



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

PLANNING, POLICY AND LEGISLATION COMMITTEE

MEETING NOTICE

Monday, February 13, 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

Nadia Lockyer – District 2

Wilma Chan – District 3

Nate Miley – District 4

Keith Carson – District 5

BART

Thomas Blalock, Director

City of Alameda

Rob Bonta, Vice Mayor

City of Albany

Farid Javandel, Mayor

City of Berkeley

Laurie Capitelli, Councilmember

City of Dublin

Tim Sbranti, Mayor

City of Emeryville

Ruth Atkin, Councilmember

City of Fremont

Suzanne Chan, Vice Mayor

City of Hayward

Olden Henson, Councilmember

City of Livermore

John Marchand, Mayor

City of Newark

Luis Freitas, Vice Mayor

City of Oakland

Councilmembers

Larry Reid

Rebecca Kaplan

City of Piedmont

John Chiang, Vice Mayor

City of Pleasanton

Jennifer Hosterman, Mayor

City of San Leandro

Joyce R. Starosciak, Councilmember

Executive Director

Arthur L. Dao

Chair:

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 January 09, 2012 – Page 1 | A |
| 3B. | Review Updated Information on Bay Area Air Quality Management District’s (BAAQMD) Adopted California Environmental Quality Act (CEQA) Guidelines and Court Suspension of Air Quality Rules– Page 5 | I |

4 LEGISLATION and POLICY

- | | | |
|-----|---|----------|
| 4A. | Legislative Update – Page 7 | I |
| 4B. | Review and Comment on MTC’s Second Draft One Bay Area Grant Proposal – Page 19 | I |

5 PLANNING

- 5A. Review of Countywide Transportation Plan (CWTP) and Transportation Expenditure Plan and Update on Development of Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP) – **Page 75** **I**
- 5B. Approval to Extend the Guaranteed Ride Home Agreement (A7-015), Issue a Request for Proposals and Negotiate and Execute a Professional Services Agreement – **Page 87** **A**
- 5C. Review Presentation by the Bay Area Conservation and Development Commission (BCDC) on the Bay Plan Amendment and the Adapting to Rise Tides Project in Alameda County – **Page 89** **I**

6 COMMITTEE MEMBER REPORTS (VERBAL)**7 STAFF REPORTS (VERBAL)****8 OTHER BUSINESS****9 ADJOURNMENT/NEXT MEETING: MARCH 12, 2012**

