



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

PLANNING, POLICY AND LEGISLATION COMMITTEE

MEETING NOTICE

Monday, May 14, 2012, 11:00 A.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

Vacant – District 2

Wilma Chan – District 3

Nate Miley – District 4

Keith Carson – District 5

BART

Thomas Blalock, Director

City of Alameda

Rob Bonta, Vice Mayor

City of Albany

Farid Javandel, Mayor

City of Berkeley

Laurie Capitelli, Councilmember

City of Dublin

Tim Sbranti, Mayor

City of Emeryville

Ruth Atkin, Councilmember

City of Fremont

Suzanne Chan, Vice Mayor

City of Hayward

Olden Henson, Councilmember

City of Livermore

John Marchand, Mayor

City of Newark

Luis Freitas, Vice Mayor

City of Oakland

Councilmembers

Larry Reid

Rebecca Kaplan

City of Piedmont

John Chiang, Mayor

City of Pleasanton

Jennifer Hosterman, Mayor

City of San Leandro

Joyce R. Starosciak, Councilmember

Executive Director

Arthur L. Dao

Chair:

Greg Harper

Vice Chair:

Olden Henson

Members:

Mark Green

Keith Carson

John Marchand

Tim Sbranti

Scott Haggerty

Jennifer Hosterman

Joyce Starosciak

Staff Liaisons:

Beth Walukas, Tess Lengyel

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 PLEDGE OF ALLEGIANCE

2 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.

3 CONSENT CALENDAR

- | | | |
|-----|---|----------|
| 3A. | Minutes of April 09, 2012 – Page 1 | A |
| 3B. | Summary of the Alameda CTC’s Review and Comments on Environmental Documents and General Plan Amendments Prepared by Local Jurisdictions – Page 7 | I |

4 LEGISLATION AND POLICY

- | | | |
|-----|---|----------|
| 4A. | Legislative Update– Page 17 | I |
| 4B. | Update on MTC One Bay Area Grant Program– Page 29 | I |
| 4C. | Overview of Policy, Planning and Programming Activities and Next Steps – Page 59 | I |

5 PLANNING

- 5A. Approval of Amendment No.1 to Professional Services Agreement A11-0027 with MIG for the City of Oakland Transit Oriented Development Technical Assistance Program (TOD TAP) to extend Contract – **Page 65** **A**
- 5B. Review of Countywide Transportation Plan (CWTP) and Transportation Expenditure Plan and Update on Development of a Sustainable Communities Strategy (SCS)/Regional Transportation Plan (RTP) – **Page 67** **I**

6 COMMITTEE MEMBER REPORTS (VERBAL)**7 STAFF REPORTS (VERBAL)****8 ADJOURNMENT/NEXT MEETING: JUNE 11, 2012**

Key: A- Action Item; I – Information Item; D – Discussion Item

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

Glossary of Acronyms

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

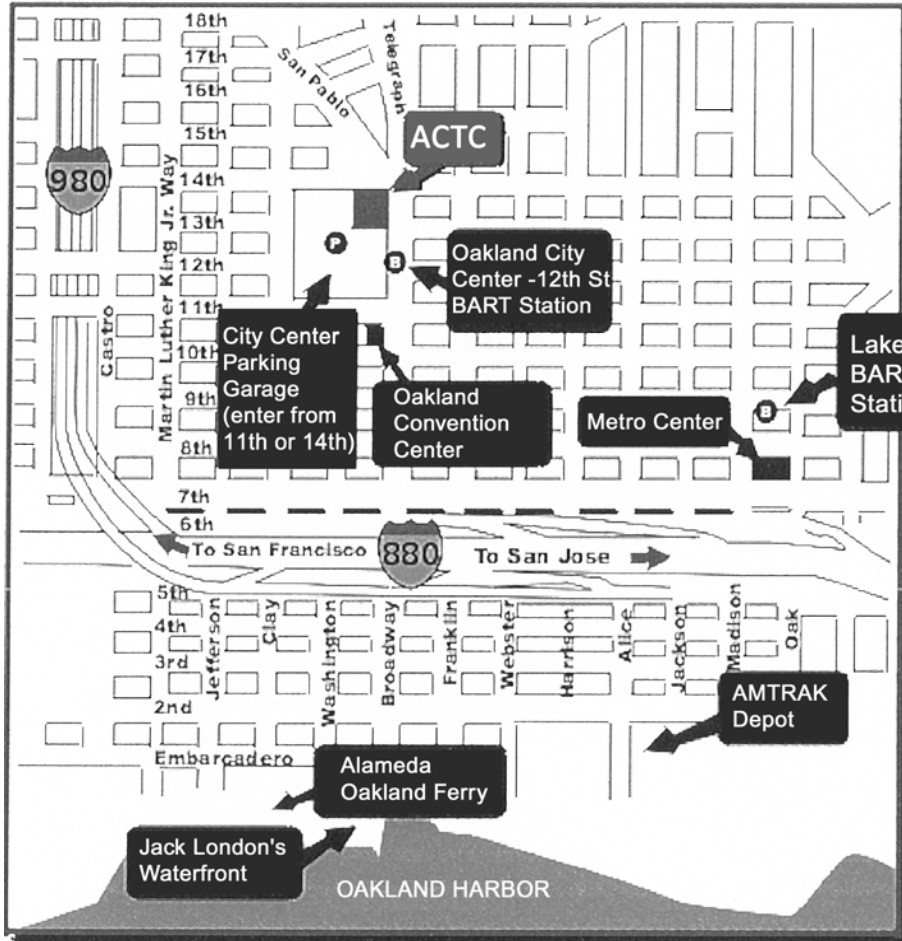


1333 Broadway, Suites 220 & 300

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www.AlamedaCTC.org



Directions to the Offices of the Alameda County Transportation Commission:

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

Public Transportation Access:

BART: City Center / 12th Street Station

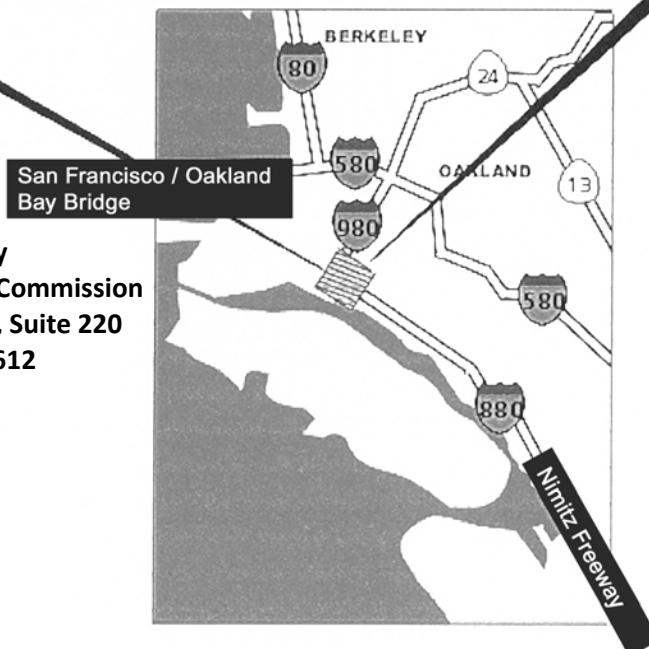
AC Transit:

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

Auto Access:

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

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





**Alameda County Transportation Commission
PLANNING, POLICY AND LEGISLATION COMMITTEE
MINUTES OF APRIL 09, 2012**

Chair Greg Harper convened the meeting at 11:00 AM.

1. PLEDGE OF ALLEGIANCE

2. PUBLIC COMMENT

There was no public comment.

3. CONSENT CALENDAR

3A. Minutes of March 12, 2012

Supervisor Haggerty motioned to approve the Consent Calendar. Councilmember Henson seconded the motion. The Consent Calendar was passed 9-0.

4. PLANNING

4A. Legislative Update

Tess Lengyel recommended that the Commission take a support position on the AB 1780 (Bonilla)-Department of Transportation Project Study Reports (PSR) Bill, which aims to streamline and create uniform statewide standards for the development, review, approvals and payment for PSRs. Ms. Lengyel also recommended a support and seek amendment position on the ACA 23 (Perea)-Local Government Transportation Projects: special taxes: voter approval Bill, which would allow the approval of 55% of voters to impose, increase, or extend a special tax placed on the ballot by local governments to provide transportation funding.

Mayor Green requested that an amendment be made to that ensure that another transportation measure on the same ballot could be approved and was included.

Mayor Green motioned to approve the Item. Councilmember Henson seconded the motion. The motion passed 9-0.

On the federal side, Ms. Lengyel updated the committee members on the President's budget including a proposed budget increase from \$71.6 billion to \$74 billion, which includes the consolidation of the highway program structure from fifty-five programs into five. She concluded by giving an update on the 9th extension made to the Federal Transportation Bill.

4B. Update on Transportation Expenditure Outreach Activities and receive Transportation Expenditure Plan (TEP) Communication Toolkit

Ms. Lengyel updated the committee members on the TEP outreach activities stating that ten cities had approved in addition to AC Transit and the Oakland Board of Supervisors. She noted that staff would be seeking approvals in Newark, Pleasanton and at the BART Board this month.

Ms. Lengyel also informed the committee members that they would receive a Toolkit that includes all facts sheets for all cities, by planning area. She stated that staff would also develop talking points and presentations for each city and she concluded by stating that all fact sheets and corresponding information could be found on the Alameda CTC website.

Director Harper requested information on the approval in the City of Alameda. Ms. Lengyel informed him that staff went to Alameda for approval in March, however, the City decided not to act at that time. Staff will be presenting the TEP to the City of Alameda again in May.

This item was for information only.

5. LEGISLATION AND POLICY

5A. Approval of 2012 LOS Monitoring: Contract Modification, CMP Tier2 Roadway classification and Weekend Peak Data Collection Period

Saravanna Suthanthira recommended that the Commission approve the proposed recommendation for the weekend peak period for freeways and segmentation and classification of CMP Tier 2 roadways for the purposes of travel time data collection for the Level of Service (LOS) Monitoring surveys, and an extension of the contract period with Jacobs Engineering for data collection until December 31, 2012.

Ms. Suthanthira presented a summary of the requested actions including approval of a Freeway Weekend Monitoring peak period from 1 p.m. to 3 p.m (based on data that was collected in for three weekends in the month of March 2011) ; approval of the segmentation of the newly added Tier 2 network; and approval of one of the two options for the Tier 2 arterial classifications.

In regards to the Tier 2 Classifications, Mayor Green motioned to approve Option 2, which includes conducting a Free Flow Speed study in summer or fall of 2012 and delaying reporting the Tier 2 service level results until fall 2012. Councilmember Henson seconded the motion. The motion to accept Option 2 was passed 9-0.

Director Harper then motioned to approve the item in its entirety. Mayor Green seconded the motion. The motion passed 9-0.

