



Alameda County Transportation Commission
meeting as a committee of the whole as the

PROGRAMS AND PROJECTS COMMITTEE

MEETING NOTICE

Monday, February 13, 2012, 12:15 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

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

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

Chair:

Mark Green

Vice Chair:

Scott Haggerty

Members:

Nate Miley

Farid Javandel

Larry Reid

Ruth Atkin

Luis Freitas

Suzanne Chan

Staff Liaison:

Stewart D. Ng

Executive Director:

Arthur L. Dao

Clerk of the Commission:

Vanessa Lee

AGENDA

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

1 Public Comment

Members of the public may address the Committee during “Public Comment” on any item not on the agenda. Public comment on an agenda item will be heard when that item is before the Committee. Only matters within the Committee’s jurisdictions may be addressed. Anyone wishing to comment should make their 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.

2 CONSENT CALENDAR

2A. Minutes of January 09, 2012 – **Page 1**

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3 PROGRAMS

3A. Approval of 2012 State Transportation Improvement (STIP) Exchange Proposal – **Page 9**

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3B. Approval of STIP Expenditure Deadline Extension for Alameda CTC’s I-880 HOV Lane Landscape Enhancements Project – **Page 15**

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3C. Approval of Measure B Pass-Through Funding Formula for Special Transportation for Seniors and People with Disabilities – **Page 21**

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3D. Approval of City of Fremont’s Request to Extend the Agreement Expiration Date for the Tri-City Travel Training Project – **Page 27**

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- 3E. Approval of Safe Routes to School (SR2S) Federal Fund Exchange * **A**
- 3F. Review and Comment on MTC's Second Draft of the One Bay Area Grant Program – **Page 41** **I**

4 PROJECTS

- 4A. 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– **Page 97** **A**
- 4B. 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) – **Page 99** **A**
- 4C. I-580 Eastbound HOV Lane Widening Project - Approval of the Initial Project Report to Request MTC Allocation of Regional Measure 2 Funds – **Page 101** **A**
- 4D. 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) – **Page 117** **A**
- 4E. I-880 Operational and Safety Improvements at 23rd and 29th Avenue Project – Adoption of Resolution to Hear Necessity Resolutions – **Page 119** **A**
- 4F. I-80 Integrated Corridor Mobility (ICM) Project – Authorization to Enter into Memorandum of Understanding with California Department of Transportation (Caltrans) – **Page 123** **A**

5 COMMITTEE MEMBERS REPORTS (VERBAL)**6 STAFF REPORTS (VERBAL)****7 OTHER BUSINESS****8 ADJOURNMENT AND NEXT MEETING: March 12, 2012**

Key: A- Action Item; I – Information Item; *Material will be provided at meeting
(#) All items on the agenda are subject to action and/or change by the Committee.

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

*Alameda County Transportation Commission
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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

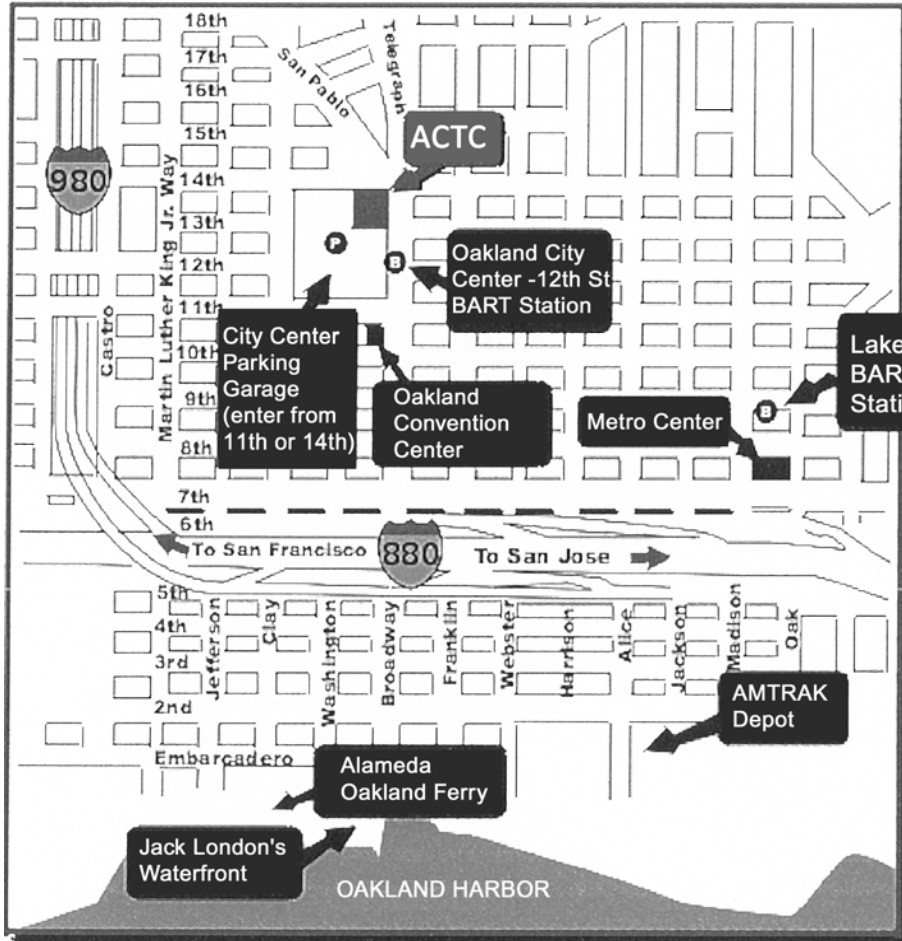


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Directions to the Offices of the Alameda County Transportation Commission:

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

Public Transportation Access:

BART: City Center / 12th Street Station

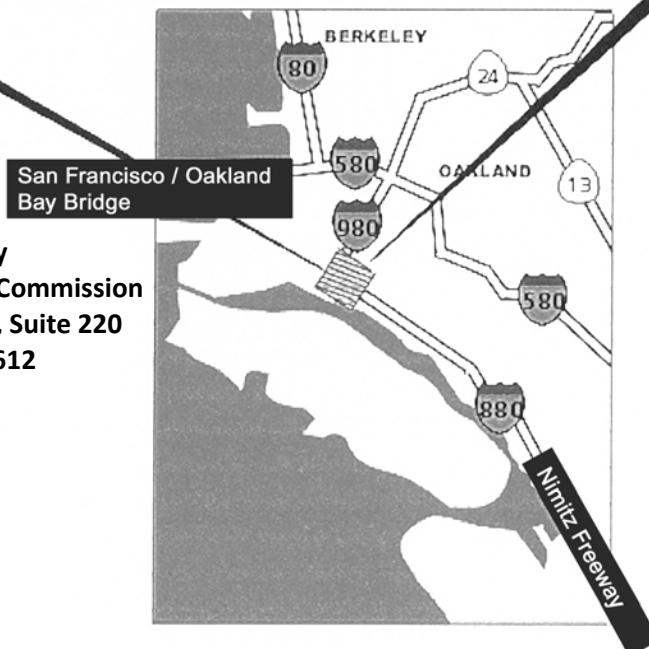
AC Transit:

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**





**PROGRAMS AND PROJECTS COMMITTEE
MINUTES OF JANUARY 09, 2012
OAKLAND, CALIFORNIA**

The meeting was convened by the Chair, Mayor Green, at 12:40 p.m.

1. Public Comment

There was no public comment.

2 Consent Calendar

2A. Minutes of November 7, 2011

Mayor Javandel moved for the approval of the consent calendar; Councilmember Atkin seconded the motion. The motion passed 6-0.

3 Programs

3A. Approval of Third Cycle Lifeline Program Structure

Jacki Taylor recommended the Commission approve the project evaluation criteria and weighting to be used for the project selection process of the Third Cycle Lifeline Transportation Program (Cycle 3), and approve the programming of Cycle 3 funding for updating Community-Based Transportation Plans. Ms. Taylor stated that MTC has established standard evaluation criteria to assess and select projects. The MTC Guidelines allow for additional evaluation criteria and weighting to be added to MTC's standard evaluation criteria. Alameda CTC has been designated as the county-level Lifeline Program Administrator.

Vice Mayor Freitas motioned to approve this Item. Councilmember Reid seconded the motion. The motion passed 7-0.

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

Jacki Taylor recommended the Commission approve the advance programming of \$45,000 of federal Job Access and Reverse Commute (JARC) funding from the Third Cycle Lifeline Transportation Program (Cycle 3) to the Neighborhood Bike Centers program. The Neighborhood Bike Center program which is operated by Cycles of Change was initially funded for two years through the Cycle 2 lifeline program. The bicycle program recovers, restores and distributes bikes for use by eligible low income residents of targeted communities. Funding has allowed for operations through December 2011 but the operations will cease if additional funding is not identified. The advance will allow Cycles of Change to apply for Lifeline Cycle 3 funding which will not be available until January 2013. The advance will allow the program to continue through 2012.

Councilmember Atkin questioned why JARC funds were being used to fund this program and she commented that the staff report does not indicate that the program assisted low income residents in obtaining jobs. Ms. Taylor informed the Commission that JARC funding was used previously and that it went through the MTC eligibility process. Matt Gereghty, a representative from Cycles of

Change informed the Commission that the program has a job training aspect and that a survey conducted indicated that the program assisted people with getting to work. Matt Todd informed the Committee that the staff report to the Commission will include information requested through the discussion.

The Committee moved this Item to the full Board with no recommendation.

3C. 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

Vivek Bhat recommended that the Commission approve the reallocation of \$400,000 of Measure B CDF funds from the Alamo Canal Regional Trail I-580 Undercrossing Project to the East Bay Greenway project and Bicycle Safety Education program. The City of Dublin received \$891,000 from the CDF for construction of the Alamo Canal Regional Trail. Since that time, the bids are now expected to be under the engineers' estimates and a surplus of funds is expected. The reallocation would include \$350,000 to the East Bay Greenway project, for Construction/Maintenance and \$50,000 to expand the Bicycle Safety Education program. Staff has been working with the City of Dublin and the Eastbay Regional Park District in regards to this proposal.

Supervisor Haggerty motioned to approve this Item. Mayor Green seconded the motion. The motion passed 7-0.

3D. Approval of City of Fremont's Request to Modify Scope Elements for Measure B Bicycle and Pedestrian Countywide Discretionary Fund Grant Agreement No. A09-0020, Irvington Area Pedestrian Improvement Project

Vivek Bhat recommended the Commission approve the City of Fremont's request to modify scope elements of the Irvington Area Pedestrian Improvement project. The City of Fremont requested to modify the scope which will result in a total cost of \$335,000. The original expiration date for this agreement of October 31, 2011 was extended for a year through a prior amendment, to allow completion of the construction contract.