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

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Glossary of Acronyms

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

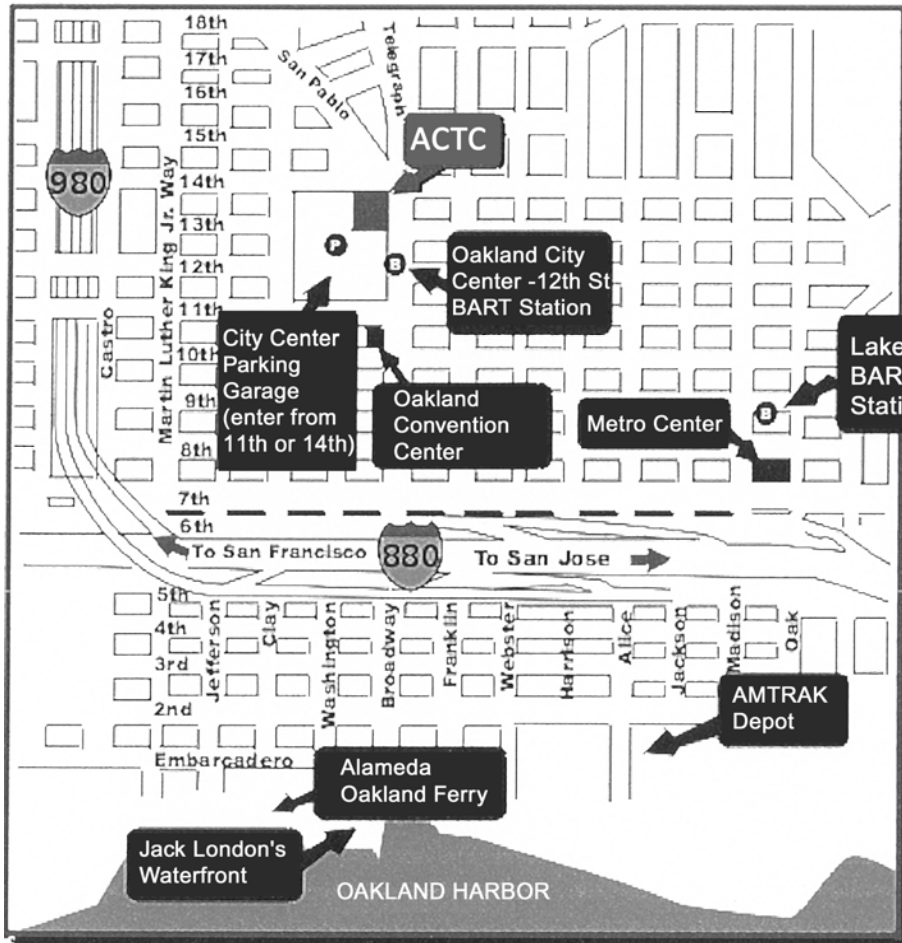


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Directions to the Offices of the Alameda County Transportation Commission:

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

Public Transportation Access:

BART: City Center / 12th Street Station

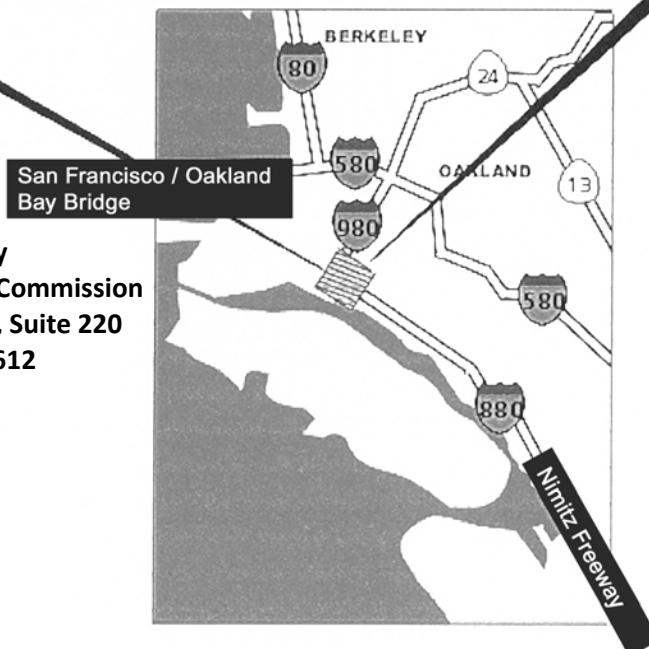
AC Transit:

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

Auto Access:

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

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





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

Chair Greg Harper convened the meeting at 11:15 AM.

1. PLEDGE OF ALLEGIANCE

2. PUBLIC COMMENT

There was no public comment.

3. CONSENT CALENDAR

3A. Minutes of October 10, 2011

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

4. PLANNING

4A. Review of Draft Bike to Work Day and Ride into Life/ Get Rolling Campaign Assessment Report

Diane Stark introduced Sara Labatt from EMC to review the draft Bike to Work Day and Ride into Life/Get Rolling Campaign Assessment Report. The Draft Assessment Report is based on two years of surveys done in November/December 2010 and in June 2011, and a comparison of Alameda CTC's Bike to Work Day program to other Bike to Work Day programs. The report highlights findings regarding Bike to Work Day, the Get Rolling/Ride into Life campaigns and other ways to encourage commuters and residents to travel by bicycle in Alameda County.

This Item was presented for Information only.

4B. Approval of Bike to Work Day 2012 Funding Request

Rochelle Wheeler recommended that the Commission authorize the use of \$20,000 in Measure B Countywide Bicycle and Pedestrian Safety Funds to contribute towards the local and regional funding for Alameda County's 2012 Bike to Work Day promotion. The funding would contribute to Bike to Work Day 2012 specifically the countywide advertising campaign. This event encourages people to bicycle to work and school, and promotes safe bicycle riding.

Mayor Green motioned to approve this Item. Councilmember Henson seconded the motion. The motion passed 8-0.