5B. Review of Draft Countywide Transportation Plan

Beth Walukas gave a brief review of the Draft Countywide Transportation Plan. The review included a general overview of the plan including the performance-based evaluations, the extensive public planning process, new policy elements including SB 375, locally-developed land use alternatives, an overview of the projects and programs, congestion management and finally the Plan connection to the new Transportation Expenditure Plan and next steps.

This item was for information only.

5C. Review of Countywide Transportation Plan (CWTP) and Transportation Expenditure Plan (TEP) and Update on Development of a Sustainable Communities Strategy (SCS)/Regional Transportation Plan (RTP)

Beth Walukas presented a review of the Regional efforts in regards to the development of the CWTP and RTP. She informed the Committee that a Joint MTC Planning Committee and ABAG committee

meeting is scheduled for April 13, where the investment strategies as well as the results of the compelling cases will be released.

This item was for information only.

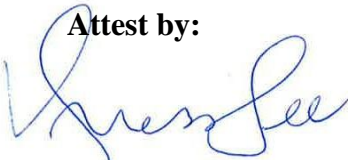
6 STAFF AND COMMITTEE MEMBER REPORTS

Tess Lengyel invited the Committee to the Transportation Forum in Dublin on April 19. She also gave a brief summary of the OBAG Grant stating that staff is reviewing policies and financial implications based on the proposed changes.

7 ADJOURNMENT/NEXT MEETING: MAY 14, 2012

The meeting was adjourned at 12:20 p.m.

Attest by:



Vanessa Lee
Clerk of the Commission

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PLANNING, POLICY AND LEGISLATION COMMITTEE MEETING

ROSTER OF MEETING ATTENDANCE

April 09, 2012

11:00 a.m.

1333 Broadway, Suite 300, Oakland, CA 94612

BOARD MEMBERS	Initials	ALTERNATES	Initials
Chair : Greg Harper – AC Transit	gh	Elsa Ortiz – AC Transit	
Vice Chair: Olden Henson – City of Hayward	OH	Marvin Peixoto – City of Hayward	
Members:			
Scott Haggerty – County of Alameda, District 1	SH	Bill Harrison – City of Fremont	
Keith Carson – County of Alameda, District 5	KC	Kriss Worthington – City of Berkeley	
John Marchand – City of Livermore	JM	Jeff Williams – City of Livermore	
Jennifer Hosterman – City of Pleasanton	JH	Cheryl Cook-Kallio – City of Pleasanton	
Joyce Starosciak – City of San Leandro	JS	Pauline Russo Cutter – City of San Leandro	
Mark Green – City of Union City	MG	Emily Duncan – City of Union City	
Tim Sbranti- City of Dublin	TS		
LEGAL COUNSEL			
Zack Wasserman – WRBD	Pamela Mintzer		
Neal Parish – WRBD			
Geoffrey Gibbs - GLG	GTG		
STAFF			
Arthur L. Dao – Executive Director	ad	ASD	
Vanessa Lee- Clerk of the Commission			
Beth Walukas – Deputy Director of Planning		Beth Walukas	
Tess Lengyel – Deputy Director of Policy, Public Affairs and Legislation		Tess Lengyel	
Victoria Winn – Administrative Assistant			

STAFF	Initials	STAFF/CONSULTANT	Initials
Patricia Reavey - Director of Finance	<i>PR</i>	Arun Goel – Project Controls Engineer	<i>AKG</i>
Yvonne Chan – Accounting Manager		Lei Lam – Senior Accountant	
Matt Todd - Manager of Programming	<i>MT</i>	Linda Adams – Executive Assistant	<i>LA</i>
Gladys V. Parmelee – Office Supervisor	<i>gvp</i>	Jacki Taylor – Programming Analyst	<i>JT</i>
John Hemiup – Senior Transportation Engineer		Laurel Poeton – Assistant Transportation Planner	<i>LP</i>
Steve Haas – Senior Transportation Engineer		Claudia Leyva – Administrative Assistant	
Saravana Suthanthira - Senior Transportation Planner			
Diane Stark -Senior Transportation Planner	<i>DS</i>		
Vivek Bhat – Senior Transportation Engineer	<i>VB</i>	Frank Furger, Executive Director, I-680 JPA	
Liz Brazil – Contract Compliance & Outreach Analyst		James O'Brien	
		Stefan Garcia	

	NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1.	<i>Heather Barber</i>	<i>Alameda CTC</i>		<i>hbarber@alamedactc.org</i>
2.	<i>Nathan Lando</i>	<i>ACTransit</i>		<i>nlando@actransit.org</i>
3.	<i>JIM RICHARDS</i>	<i>ACTC</i>		<i>jrichards@actc.org</i>
4.	<i>Dawn Argel</i>	<i>Alameda Co. BRT #1</i>	<i>925-551-6995</i>	<i>dawn.argel@acgos.org</i>
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Memorandum

DATE: May 07, 2012

TO: Planning, Policy and Legislation Committee

FROM: Diane Stark, Senior Transportation Planner

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

Recommendation

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

Summary

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

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

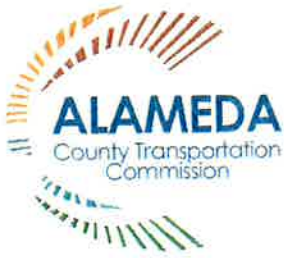
Attachments

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

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

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

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**Commission Chair**

Mark Green, Mayor - Union City

Commission Vice Chair

Scott Haggerty, Supervisor - District 1

AC Transit

Greg Harper, Director

Alameda County

Supervisors

Nadia Lockyer - District 2

Wilma Chan - District 3

Nate Miley - District 4

Keith Carson - District 5

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Councilmembers

Larry Reid

Rebecca Kaplan

City of Piedmont

John Chiang, Mayor

City of Pleasanton

Jennifer Hosterman, Mayor

City of San Leandro

Joyce R. Starosciak, Councilmember

Executive Director

Arthur L. Dao

April 2, 2012

Mr. Kelly Diekmann

Senior Planner

City of Fremont

Community Development

39550 Liberty Street

Fremont, CA 94537-5006

kdeikmann@ci.fremont.ca.us

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

Dear Mr. Diekmann:

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

The Alameda County Transportation Commission has the following comments:

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

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

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

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

Sincerely,



Beth Walukas
Deputy Director of Planning

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



1333 Broadway, Suites 220 & 300

Oakland, CA 94612

PH: (510) 208-7400

www.AlamedaCTC.org

March 19, 2012

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

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

Dear Mr. Cunradi:

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

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

Sincerely,

A handwritten signature in black ink, appearing to read "Beth Walukas". The signature is fluid and cursive.

Beth Walukas
Deputy Director of Planning

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

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March 27, 2011

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

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

Dear Mr. Manassee:

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

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

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

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

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

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

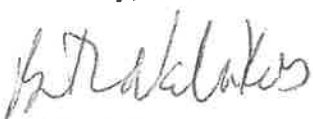
The DEIR should include a discussion on the adequacy of proposed mitigation measures relative to these criteria. In particular, the DEIR should detail when proposed roadway or

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

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

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

Sincerely,



Beth Walukas
Deputy Director of Planning

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

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Memorandum

DATE: April 30, 2012

TO: Planning, Policy and Legislation Committee

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

SUBJECT: Legislative Update

Recommendations

Staff recommends approval of positions on bills as noted below.

Summary

State Update

Budget: To cover the projected \$9.2 billion deficit identified in the Governor's January budget for both the current (\$4.1 billion) and next fiscal year (\$5.1 billion), the Governor continues to move forward with collecting signatures on his ballot measure to temporarily increase the state's sales tax by ½ cent for four years and institute a tiered increase in upper income levels.

Committees in both Chambers are holding budget hearings for all portions of the Governor's proposed budget, but delaying most actions until after the release of the May Revise. Once the May Revise is released the committees will begin to tackle the more difficult decisions. According to the State Controller's Office, the income tax receipts were coming in higher than the previous year at the same time, but still falling short of projections. The Legislative Analyst's Office has noted that overall, there may be over \$2 billion less in receipts than the Governor's forecast. Per the Governor's original assumptions, April receipts would need to total over \$9 billion. Once all funds are received as of April 30, 2012, the Governor will proceed with the May Budget Revise, anticipated to be released on May 14th. Staff will report information available about the May Revise at the Committee and Commission meetings.

During the last full week of April, there was significant activity to move fiscal bills out of committee by the deadline of April 27.

State Bills:

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

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

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

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

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

AB 2231 (Fuentes). Sidewalks: repairs

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

In Alameda County, the transportation sales tax measure provides 5% of net revenues for bicycle and pedestrian improvements. Some jurisdictions use these funds for residents and businesses to have repairs made. Others use their capital improvement programs to identify sidewalk repair projects and timelines. Because the bill would direct local actions on local

sidewalks without providing additional funding to support this mandate, and because the Alameda CTC adopted legislative program states, “support legislation that protects and provides increased funding for operating, maintaining, rehabilitating, and improving transportation infrastructure...”, staff recommends an **OPPOSE** position on this bill.

Federal Update

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

For transportation, the president recommended an increase over the 2012 budget from \$71.6 billion to \$74 billion. The proposal provides for increases in transit, rail, highways, safety and aviations, and consolidation of the highway program structure from 55 programs into five. The president has also proposed a 6-year surface transportation plan for \$475. 9 billion, a reduction of about \$80 billion over his last year’s proposal. The president proposes to pay for this program with current highway trust fund receipts as well as through savings from ending wars in both Iraq and Afghanistan.

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

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

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

- \$53.4 billion in spending for FY13, \$3.9 billion below the FY12 enacted level.
- The TIGER program was funded at \$500 million, the same as the FY12 level.
- Absent adoption of a new surface transportation bill, funding for most highway and transit programs are at current levels; however, there is an increase in New Starts funding above the FY 12 level.

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

postponed until after the elections, whereby a final budget could then be acted upon in the lame duck session.

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

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

House Conferees:

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

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

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

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

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

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

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

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

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

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

Senate Conferees:

- | | |
|--------------------|-----------------|
| • Boxer (D) | • Inhofe (R) |
| • Baucus (D) | • Vitter (R) |
| • Rockefeller (D) | • Hatch (R) |
| • Durbin (D) | • Shelby (R) |
| • Johnson (SD) (D) | • Hutchison (R) |
| • Schumer (D) | • Hoeven (R) |
| • Nelson (FL) (D) | |
| • Menendez (D) | |

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

Fiscal Impact

No direct fiscal impact.

Attachments

Attachment A: State Update

Attachments B1 and B2: Federal Updates

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April 20, 2012

TO: Art Dao, Executive Director
Alameda County Transportation Commission

FR: Steve Wallauch
Platinum Advisors

RE: Legislative Update

Low Revenues Again: The Department of Finance and State Controller released their March revenue updates last week, both in agreement that revenues came in about \$235 million lower than predicted. For the month of March, the Department of Finance estimated a \$236 million deficiency, which adds up to a \$761 million deficiency for the fiscal year. Income tax collections in March were \$194 million short, bank and corporation taxes were \$143 million short, sales taxes were \$48 million more than predicted, and insurance taxes were \$89 million above estimates, "other" revenues were \$36 million lower than predicted.