Vice Mayor Chan motioned to approve this Item. Supervisor Haggerty seconded the motion. The motioned passed 7-0.

3E. Approval of Transportation Fund for Clean Air Program Manager Funding for a Goods Movement Emission Reduction Program (Engine MY 2004 Port Truck Replacement Program)

Matt Todd explained that the ACTAC recommended that the Commission oppose the Alameda TFCA Program Manager Funds contribution to the Truck Drayage Program and the expectation that the Air District should use Regional TFCA funds for this program. Mr. Todd also noted that if it is decided to provide TFCA Program Manager funding, ACTAC recommends the Commission use funding Option #2 to distribute costs among local agencies. He went on to state that starting December 31, 2011, The California Air Resources Board requires that model year 2004 Port drayage trucks meet certain emission standards. The Bay Area Air Quality Management District has offered financial assistance to truck owners in meeting the requirements and is requesting 1.4 million additional funds from the Alameda CTC TFCA County Program Manager funds to assist

with funding the program.

Supervisor Miley thanked staff for working on this matter. He also commented that this item would help maintain the Port of Oakland's viability.

Mayor Javandel commented on the impact of the Port and stated that it is in the best interest of the agency to assist the Port.

Vice Mayor Chan requested information on how the program was noticed. Matt Todd informed the Committee that the program was noticed through press releases, the Air District website and fact sheets as well as the Port of Oakland advertising the program.

Damian Breen from the Air District commented on the air quality and congestion management, the amount of applicants received for the program and the prorating of the shares across regional and county fund sources.

Dave Campbell from East Bay Bicycle Coalition stated that the East Bay Bicycle Coalition was opposed to contributing the County TFCA funds for several reasons including questions surrounding the Port of Oakland's and Regional level contributions to this program.

Supervisor Miley motioned to recommended the Commission approve the programming of \$1.43 million of Transportation Fund for Clean Air (TFCA) Program Manager funding for a Goods Movement Emission Reduction Program (Engine MY 2004 Port Truck Replacement Program) using Option #2 and including the following stipulations: 1) Regional funds should be used first, and Alameda funds last, 2) Alameda funds will only be used for vehicles registered in Alameda, 3) Funds not required, based on the initial applications received through January 13, 2012 should be returned to the Alameda CTC, 4) the amount of TFCA funds eligible for administrative costs will be based on total annual TFCA revenue of the Alameda program, and 5) this is a one time contribution to assist with the December 31, 2011 milestone, the Alameda CTC will not participate in programs that will provide assistance to meet future ARB drayage truck requirements. Supervisor Haggerty seconded the motion. The motion carried 7-0.

3F. Approval of STIP Award Deadline Time Extension Request for the Union City Intermodal Station Project, Phase II

Matt Todd recommended the Commission approve the request for a six-month time extension to the STIP award deadline for the Union City Intermodal Station. An extension is requested due to the delay of the FTA transfer which subsequently delayed the contract award. Mr. Todd informed the Board that both the City of Union City and BART will continue to work together to ensure the contract gets awarded in a timely fashion.

Supervisor Haggerty motioned to approve this Item. Mayor Javandel seconded the motion. The motion passed 7-0.

3G. Review of OneBayAreaGrant Program

Tess Lengyel gave a brief overview of the One Bay Area Grant Program. The overview included MTC's proposed grant program includes funding objectives, funding distributions, policy outcomes and implementation issues.

This Item was for information only.

4 Projects

4A. Southbound I-680 Express Lane Project - Approval of Amendments to Professional Services Agreements with Solem & Associates and Wilbur Smith Associates

Kanda Raj recommended the Commission approve Amendment No. 5 to the consultant services agreement with Solem & Associates to extend the term of the Agreement from December 31, 2011 to June 30, 2012 and approve an amendment to Consultant Services Agreement with Wilbur Smith Associates to extend the term of the Agreement and include additional compensation for improved services in the amount of \$178,000.

Mayor Javandel motioned to approve this Item. Supervisor Miley seconded the motion. The motion passed 6-0.

4B. Congestion Relief Emergency Funds Project (ACTIA No. 27) - Approval to Reallocate Measure B Funds Between Sub-Projects and to Amend the Project Title and Description of Sub-Project Along I-880

James O'Brien recommended that the Commission approve the several actions related to the Congestion Relief Emergency Funds Project. The actions include a revision of the project title and description, reallocation of \$1,000,000 of Measure B funds from Sub-Project 27E to 27B, reallocation of \$1,500,000 of Measure B funds from Sub-Project 27E to 27C and finally revisions to the currently approved project funding plans for the I-80 Integrated Corridor Mobility Project, the I-880 North Operational and Safety Improvements at 23rd and 29th Avenues Project, and the I-880 Southbound HOV Lane – Hegenberger to Marina Project to reflect the additional Measure B funding. There are no financial impacts anticipated because the actions involve shifting Measure B funds that had already been allocated.

Councilmember Reid motioned to approve this Item. Mayor Green seconded the motion. This motion passed 7-0.

4C. 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

James O'Brien recommended that the Commission authorize the execution of Amendment No. 3 to the professional services agreement with WMH Corporation to provide additional final design and bidding support services for an additional contract amount not to exceed \$630,000. Mr. O'Brien stated that the recommended action would provide additional contract funding to complete the project plans, specifications and estimates and to coordinate with Caltrans during their review processes.

