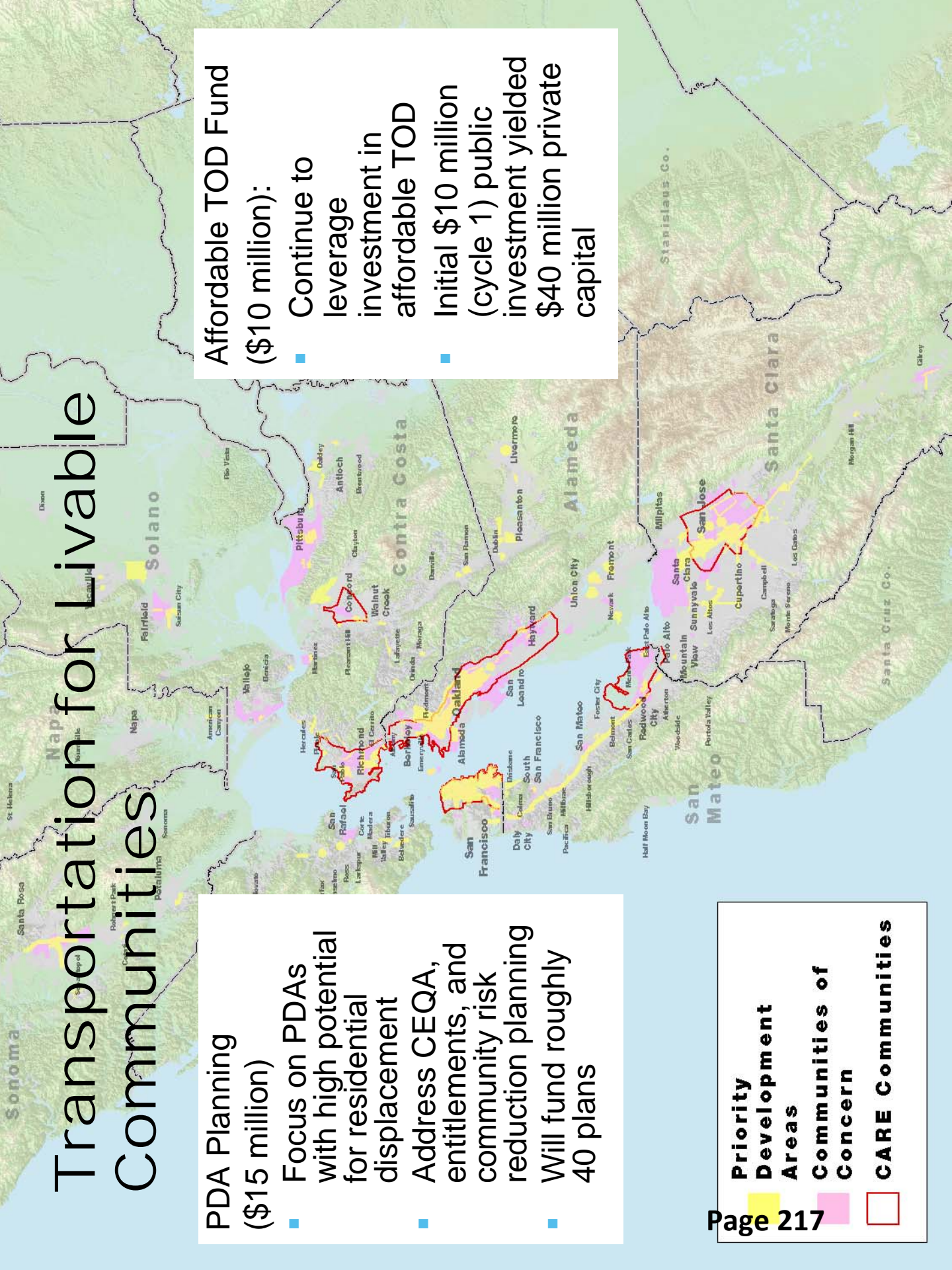
PDA Planning (\$15 million)

- Focus on PDAs with high potential for residential displacement
- Address CEQA, entitlements, and community risk reduction planning
- Will fund roughly 40 plans

Affordable TOD Fund (\$10 million):

- Continue to leverage investment in affordable TOD
- Initial \$10 million (cycle 1) public investment yielded \$40 million private capital

Priority Development Areas
Communities of Concern
CARE Communities



Transit Performance Initiative

- **Implement pilot program focused on transit supportive investments in major transit corridors**
 - Initial ~\$30 million capital to improve operations and customer experience
 - Implement several “quick wins” within 12 to 24 months
 - Projects could include transit signal prioritization, passenger circulation improvements at major hubs, and boarding/stop improvements
 - Approve the first program of projects in April 2012 with the TSP adoption
- **Require local jurisdictions to implement transit-supportive arterial management strategies**
- **Rescoped “Freeway Performance Initiative” includes funding for major arterials that can be used to support transit performance improvements**

OneBayArea Grant Flexibility

Program and Project Categories	Priority Development Areas	“Anywhere”
Planning Activities	X Up to 50% (North Counties) Up to 70% (Remaining Counties)	X
Augment Regional Safe Routes to School	X	X
Streets and Roads Rehabilitation	X	X
Transportation for Livable Communities	X	X
Bicycle and Pedestrian Projects	X	X
Priority Conservation Areas		X

County Funding at Augmented Levels

Cycle 2 OBAG

(\$ millions)

County	Cycle 2 Status Quo Grant Program	July Initial Proposal	Revised* 50%-25%-25% (Pop-RHNA- Housing Production)	\$ Difference (Revised - July)
Alameda	\$25	\$42	\$48	\$6
Contra Costa	\$17	\$31	\$36	\$5
Marin	\$5	\$6	\$9	\$3
Napa	\$3	\$4	\$6	\$2
San Francisco	\$12	\$25	\$30	\$5
San Mateo	\$11	\$17	\$20	\$2
Santa Clara	\$28	\$55	\$66	\$10
Solano	\$9	\$14	\$16	\$2
Sonoma	\$12	\$16	\$19	\$4
Bay Area Total	\$122	\$211	\$250	\$39

* Proposal includes Low-Income and Very Low-Income weighting

County Funding Geographic Split

(\$ millions)