4C. Review of Countywide Transportation Plan (CWTP) and Transportation Expenditure Plan and Update on Development of Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP)

Beth Walukas provided an update on 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) for the month of January. Ms.

Walukas covered countywide highlights including draft Project Performance and Targets Assessment results and draft Scenario Analysis results. On the county level Ms. Walukas reported that the TEP will be released for approval by the Alameda CTC Board at its January meeting and she noted that draft CWTP projects and programs were submitted to MTC for development of the Preferred SCS and transportation network.

Tess Lengyel gave an update on the TEP. She informed the Board that comments from the December 16 Board Retreat had been incorporated and that the hope is to have the Steering Committee approve and recommend the Final TEP to the Alameda CTC Board at its January 26 meeting.

This Item was for information only.

5. LEGISLATION AND POLICY

5A. Approval of 2012 Legislative Program

Tess Lengyel recommends approval of the 2012 Alameda CTC Legislative Program. 2012 priorities will be to participate in the federal transportation bill reauthorization, address the challenges faced with declining revenues and increasing deterioration of the transportation system and to work to educate people about the benefits of Alameda County's Transportation Expenditure Plan in relation to other measures that will be placed on the November ballot.

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


6 STAFF AND COMMITTEE MEMBER REPORTS

There were no staff reports or committee member reports.

7 ADJOURNMENT/NEXT MEETING: FEBRUARY 13, 2012

The meeting was adjourned at 12:39 p.m.

Attest by:



Vanessa Lee
Clerk of the Commission



PLANNING, POLICY AND LEGISLATION COMMITTEE MEETING

ROSTER OF MEETING ATTENDANCE

January 09, 2012

11:00 a.m.

1333 Broadway, Suite 300, Oakland, CA 94612

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

STAFF	Initials	STAFF/CONSULTANT	Initials
Patricia Reavey - Director of Finance		Arun Goel – Project Controls Engineer	
Yvonne Chan – Accounting Manager		Lei Lam – Senior Accountant	
Matt Todd - Manager of Programming		Linda Adams – Executive Assistant	
Ray Akkawi – Manager of Project Delivery		Jacki Taylor – Programming Analyst	
Saravana Suthanthira - Senior Transportation Planner	AS	Laurel Poeton – Assistant Transportation Planner	LP
Diane Stark -Senior Transportation Planner	DS	Claudia Leyva – Administrative Assistant	
Vivek Bhat – Senior Transportation Engineer		John Hemiup – Senior Transportation Engineer	
Liz Brazil – Contract Compliance & Outreach Analyst		Steve Haas – Senior Transportation Engineer	
Stewart Ng - Proj & Prog	EN		
Frank Furger, Executive Director, I-680 JPA		James O'Brien	
		Stefan Garcia	

	NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1.	Rochelle Wheeler	Consultant to Alameda CTC	510-208-7471	rwheeler@alamedaCTC.org
2.	Bob Vinn	Livermore	925-960-4576	bqvinn@cl.livermore.ca.us
3.	Natasha Lorde	AC TRANSIT	510-891-4592	nlorde@actransit.org
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Memorandum

Date: February 3, 2012

To: Planning, Policy and Legislation Committee

From: Diane Stark, Senior Transportation Planner

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

Recommendations

This is an informational update only.

Summary

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

Background

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

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

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

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

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

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

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

Next Steps:

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

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



Memorandum

DATE: January 31, 2012

TO: Planning, Policy and Legislation Committee

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

SUBJECT: Review Legislative Program Update

Recommendations:

This is an information update only.

Summary:

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

Background:

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

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

- Schools and Community Colleges: \$4.8 billion – half of the \$4.8 billion is the decrease in the Prop 98 guarantee that would have increased with new revenue and the other half comes from shifting K-14 bond debt service costs into Proposition 98. The loss in funding would be equivalent to about three weeks of school.
- University of California and California State University: \$200 million cut to each entity.
- Courts: \$125 million, equivalent to about 3 days per month.

- The Department of Forestry and Fire Protection would face cuts of about \$15 million. The emergency air response program would be reduced and fire stations would be closed.
- Flood control programs would be cut.
- Funding for Park Rangers and Fish and Game Wardens would be decreased and the State would no longer fund lifeguards at beaches.
- The Department of Justice's law enforcement programs would be reduced.