Mayor Javandel motioned to approve this Item. Councilmember Reid seconded the motion. The motion passed 6-0.

4D. 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

James O'Brien recommended that the Commission Authorize the execution of Amendment No. 2 to the Project Specific Funding Agreement with the City of San Leandro to extend the termination date

of the PSFA as well as the execution of Amendment No. 1 to the PSFA with the City of San Leandro for the Plans, Specifications and Estimates Phase to extend the termination date. The project activities include ground water monitoring and a remedial action plan for property clean up of a parcel required for the project.

Supervisor Miley motioned to approve this Item. Supervisor Haggerty seconded the motion. The motion passed 7-0.

4E. Telegraph Avenue Corridor Transit Project (ACTIA No. 7A) - Approval of Allocation of Measure B Funding for the Preliminary Engineering/Environmental Studies Phase

James O'Brien recommended that the Commission approve the allocation \$3,128,000 of Measure B funding for the Preliminary Engineering / Environmental Studies Phase and authorize the execution of Amendment No. 5 to the Project Specific Funding Agreement with AC Transit. The recommended actions will result in the expenditure of \$3,128,000 of Measure B funds. The recommended action also includes maintaining the date of eligibility for reimbursement expenditures from the existing PSFA # A05-0005.

Supervisor Haggerty motioned to approve this Item. Mayor Javandel seconded the motion. The motion passed 7-0.

4F. Approval of Alameda County Transportation Commission Eminent Domain Process

Pamela Mintzer recommended the Commission amend the Alameda CTC's Administrative Code to allow the Alameda CTC to adopt resolutions of necessity and adopt a Resolution agreeing to hear resolutions of necessity should an eminent domain action be required for the Interstate 880 Southbound HOV Lane Project. These items need to be adopted with a 2/3 votes as required. These steps will allow the Alameda CTC to take steps to acquire the power of eminent domain to better be able to deliver its projects. The first project in which the Alameda CTC may consider utilizing the power of eminent domain is the Interstate 880 Southbound HOV Lane Project, which is funded in part by California Transportation Commission Corridor Mobility Improvement Account funds.

Supervisor Haggerty wanted clarification on which agency would be completing the work on this project. Art Dao informed the Committee that the Alameda County Transportation Commission would have Eminent Domain over this project upon approval by the full Board.

Supervisor Haggerty motioned to approve this Item. Mayor Javandel seconded the motion. The motion passed 7-0.

4G. 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

John Hemiup recommended that the Commission authorize the Executive Director to select and negotiate a contract with the top-ranked firm for System Integrator Services for the I-80 ICM Project and approve an amendment to the System Manager Professional Services Agreement with Kimley-Horn. The costs associated with this project will be funded through the State Infrastructure Bond Program and are included in the approved Alameda CTC budget.

Supervisor Miley motioned to approve this Item. Mayor Javandel seconded the motion. The motion passed 7-0.

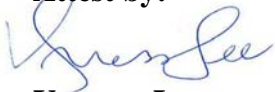
5 Staff and Committee Member Reports

There were no Committee Member Reports.

6 Adjournment/Next Meeting: February 13, 2012

Chair Green adjourned the meeting at 1:49 p.m. The next meeting is on February 13, 2012.

Attest by:

A handwritten signature in blue ink, appearing to read "Vanessa Lee", is written over the printed name.

Vanessa Lee
Clerk of the Commission





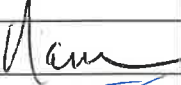




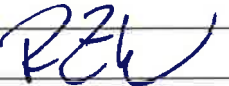

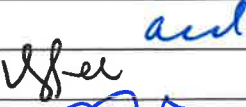




PROGRAMS AND PROJECTS COMMITTEE MEETING

ROSTER OF MEETING ATTENDANCE

January 09, 2012

12:15 p.m.

1333 Broadway, Suite 300, Oakland, CA 94612

BOARD MEMBERS		Initials	ALTERNATES	Initials
Chair :	Mark Green – City of Union City		Emily Duncan – City of Union City	
Vice Chair:	Scott Haggerty – Alameda County, District 1		Bill Harrison – City of Fremont	
Members:				
	Nate Miley – Alameda County, District 2		Rob Bonta- City of Alameda	
	Farid Javandel – City of Albany		Peggy Thomsen – City of Albany	
	Ruth Atkin – City of Emeryville		Kurt Brinkman – City of Emeryville	
	Suzanne Chan – City of Fremont		Bill Harrison – City of Fremont	
	Luis Freitas – City of Newark		Alberto Huezo – City of Newark	
	Larry Reid – City of Oakland		Patricia Kernighan – City of Oakland	
LEGAL COUNSEL				
	Zack Wasserman – WRBD			
	Neal Parish – WRBD			
	Geoffrey Gibbs - GLG			
STAFF				
	Arthur L. Dao – Executive Director			
	Vanessa – Clerk of the Commission			
	Stewart Ng, Deputy Director of Programming and Project Management			
	Matt Todd - Manager of Programming			
				
	Claudia Leyva - Admin Asst.			