	Total Funds	PDA/"Anywhere" Split	Within PDAs	"Anywhere" Funds
Alameda	\$48	70/30	\$34	\$14
Contra Costa	\$36	70/30	\$25	\$11
Marin	\$9	50/50	\$4	\$4
Napa	\$6	50/50	\$3	\$3
San Francisco	\$30	70/30	\$21	\$9
San Mateo	\$20	70/30	\$14	\$6
Santa Clara	\$66	70/30	\$46	\$20
Solano	\$16	50/50	\$8	\$8
Sonoma	\$19	50/50	\$10	\$10
Regional Total	\$250		\$165	\$85

Proposed OBAG Schedule Approval

- December 2011: Release scenario analysis results
- January 2012
 - Public outreach on scenario results
 - **Joint Planning / ABAG Administrative Committee review of initial comments and staff recommendations**
- February 2012
 - Release Guidance for applying Project Performance Assessment to Investment Strategy
- March 2012
 - **Release Final Draft Cycle 2 One Bay Area Grant proposal**
 - Release Preliminary Preferred Scenario for Plan Bay Area
 - Preliminary Investment Strategy for Plan Bay Area
- May 2012
 - **Commission Approves Cycle 2 One Bay Area Grant program**
 - MTC / ABAG approves Preferred Scenario for Plan Bay Area

Attachment C: Revised Funding Distribution

Cycle 2 OBAG (\$ millions)				
County	Cycle 2 Status Quo Grant Program	July Initial Proposal	Revised* 50%-25%-25% (Pop-RHNA- Housing Production)	\$ Difference (Revised - July)
Alameda	\$25	\$42	\$48	\$6
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Sonoma	\$12	\$16	\$19	\$4
Bay Area Total	\$122	\$211	\$250	\$39

* Proposal includes Low-Income and Very Low-Income weighting

Attachment D

**Bay Area Jurisdictions' General Plan
Housing Element Compliance**

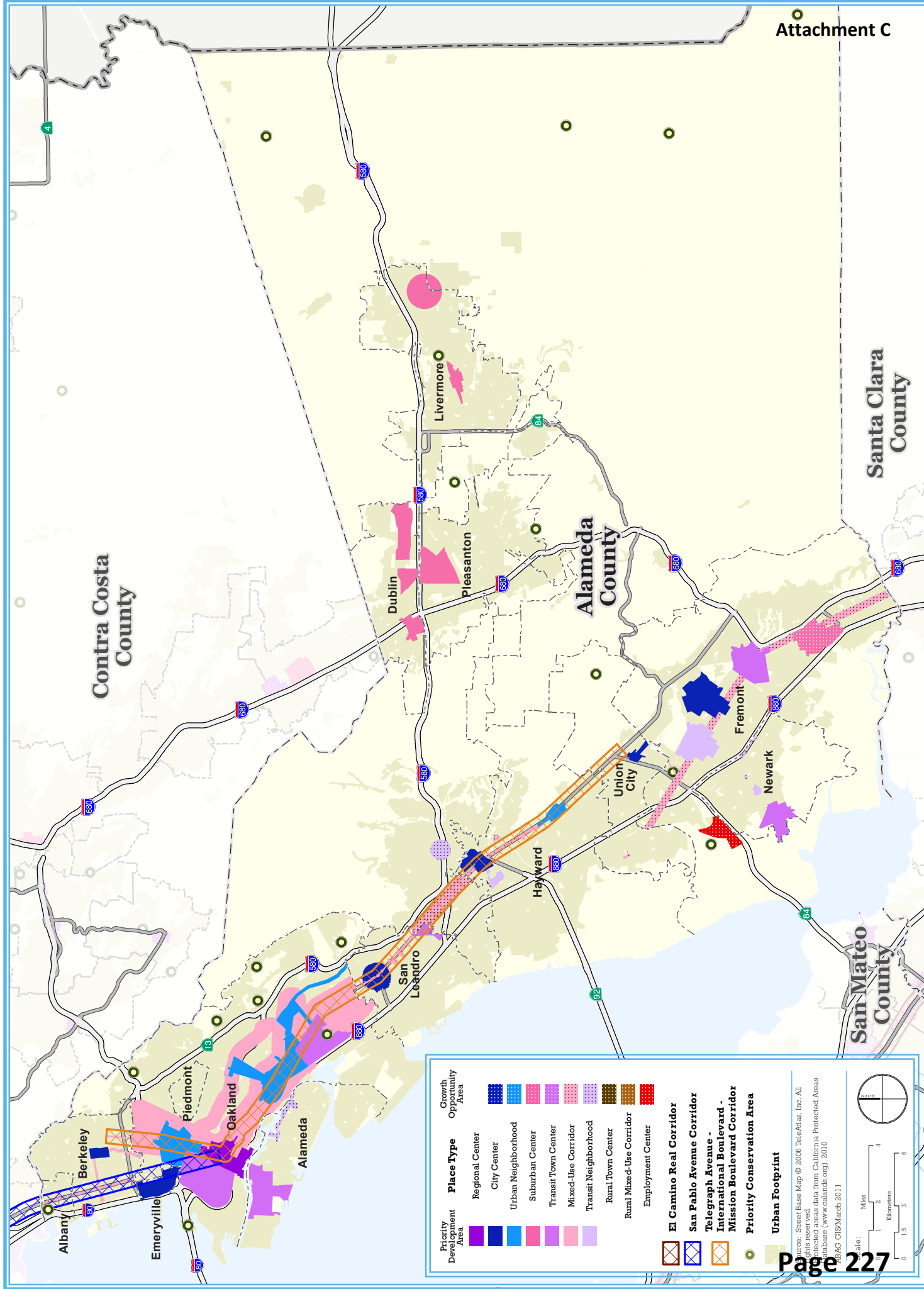
#	County	HCD Report dtd 12/21/11
Alameda County		
1	Alameda	
2	Albany	
3	Berkeley	X
4	Dublin	X
5	Emeryville	X
6	Fremont	X
7	Hayward	X
8	Livermore	X
9	Newark	X
10	Oakland	X
11	Piedmont	X
12	Pleasanton	
13	San Leandro	X
14	Union City	X
15	Alameda County Unincorporated	X
Contra Costa County		
16	Antioch	X
17	Brentwood	
18	Clayton	X
19	Concord	X
20	Danville	X
21	El Cerrito	IN REVIEW
22	Hercules	
23	Lafayette	X
24	Martinez	X
25	Moraga	X
26	Oakley	X
27	Orinda	
28	Pinole	X
29	Pittsburg	X
30	Pleasant Hill	X
31	Richmond	
32	San Pablo	X
33	San Ramon	X
34	Walnut Creek	X
35	Contra Costa County Unincorporated	X
Marin County		
36	Belvedere	X
37	Corte Madera	X
38	Fairfax	
39	Larkspur	X