Legislators and the Governor are hoping that April and June, the State's highest revenue months, will bring in about \$9 billion, most of which will arrive after April 17th. The State Controller has a daily tracker for income tax revenues which may be accessed here: http://www.sco.ca.gov/april_2012_personal_income_tax_tracker.html

High Speed Rail: With the release of another business plan by the High Speed Rail Authority, both the Senate and Assembly Budget Subcommittees held back-to-back informational hearings on the new plan and the Governor's proposal to appropriate \$5.9 billion for construction of the initial segment. At both hearings HSRA Chairman, Dan Richards, provided a very thorough review of the new plan, and explained the benefits of the blended, or what is now being called the "bookend," approach.

Before the fervent testimony both for and against high speed rail, the LAO started off both hearings casting doubt over the entire plan, which culminated with the LAO urging the Legislature to not approve the Governor's various budget proposals to fund high speed rail. In addition to the usual concerns about ridership forecasts and insufficient funding in hand, the LAO pointedly questioned the Governor's proposal to use cap-and-trade auction revenue as a secondary funding source for high speed rail if federal funds fail to materialize. The LAO questions the legality if using cap-and-trade revenue for high speed rail because any

greenhouse gas reduction benefits would not be seen until well after the primary goal of reducing emissions by 2020.

While testimony was lengthy, no action was taken by either house. In addition, the Assembly Transportation Committee has scheduled another high speed rail hearing for April 30th. High speed rail funding will likely be one of the last actions taken by both subcommittees, and it is likely to become an item resolved by the Budget Conference Committee.

Redevelopment 2.0: With numerous bills floating around that either addresses the shutdown of existing RDAs or financing future economic development, it has been announced that a two-house task force will be formed. A conference committee would be the more traditional route to resolve the differences between the houses, but a task force is the next best thing. It will hopefully lead to a consensus proposal that will pass muster with the Governor. The Assembly has had for several months an internal working group on redevelopment, and it has taken a more aggressive approach on preserving redevelopment activity. On the other hand, the Senate has been more focused on preserving housing funds. Members have not been announced yet, but we expect appointments to be made next week.

Budget: While the Senate Budget Subcommittee #3 held a hearing on Caltrans and CTC budget items this week most of the items were held open. In particular, the Senate held open the Project Initiation Document item in order to wait and hear back from the task force the Assembly Budget Subcommittee asked Caltrans to form.

As you will recall, Assembly Subcommittee 3 reversed the Governor's proposal to shift the cost of Project Initiation Documents to local entities for locally funds projects on the state highway system. Sub 3 approved the recommendation to replace local reimbursement funding with State Highway Account funding, and requested Caltrans to convene a stakeholder group on this issue and report back to the Subcommittee by May 1.

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Washington Friday Report

Volume XIV, Issue 18

May 4, 2012

INSIDE THIS WEEK

- 1 Budget, Days, FEMA, EPA, TIGER, Conference
- 2 Postal Service, Summer Jobs+, Education
- 2 Veterans Jobs, Consolidated Plan, Leverage

Congress was in recess, but Washington certainly wasn't! This week, Congressional aides have been busy preparing for big upcoming legislative battles over the budget and transportation funding and the White House rolled out a number of key initiatives. Here's the details.

Budget Battle

Last night, the House Budget Committee Ranking Member **Chris Van Hollen** (MD), on behalf of Committee Democrats, released an 11-page report called *Republican Reconciliation Proposals Reflect the Wrong Priorities*. In the report, they criticized a Republican plan (H.R. 4966) to replace the planned automatic spending reductions required by the August debt limit law (PL 112-25), known as "Sequester" with a process called "Reconciliation." Among the critiques of the reconciliation path adopted by the majority are that it would: cause 2 million people to lose access to food assistance, take 100,000 people off Medicaid, and drastically reduce funding to social services block grants and the Children's Health Insurance Program. On Monday, the House Budget Committee will debate and vote on a reconciliation bill that combines at least \$261 billion in mandatory spending cuts written and approved by six House authorizing committees over the past several weeks. For more, click on [Democrats Critique Reconciliation](#).

The Countdown

The first House-Senate transportation conference meeting is in **FOUR** days. Highway and transit policy runs out in 57 days, DOT funding in 149 days, and FAA policy in 1,245 days. There are 186 days before the 2012 election. It's been 945 days and nine extensions since SAFETEA-LU expired. - *Politico*

FEMA Grant Consolidation

As part of the President's FY13 budget, the Obama Administration unveiled its proposal to roll 16 grant programs overseen by the Federal Emergency Management Agency (FEMA) into a single pool called the National Preparedness Grant (NPG) Program. While the NPG would be funded at \$1.5 billion in FY13, \$424 more than the 16 programs received in FY12, the

proposal has come under heavy fire from stakeholders worried that their favorite grant programs will suffer under the change. The Chairman of the House Homeland Security Subcommittee on Emergency Preparedness, Response, and Communications, **Gus Bilirakis** (FL), said, "I must say that I find it particularly troubling that... it's been more than two months after the president's budget was released and... the subcommittee still has not received sufficient detail on this proposal." For more, click on [National Preparedness Grant](#).

TIGER 2012

In discussions with DOT this week, we learned that TIGER 2012 grant awards will be announced either very late in May or in early June. We'll keep you posted.

New EPA Water Screening Mandates

On Tuesday, the EPA published a list of 278 chemicals, including hexavalent chromium, and two viruses that approximately 6,000 public water systems will monitor from 2013 to 2015 as part of the agency's unregulated contaminant monitoring program. EPA will spend more than \$20 million to support the monitoring, the majority of which will be devoted to assist small drinking water systems with conducting the monitoring. "The monitoring that will take place will provide EPA with invaluable information about what municipalities are seeing in their drinking water all across the country," said EPA Acting Assistant Administrator for Water **Nancy Stoner**. EPA has standards for 91 contaminants in drinking water, and the Safe Drinking Water Act requires that EPA identify up to 30 additional unregulated contaminants for monitoring every five years. For more, click on [EPA Unregulated Contaminants Monitoring](#).

Transportation Conferees to Convene

As we briefed you in last week's *Washington Friday Report*, the Conference will start taking place next week between the House and the Senate to hammer out an agreement on a transportation reauthorization bill, the first one occurring on Tuesday, **May 8**. In light of this development, Transportation Secretary **Ray LaHood** is feeling a little more optimistic about the prospects of a long-term transportation bill. Two weeks after predicting "there will not be a bill before the election," LaHood said Congress is sending a "good signal" by going into negotiations. On Tuesday, he said, "I hope the conferees can come around to the idea that there's really no place in that two-year bill for the **Keystone pipeline** and some of these other onerous provisions that were put in by the House." At the same time, a new dynamic is forming on how the negotiations over

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the transportation bill will occur. The forthcoming conference is unique for the number of members of the leadership from the House and Senate and Committee Chairs who are actual Conferees, elevating the fate of this legislation to top tier within the Congress. Among them are: (1) House Majority Leader **Eric Cantor**; (2) Senate Finance Committee Chairman **Max Baucus**; (3) Senate Democratic Assistant Majority Leader **Dick Durbin**; and (4) Senator **Chuck Schumer**, Chair of the Senate Democratic Policy and Communications Committee. While House Transportation and Infrastructure Committee Chairman **John Mica** and Senate Environment and Public Works Committee Chairman **Barbara Boxer** will be the principal conferees, there will be plenty of maneuvering among and between all of the other conference members. While Congress was in recess this week, nearly 100 aides to the 47 conferees have already assembled informal working groups designed to prepare for next week's conferences.

Senate Passes Postal Service Overhaul

Last week, the Senate passed the *21st Century Postal Service Act of 2011* (S. 1789), a bill designed to help the United States Postal Service get its finances in order. The service, with about 570,000 employees, is the second largest civilian employer after Wal-Mart. But, with the increase in web-based communication and a significant decline in mail volume, the agency projects a \$14.1 billion net loss for FY12.

The House is expected to move a postal service bill (H.R. 2309) before the August recess. However, the House measure differs from the Senate's bill in that it would establish a control board to implement cost-cutting initiatives and quickly downsize the Postal Service. In a letter from a bi-partisan group of Senators urging House members to take up the Senate bill, they wrote, *"We believe the Senate bill... takes a better approach... The bill also establishes an orderly and predictable process for achieving a more optimal network of post offices and mail processing plants, requiring involvement of local communities to ensure that essential postal services are preserved."* The same four Senators also sent a letter to the Postal Service, urging them to delay any closures until Congress can work out a legislative fix to prevent the layoffs of tens of thousands of workers. For more, click on [Postal Service Bill](#).

Summer Jobs+

The Department of Labor (DOL) recently launched the highly anticipated [Summer Jobs+ bank](#), an online database of summer job listings, as part of the White House and DOL's joint **Summer Jobs+ Initiative** that encourages businesses, non-profits and government to provide pathways to employment for low-income and disconnected youth in the summer of 2012. The goal is to create 250,000 positions by the start of season. Major employers who have pledged to create job opportunities for youth thus far include the federal government, Bank of America, Deloitte, AT&T, Wells Fargo, UPS, Starbucks, JPMorgan Chase and many more. Youth can utilize the online bank to search these opportunities for those that align with specific career interests in close proximity to home. DOL Secretary **Hilda Solis** expressed her strong belief in the cause, stating, *"There's no way to quantify the impact that career role models can play in shaping the future of our next generation."*

State and Local Leaders on Education Reform

State and local organizations representing elected officials and education organizations wrote congressional leaders Thursday urging them to put their overhauls of federal education law up for a vote as soon as possible. For more, click on [Education Letter](#).

Veterans' Workforce Investment Program

On Wednesday, the Department of Labor (DOL) announced a Solicitation of Grant Applications (SGA) for an estimated \$12 million in funding for the **Program Year (PY) 2012 Veterans' Workforce Investment Program (VWIP)**. DOL expects to award at least ten grants to state and local Workforce Investment Boards (SWIBs/LWIBs), local public agencies, and non-profit organizations to assist eligible veterans by providing employment, training, and support services to improve their overall competitiveness in the civilian workforce.

"These men and women served our country, and now it is our turn to serve them and to support them. The grants announced today will help ensure our nation's veterans receive the assistance they need as they make the transition to civilian life," said Secretary of Labor **Hilda Solis** in a [DOL Statement](#). DOL expects these grants will help more than 6,000 veterans with civilian career development nationally. Awards will range from \$750,000 to \$1,250,000. The application deadline is Friday, **June 15, 2012**. Please contact us or refer to the [DOL PY 2012 VWIP SGA](#) for further information.

HUD Consolidated Plan Announcement

On Monday, for the first time in 17 years, HUD will announce the release of new tools to transform the Consolidated Plan into a tool for priority-setting and targeted investment planning for housing and community development. These tools are designed to support need-driven, place-based decisions and informed public participation to help communities meet their goals. A conference call will take place on **May 7 at 11:00 AM Eastern Time**, hosted by Assistant HUD Secretary **Mercedes Márquez**. To RSVP for this call, please contact Staci Lattimore at Staci.S.Lattimore@hud.gov. To participate, dial (800) 230-1085 and tell the moderator you are calling for "Con Plan."