STAFF	Initials	STAFF	Initials
Tess Lengyel – Deputy Director of Policy, Public Affairs and Legislation	<i>TL</i>	Yvonne Chan – Accounting Manager	
Beth Walukas – Deputy Director of Planning	<i>BW</i>	Arun Goel – Project Controls Engineer	
Patricia Reavey – Director of Finance	<i>PR</i>	Linda Adams – Executive Assistant	
Gladys Parmelee – Office Supervisor		Lei Lam – Senior Accountant	
		Sammy Ng – Senior Accountant	
Steve Haas – Senior Transportation Engineer		Patty Seu - Accountant	
John Hemiup – Senior Transportation Engineer	<i>JH</i>	Jacki Taylor – Programming Analyst	<i>JT</i>
Saravana Suthanthira - Senior Transportation Planner		Laurel Poeton – Assistant Transportation Planner	
Diane Stark - Senior Transportation Planner		Frank R. Furger – Executive Director, I-680 JPA	
Vivek Bhat - Senior Transportation Engineer		James O'Brien	<i>JO</i>
Liz Brazil – Contract Compliance & Outreach Analyst		Stefan Garcia	
<i>Karla Raj - Project Controls Team</i>	<i>K.R.</i>	<i>Raj Murthy - Proj Controls Team</i>	<i>RM</i>

	NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1.	<i>RENE DALTON</i>	<i>CITY OF FREMONT</i>	<i>(510) 499-4535</i>	<i>rdalton@fremont.gov</i>
2.	<i>Dennis Butler</i>	<i>AC Transit</i>	<i>510-891-4798</i>	<i>dbutler@actransit.org</i>
3.	<i>Arul Edwin</i>	<i>AC Transit</i>	<i>510 891 5410</i>	<i>aedwin@actransit.org</i>
4.	<i>SEUNG CHO</i>	<i>ALACTC</i>	<i>510-208-7472</i>	<i>SCHO@ALAMEDACTC.ORG</i>
5.	<i>DAMIAN BEER</i>	<i>BAAQMD</i>	<i>(415) 749-5041</i>	
6.	<i>Tom Wintch</i>	<i>TIG</i>	<i>(925) 416-1500</i>	<i>twintch@tig-eng.com</i>
7.	<i>KATE MILLER</i>	<i>AZ TRANSIT</i>	<i>(510) 891-4859</i>	<i>kmiller@actransit.org</i>
8.	<i>T.M. Blalock</i>	<i>BART</i>	<i>510-490-7565</i>	<i></i>
9.	<i>Dave Campbell</i>	<i>EBBC</i>	<i>dave.campbell@ebbc.org</i>	
10.	<i>Mintze Cheng</i>	<i>Union City</i>	<i>510.675.5306</i>	<i>mcheng@unioncity.org</i>
11.	<i>Pamela Schock Mintzer</i>	<i>Alameda CTC / WRBD</i>	<i>510.834.6600</i>	<i>pmintzer@world.com</i>
12.				
13.				
14.				



Memorandum

DATE: February 2, 2012

TO: Programs and Projects Committee

FROM: Matt Todd, Manager of Programming

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. ACTAC is scheduled to consider this item at their February 7, 2012 meeting.

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. ACTAC is scheduled to consider this item at their February 7, 2012 meeting.

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

Alameda

2012 RTIP

December 21, 2012
(all numbers in thousands)

Agency	Rte	Cat	PPNO	Project	Comments	Total	2012 RTIP Funding by Fiscal Year						2012 RTIP Funding by Component											
Prior Commitments (Not Part of 2012 STIP Target)													Prior	12-13	13-14	14-15	15-16	16-17	R/W	Const	E & P	PS&E	R/W Sup	Con Sup
Adopted 2012 RTIP Programming - Non PTA																								
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	0	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	0	0	0			
Alameda Co PW	84	SH		Niles Canyon (SR-84), Foothill, Sunol Imps.	New project	1,500	0	0	0	0	1,500	0	0	1,500	0	0	0	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	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	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	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	0	0	0			
Fremont	loc	LR		BART Warm Spr. Sta. Impr. Access: Auto Mail Pkwy	New project	3,500	0	0	0	0	0	3,500	0	3,500	0	0	0	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	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	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	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	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	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	0	0	0	0		
Total PTA-eligible						5,000	0	0	0	0	5,000	0	0	5,000	0	0	0	0	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	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	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	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	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	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 (January 24, 2012)