Bay Area Jurisdictions' General Plan Housing Element Compliance

#	County	HCD Report dtd 12/21/11
40	Mill Valley	
41	Novato	
42	Ross	X
43	San Anselmo	
44	San Rafael	X
45	Sausalito	
46	Tiburon	
47	Marin County Unincorporated	
Napa County		
48	American Canyon	X
49	Calistoga	X
50	Napa	X
51	St. Helena	X
52	Yountville	X
53	Napa County Unincorporated	
San Francisco County		
54	San Francisco	X
San Mateo County		
55	Atherton	X
56	Belmont	X
57	Brisbane	X
58	Burlingame	X
59	Colma	
60	Daly City	
61	East Palo Alto	X
62	Foster City	X
63	Half Moon Bay	X
64	Hillsborough	X
65	Menlo Park	
66	Millbrae	
67	Pacifica	
68	Portola Valley	X
69	Redwood City	X
70	San Bruno	X
71	San Carlos	X
72	San Mateo	X
73	South San Francisco	X
74	Woodside	X
75	San Mateo County Unincorporated	IN REVIEW
Santa Clara County		
76	Campbell	X
77	Cupertino	X
78	Gilroy	
79	Los Altos	X

Bay Area Jurisdictions' General Plan Housing Element Compliance

#	County	HCD Report dtd 12/21/11
80	Los Altos Hills	X
81	Los Gatos	
82	Milpitas	X
83	Monte Sereno	X
84	Morgan Hill	X
85	Mountain View	IN REVIEW
86	Palo Alto	
87	San Jose	X
88	Santa Clara	
89	Saratoga	X
90	Sunnyvale	X
91	Santa Clara County Unincorporated	X
Solano County		
92	Benicia	
93	Dixon	X
94	Fairfield	X
95	Rio Vista	X
96	Suisun City	X
97	Vacaville	X
98	Vallejo	X
99	Solano County Unincorporated	X
Sonoma County		
100	Cloverdale	X
101	Cotati	
102	Healdsburg	X
103	Petaluma	X
104	Rohnert Park	X
105	Santa Rosa	X
106	Sebastopol	X
107	Sonoma	
108	Windsor	X
109	Sonoma County Unincorporated	X
109	Bay Area Total	79
		72%



Priority Conservation Areas (PCAs)
Alameda County
Approved by ABAG, 2008

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

	Jurisdiction	Project	Potential/Planned PDA or GOA
#	Planned PDAs		
1	City of Hayward	South Hayward BART Station	Planned
2	City of Livermore	Downtown	Planned
3	City of Oakland	Coliseum BART Station Area	Planned
4	City of Oakland	MacArthur Transit Village	Planned
5	City of Oakland	West Oakland	Planned
6	City of San Leandro	Downtown	Planned
7	City of Union City	Intermodal Station District	Planned
8	City of Berkeley	Downtown	Planned
9	City of Berkeley	San Pablo Avenue	Planned
10	City of Berkeley	South Shattuck	Planned
11	City of Berkeley	University Avenue	Planned
12	City of Dublin	Transit Center/Dublin Crossing	Planned
13	City of Dublin	Town Center	Planned
14	City of Dublin	Downtown Specific Plan Area	Planned
15	City of Emeryville	Mixed Use Core	Planned
16	City of Fremont	Centerville	Planned
17	City of Fremont	City Center	Planned
18	City of Fremont	Irvington District	Planned
19	City of Hayward	Downtown	Planned
20	City of Hayward	The Cannery	Planned
21	City of Oakland	Downtown and Jack London Square	Planned
22	City of Oakland	Eastmont Town Center	Planned
23	City of Oakland	Fruitvale/Dimond Areas	Planned
24	City of San Leandro	East 14th Street	Planned
	Potential PDAs		
25	Alameda County	Urban Unincorporated Area	Potential
26	City of Berkeley	Adeline Street	Potential
27	City of Berkeley	Telegraph Avenue	Potential
28	City of Livermore	Vasco Road TOD	Potential
29	City of Newark	Dumbarton Transit Area	Potential
30	City of Newark	Old Town	Potential
31	City of Oakland	TOD Corridors	Potential
32	City of Pleasanton	Hacienda	Potential
33	City of San Leandro	Bay Fair BART Transit Village	Potential
34	City of Alameda	Alameda Naval Air Station	Planned/Potential
	Growth Opportunity Areas		
35	Alameda County	Castro Valley BART	GOA*
36	Alameda County	East 14th Street and Mission Boulevard Mixed Use Corridor	GOA*
37	Alameda County	Hesperian Boulevard	GOA*
38	Alameda County	Meekland Avenue Corridor	GOA*
39	City of Alameda	Northern Waterfront	GOA*
40	City of Albany	San Pablo Avenue & Solano Avenue	GOA*
41	City of Fremont	Ardenwood Business Park	GOA
42	City of Fremont	Fremont Boulevard & Warm Springs Boulevard Corridor	GOA
43	City of Fremont	Fremont Boulevard Decoto Road Crossing	GOA
44	City of Fremont	South Fremont/Warm Springs	GOA
45	City of Hayward	Carlos Bee Quarry	GOA
46	City of Hayward	Mission Corridor	GOA*
47	City of Livermore	Isabel Avenue/BART Station Planning Area	GOA*
48	City of Newark	Cedar Boulevard Transit	GOA
49	City of Newark	Civic Center Re-Use Transit	GOA
50	City of Union City	Mission Boulevard	GOA
51	City of Union City	Old Alvarado	GOA
*GOAs that have submitted PDA applications to ABAG pending decision spring 2012			

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Memorandum

DATE: February 14, 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.

February 2012 Update:

This report focuses on the month of February 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 revised draft Project Performance and Targets Assessment results and the start of the needs and investment strategies and tradeoffs discussion. At the county level, highlights include the Commission adoption of the draft Transportation Expenditure Plan for approval by the Alameda CTC Board at its January meeting and continued development of the draft CWTP, including input to MTC on the development of the Preferred SCS and transportation network.