Also on Monday, **May 7 at 1:00 PM Eastern Time**, the Office of Community Planning and Development (CPD) will host a webinar to introduce and demonstrate these new tools. To register for the webinar, [click on this link](#). *We'll report back to you what HUD says.*

Leverage Over Banks

We thought you would be interested in this recent *Governing* report on how cities are using their financial leverage to encourage banks to increase their lending and other services to low-income communities and small businesses. Click on [Leverage Over Banks](#) for more.

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



TO: Art Dao
Alameda County Transportation Commission

FROM: CJ Lake

DATE: May 4, 2012

RE: Legislative Update

Surface Transportation Authorization

As reported previously, the House approved another 90 day extension that will run through September 30. This extension will be used as a vehicle to move forward with the Senate in a conference on a final reauthorization measure. The House 90 day extension also includes language requiring the administration to approve the Keystone XL pipeline project from Canada to Texas and includes an expansion of domestic oil and gas drilling.

Senator Boxer will chair the conference committee; the conferees will meet for the first time on May 8. The Senate named fourteen conferees while the House named thirty-three to the committee. House Conferees were appointed to negotiate on provisions of the legislation specific to the committees on which they serve. On the House side the relevant committees are: Transportation and Infrastructure; Energy and Commerce; Natural Resources; Science, Space and Technology; and Ways and Means. The only California Member appointed to the conference is Representative Henry Waxman, who is Ranking Member on the Energy and Commerce Committee.

There are a number of important issues that need to be worked out, but initial discussions will likely involve matters related to the scope of issues to be considered during the conference. Many believe an agreement on a final bill may hinge on whether Members can resolve differences over environmental provisions. House Republicans want to insert provisions that would block new rules for handling coal ash from coal-fired power plants and force federal regulators to accelerate a decision on a permit for the Keystone XL oil pipeline.

FY13 Appropriations

The Senate Appropriations Committee approved its FY13 Transportation HUD bill on April 19. In general – transportation programs would receive level funding, pending passage of a long-term surface transportation authorization bill. The Senate leadership has not stated when the bill may go to the floor.

The House Appropriations Committee has not announced when it plans to mark up its FY13 Transportation HUD bill.

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Memorandum

DATE: May 07, 2012

TO: Planning, Policy and Legislation Committee

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

SUBJECT: Update on MTC One Bay Area Grant Program

Recommendation

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

Summary

This item provides an update on the proposed policies under development at MTC regarding allocation of the Cycle 2 Federal Surface Transportation Program and Congestion Mitigation Air Quality (STP/CMAQ) funds for next four fiscal years (2012/2013, 2013/2014, 2014/2015, 2015/2016), also known as the One Bay Area Grant (OBAG). MTC's proposed grant program includes funding objectives, funding distributions, policy outcomes and implementation issues, as further described below. The purpose of this memorandum is to provide an update on the most recent commentary to MTC on the OBAG grant program.

Discussion

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

As planning progressed on the SCS, MTC developed the OBAG framework to financially support and reward jurisdictions that help in fulfilling the state's mandates as well as many of the additional targets established in the region for the SCS. The OBAG program has been under development since summer of 2011 and there have been several versions released for review to the CMAs and the public; each revision has tried to be responsive to issues and concerns raised throughout the region.

Each iteration of the OBAG grant has included significant policy, financial and inventory requirements that have a strong focus on supporting a Sustainable Communities Strategy (linking transportation and housing), which the region has been working toward in the current Plan Bay Area update of the RTP and development of the SCS over the past 18 months.

Alameda CTC has generally been supportive of the OBAG grant and its proposed policy direction during its development and understands its relationship to advancing the SCS. At the same time, the SCS has not yet been adopted and the region is working on a funding framework of the T-2035 plan. **Current Funding Framework is T-2035**

The Cycle 2 STP/CMAQ funds will be allocated at a time when investment goals should follow the adopted T-2035 Regional Transportation Plan. The T-2035 Investment goals focus on the following:

- State of Good Repair (Fix it First)
- Climate Protection (Climate Initiative programs)
- System Performance (Freeway Performance Initiative)
- Highway Pricing (HOT lanes)
- Equitable Access
- Bike and Pedestrian
- Focused Growth (PDAs in the form of TLC grants)

The funding formula in Cycle 1 used population/road miles/Pavement Condition Index/funding shortfall to meet PCI state of good repair.

While many of the OBAG policies are supportive of T-2035 investments, many of them are more focused on the 2013 SCS/RTP under development and the proposed OBAG funding formula focuses on housing for the plans under development, not the adopted T-2035 plan. The proposed OBAG funding formula uses 50% population and 50% housing (25% RHNA: 12.5% low income housing units, 12.5% total housing; and 25% actual production: 12.5% actual low income production, and 12.5% total housing production). There is no transportation element in the proposed OBAG funding formula.

Substantial Changes to OBAG Released on April 4, 2012

The OBAG program has had many iterations and is anticipated to be adopted in May 2012.

The April 4th release of the OBAG program had significant changes from previous versions that would entail significant amounts of work in very short periods of time from both CMAs and local jurisdictions. Some of the major program changes that affect Alameda CTC are below (*italics indicate the effect on CMAs and local jurisdictions*):

- Extend Cycle 2 to four years and increase overall funding amount by \$71 million, for a total OBAG program of \$320 million. *While this increases overall funding, the annual average funding amounts to Alameda CTC are reduced by this proposal.*
- Allow flexibility for projects that are PDA – serving, not solely located within PDAs. *This requires CMAs to map projects that are PDA - serving and to provide policy justifications as to why the funding has not been spent directly in a PDA, which must be done through a public process.*
- Expand the PCA eligibility to all counties with priority for North Bay counties. *This allows all areas to compete for PCA funding; however North Counties will have highest priority.*

- Require a PDA Growth Strategy that addresses affordable housing production and preservation. *This requires substantial inventory requirements, including of affordable housing policies, strategies, zoning and ordinances, as well as assessments of future housing needs; development of community and agency stakeholder involvement processes; participation on a technical advisory committee; consideration of non-transportation projects in funding decisions. Development of the PDA Growth Strategy must be completed by October 2012. Several of the requirements included in the PDA Growth Strategy are beyond the roles of Congestion Management Agencies and are more appropriate to be developed and managed by ABAG.*
- Require Complete Streets Ordinances. *This requires that all jurisdictions adopt ordinances by October 1, 2012, or already have a general plan that meets that complies with the Complete Streets Act of 2008.*

OBAG Comments and Issues

The Alameda CTC has supported the OBAG program during its development and has submitted suggestions for its implementation that would allow a transition period into the new SCS/RTP. However, the April 4th version includes very significant changes in policy and ramifications to local development, businesses, planning and funding efforts, that there are overarching issues with regard to the new program requirements that should be addressed to:

- ***Allow jurisdictions to learn and develop local policies to support the OBAG requirements***
 - For example, MTC could work with CMAs to develop effective policies that ultimately will result in more achievement of the goals intended by the OBAG grant. Currently, the timeframe required for development of certain components (PDA Growth Strategy and Complete Streets ordinances by October 2012) is unrealistic and would result in ineffective policy development and implementation. Significant changes were introduced in the April 4th release of the OBAG program, which have not been vetted in collaboration with the CMAs.
- ***Share the development practices in the region to ensure that quality policies and guidelines are established that will ultimately support the Plan Bay Area goals and result in effective investments***
 - The next year could serve as a collaborative development time for jurisdictions to share ideas, methods, programs, guidelines and policies so that collective efforts could ultimately result in potentially more uniform implementation, development of best practices and reduce duplicative work, especially in a time of limited staffing resources for many jurisdictions.
- ***Create good policy and solid implementation procedures that will result in good projects and programs***
 - Counties and cities will be required to allocate and apply for OBAG funding which will require calls for projects, criteria, evaluation, selection and Board/Commission approvals. Allow time for this development to ensure that the policies and evaluation criteria are consistent with the goals of the region.

Alameda CTC, along with other congestion management agencies, has submitted similar comments to those noted above to MTC.

Fiscal Impact

None at this time.

Attachments:

Attachment A: MTC OneBayArea Grant Proposal, Released April 4, 2012

Attachment B: CMA submission of comments to MTC on OBAG (under separate cover)



TO: Policy Advisory Council

DATE: April 4, 2012

FR: Alix Bockelman, Director Programming and Allocations

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

Background

Staff presented the initial OneBayArea Grant (OBAG) 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. On January 13, 2012 staff recommended revisions to the OBAG proposal to the Joint Committee addressing comment letters and other concerns expressed by stakeholders, transportation agencies and local jurisdictions at various meetings (Bay Area Partnership working groups; Policy Advisory Council; ABAG Executive Board; ABAG Planning Committee; Regional Advisory Working Group, Regional Bicycle Working Group; and Plan Bay Area workshops). Committee memoranda and comment letters received to date can be viewed on the MTC website at <http://www.mtc.ca.gov/funding/onebayarea/>.

Additional OBAG Policy Program Revisions

At their January meeting, the Joint Planning / ABAG Administrative Committee members were generally supportive of the staff recommended revisions to the OBAG grant program and requested more clarity and adjustments which are outlined below as additional staff recommended revisions. Staff is also recommending to add one year to the OBAG funding cycle to address regional delivery, as described in item #1 below.

1. Add a Fourth Year of Funding to Cycle 2: Project sponsors and MTC staff are experiencing delivery challenges because of insufficient lead time for projects to go through the federal aid process. Sponsors need a minimum of 36 months, and ideally 48 months from the time of program adoption to proceed through the federal-aid process and deliver the projects especially for less traditional projects such as the Climate Initiatives and Safe Routes to School (SR2S) projects.

Recommended Revision: To ensure the region does not lose federal funds due to extended delivery timelines, staff is recommending adding a fourth year of funding to Cycle 2 / OBAG funding which allows the region to better manage the use of federal funds. This adds approximately \$70 million in funding that would go to CMAs for project selection. Funding to the regional programs also increases proportionately. Attachment 1 lays out the proposed new funding levels.

2. Increase Priority Development Area Flexibility: Staff had recommended that a project outside of a priority development area (PDA) count towards the required PDA minimum expenditure if it directly connects to or provides proximate access to a PDA. Further definition was requested.

Recommended revision: Rather than establishing a regional definition of “proximate access”, staff recommends that the CMAs make the determination for projects to count toward the PDA minimum that are not otherwise geographically located within a PDA. CMAs would need to map projects and designate

which projects are considered to support a PDA along with policy justifications. This analysis would be subject to public review when the CMA board acts on OBAG programming decisions. This should allow decision makers, stakeholders, and the public to understand how an investment outside of a PDA is to be considered to support a PDA and to be credited towards the PDA investment minimum threshold requirements. MTC staff will evaluate and report to the Commission on how well this approach achieves the OBAG objectives prior to the next programming cycle. MTC staff has prepared illustrative examples of projects that may count toward the PDA minimum based on direct connection or proximate access (see Attachment 2).