(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	
Prior Commitments (Not Part of 2012 STIP Target)																	
0																	
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	0	
Alameda Co PW	loc	LR		Crow Canyon Rd. Safety Improvement Project	Exchange Proposal	1,000	0	0	0	0	1,000	0	0	0	0	0	
Alameda Co PW	84	SH		Niles Canyon (SR-84), Foothill, Sunol Impr.	Exchange Proposal	1,500	0	0	0	0	1,500	0	0	0	0	0	
ACTC	84	SH	81D	SR-84 East-West Connector in Fremont	Exchange Proposal	14,300	0	0	0	0	14,300	0	0	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	0	
VTA	880	SH	16V	Mission Blvd/I-880 Interchange Reconst, ph. 1B/2	Exchange Proposal	3,500	0	3500	0	0	0	0	0	3,500	0	0	
Caltrans	24	SH	57J	SR-24 Caldecott Tunnel 4th Bore Landscaping		2,000	0	400	1,600	0	0	0	0	500	0	1,100	
Fremont	loc	LR		BART Warm Spr. Sta. Impr. Access: Auto Mall Pkwy	Exchange Proposal	3,500	0	0	0	0	3500	0	0	3,500	0	0	
Oakland	loc	LR	1022	42nd/High Street Access Improvement Project	Exchange Proposal	2,000	0	0	0	0	2000	0	0	2,000	0	0	
San Leandro	185	SH		SR-185/Hesperian/150th Ave Channelization Impr.	Exchange Proposal	1,000	0	0	0	0	1,000	0	0	1,000	0	0	
MTC	680	SH	NEW	I-680 Freeway Performance Initiative Project		2,000	0	0	2,000	0	0	0	0	2,000	0	0	
MTC	O	2100		Planning, programming, and monitoring		611	0	114	118	122	126	131	0	611	0	0	
ACTC	O	2179		Planning, programming, and monitoring		3,199	0	1,993	320	0	0	886	0	3,199	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	
ACTC	84		0081H	Rt 84 Expressway Widening (Segment 2)	Exchange Proposal	34,851	0	0	34,851	0	0	0	0	31,351	0	0	
Total Non-PTA							42,661	0	2,507	38,889	122	126	1,017	0	41,161	0	1,100
Adopted 2012 RTIP Programming Total							42,661	0	2,507	38,889	122	126	1,017	0	41,161	0	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	
BATA/ACT/CTC	te	BP	9051A	Improved Bike/Ped Connectivity to East Span SFOBB		3,063	0	0	0	0	0	3,063	0	3,063	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	
MTC	res	TBD	2100C	TE reserve (MTC share)		3,726	0	0	1,863	1,863	0	0	0	3,726	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	
Adopted 2012 TE Programming Total							8,968	0	0	4,042	1,863	0	3,063	0	8,968	0	0
Adopted 2012 RTIP Total - Alameda County							51,629	0	2,507	42,931	1,985	126	4,080	0	50,129	0	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	31,351	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	
Rte 84 Expressway Widening (Segment 2) Proposed Funding Total:							37,030	0	0	37,030	0	0	0	33,530	0	0	

Attachment B

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Memorandum

DATE: February 3, 2012

TO: Programs and Projects Committee (PPC)

FROM: Matt Todd, Manager of Programming

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. ACTAC is scheduled to consider this item on February 7th.

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

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 1, 2012

To: Programs and Projects Committee

From: John Hemiup, Senior Transportation Engineer

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 01, 2012

TO: Programs and Projects Committee

FROM: John Hemiup, Senior Transportation Engineer

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: January 19, 2012

TO: Programs and Projects Committee

FROM: Tess Lengyel, Deputy Director Policy, Public Affairs and Legislation

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 PPC members on this item. This item was also taken to ACTAC on February 6 and comments from ACTAC will be presented at the PPC 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 PPC 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. Two areas that staff is focusing on include 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. Further, staff recommends the greatest amount of flexibility 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. Staff seeks additional feedback from PPC 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.

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 |



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

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BART

Thomas Blalock, Director

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Rob Bonta, Vice Mayor

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Laurie Capitelli, Councilmember

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Jennifer Hosterman, Mayor

City of San Leandro

Joyce R. Starosciak, Councilmember

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: <input checked="" type="checkbox"/> = Yes <input type="checkbox"/> = 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
Overall Summary of Requirements Met																
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.		X	X	X		X		X		X	X			X	
	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		X				X	X	X		X	X	X		X	X
	d) Adopted bicycle/pedestrian plan and complete streets policy in general plans pursuant to Complete Streets Act of 2008							X					X			
Approved Housing Element	a) adoption of a housing element that meets the current RHNA before the new RHNA is adopted	X				X	X	X	X	X	X	X			X	X
	b) the adoption of a housing element that meets the new RHNA after is approval early in 2012		X													
Detailed Summary of Requirements Met																
Parking and Pricing Policies	Cash Out Program															X
	Peak Pricing															
	On-Street/Off-Street Parking Differentials		X	X	X											
	Eliminate Parking Minimums								X		X					
	Unbundled Parking?				X		X								X	
	Adopted city and/or countywide employer trip reduction ordinances?						X				X	X				X


OneBayAreaGrant Criteria Checklist Summary

(Date: 12/16/2011)

Legend: X = Yes <input type="checkbox"/> = 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	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?	X	X	X			X	X	X		X	X	X	X		X
Affordable Housing	Would you participate in the development of a multi-jurisdictional CRRP?	X	X				X	X	X	X	X	X	X	X	X	X
	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	X
Complete Street/Pedestrian Plan	Does your jurisdiction have an adopted Complete Streets policy?		X	X	X		X	X								
	Have you updated your General Plan to comply with the state Complete Streets Act (2008, AB 1358) which took effect January 1, 2011?						X	X					X			
	If no, does your General Plan already meet the requirements?											X				
Complete Street/Pedestrian Plan	Do you plan to revise it to incorporate Complete Streets Act?		X	X	X	X			X	X	X	X			X	X

OneBayAreaGrant Criteria Checklist Summary

(Date: 12/16/2011)

Legend: X = Yes  = Did not respond to question																			
Approved Housing Element	Is your jurisdiction able to demonstrate compliance through one of the two options above?	Alameda County	City of Alameda	Albany	Berkeley	Dublin	Emeryville	Fremont	Hayward	Livermore	Newark	Oakland	Piedmont	Pleasanton	San Leandro	Union City			
	If no, are you scheduled to adopt one in the next 6 months? 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	X			

Attachment 3

Summary of OneBayAreaGrant Criteria Survey Responses (Date: 12/16/2011)				
Overall Summary of Requirements Met				
	YES	NO	No Response	Comment
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	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 Oakland 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 OneBayAreaGrant 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				
	YES	NO	No Response	Comment
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 Oakland 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

	YES	NO	No Response	Comment
4. Eliminate parking minimums?	Hayward Newark	Alameda County City of Alameda Albany Berkeley Dublin Emeryville Fremont Livermore Oakland Piedmont Pleasanton San Leandro Union City		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
5. Unbundled parking?	Berkeley Emeryville (GP 10/2009) San Leandro (2007)	Alameda County City of Alameda Albany Dublin Fremont Hayward Livermore Newark Oakland Piedmont Pleasanton Union City		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, there is no need 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

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

	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.