Another important change in transportation is to eliminate the annual "hold" on highway funds under a late budget. Current law holds gas tax revenues in the Highway Users Tax Account (HUTA) funds when there is a late state budget, often times threatening work stoppage on projects. This proposed modification would allow HUTA funds to continuously be appropriated to maintain contracts and staffing for transportation programs. Further detail and updates on state activities are included in Attachment A.

At the federal level, significant work is gearing up for the Senate hearings on Senator Boxer's proposed MAP-21 surface transportation legislation as well as activities in the House on its proposed surface transportation bill. Further detail and updates on these activities are included in Attachments B1 and B2.

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

Attachments

Attachment A:	State Update
Attachment B1 and B2:	Federal Updates



January 30, 2012

TO: Art Dao, Executive Director
Alameda County Transportation Commission

FR: Steve Wallauch
Platinum Advisors

RE: Legislative Update

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

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

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

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

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

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

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

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

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

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

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

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

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

Summary of the Governor's Transportation Related Budget

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

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

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

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

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

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

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

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

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

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

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

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



Suite 800 • 525 Ninth Street, NW • Washington, DC 20004 • 202.465.3000 • 202.347.3664 fax

TO: Art Dao
Alameda County Transportation Commission

FROM: CJ Lake

DATE: February 3, 2012

RE: Mark Up of *American Energy and Infrastructure Jobs Act (HR 7)*

Early this morning the House Transportation and Infrastructure Committee completed the mark up of the *American Energy and Infrastructure Jobs Act (HR 7)*. After eighteen hours and over one hundred amendments offered, the bill was voted out of Committee along party lines. By contrast, in 2005, SAFETEA-LU was marked up and voice voted out of Committee in roughly two hours.

Two amendments of particular interest were an amendment that would have restored dedicated Transportation Enhancement and Safe Routes to School funding which was narrowly defeated on a roll call vote and an amendment to allow transit agencies the flexibility to use funds for operations costs which was defeated by two votes. Both of these amendments will likely be offered as Floor amendments.

Rep. Nadler (D-NY) offered an amendment to strike the newly created Alternative Transportation Fund (ATF) from the bill. The ATF would delink transit and CMAQ funding from the Highway Trust Fund. The Nadler amendment was defeated along party lines.

This morning the House Ways and Means Committee approved the revenue title of the *American Energy and Infrastructure Jobs Act* by a vote of 20-17. The legislation finalized the elimination of the use of gas tax receipts for funding of transit and CMAQ. The Committee instead authorized \$40 billion in General Fund expenditure for transit funding to remain available until expended over the life of the bill. The Majority has yet to identify an offset for the mass transit account in the General Fund. The elimination of the mass transit account from the Highway Trust Fund is a significant departure from a long standing compromise between highway and transit stakeholders on funding splits, which has been 80% highway and 20% transit. Moving the transit program funding source to the General Fund leaves the future of mass transit in a precarious position and raises the concern over sustainability of the program.

Meanwhile, as the House Transportation and Infrastructure Committee worked through their mark up, USDOT Secretary LaHood stated that the House bill was the worst and most partisan

transportation bill he has ever seen. Secretary LaHood is a former member of the House T&I Committee and lone Republican in President Obama's Cabinet.

Senate Banking:

In contrast to the contentious House action yesterday, the Senate Banking Committee marked up the Transit Title of MAP-21 and passed it nearly unanimously. The Senate Banking bill includes language providing flexibility for transit agencies to use funding for operations, a provision that failed in the House mark up.

With completion of the Banking Committee mark up, three of the four Senate Committees with jurisdiction have completed work. Senate Finance will act in the next few weeks before the bill moves to the Senate floor. Senate Finance Committee Chairman Max Baucus (D-MT) has not made public the \$12-\$13 billion offset needed to address the Highway Trust Fund shortfall.

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Washington Friday Report

Volume XIV, Issue 5

February 3, 2012

INSIDE THIS WEEK

- 1 **Transportation Reauthorization, TIGER 2012**
- 2 **Veto, Housing, Housing Plan , SOTU Follow-Up**
- 2 **Start-Up, Tourism, Earmarks, Innovation Funds**

An amazing week, highlighted by a House Transportation authorization package the DOT Secretary called "the worst transportation bill" he has seen. More below.