3. North Bay Priority Conservation Areas Pilot Program: There were requests to allow other counties to participate in the pilot outside of the four North Bay counties and an extensive discussion about which priority conservation area components (i.e. farm to market transportation projects versus open space acquisition / access) should be eligible given the limited funds in this program.

Recommended revision: Implement this program as a regionally competitive program with first priority going to the North Bay counties of Marin, Napa, Solano, and Sonoma. Eligible projects would include planning, land/easement acquisition, open space access projects, and farm-to-market capital projects. Priority would be given to projects that can partner with state agencies, regional districts and private foundations to leverage outside funds, particularly for land acquisition and open space access. Funding leveraged by MTC and ABAG beyond the \$5 million program (not including sponsor-provided match) could grow the program budget and open up consideration of projects outside of the North Bay counties. Program guidelines will be developed over the next several months. Prior to the call for projects, a meeting will be held with stakeholders to discuss the program framework and project eligibility. The program guidelines will be approved by the Commission following those discussions. Note that tribal consultation for Plan Bay Area highlighted the need for CMAs in Sonoma and Marin to involve tribes in PCA planning and project delivery.

4. Affordable Housing Production and Preservation: Concerns were expressed that the proposed OBAG fund distribution at the county level does not explicitly recognize an individual jurisdiction's performance in producing affordable housing. Further, MTC was asked to consider specific requirements for local jurisdictions to adopt policies to encourage affordable housing production and preservation.

Recommended revision: MTC will expect CMAs to distribute funds at the county level in a way that balances a variety of objectives, including low-income housing production. The following three measures are intended to support CMA decisions related to low-income housing production and protection of affordable housing.

a) In order to facilitate a discussion among the constituent jurisdictions within a county as part of the project selection process, MTC is publishing data for each county, showing each jurisdiction's contribution to the county's fund distribution based on a formula which includes low-income housing factors (See Attachment 3). For future cycles, staff recommends that housing production data be revised to incorporate the most up-to-date jurisdiction information.

b) CMAs would be required to develop and approve a PDA Growth Strategy that addresses affordable housing strategies (see Attachment 4). The PDA Growth Strategy will be due to MTC and ABAG by October 2012. By that date, CMAs will have completed an inventory of affordable housing policies currently enacted by each local jurisdiction. By October 2013, CMAs would work with their respective jurisdictions to formulate affordable housing strategies and identify which, if any, policies/ordinances are recommended to promote and preserve affordable housing in PDAs. To support the CMAs and local

jurisdictions in these efforts, MTC and ABAG will coordinate with related work conducted through the Housing and Urban Development (HUD) grant awarded to the region in fall 2011. Based on this information and recommendations in the PDA growth strategy, MTC would consider linking the release of future cycle funding (subsequent to FY 2015-16) on local progress to enact locally developed affordable housing policies. MTC expects the share of funding attributable to affordable housing production to increase in future cycles.

c) MTC and ABAG's PDA Planning Grant Program will place an emphasis on affordable housing production, and preservation in funding agreements with grantees.

5. Performance and Accountability: Staff had recommended streamlining the performance and accountability requirements in recognition of the considerable lead time required to implement these requirements as a condition for receiving OBAG funds. The two requirements due by July 1, 2013 are the Complete Streets Act of 2008 compliant general plan circulation element and a 2007-14 RHNA compliant general plan housing element approved by the California Department of Housing and Community Development (HCD). Some of the committee members reported that the time and resources involved for a general plan amendment made the Complete Streets Act deadline in many cases impractical; and others believed that HCD approval process in some cases can be very unpredictable.

Recommended revision: The following provides additional flexibility to jurisdictions to meet these requirements:

a) To be eligible for OBAG funds, a jurisdiction will need to address complete streets policies at the local level through the adoption of a complete streets ordinance no later than October 1, 2012. A jurisdiction can also meet this requirement by already having a general plan that complies with the Complete Streets Act of 2008 or by its adoption by the October 1, 2012 deadline. Staff will provide minimum requirements based on best practices for the ordinances.

b) A jurisdiction is required to have its general plan housing element adopted and approved by HCD for 2007-14 RHNA prior to July 1, 2013. If a jurisdiction submits its housing element to HCD on a timely basis but is facing obstacles in the HCD review process, a waiver may be given by the Joint MTC Planning/ABAG Administrative Committee based on a consideration of the circumstances involved.

6. Lessons Learned: MTC staff will report on the outcome of the CMA project selection process in late 2013. This information will include, but not be limited to, the following:

- Mix of project types selected;
- Projects funded within PDAs and outside of PDAs and how proximity and direct connections were used and justified through the county process;
- Complete streets elements that were funded;
- Adherence to the performance and accountability requirements; and
- Amount of funding to various jurisdictions and how this related to the distribution formula that includes population, RHNA housing allocations and housing production, as well as low-income housing factors.
- Public participation process

The CMAs will also be required to present their PDA Growth Strategy to the Joint MTC Planning/ABAG Administrative Committee in November or December 2012.

7. Safe Routes to School Regional Program: The committee discussed whether the funding for the MTC Safe Routes to School Program (SR2S) should be increased from \$10 million to \$17 million. In Cycle 1, \$15 million was made available to the counties by formula for a three-year period and \$2 million was directed to a regionally competitive Creative Grant Program.

Recommended revision: Staff recommends that the Regional Safe Routes to School Program be funded at \$5 million annually for the four-year period consistent with Cycle 1 but that the regionally competitive program be discontinued. In addition CMAs may choose to provide additional funds to the SR2S program through county OBAG investments.

8. Pavement Technical Assistance Program: The Local Streets and Roads Working Group requested additional funding to continue to carry out the Pavement Technical Assistance Program (PTAP).

Recommended revision: Staff recommends increasing the PTAP program funding level by \$4 million to a revised total of \$7 million. This funding level allows for the reinspection of the majority of each jurisdiction's local street and road network every other year which will result in updated asset management data needed to complete regional condition summaries and needs analyses for planning and programming purposes. In response to Tribal Consultation for Plan Bay Area, staff recommends that PTAP also be made available to assist tribes in conducting road condition inventories on tribal lands within the Bay Area.

Next Steps

The staff proposal has relied to date, on the current 2007-14 Regional Housing Needs Allocations (RHNA) for the proposed OBAG fund distribution. We intend to use the new RHNA 2014-2022 that will be available in May. Staff will revise the county level funding distribution, as appropriate, based on the new RHNA figures. In July, ABAG will finish its consideration of new PDA designation applications, and MTC staff will provide final PDA definitions and maps at that time.

After further discussions with stakeholders and working group committees, staff will prepare Final Cycle 2/OBAG Programming Policies for presentation to the Joint MTC Planning Committee/ABAG Administrative Committee in May and referral to the Commission for final approval. If approved, staff will start working on OBAG Program implementation in June.

Attachment 1

OneBayArea Proposal

New Act Cycle 2 Program

April 2012

Cycle 2 Funding Commitments

Program Categories (millions \$ - rounded)		4-Year Total	January 2012 Proposal *	Augmentation	4-Year Total
Regional Program					
1	Regional Planning Activities	\$7	\$5	\$2	\$7
2	Regional Operations	\$105	\$74	\$31	\$105
3	Freeway Performance Initiative (FPI)	\$96	\$66	\$31	\$96
4	Pavement Technical Assistance Program (PTAP)	\$7	\$3	\$4	\$7
5	Priority Development Area (PDA) Plans	\$30	\$25	\$5	\$30
6	Climate Initiatives	\$20	\$10	\$10	\$20
7	Safe Routes To School (SR2S)	\$20	\$10	\$10	\$20
8	Transit Capital Rehabilitation	\$150	\$125	\$25	\$150
9	Transit Performance Initiative (TPI)	\$30	\$30		\$30
10	Priority Conservation Area (PCA)	\$5	\$5		\$5
Regional Program Total:**		\$470	\$353	\$117	\$470
					60%

* Without Lifeline and transit payback which have been advanced and funded in Cycle 1

County Program		4-Year Total	January 2012 Proposal	Augmentation	4-Year Total
One Bay Area Grant (OBAG)					
1	Alameda	\$61			
2	Contra Costa	\$46			
3	Marin	\$10			
4	Napa	\$7			
5	San Francisco	\$38			
6	San Mateo	\$25			
7	Santa Clara	\$84			
8	Solano	\$20			
9	Sonoma	\$24			
OBAG Total:**		\$320	\$250	\$70	\$320
					40%

Cycle 2 Total Total:**	\$790	\$604	\$186	\$790
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** Amounts may not total due to rounding

Attachment 2: Examples of Projects That Provide Proximate Access to a Priority Development Area

For illustration purposes, below are examples of projects outside of PDAs which may count towards OBAG minimum expenditures in PDAs, by providing proximate access to a PDA. The intention of these examples is to provide general guidance to CMAs in their discussions with their board, stakeholders, and the public about how to apply this definition.

Project Type	Eligible Examples
Road Rehabilitation Program	<ul style="list-style-type: none"> • A continuous street rehabilitation project that directly connects to a PDA. A road project in the geographic vicinity of a PDA which leads to a PDA. (Ygnacio Valley Road within Walnut Creek both inside and outside of the PDA)
Bicycle / Pedestrian Program	<ul style="list-style-type: none"> • A bicycle lane / facility that is integral to a planned bicycle network (i.e. gap closures) that leads to a PDA (Alto Tunnel in Mill Valley). • A bicycle / pedestrian project that directly connects to a PDA; or in the geographic vicinity of a PDA that leads to a PDA. (Entire Embarcadero Rd Bicycle Lanes alignment in the City of Palo Alto which crosses over the El Camino Real PDA. Georgia Street Corridor Bicycle Improvements in Vallejo, small portion in PDA)
Safe Routes to Schools	<ul style="list-style-type: none"> • A project outside of a PDA that encourages students that reside in a PDA to walk, bike, or carpool to school. (District wide outreach and safety programs)
County TLC Program	<ul style="list-style-type: none"> • For enhancement / streetscape elements, the following projects may be supportive of PDAs although outside of their limits: <ul style="list-style-type: none"> ○ PDA corridor gap closure (El Camino Real segments between PDAs in Sunnyvale and Santa Clara) PDA connection to a nearby significant transit node (North Berkeley BART station to University Avenue PDA)