	YES	NO	No Response	Comment
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?	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, 2011?	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	

(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)

3. Any other comments?	YES		NO		No Response	Comment
					<p>Alameda County</p> <p>Albany</p> <p>Fremont</p> <p>Livermore</p> <p>Newark</p> <p>Oakland</p> <p>Piedmont</p> <p>Pleasanton</p> <p>San Leandro</p>	<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>

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

G. Training/Support			
	<i>Training (i.e. workshops)</i>	<i>Resources other support (i.e. staff)</i>	
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 San Leandro Hayward Newark Union City	
CRRP's	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.


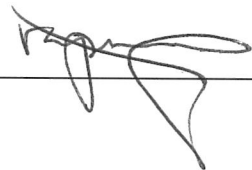
Next Steps

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	Regional	One Bay Area Grant	Regional	One Bay Area Grant	
STP/CMAQ (\$591M)							
RTIP/TE (\$18M)							
Air District (\$6M)							
1 Regional Planning	26	70	5	21	5	21	26
2 Regional Operations	74		74		74		74
3 Freeway Performance Initiative (FPI)	66		66		66		66
4 Transit Capital Rehabilitation	125		125		125		125
5 Local Streets and Roads Rehabilitation	7		3	74	3	74	77
6 Climate Initiatives	40		25	12	20	12	32
7 Regional Bicycle Program		20		20		20	20
8 Transportation for Livable Communities (TLC)	64	32	15	85	25	85	110
9 Priority Conservation Area Planning Pilot			5		5		5
10 MTC Res 3814 Transit Payback Commitment	25		25		12		12
11 Transit Sustainability Project					30		30
12 Augmentation							39
Total	426	122	343	211	365	250	615
	78%	22%	62%	38%	59%	41%	
Grant Totals:			Original Cycle 2 One Bay Area		Revised Cycle 2 One Bay Area		
			211		250		
			38%		41%		
			Cycle 1 Revised Block Grant				
			122				
			22%				

* 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)

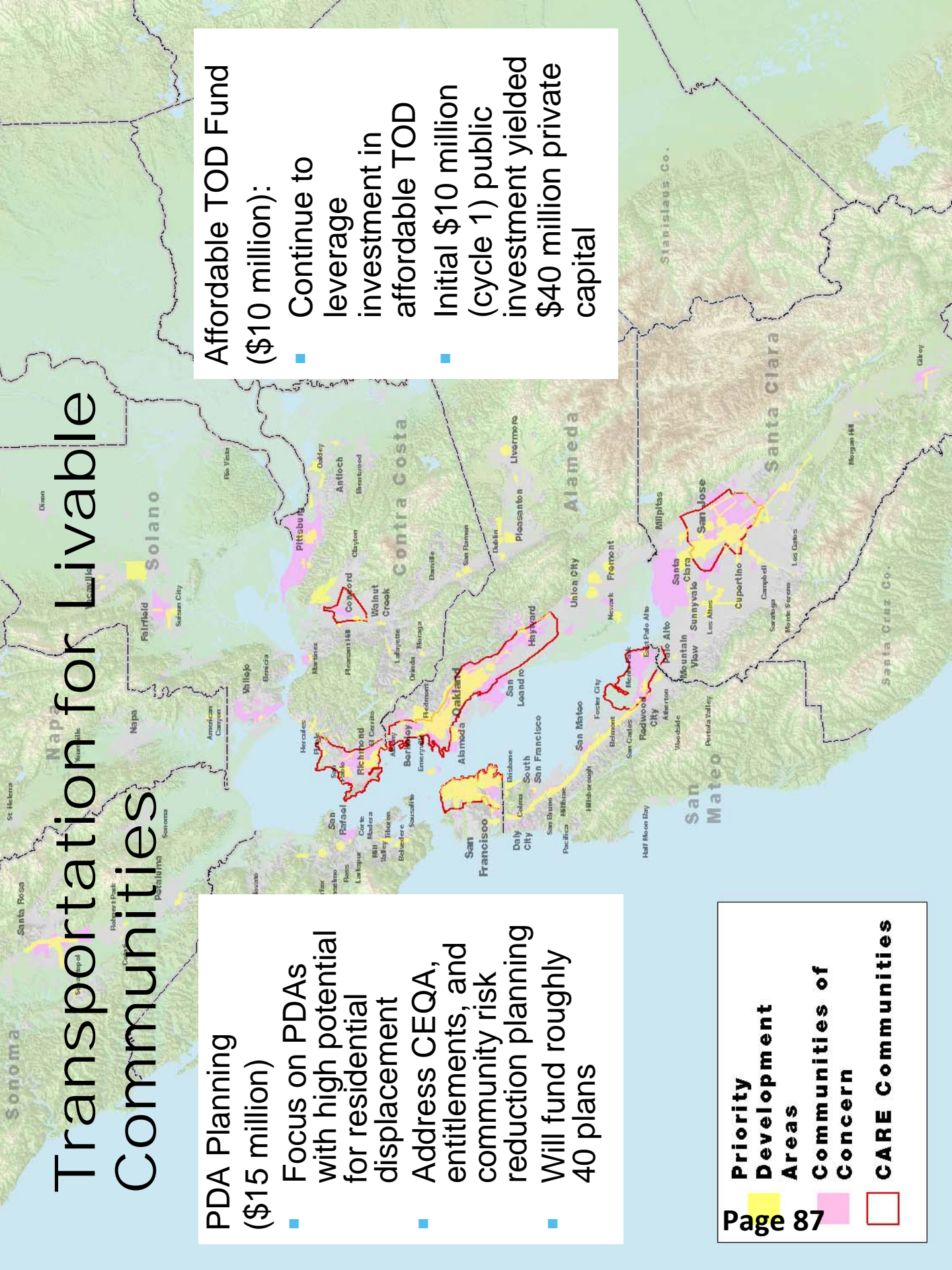
- Focus on PDAs with high potential for residential displacement
- Address CEQA, entitlements, and community risk reduction planning
- Will fund roughly 40 plans