1) SCS/RTP

MTC released draft results of the project performance and targets assessment in November 2011 followed by the draft scenario analysis results on December 9, 2011. Staff made comment on the results and revised project performance results were released on January 24, 2012. The project performance results categorized the highest and lowest performing projects based on benefit/cost only and identified guidance for developing compelling case arguments for CMAs and project sponsors to submit to MTC in writing by March 9, 2012. The MTC Planning and ABAG Administrative Committees will be reviewing and acting on the guidance at its meeting on February 17, 2012. Staff prepared responses (Attachment D) to the guidance requesting that inclusion of projects in the RTP consider more than just benefit/cost, but also consider existing policy commitments such as Resolution 3434 and local sales tax measure projects and the ability to meet the MTC/ABAG adopted performance targets that are sustainability based. On the SCS, ABAG continued work on the One Bay Area Alternative Land Use Scenarios. Comments are being prepared by Alameda CTC staff and will be distributed to the committees as they are available. MTC and ABAG will use the results of the project performance and targets assessment along with the results of the scenario analysis to begin framing the discussion about tradeoffs and investment strategies that will ultimately result in the selection of a preferred land use and transportation scenario. This scenario will be evaluated in March 2012 and results released in April 2012 with an adoption of a preferred scenario still scheduled for May 2012.

2) CWTP-TEP

On January 26, 2012, the Alameda CTC, based on the CWTP-TEP Steering Committee recommendation, adopted the final Transportation Expenditure Plan. Since the December 16, 2011 Commission retreat, three ad hoc committee and one joint CAWG/TAWG meetings were held to respond to final comments on the draft Plan. The Transportation Expenditure Plan will be taken to each city council and the Board of Supervisors for approval by May 2012. Both the final Transportation Expenditure Plan and the draft CWTP will be brought to the Commission in May 2012 for approval so that the Board of Supervisors can be requested at their June 2012 meeting to place the Transportation Expenditure Plan on the ballot on November 6, 2012. Staff continues to work with MTC and ABAG in developing the SCS and RTP. The administrative draft CWTP will now be aligned and made consistent with the Transportation Expenditure Plan and a draft will be reviewed by the CAWG and TAWG and Steering Committee in March.

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	March 22, 2012 May 24, 2012
CWTP-TEP Technical Advisory Working Group	2 nd Thursday of the month, 1:30 p.m. Location: Alameda CTC	March 8, 2012 May 10, 2012
CWTP-TEP Community Advisory Working Group	Typically the 1 st Thursday of the month, 2:30 p.m. Location: Alameda CTC	March 8, 2012* May 10, 2012* *Note: The March and May CAWG meetings will be held jointly with the TAWG and will begin at 1:30.
SCS/RTP Regional Advisory Working	1 st Tuesday of the month, 9:30 a.m.	February 7, 2012

Committee	Regular Meeting Date and Time	Next Meeting
Group	Location: MetroCenter, Oakland	March 7, 2012 April 3, 2012
SCS/RTP Equity Working Group	2 nd Wednesday of the month, 11:15 a.m. Location: MetroCenter, Oakland	February 8, 2012 March 7, 2012 April 3, 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	March 8, 2012

Fiscal Impact

None.

Attachments

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

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**Summary of Next Quarter Countywide and Regional Planning Activities
(February 2012 through April 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 February 2012 through April 2012 time period, the CWTP-TEP Committees will be focusing on:

- Coordinating with ABAG and local jurisdictions to provide comments on the Alternative Land Use Scenarios for the Sustainable Communities Strategy (SCS) and developing the preferred scenario;
- Preparing and submitting comments to MTC on the project performance and targets assessment and scenario evaluation results and developing compelling cases;
- Coordinating with the local jurisdictions and ABAG to develop a draft Alameda County Locally Preferred SCS to test with the financially constrained transportation network in Spring 2012;
- Responding to comments on the Administrative Draft and releasing the Draft CWTP;
- Refining the financially constrained list of projects and programs for the Draft CWTP to align with the adopted TEP;
- Refining the countywide 28-year revenue projections consistent and concurrent with MTC's 28-year revenue projections;
- Presenting the Draft CWTP to the Steering Committee for approval; and
- Seek jurisdiction approvals of the Final TEP.

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:

- Framing the tradeoff and investment strategy discussion and developing policy initiatives for consideration;
- Refining draft 28-year revenue projections;
- Finalizing maintenance needs and Regional Programs estimates; and
- Developing the preferred land use and transportation scenario.

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);
- Submitting local transportation network priorities through the CWTP-TEP process; and
- Commenting on the project performance and alternative land use scenarios results.

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 (released August 26, 2011)