Attachment 3: OBAG Formula Factors and Distribution Within County
April 2012

County	Population		2007-2011 RHNA				1999-2006 Housing Production			
	2010 Population	Intra-County Share	Very Low + Low Income Units	Intra-County Share	Total Units	Intra-County Share	Very Low + Low Units	Intra-County Share	Total Units (capped)	Intra-County Share
ALAMEDA COUNTY										
Alameda	73,812	4.9%	811	4.6%	2,046	4.6%	336	6.7%	952	3.0%
Albany	18,539	1.2%	107	0.6%	276	0.6%	15	0.3%	160	0.5%
Berkeley	112,580	7.5%	752	4.3%	2,431	5.4%	496	9.9%	1,269	4.0%
Dublin	46,036	3.0%	1,753	9.9%	3,330	7.4%	506	10.1%	3,832	12.2%
Emeryville	10,080	0.7%	360	2.0%	1,137	2.5%	187	3.7%	777	2.5%
Fremont	214,089	14.2%	2,235	12.7%	4,380	9.7%	503	10.0%	2,971	9.5%
Hayward	144,186	9.5%	1,251	7.1%	3,393	7.6%	57	1.1%	2,602	8.3%
Livermore	80,968	5.4%	1,698	9.6%	3,394	7.6%	461	9.2%	3,746	11.9%
Newark	42,573	2.8%	417	2.4%	863	1.9%	0	0.0%	314	1.0%
Oakland	390,724	25.9%	3,998	22.7%	14,629	32.6%	1,300	25.8%	7,733	24.7%
Piedmont	10,667	0.7%	23	0.1%	40	0.1%	0	0.0%	9	0.0%
Pleasanton	70,285	4.7%	1,804	10.2%	3,277	7.3%	530	10.5%	2,391	7.6%
San Leandro	84,950	5.6%	596	3.4%	1,630	3.6%	108	2.1%	870	2.8%
Union City	69,516	4.6%	952	5.4%	1,944	4.3%	232	4.6%	1,852	5.9%
Alameda County Unincorporated	141,266	9.4%	876	5.0%	2,167	4.8%	303	6.0%	1,878	6.0%
ALAMEDA TOTAL:	1,510,271	100.0%	17,633	100.0%	44,937	100.0%	5,034	100.0%	31,356	100.0%
CONTRA COSTA COUNTY										
Antioch	102,372	9.8%	855	7.9%	2,282	8.4%	838	13.2%	4,459	13.8%
Brentwood	51,481	4.9%	1,152	10.6%	2,705	10.0%	614	9.7%	4,073	12.6%
Clayton	10,897	1.0%	84	0.8%	151	0.6%	84	1.3%	219	0.7%
Concord	122,067	11.6%	1,065	9.8%	3,043	11.2%	286	4.5%	2,319	7.2%
Danville	42,039	4.0%	326	3.0%	583	2.2%	141	2.2%	721	2.2%
El Cerrito	23,549	2.2%	152	1.4%	431	1.6%	5	0.1%	185	0.6%
Hercules	24,060	2.3%	217	2.0%	453	1.7%	164	2.6%	792	2.5%
Lafayette	23,893	2.3%	190	1.8%	361	1.3%	17	0.3%	194	0.6%
Martinez	35,824	3.4%	427	3.9%	1,060	3.9%	0	0.0%	424	1.3%
Moraga	16,016	1.5%	120	1.1%	234	0.9%	21	0.3%	86	0.3%
Oakley	35,432	3.4%	339	3.1%	775	2.9%	461	7.3%	1,208	3.7%
Orinda	17,643	1.7%	118	1.1%	218	0.8%	0	0.0%	157	0.5%
Pinole	18,390	1.8%	132	1.2%	323	1.2%	40	0.6%	172	0.5%
Pittsburg	63,264	6.0%	545	5.0%	1,772	6.5%	628	9.9%	2,513	7.8%
Pleasant Hill	33,152	3.2%	265	2.4%	628	2.3%	164	2.6%	714	2.2%
Richmond	103,701	9.9%	730	6.7%	2,826	10.4%	1,293	20.4%	2,229	6.9%
San Pablo	29,139	2.8%	60	0.6%	298	1.1%	284	4.5%	494	1.5%
San Ramon	72,148	6.9%	1,889	17.4%	3,463	12.8%	564	8.9%	4,447	13.8%
Walnut Creek	64,173	6.1%	758	7.0%	1,958	7.2%	179	2.8%	1,477	4.6%
Contra Costa County Unincorporated	159,785	15.2%	1,413	13.0%	3,508	13.0%	549	8.7%	5,436	16.8%
CONTRA COSTA TOTAL:	1,049,025	100.0%	10,837	100.0%	27,072	100.0%	6,332	100.0%	32,319	100.0%
MARIN COUNTY										
Belvedere	2,068	0.8%	9	0.5%	17	0.3%	0	0.0%	9	0.2%
Corte Madera	9,253	3.7%	104	5.6%	244	5.0%	0	0.0%	99	2.0%
Fairfax	7,441	2.9%	35	1.9%	108	2.2%	0	0.0%	18	0.4%
Larkspur	11,926	4.7%	145	7.9%	382	7.8%	13	1.0%	53	1.1%
Mill Valley	13,903	5.5%	128	6.9%	292	6.0%	97	7.6%	170	3.4%
Novato	51,904	20.6%	446	24.1%	1,241	25.4%	824	64.4%	2,582	52.2%
Ross	2,415	1.0%	14	0.8%	27	0.6%	0	0.0%	21	0.4%
San Anselmo	12,336	4.9%	45	2.4%	113	2.3%	0	0.0%	70	1.4%
San Rafael	57,713	22.9%	469	25.4%	1,403	28.7%	112	8.8%	1,184	23.9%
Sausalito	7,061	2.8%	75	4.1%	165	3.4%	22	1.7%	73	1.5%
Tiburon	8,962	3.6%	57	3.1%	117	2.4%	7	0.5%	151	3.0%
Marin County Unincorporated	67,427	26.7%	320	17.3%	773	15.8%	204	15.9%	521	10.5%
MARIN TOTAL:	252,409	100.0%	1,847	100.0%	4,882	100.0%	1,279	100.0%	4,951	100.0%
NAPA COUNTY										
American Canyon	19,454	14.3%	285	19.6%	728	19.6%	174	21.3%	1,323	31.3%
Calistoga	5,155	3.8%	28	1.9%	94	2.5%	18	2.2%	78	1.8%
Napa	76,915	56.4%	761	52.4%	2,024	54.6%	528	64.6%	2,397	56.6%
St. Helena	5,814	4.3%	51	3.5%	121	3.3%	20	2.4%	124	2.9%
Yountville	2,933	2.1%	31	2.1%	87	2.3%	2	0.2%	67	1.6%
Napa County Unincorporated	26,213	19.2%	297	20.4%	651	17.6%	75	9.2%	244	5.8%
NAPA TOTAL:	136,484	100.0%	1,453	100.0%	3,705	100.0%	817	100.0%	4,233	100.0%
SAN FRANCISCO COUNTY										
SAN FRANCISCO TOTAL:	805,235	100.0%	12,124	100.0%	31,193	100.0%	5,304	100.0%	17,439	100.0%

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SAN MATEO COUNTY										
Atherton	6,914	1.0%	33	0.5%	83	0.5%	0	0.0%	5	0.1%
Belmont	25,835	3.6%	156	2.5%	399	2.5%	44	3.0%	317	3.4%
Brisbane	4,282	0.6%	157	2.5%	401	2.5%	8	0.5%	108	1.2%
Burlingame	28,806	4.0%	255	4.1%	650	4.1%	0	0.0%	104	1.1%
Colma	1,792	0.2%	26	0.4%	65	0.4%	73	5.0%	74	0.8%
Daly City	101,123	14.1%	473	7.7%	1,207	7.7%	33	2.2%	416	4.5%
East Palo Alto	28,155	3.9%	247	4.0%	630	4.0%	212	14.4%	719	7.7%
Foster City	30,567	4.3%	191	3.1%	486	3.1%	88	6.0%	533	5.7%
Half Moon Bay	11,324	1.6%	108	1.8%	276	1.8%	106	7.2%	356	3.8%
Hillsborough	10,825	1.5%	34	0.6%	86	0.5%	15	1.0%	84	0.9%
Menlo Park	32,026	4.5%	389	6.3%	993	6.3%	0	0.0%	215	2.3%
Millbrae	21,532	3.0%	177	2.9%	452	2.9%	0	0.0%	262	2.8%
Pacifica	37,234	5.2%	108	1.8%	275	1.7%	10	0.7%	179	1.9%
Portola Valley	4,353	0.6%	29	0.5%	74	0.5%	15	1.0%	61	0.7%
Redwood City	76,815	10.7%	726	11.8%	1,856	11.8%	106	7.2%	465	5.0%
San Bruno	41,114	5.7%	382	6.2%	973	6.2%	325	22.1%	378	4.1%
San Carlos	28,406	4.0%	235	3.8%	599	3.8%	0	0.0%	208	2.2%
San Mateo	97,207	13.5%	1,195	19.4%	3,051	19.4%	210	14.3%	1,771	19.1%
South San Francisco	63,632	8.9%	641	10.4%	1,635	10.4%	192	13.1%	1,310	14.1%
Woodside	5,287	0.7%	17	0.3%	41	0.3%	0	0.0%	41	0.4%
San Mateo County Unincorporated	61,222	8.5%	590	9.6%	1,506	9.6%	31	2.1%	1,680	18.1%
SAN MATEO TOTAL:	718,451	100.0%	6,169	100.0%	15,738	100.0%	1,468	100.0%	9,286	100.0%
SANTA CLARA COUNTY										
Campbell	39,349	2.2%	321	1.4%	892	1.5%	37	0.3%	617	1.3%
Cupertino	58,302	3.3%	570	2.4%	1,170	1.9%	48	0.4%	1,339	2.7%
Gilroy	48,821	2.7%	536	2.3%	1,615	2.7%	516	4.2%	2,577	5.3%
Los Altos	28,976	1.6%	164	0.7%	317	0.5%	40	0.3%	261	0.5%
Los Altos Hills	7,922	0.4%	46	0.2%	81	0.1%	32	0.3%	83	0.2%
Los Gatos	29,413	1.7%	254	1.1%	562	0.9%	86	0.7%	402	0.8%
Milpitas	66,790	3.7%	1,110	4.7%	2,487	4.1%	701	5.7%	3,318	6.8%
Monte Sereno	3,341	0.2%	22	0.1%	41	0.1%	19	0.2%	76	0.2%
Morgan Hill	37,882	2.1%	566	2.4%	1,312	2.2%	556	4.6%	2,335	4.8%
Mountain View	74,066	4.2%	959	4.1%	2,599	4.3%	123	1.0%	1,484	3.0%
Palo Alto	64,403	3.6%	1,233	5.3%	2,860	4.7%	344	2.8%	1,397	2.9%
San Jose	945,942	53.1%	13,073	55.8%	34,721	57.5%	8,301	67.9%	26,114	53.4%
Santa Clara	116,468	6.5%	2,207	9.4%	5,873	9.7%	758	6.2%	4,763	9.7%
Saratoga	29,926	1.7%	158	0.7%	292	0.5%	61	0.5%	539	1.1%
Sunnyvale	140,081	7.9%	1,781	7.6%	4,426	7.3%	112	0.9%	2,167	4.4%
Santa Clara County Unincorporated	89,960	5.0%	445	1.9%	1,090	1.8%	483	4.0%	1,421	2.9%
SANTA CLARA TOTAL:	1,781,642	100.0%	23,445	100.0%	60,338	100.0%	12,217	100.0%	48,893	100.0%
SOLANO COUNTY										
Benicia	26,997	6.5%	246	4.9%	532	4.1%	182	9.3%	413	2.7%
Dixon	18,351	4.4%	295	5.9%	728	5.6%	0	0.0%	1,017	6.6%
Fairfield	105,321	25.5%	1,435	28.5%	3,796	29.2%	249	12.8%	3,812	24.7%
Rio Vista	7,360	1.8%	389	7.7%	1,219	9.4%	39	2.0%	1,391	9.0%
Suisun City	28,111	6.8%	282	5.6%	610	4.7%	80	4.1%	1,004	6.5%
Vacaville	92,428	22.4%	1,222	24.3%	2,901	22.3%	778	39.9%	4,406	28.5%
Vallejo	115,942	28.0%	1,123	22.3%	3,100	23.9%	553	28.3%	2,965	19.2%
Solano County Unincorporated	18,834	4.6%	42	0.8%	99	0.8%	71	3.6%	427	2.8%
SOLANO TOTAL:	413,344	100.0%	5,034	100.0%	12,985	100.0%	1,952	100.0%	15,435	100.0%
SONOMA COUNTY										
Cloverdale	8,618	1.8%	132	2.4%	417	3.1%	163	3.2%	423	2.3%
Cotati	7,265	1.5%	103	1.9%	257	1.9%	114	2.2%	520	2.9%
Healdsburg	11,254	2.3%	119	2.2%	331	2.4%	188	3.7%	516	2.8%
Petaluma	57,941	12.0%	874	16.2%	1,945	14.2%	451	8.8%	1,144	6.3%
Rohnert Park	40,971	8.5%	602	11.2%	1,554	11.4%	760	14.9%	2,124	11.7%
Santa Rosa	167,815	34.7%	2,516	46.6%	6,534	47.9%	1,929	37.7%	7,654	42.0%
Sebastopol	7,379	1.5%	60	1.1%	176	1.3%	5	0.1%	121	0.7%
Sonoma	10,648	2.2%	128	2.4%	353	2.6%	179	3.5%	684	3.8%
Windsor	26,801	5.5%	328	6.1%	719	5.3%	332	6.5%	1,881	10.3%
Sonoma County Unincorporated	145,186	30.0%	536	9.9%	1,364	10.0%	989	19.4%	3,142	17.3%
SONOMA TOTAL:	483,878	100.0%	5,398	100.0%	13,650	100.0%	5,110	100.0%	18,209	100.0%
Bay Area Total	7,150,739	100.0%	83,940	100.0%	214,500	100.0%	39,513	100.0%	182,121	100.0%