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

Page 87



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
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

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%



Memorandum

DATE: February 06, 2012

TO: Programs and Projects Committee

FROM: Stephen D. Haas, Senior Transportation Engineer
Stewart D. Ng, Deputy Director of programming and Projects

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 6, 2012

TO: Programs and Projects Committee

FROM: Stephen D. Haas, Senior Transportation Engineer
Stewart D. Ng, Deputy Director of programming and Projects

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 6, 2012

TO: Programs and Project Committee

FROM: Stephen D. Haas, Project Manager
Stewart D. Ng, Deputy Director of Programming and Projects

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 proposed budget scheduled to go before the Commission in June 2011.

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

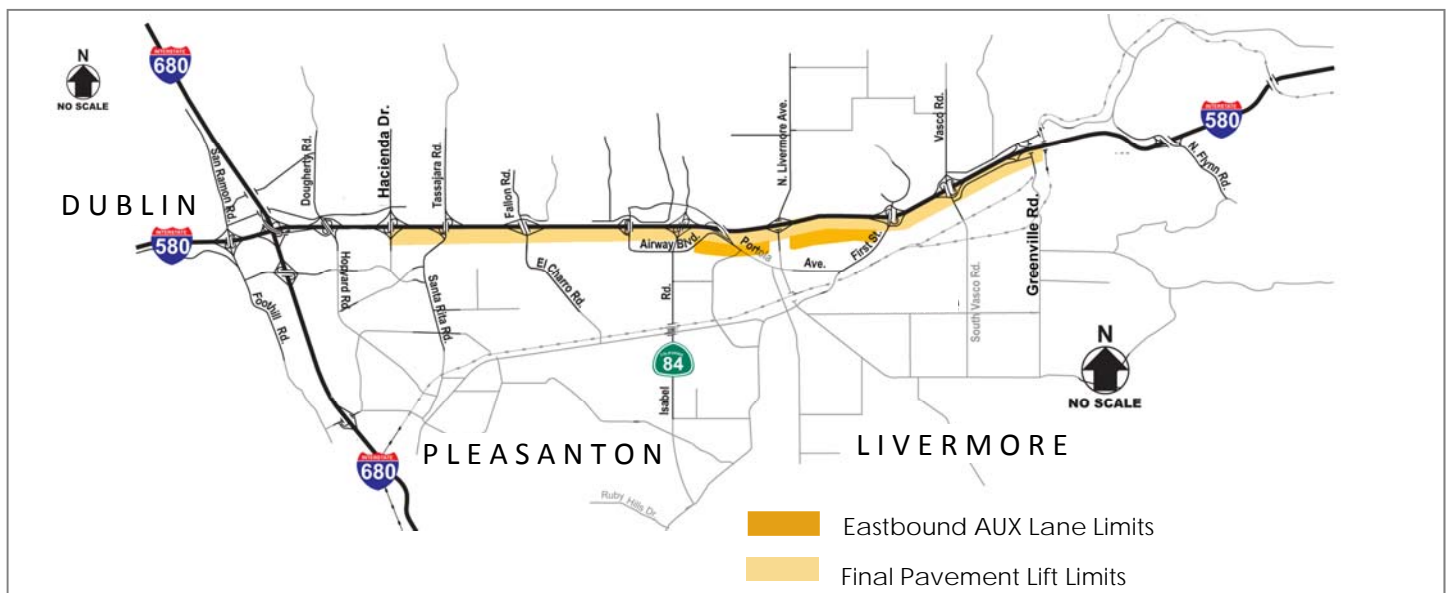
The Environmental Document (ED) and preparation of the PS&E design documents for the Eastbound (EB) AUX Lane Project between Isabel Avenue and North Livermore Avenue and North Livermore Avenue and First Street in Livermore are underway. The ED for this project consists of a re-validation of the I-580 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 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
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City of Berkeley
Laurie Capitelli, Councilmember

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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 2, 2012

TO: Programs and Projects Committee

FROM: Matt Todd, Manager of Programming
Stewart D. Ng, Deputy Director of Programming and Projects

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, 2012. 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: January 20, 2012

TO: Programs and Projects Committee

FROM: Arthur L. Dao, Executive Director
Pamela Schock Mintzer, Wendel Rosen Black & Dean LLP

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

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

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BART

Thomas Blalock, Director

City of Alameda

Rob Bonta, Vice Mayor

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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

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

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 2, 2012

To: Programs and Projects Committee

From: Raj Murthy, Project Manager

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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