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

Transportation Policy Investment Dialogue: November 2011 – April 2012

Prepare SCS/RTP Plan: April 2012 – October 2012

Draft RTP/SCS for Released: November 2012

Prepare EIR: December 2012 – March 2013

Adopt SCS/RTP: April 2013

CWTP-TEP

Develop Alameda County Locally Preferred SCS Scenario: May 2011 – May 2012

Call for Projects: Completed

Administrative Draft CWTP: Completed

Preliminary TEP Program and Project list: Completed

Final TEP Adopted: Completed

TEP approvals from jurisdictions: February – May 2012

Draft CWTP Released: March 2012

TEP Outreach: January 2011 – June 2012

Adopt Final CWTP and TEP: May/June 2012

TEP Submitted for Ballot: July 2012

Calendar Year 2010

Task	Meeting						2010				2011			
	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														
Technical Studies/RFP/Work timelimes: 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 limited, short, 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 & FDA Adjustment begins						Green House Gas Target approved by CARRB.	Start Vision Scenario Discussions		Adopt methodology 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 process; approve polling questions, initial vision scenario discussion	Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update	Outreach and call for projects update (draft list approval), project and program packaging, county land use	Outreach update, project and program screening outcomes, call for projects final list to MTC, TEP strategic parameters, land use, financials, land committed projects	No Meetings.	Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection	No Meetings	1st Draft, CWTP, TEP potential project and program packages, outreach and polling discussion	Meeting moved to December due to holiday conflict		Review 2nd draft CWTP, 1st draft TEP			
Technical Advisory Working Group	Comment on vision and goals; begin discussion on performance measures, key needs	Continue discussion on performance measures, costs guidelines, call for projects, briefing book, outreach	Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update	Outreach and call for projects update, project and program packaging, county land use	Outreach update, project and program screening outcomes, call for projects update, TEP strategic parameters, land use, financials, committed projects	No Meetings.	Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection	No Meetings	1st Draft, CWTP, TEP potential project and program packages, outreach and polling discussion	Review 2nd draft CWTP, 1st draft TEP, poll results update		No Meetings			
Community Advisory Working Group	Comment on vision and goals; begin discussion on performance measures, key needs	Continue discussion on performance measures, costs guidelines, call for projects, briefing book, outreach	Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update	Outreach and call for projects update, project and program packaging, county land use	Outreach update, project and program screening outcomes, call for projects update, TEP strategic parameters, land use, financials, committed projects	No Meetings.	Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection	No Meetings	1st Draft, CWTP, TEP potential project and program packages, outreach and polling discussion	Review 2nd draft CWTP, 1st draft TEP, poll results update		No Meetings			
Public Participation	Public Workshops in two areas of County: vision and needs; Central County Transportation Forum	Public Workshops in all areas of County: vision and needs	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															
Alameda CTC Technical Work															
Ongoing Education and Outreach through November 2012															
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							
Polling	Conduct baseline poll									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		Release Preferred SCS Scenario				
	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														

Calendar Year 2012

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

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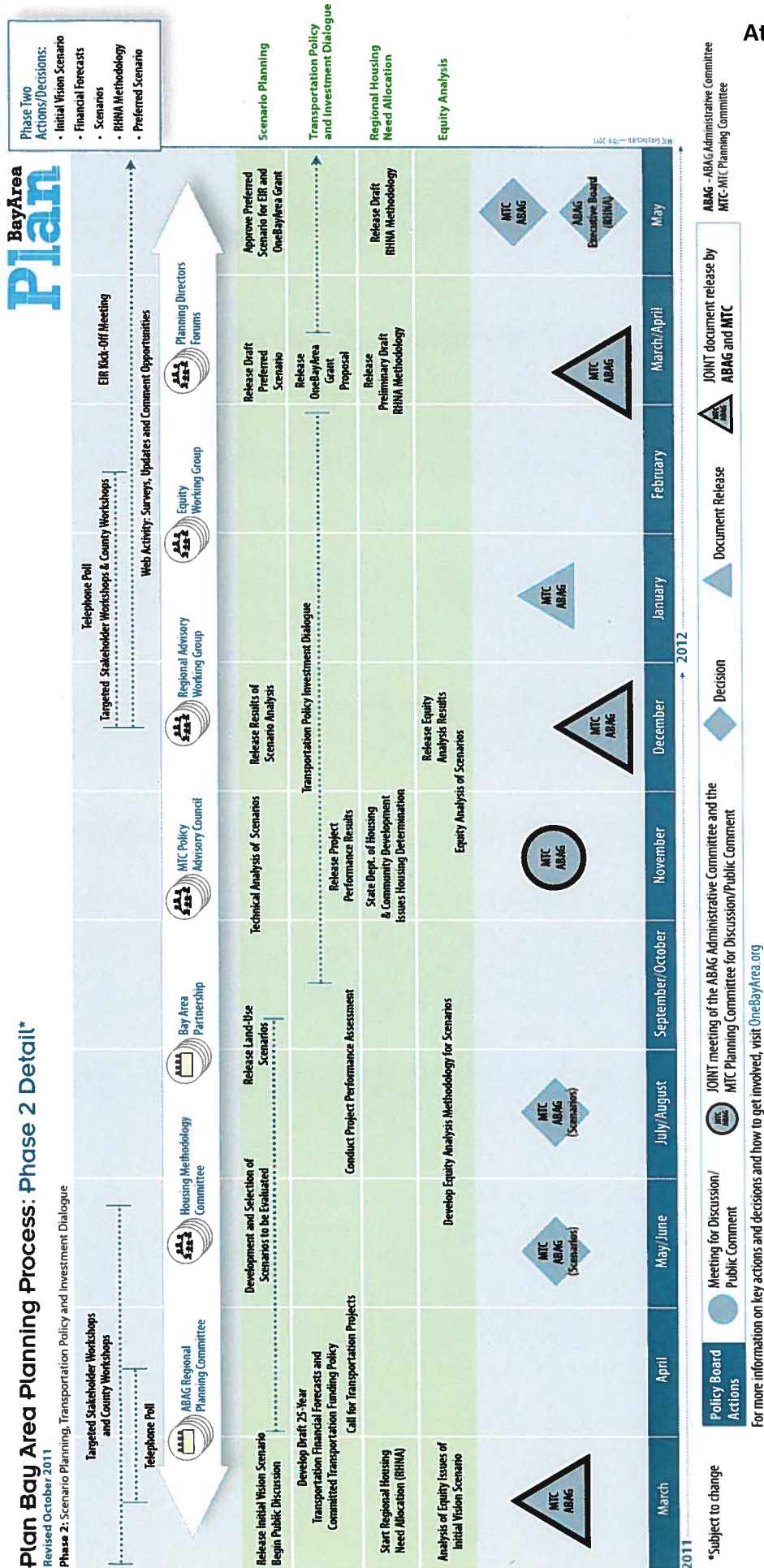
BayArea Plan

Revised October 2011

Phase 2: Scenario Planning, Transportation Policy and Investment Dialogue

Local Government and Public Engagement

Milestones

Policy Board
Action

Phase 4: Plan Adoption

Local Government and Public Engagement

Milestones

Policy Board Action





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Oakland, CA 94612

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www.AlamedaCTC.org

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Executive Director

Arthur L. Dao

February 15, 2012

Mr. Steve Heminger, Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Subject: 2013 Regional Transportation Plan: Comments on Proposed Guidance for Applying Project Performance Assessment to the Investment Strategy

Dear Mr. Heminger:

Thank you for the opportunity to provide comment on the proposed guidance for applying the project performance assessment outcomes to the investment strategy. The project performance assessment results are one of two primary considerations, the other being policy discretion, being proposed to determine which programs and projects to include in the draft Regional Transportation Plan (RTP) investment strategy along with a recommended preferred Sustainable Communities Strategy (SCS). We appreciate staff's efforts in addressing concerns and the thorough level of analysis provided in the evaluation.