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Attachment 4

PDA Growth Strategy

The purpose of a PDA Growth Strategy is to ensure that each CMA's transportation investments will support and encourage development in the region's PDAs. Some of the planning activities noted below may be appropriate for CMAs to consider for jurisdictions or areas not currently designated as PDAs if those areas are still considering future housing and job growth. CMAs should incorporate necessary planning, infrastructure and funding for PDAs, as described below:

(1) **Engagement with Local Jurisdictions** – CMAs are to develop a process to regularly engage local planners, public works staff and encourage community participation throughout the planning process and in determining implementation priorities.

(2) **Planning** - Review existing plans and participate in new planning work¹

- Review adopted land use plans - Specific, precise, or community plans for PDAs (or general plans with adopted transit-supportive zoning), particularly those with programmatic EIRs, contain details about circulation and access, pedestrian guidelines, parking and other development-related standards that can help to determine appropriate investments. These plans have undergone significant community involvement and have been adopted by Planning Commissions & City Councils.
- Take an inventory of transportation, infrastructure and implementation sections in land use plans for jurisdiction priorities and cost estimates for transportation infrastructure projects that serve or provide proximate access to PDAs. These may include streetscapes, bike, pedestrian, transit and road improvements, transit station improvements, connectivity projects and transportation demand management projects, including parking structures. For any TOD parking structure project, it is strongly recommended that a cost/benefit analysis be conducted using pricing, unbundling/cash-out, shared parking, shuttles and other locally appropriate TDM strategies to ensure it is built at an appropriate scale and well-managed.
- Inventory jurisdiction affordable housing policies, strategies, zoning and ordinances designed to encourage affordable housing production and/or preserve existing affordable housing. The three broad objectives for the housing policies are to promote housing production overall, ensure that housing units (planned and built) are balanced across income levels, and to avoid displacement of existing residents of the PDAs.

The policies should be targeted to the specific circumstances of each PDA. For example, if the PDA currently does not provide for a mix of income-levels, the policies should be aimed at promoting affordable housing. If the PDA currently is mostly low-income housing, the policies should be aimed at community stabilization.

Starting in October 2013 and for subsequent updates, PDA Growth Strategies will assess existing and future affordable housing needs and make appropriate recommendations to fill gaps in local policies to achieve these goals. This analysis will be coordinated with related work conducted through the Housing and Urban Development (HUD) grant awarded to the region in fall 2011.

- Review ABAG/MTC PDA Assessment results for details about PDA infrastructure needs and priorities²
- Consider non-transportation infrastructure projects, such as sewer and utility upgrades or site assembly/land banking, as they are often a necessary prerequisite for TOD development projects in PDAs. Facilitate funding exchanges (federal for local dollars) when possible to address these funding gaps.

¹ MTC & ABAG staff are available to assist with the review and inventory of adopted land use plans

² In 2009, MTC/ABAG staff conducted an assessment of planned PDAs and their future development needs. Jurisdictions were asked to estimate infrastructure needs and associated costs.

- Participate as a TAC member in local jurisdiction planning processes funded through the regional PDA Planning Program or as requested by jurisdictions. Assist MTC and ABAG staff with oversight to ensure that regional policies are addressed in PDA plans.
- Help develop protocols with MTC, ABAG and Air District staff to assess emissions, as well as related mitigation strategies, as part of regional PDA Planning Program.
- Potential PDAs that do not have adopted plans, call on regional agency staff to assist in the identification of planning and future transportation infrastructure needs.

(3) **Funding** - Develop guidelines for evaluating OBAG projects that improve multi-modal transportation connections to housing, jobs and commercial activity, considering the following criteria:

- **Projects in High Impact Areas** - Assessment of the **project area** in which a project is located should be a key component for investment consideration. Key factors defining high impact project areas include;
 - a. Housing – PDAs taking on significant housing growth in the SCS (total number of units and percentage change), including RHNA income allocations,
 - b. Jobs in proximity to housing and transit (both current levels and those included in the SCS),
 - c. Improved transportation choices for all income levels (reduces VMT), proximity to quality transit access, with an emphasis on connectivity (including safety, lighting, etc.)
 - d. Consistency with regional TLC design guidelines or design that encourages multi-modal access: http://www.mtc.ca.gov/planning/smart_growth/tlc/2009_TLC_Design_Guidelines.pdf
- **Projects located in Communities of Concern (COC)** – favorably consider projects located in a COC see: <http://geocommons.com/maps/110983>
- **PDAs with affordable housing preservation and creation strategies** – favorably consider projects in jurisdictions with affordable housing preservation and creation strategies or policies
- **PDAs that overlap with Air District CARE Communities and/or are in proximity to freight transport infrastructure** - Consider projects located in PDAs with highest exposure to PM and Toxic Air Contaminants. Employ best management practices to mitigate exposure and determine where non-motorized investments would best support additional housing production.

II) **RHNA Coordination** – Given the OBAG connection to RHNA:

- Monitor development of Housing Elements/zoning updates supportive of RHNA.

Process/Timeline

CMAs/MTC amend current funding agreements with PDA Growth Strategy tasks/language	Spring 2012
OBAG adopted by MTC	May 23, 2012
Updated CMA agreements ready for signature	July 1, 2012
CMAs develop PDA Growth Strategy	May - October 2012
PDA Growth Strategy Presentations by CMAs to Joint MTC Planning and ABAG Administrative Committee	November 2012 – December 2012
CMAs program OBAG funds	May 2012 – April 2013
CMAs amend PDA Growth Strategy to incorporate follow-up to local affordable housing policies	October 2013
CMAs submit annual progress reports related to PDA Growth Strategies, including status of jurisdiction progress on development/adoption of housing elements and complete streets ordinances.	October 2013, Ongoing

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OneBayArea Grant Proposed Revisions (Cycle 2 STP/CMAQ)

**Policy Advisory Council
April 11, 2012**

Alix Bockelman

OneBayArea Grant Outreach To Date

- **July 8, 2011: Initial OneBayGrant (OBAG) proposal released to Joint MTC Planning Committee / ABAG Administrative Committee**
- **January 13, 2012: Staff recommended revisions based on stakeholders comments presented to Joint Committee**
- **April 2012: Further recommended revisions to be presented to working groups and stakeholders prior to final proposal for Commission approval**

Recommended Revisions / Clarifications

1. Program Timeframe
2. PDA Flexibility
3. PCA Program Eligibility
4. Affordable Housing Production and Preservation
5. Performance and Accountability
6. Lessons Learned
7. Safe Routes to School and Pavement Management
Technical Assistance Program

Program Timeframe

Add Fourth Year of Funding

Provide a larger “shelf list” of projects for better project management delivery and prevent potential loss of federal funds

Recommended Revision:

- Total OBAG Program increased to \$320 million
- Increase of \$70 million to OBAG for congestion management agencies’ project selection
- Increase of \$117 million to Regional Program

PDA Flexibility

Request for more definition on how a project “directly connects” or provides “proximate access” to count towards the PDA investment minimum

Recommended Revision:

- Congestion Management Agencies (CMA) to make determination
- The CMA is to establish a process that includes mapping projects that are outside a PDA, policy justifications for counting towards a PDA, and public review

North Bay Priority Conservation Areas Pilot Program

Requests to allow counties outside of the four North Bay counties to participate and further define eligible project types given limited funds in program

Recommended Revision:

- **Funding leveraged by MTC and ABAG beyond the \$5 million program (not including sponsor-provided match) could increase program budget and extend consideration to projects outside North Bay**
- **Further discussion with stakeholders on program framework and project eligibility prior to Commission approval**

Affordable Housing Production and Preservation

Concern that OBAG fund distribution / performance and accountability requirements do not adequately address affordable housing production and preservation

Recommended Revision:

- **Publication of data on jurisdictions' contribution on a formula factor basis to each county's OBAG distribution facilitates discussions during project selection**
- **PDA Growth Strategy addresses affordable housing policies.**
 - CMAs will work with jurisdictions to inventory current policies and make appropriate policy / ordinance recommendations.
 - PDA Growth Strategy presentation by CMAs to Joint Planning / ABAG Committee in Fall 2012
 - MTC may link the release of future cycle funding (after FY 2015-16) on local progress towards enacting affordable housing policies
- **PDA Planning Grant Program places emphasis on meeting affordable housing objectives through the funding agreements with jurisdiction grantees**

Performance and Accountability

Request to provide greater flexibility for housing and complete streets requirement

Recommended Revision:

- Adoption of a complete streets ordinance by October 1, 2012 instead of Complete Streets Act of 2008 compliance. Latter path still acceptable if the October 1, 2012 deadline can be met
- Waiver process through Joint MTC Planning/ABAG Administration Committee available if jurisdiction faces delays in the HCD approval process

Performance and Accountability Deadlines

- **October 1, 2012: Jurisdiction adoption of Complete Streets ordinance**
- **October 1, 2012: CMA adoption of PDA Growth Strategy**
- **July 1, 2013: HCD adoption of a jurisdiction's general plan housing element**
- **October 1, 2013: PDA Growth Strategy amendment to incorporate follow-up to local affordable housing policies and recommendations**

Lessons Learned

Request to be able to monitor and evaluate OBAG project selection and policy compliance

Recommended Approach:

- **MTC staff report on project selection process outcomes of OBAG in late 2013 such as:**
 - Mix of projects selected
 - Type and funding level of PDA investments
 - Funded complete streets elements
 - Adherence to performance and accountability requirements
 - Amount of funding allocated to jurisdictions and how this relates to the distribution formula jurisdiction shares based on the formula factors
 - Public participation process

Slide 10

Safe Routes to School and Pavement Technical Assistance Programs

Request to increase funding for the Regional Safe Routes to School and PTAP programs

Recommended Revision:

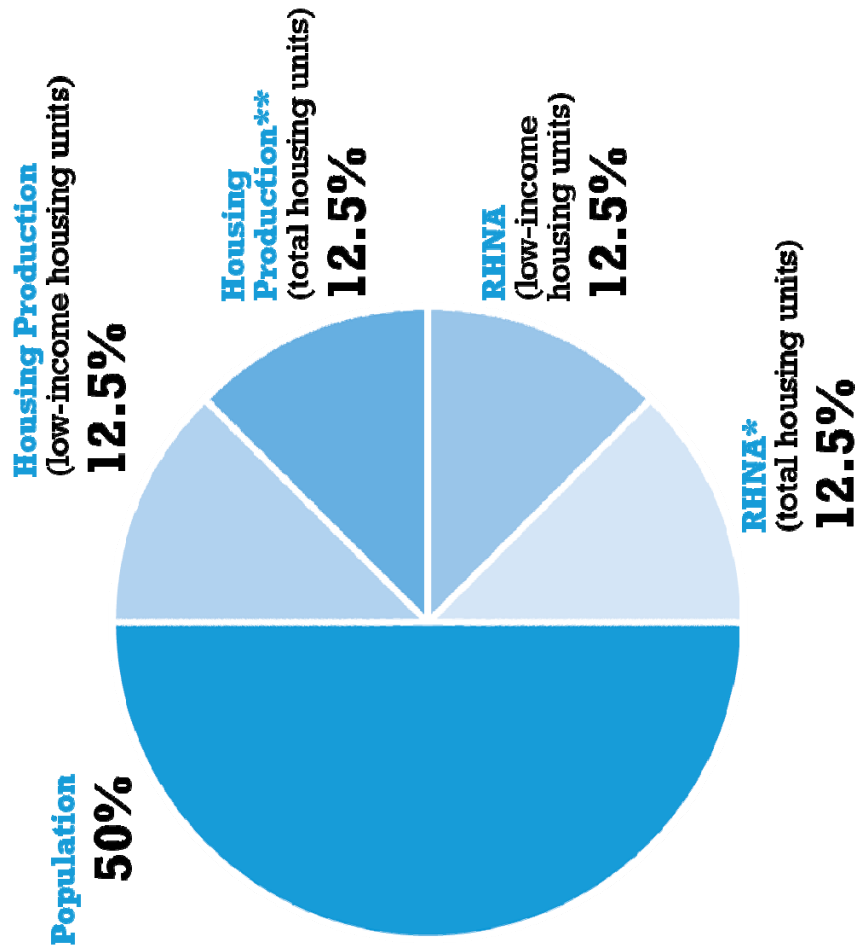
- Increase funding for Safe Routes to Schools to \$5 million per year (\$20 million total) which is the annual amount made available to the counties by formula over the Cycle 1 period
- Increase the PTAP program from \$4 to \$7 million to meet inspection schedule for the majority of each jurisdiction's local street and road network every other year which feeds into regional reporting and needs analyses

Cycle 2 Funding Commitments Overview

(Millions \$, rounded)

Program Categories	4-Year Total Funding
Regional Program	\$470
Regional Planning	\$7
Regional Operations	\$105
Freeway Performance Initiative	\$96
Pavement Technical Assistance Program	\$7
Priority Development Area Planning Program	\$30
Climate Initiatives	\$20
Safe Routes to School	\$20
Transit Capital Rehabilitation	\$150
Transit Performance Initiative	\$30
Priority Conservation Area North Bay Pilot	\$5
OneBayArea Grant for Counties	\$320
TOTAL	\$790

OBAG Distribution Formula



*RHNA 2007-14 to be replaced by RHNA 2014-2022

** Housing Production Report 1999-2006, ABAG

OBAG County Fund Distribution

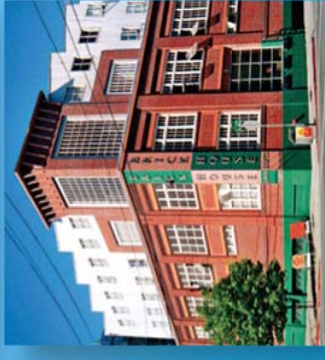
(Millions \$, rounded)

County	Total Funds
Alameda	\$61
Contra Costa	\$46
Marin	\$10
Napa	\$7
San Francisco	\$38
San Mateo	\$25
Santa Clara	\$84
Solano	\$20
Sonoma	\$24
Regional Total	\$320

Amounts may not total due to rounding

Eligible OBAG Projects

- **Each County CMA may program OBAG funds to any one of the following six transportation improvement categories:**
 - Local Streets and Roads Preservation
 - Bicycle and Pedestrian Improvements
 - Transportation for Livable Communities
 - Safe Routes to Schools
 - Priority Conserving Area
 - CMA Planning Activities



Next Steps

April 2012:

- Continue outreach

May 2012:

- Revise fund distribution as appropriate based on new RHNA methodology
- Joint Committee review/recommendations (May 11th)
- MTC Commission adoption (May 23rd)

June 2012:

- OBAG program implementation begins

July 2012:

- ABAG approves PDA designation requests



Memorandum

Date: May 07, 2012

To: Planning, Policy, and Legislation Committee

From: Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation
Beth Walukas, Deputy Director of Planning
Stewart Ng, Deputy Director of Projects and Programming

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

Recommendation

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

Summary

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

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

Background

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

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

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

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

Ongoing Planning Activities to complete Major Plans

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

New Planning Activities in FY 2012-2013

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

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

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

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

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

- Local transportation technology (10 percent, allocated through discretionary program)
- Bicycle and pedestrian projects (5 percent, allocated through discretionary program)

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

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

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

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

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

Implementation Timeline

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

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

Key Questions for Consideration

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

Fiscal Impact

There is no fiscal impact at this time.



Memorandum

DATE: May 2, 2012

TO: Planning, Policy and Legislative Committee

FROM: Diane Stark, Senior Transportation Planner

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

Recommendation

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

Summary

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

Background

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

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

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

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

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

Fiscal Impacts

None



Memorandum

DATE: May 07, 2012

TO: Planning, Policy and Legislation Committee

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

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

Recommendation

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

Summary

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

Discussion

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

May 2012 Update:

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

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

1) SCS/RTP/OBAG

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

2) CWTP-TEP

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

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

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

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

Fiscal Impact

None.

Attachments

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

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

Countywide Planning Efforts (CWTP-TEP)

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

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

Regional Planning Efforts (RTP-SCS)

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

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

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

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

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

Key Dates and Opportunities for Input¹

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

Sustainable Communities Strategy:

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

RHNA

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

RTP

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

CWTP-TEP

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

Calendar Year 2010

Task	Meeting											
	January	February	March	April	May	June	July	August	Sept	Oct	Nov	Dec
FY2010-2011												
Alameda CTC Committee/Public Process												
Steering Committee			Establish Steering Committee	Working meeting to establish roles/responsibilities, community working group	RFP feedback, tech working group	Update on Transportation/Finance Issues	Approval of Community working group and steering committee next steps	No Meetings		Feedback from Tech, comm, working groups	No Meetings	Expand vision and goals for County ?
Technical Advisory Working Group								No Meetings		Roles, resp, schedule, vision discussion/ feedback	No Meetings	Education: Trans statistics, issues, financials overview
Community Advisory Working Group								No Meetings		Roles, resp, schedule, vision discussion/ feedback	No Meetings	Education: Transportation statistics, issues, financials overview
Public Participation								No Meetings			Stakeholder outreach	
Information about upcoming CWTP Update and reauthorization												
Agency Public Education and Outreach												
Alameda CTC Technical Work												
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level						Board authorization for release of RFPs	Pre-Bid meetings	Proposals reviewed	ALF/ALC approves shortlist and interview; Board approves top ranked, auth. to negotiate or NTP		Technical Work	
Polling												
Sustainable Communities Strategy/Regional Transportation Plan												
Regional Sustainable Communities Strategy Development Process - Final RTP in April 2013			Local Land Use Update P2009 begins & PDA Assessment begins						Green House Gas Target approved by CARB.	Start Vision Scenario Discussions		
											Adopt preliminary for Job/Housing Forecast (Statutory Target)	Projections 2011 Base Case
												Adopt Voluntary Performance Targets

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

Calendar Year 2012

Task		2012						FY2011-2012						
		January	February	March	April	May	June	July	August	Sept	Oct	November		
Alameda CTC Committee/Public Process														
Steering Committee		Adopt TEP		Review polling questions, Update on TEP progress through councils, Review final draft CWTP		Adopt Final Plans	TEP to BOS to approve for placement on ballot	Expenditure Plan on Ballot				VOTE: November 6, 2012		
		Full Draft TEP, Outcomes of outreach meetings		Review polling questions, Update on TEP progress through councils, Review final draft CWTP		Review Final Plans						VOTE: November 6, 2012		
Community Advisory Working Group		Full Draft TEP, Outcomes of outreach meetings		Review polling questions, Update on TEP progress through councils, Review final draft CWTP		Review Final Plans						VOTE: November 6, 2012		
Public Participation			Expenditure Plan City Council/BOS Adoption									VOTE: November 6, 2012		
Agency Public Education and Outreach		Ongoing Education and Outreach Through November 2012 on this process and final plans												
Alameda CTC Technical Work														
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level		Finalize Plans												
Polling						Potential Go/No Go Poll for Expenditure Plan								
Sustainable Communities Strategy/Regional Transportation Plan														
Regional Sustainable Community Strategy Development Process - Final RTP in April 2013	Approval of Preferred SCS, Release of Regional Housing Needs Allocation Plan	Begin RTP Technical Analysis & Document Preparation		Prepare SCS/RTP Plan										Release Draft SCS/RTP for review

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Plan BayArea

Revised October 2011

Phase 2: Scenario Planning, Transportation Policy and Investment Dialogue

Local Government and Public Engagement

Milestones

Policy Board