Our specific comments are noted below. Alameda CTC recognizes that primary consideration for determining high and low performing outliers in the evaluation is benefit cost and travel time savings; however, we encourage MTC to consider other equally important criteria such as existing policies and voter approved mandates, including MTC adopted Resolution 3434, Regional Measure 2, and local sales tax initiatives. In addition, by limiting the selection of project and programs in the investment strategy to benefit/cost, several other pieces of the evaluation developed by MTC staff, such as the targets assessment, which demonstrate how well a project performs against sustainability measures, and the scenario analysis results, which provides information about how the system performs as a whole, are minimized or not considered.

We respectfully submit the following recommendations:

- That the criteria be expanded to include consideration of projects that are already in Resolution 3434 and voter approved measures, such as Regional Measure 2 or local sales tax initiatives. These projects have demonstrated in good faith a commitment to and significant investment in implementing existing policies, which support transit and development around transit, and represent local support for important projects. Not considering the existing Resolution 3434 policy undermines confidence in the region's commitment to supporting jurisdictions that embrace currently adopted policies and make significant local investment implementing them as a result. Additionally, in Alameda County, the 2000 Measure B was passed with 81 percent voter approval, which clearly suggests the benefit the public saw for projects included in our Transportation Expenditure Plan.
- That the criteria more fully consider how a project performs against the targets. Using benefit/cost as a primary consideration to determine a first cut at defining outliers is a good start, but the approach places a higher emphasis on cost and travel time than on meeting other sustainability based targets, which also have equal importance, for certain projects that are consistent with existing policies and voter mandated initiatives, protect existing assets, close gaps and improve safety.
- That how projects leverage one another be considered when determining a project's performance. One of our concerns is that the project performance evaluation process did not capture the induced synergistic effect in transportation improvements created by various locally significant projects. Such projects are catalysts in improving transportation in a cost effective way and are not captured in the benefit/cost measure.
- That projects that generate employment or support access to jobs be given consideration when determining a project's performance. At this point in economy, where economic revitalization is the key, these projects play an important and direct role in improving the local economy.
- That projects that are adversely impacted by the limitations of the model should be given adequate additional consideration. For example, the ability of the MTC's Regional Travel Demand Model to estimate ridership increase for a transit expansion project versus existing transit center improvement project is different, and it adversely affects the project that improves the existing transit system/facilities. Also, not all projects were able to be modeled and were therefore not quantitatively evaluated.

Mr. Steve Heminger

February 15, 2012

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- That projects that are in project development (PSR) stage or have made a substantive local investment compared to regional investment be given consideration. One of the criteria for PSR approval by Caltrans is the project being in the RTP. If such project is not included in the RTP because it did not meet the proposed criteria that project cannot move beyond the project development stage despite the investments made to date.

Again, thank you for the opportunity to comment on the proposed guidance for applying the project assessment results to the investment strategy. Please do not hesitate to contact Beth Walukas, Deputy Director of Planning, on my staff at (510) 208-7405 if you have questions.

Sincerely,



ARTHUR L. DAO
Executive Director

CC:

Beth Walukas, Deputy Director of Planning- Alameda CTC

Saravana Suthanthira, Senior Transportation Planner- Alameda CTC

Lisa Klein, MTC

Dave Vautin, MTC

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Memorandum

DATE: February 14, 2012

TO: Alameda County Transportation Commission

FROM: Finance and Administration Committee Members

SUBJECT: **Termination of ACTIA and ACCMA; Acceptance by Alameda CTC of ACTIA's and ACCMA's Authority, Functions, Roles, Responsibilities, and Assets and Liabilities**

Recommendations

Staff recommends that the Commission and the joint Board/Commission of ACTIA and ACCMA approve the termination of ACTIA and ACCMA. The requested actions consist of: (i) adoption by ACCMA and ACTIA of resolutions terminating each respective entity and authorizing the Executive Director (or designee) to sign all necessary documents required to implement such termination; and (ii) adoption by Alameda CTC of a resolution accepting the assignment and/or transfer of the remaining assets, responsibilities and liabilities of ACTIA and ACCMA, and authorizing the Executive Director (or designee) to sign all necessary documents required to implement such acceptance.

Discussion

Since the first meeting of the Alameda CTC's governing body on July 22, 2010, and pursuant to the Joint Powers Agreement which created Alameda CTC, Alameda CTC has been responsible for the projects and programs of ACTA, ACTIA and ACCMA. ACTIA and ACCMA have, however, continued to exist in order to permit the completion of certain administrative matters. We have now reached the point in the ACTIA / ACCMA merger process where these entities can be terminated. Since ACTIA and ACCMA are each still responsible for the delivery of certain programs, projects and plans, and each is a party to a number of existing contracts and agreements, ACTIA's and ACCMA's assets, responsibilities and liabilities must be transferred or assigned to the Alameda CTC. Additionally, to facilitate the assignment and transfer process, the Executive Director (or designee) must be provided with explicit authority to sign all required documents on behalf of ACTIA, and Alameda CTC to effectuate the termination. A similar procedure was followed in June of 2010 when the ACTA Board authorized the termination of ACTA and the assignment and transfer of its rights and obligations to ACTIA.

Fiscal Impact

Approval of the requested actions will result in the assumption by Alameda CTC of all assets and liabilities of ACTIA and ACCMA. ACTIA's and ACCMA's liabilities are limited to their respective obligations under existing contracts and agreements. However, through the ACTIA Strategic Plan and the ACTIA and ACCMA budgets, these obligations are essentially matched by ACTIA's and ACCMA's current assets. Accordingly, there will be no net fiscal impact to Alameda CTC, although Alameda CTC will now include ACTIA's and ACCMA's assets and liabilities on its financial statements. Investment activities with respect to monetary assets transferred from ACTIA and ACCMA following termination to Alameda CTC will continue to be governed by the ACTIA or ACCMA investment policy, as applicable, until Alameda CTC adopts its own investment policy in the next few months.

Attachments

Attachment A:	ACTIA Resolution 12-001 – Termination of ACTIA
Attachment B:	ACCMA Resolution 12-001 – Termination of ACCMA
Attachment C:	Alameda CTC Resolution 12-006 – Acceptance of ACTIA's and ACCMA's assets and liabilities

ALAMEDA COUNTY TRANSPORTATION IMPROVEMENT AUTHORITY (ACTIA)

RESOLUTION NUMBER 2012-0001

Termination of ACTIA

WHEREAS, Measure B, Alameda County's original half cent transportation sales tax, approved by the voters in November 1986, established a one-half percent sales tax which was in effect for 15 years, with the Alameda County Transportation Authority ("ACTA") responsible for administering the proceeds of the tax and ensuring timely project and program delivery pursuant to the Alameda County Transportation Expenditure Plan dated August 1986 ("1986 Expenditure Plan");

WHEREAS, voters reauthorized Alameda County's half-cent sales tax with the passage of a new Measure B in November 2000, with the Alameda County Transportation Improvement Authority ("ACTIA") authorized pursuant to Public Utilities Code Section 130000 *et seq.* to deliver the projects and programs described in Alameda County's 20-Year Transportation Expenditure Plan ("2000 Expenditure Plan"), while ACTA remained in place to finalize the projects promised to the voters in 1986;

WHEREAS, ACTIA, the Alameda County Congestion Management Agency ("ACCMA"), the County of Alameda, the fourteen cities within Alameda County, the Bay Area Rapid Transit District and the Alameda-Contra Costa Transit District entered into a Joint Powers Agreement ("JPA") dated March 25, 2010 for reference purposes and given final approval by the Boards of ACTIA and ACCMA as of June 24, 2010, thereby creating a joint powers agency, pursuant to the California Joint Exercise of Powers Act, known as the Alameda County Transportation Commission ("Alameda CTC");

WHEREAS, the Alameda CTC is intended to be the successor agency of ACCMA, ACTIA and ACTA, and has all the functions and responsibilities of such agencies along with certain additional powers as described in the JPA, including but not limited to the power and authority to complete the remaining projects in the 1986 Expenditure Plan and 2000 Expenditure Plan, and to carry out the responsibilities of a local transportation authority pursuant to Public Utilities Code 130000;

WHEREAS, on June 24, 2010, the respective Boards of ACTA and ACTIA approved the termination of ACTA and the transfer and assignment to ACTIA of all of ACTA's assets, functions and responsibilities, including but not limited to ACTA's then-existing contracts and agreements;

WHEREAS, the Alameda CTC began operations on July 22, 2010, with the first meeting of the governing body of the Alameda CTC, with ACTIA and ACCMA remaining in existence on an interim basis to allow time for legislative changes, transfer of employees and other required administrative matters;

WHEREAS, in order to complete the merger between ACTIA and ACCMA, the ACTIA Board desires to terminate ACTIA, and transfer and assign to Alameda CTC all of ACTIA's assets, functions and responsibilities, including but not limited to ACTIA's existing contracts and agreements;

NOW, THEREFORE, BE IT RESOLVED, that ACTIA shall be dissolved, terminated and extinguished effective as of close of business on February 29, 2012 ("Effective Date"), and all of ACTIA's assets (including, but not limited to, real property), functions and responsibilities are hereby transferred and assigned to Alameda CTC;

BE IT FURTHER RESOLVED, that except as deemed necessary to complete the transfer of ACTIA's assets, functions and responsibilities to Alameda CTC, ACTIA shall do no further business nor incur any further obligations after the Effective Date;

BE IT FURTHER RESOLVED, that any monetary assets which are transferred from ACTIA to Alameda CTC on or after the Effective Date pursuant to this Resolution must be spent pursuant to the provisions of the 1986 Expenditure Plan or the 2000 Expenditure Plan, as applicable;

BE IT FURTHER RESOLVED, that the Executive Director of the Alameda CTC (or designee) is hereby authorized to sign all agreements, amendments, deeds and other documents required to implement the termination of ACTIA as described herein;

BE IT FURTHER RESOLVED, that all costs and expenses of winding up and dissolution shall be borne by ACTIA or charged to the budget related thereto;

BE IT FURTHER RESOLVED, that all known debts, liabilities and other obligations of ACTIA shall be assumed by Alameda CTC on the Effective Date, except as otherwise stated herein; and

BE IT FURTHER RESOLVED, that on the Effective Date, ACTIA shall be dissolved, terminated and extinguished, and all of its powers shall cease, except for the purpose of winding up the affairs of ACTIA;

PASSED AND ADOPTED by the Board of the Alameda County Transportation Improvement Authority on February 23, 2012, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

ATTEST:

Mark Green
Chair

Vanessa Lee
Acting Clerk of the ACTIA Board

ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY (ACCMA)

RESOLUTION NUMBER 2012-0001

Termination of ACCMA

WHEREAS, the Alameda County Congestion Management Agency (“ACCMA”) was created pursuant to a joint powers agreement dated 1991 and last amended in 1994, with the powers to prepare, adopt, revise, amend, administer and implement the provisions of Alameda County’s Congestion Management Program and to accomplish other functions and responsibilities related to countywide transportation planning and programming;

WHEREAS, ACCMA, the Alameda County Transportation Improvement Authority (“ACTIA”), the County of Alameda, the fourteen cities within Alameda County, the Bay Area Rapid Transit District and the Alameda-Contra Costa Transit District entered into a Joint Powers Agreement (“JPA”) dated March 25, 2010 for reference purposes and given final approval by the Boards of ACTIA and ACCMA as of June 24, 2010, thereby creating a joint powers agency, pursuant to the California Joint Exercise of Powers Act, known as the Alameda County Transportation Commission (“Alameda CTC”);

WHEREAS, the Alameda CTC is intended to be the successor agency of ACCMA, ACTIA and the Alameda County Transportation Authority (“ACTA”), and has all the functions and responsibilities of such agencies along with certain additional powers as described in the JPA;

WHEREAS, the Alameda CTC began operations on July 22, 2010, with the first meeting of the governing body of the Alameda CTC, with ACTIA and ACCMA remaining in existence on an interim basis to allow time for legislative changes, transfer of employees, and other required administrative matters;

WHEREAS, in order to complete the merger between ACTIA and ACCMA, the ACTIA Board desires to terminate ACCMA, and transfer and assign to Alameda CTC all of ACCMA’s assets, functions and responsibilities, including but not limited to ACCMA’s existing contracts and agreements;

NOW, THEREFORE, BE IT RESOLVED, that ACCMA shall be dissolved, terminated and extinguished effective as of close of business on February 29, 2012 (“Effective Date”), and all of ACCMA’s assets (including, but not limited to, real property), functions and responsibilities are hereby transferred and assigned to Alameda CTC;

BE IT FURTHER RESOLVED, that except as deemed necessary to complete the transfer of ACCMA’s assets, functions and responsibilities to Alameda CTC, ACCMA shall do no further business nor incur any further obligations after the Effective Date;

BE IT FURTHER RESOLVED, that any assets which are transferred from ACCMA to Alameda CTC on or after the Effective Date pursuant to this Resolution must be spent pursuant to all applicable statutes, rules and regulations;

BE IT FURTHER RESOLVED, that the Executive Director of the Alameda CTC (or designee) is hereby authorized to sign all agreements, amendments, deeds and other documents required to implement the termination of ACCMA as described herein;

BE IT FURTHER RESOLVED, that all costs and expenses of winding up and dissolution shall be borne by ACCMA or charged to the budget related thereto;

BE IT FURTHER RESOLVED, that all known debts, liabilities and other obligations of ACCMA shall be assumed by Alameda CTC on the Effective Date, except as otherwise stated herein; and

BE IT FURTHER RESOLVED, that on the Effective Date, ACCMA shall be dissolved, terminated and extinguished, and all of its powers shall cease, except for the purpose of winding up the affairs of ACCMA;

PASSED AND ADOPTED by the Board of the Alameda County Congestion Management Agency on February 23, 2012, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

ATTEST:

Mark Green
Chair

Vanessa Lee
Acting Clerk of the ACCMA Board



1333 Broadway, Suites 220 & 300

Oakland, CA 94612

PH: (510) 208-7400

www.AlamedaCTC.org

Commission Chair
Mark Green, Mayor - Union City

Commission Vice Chair
Scott Haggerty, Supervisor - District 1

AC Transit
Greg Harper, Director

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Nate Miley - District 4
Keith Carson - District 5

BART
Thomas Blalock, Director

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City of San Leandro
Joyce R. Starosciak, Councilmember

Executive Director
Arthur L. Dao

ALAMEDA COUNTY TRANSPORTATION COMMISSION RESOLUTION 12-006

Approve Actions Related to Termination of ACTIA and ACCMA

WHEREAS, Measure B, Alameda County's original half cent transportation sales tax, approved by the voters in November 1986, established a one-half percent sales tax which was in effect for 15 years, with the Alameda County Transportation Authority ("ACTA") responsible for administering the proceeds of the tax and ensuring timely project and program delivery pursuant to the Alameda County Transportation Expenditure Plan dated August 1986 ("1986 Expenditure Plan");

WHEREAS, the Alameda County Congestion Management Agency ("ACCMA") was created pursuant to a joint powers agreement dated 1991 and last amended in 1994, with the powers to prepare, adopt, revise, amend, administer and implement the provisions of Alameda County's Congestion Management Program and to accomplish other functions and responsibilities related to countywide transportation planning and programming;

WHEREAS, voters reauthorized Alameda County's half-cent sales tax with the passage of a new Measure B in November 2000, with the Alameda County Transportation Improvement Authority ("ACTIA") authorized pursuant to Public Utilities Code Section 130000 *et seq.* to deliver the projects and programs described in Alameda County's 20-Year Transportation Expenditure Plan ("2000 Expenditure Plan"), while ACTA remained in place to finalize the projects promised to the voters in 1986;

WHEREAS, ACTIA, ACCMA, the County of Alameda, the fourteen cities within Alameda County, the Bay Area Rapid Transit District and the Alameda-Contra Costa Transit District entered into a Joint Powers Agreement ("JPA") dated March 25, 2010 for reference purposes and given final approval by the Boards of ACTIA and ACCMA as of June 24, 2010, thereby creating a joint powers agency, pursuant to the California Joint Exercise of Powers Act, known as the Alameda County Transportation Commission ("Alameda CTC");

WHEREAS, the Alameda CTC is intended to be the successor agency of ACCMA, ACTIA and ACTA, and has all the functions and responsibilities of such agencies along with certain additional powers as described in the JPA, including but not limited to the power and authority to complete the remaining projects in the 1986 Expenditure Plan and 2000 Expenditure Plan, and to carry out the responsibilities of a local transportation authority pursuant to Public Utilities Code 130000;

WHEREAS, on June 24, 2010, the respective Boards of ACTA and ACTIA approved the termination of ACTA and the transfer and assignment to ACTIA of all of ACTA's assets, functions and responsibilities, including but not limited to ACTA's then-existing contracts and agreements;

WHEREAS, the Alameda CTC began operations on July 22, 2010, with the first meeting of the governing body of the Alameda CTC, with ACTIA and ACCMA remaining in existence on an interim basis to allow time for legislative changes, transfer of employees and other required administrative matters;

WHEREAS, the respective Boards of the ACCMA and ACTIA have determined that such entities shall be terminated, and that all assets, functions and responsibilities, including but not limited to such entities' existing contracts and agreements, shall be transferred and assigned to the Alameda CTC, effective as of close of business on February 29, 2012 ("Effective Date");

NOW, THEREFORE, BE IT RESOLVED, that Alameda CTC shall accept the transfer of ACTIA's and ACCMA's assets, functions and responsibilities as of the Effective Date subject to the provisions hereof;

BE IT FURTHER RESOLVED, that, pursuant to the 1986 Expenditure Plan, the 2000 Expenditure Plan, and other applicable documents and plans, from and after the Effective Date, Alameda CTC shall take such efforts as may be required to complete all unfinished business of ACTA, ACTIA and ACCMA;

BE IT FURTHER RESOLVED, that any assets which are transferred from ACTIA to Alameda CTC pursuant to this Resolution must be spent pursuant to the provisions of the applicable Expenditure Plan;

BE IT FURTHER RESOLVED, that the Executive Director of Alameda CTC (or designee) is hereby authorized to sign all agreements, amendments, deeds (including certification of acceptance thereof) and other documents required to implement the termination of ACTIA and ACCMA as described herein; and

BE IT FURTHER RESOLVED, that all known debts, liabilities and other obligations of ACTIA and ACCMA shall be assumed by Alameda CTC on the Effective Date;

PASSED AND ADOPTED by the governing body of the Alameda County Transportation Commission on February 23, 2011 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

ATTEST:

Mark Green
Chair

Vanessa Lee
Clerk of the Commission