Transportation Reauthorization

This has been a very busy week in Washington for the nation's transportation infrastructure legislation. The atmosphere is unusually partisan for traditionally bipartisan infrastructure legislation, and the outlook is grim in this presidential election year. DOT Secretary **Ray LaHood** noted, *"I believe we'll probably have to wait until next year to get to a surface transportation bill because of the huge differences."* The Secretary called the House version detailed below *"the worst transportation bill"* he has seen in decades as well as *"the most partisan"* and *"the most anti-safety bill I have ever seen."* Click on [Secretary LaHood](#) for his comments.

The differences between the House and Senate versions are vast, with the House version being a five year bill seeking to make drastic changes in federal transportation programs while the Senate version is a two year bill with less radical changes. Both versions will have very different funding mechanisms as well, so reconciling them will be a daunting task.

After a seemingly endless 18-hour markup that lasted from 9 a.m. yesterday until 2:50 a.m. this morning, the House Transportation and Infrastructure Committee, chaired by **John Mica**, approved H.R.7 by an almost entirely party-line vote of 29 to 24. Congressman **Tom Petri** (WI) was the lone GOP dissenter, joining all of the committee's Democrats. The five-year, \$260 billion bill remained mostly intact by the end of the markup, seeking to drastically streamline federal government programs and departments, cut Transportation Enhancements, and increase state flexibility in project approval. Around 100 amendments were debated, with roll call votes on many of them. Chairman **Mica** said of the final bill from T&I, *"This bill gives state governments a long-term funding stream that will put Americans back to work by improving our Nation's highway and transit systems."* The funding components for H.R.7 had to be approved by different committees through related spending bills. On

Wednesday, the House Natural Resources Committee, chaired by **Doc Hastings** (WA), passed a trio of bills opening up a portion of northern Alaska to oil drilling and gas exploration (H.R.3407), drilling off the Southern California coast and off-limits eastern Gulf of Mexico (H.R.3410), and opening up Western states to experimental oil shale extraction techniques (H.R.3408). Just a few hours ago today, the House Ways and Means Committee, chaired by **Dave Camp** (MI), marked up H.R.3864, which would reauthorize expenditures for the Highway Trust fund to 2016, and extend the current Federal excise taxes (or gas tax) through 2018. However, in a move which astonished transit advocates all across the country, the Ways and Means Committee measure ends the allocation of 2.86 cents of the federal gasoline tax for public transportation, which has been in place since 1982. This would be a devastating blow to transit. For more, click on [Transportation and Infrastructure](#), [Natural Resources](#), or [Ways and Means](#).

The Senate Environment and Public Works Committee unanimously approved MAP-21 (S.1813) in a spirit of bipartisanship back in November. The two-year, \$109 billion reauthorization preserves funding for Transportation Enhancements and does not make the drastic changes in the federal structure that the House bill does. Yesterday, the Senate Banking, Housing, and Urban Affairs Committee, chaired by **Tim Johnson** (SD), passed the transit portion of MAP-21, called the *Johnson-Shelby Federal Public Transportation Act of 2012*. MAP-21 now moves onto the Senate Finance Committee, chaired by **Max Baucus** (MT), for a markup expected on February 7th, where the committee will try to bridge a \$12 billion funding hole. Majority Leader **Harry Reid** (NV) said the measure could be on the Senate floor next week. For more, click on [MAP-21](#) or [Transit Bill](#).

We will continue to update you on further developments.

TIGER IV aka "TIGER 2012"

DOT has announced funding availability for the 4th round of the very popular TIGER (Transportation Investment Generating Economic Recovery) Discretionary Grant Program, known this year as TIGER 2012. *"Americans are demanding investments in highways, ports, commuter rail, streetcars, buses, and high-speed rail. These kinds of projects not only mean a stronger economic future for the U.S., but jobs for Americans today,"* said DOT Secretary **Ray LaHood**. \$500 million in highly competitive grants are available in FY12 for surface transportation projects having a significant impact on the nation, a metropolitan area, or region. Demand for the previous three rounds has been overwhelming, during which the DOT received more than 3,348 applications requesting

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more than \$95 billion, versus the \$2.6 billion DOT actually disbursed for 172 transportation projects throughout the country during that same timeframe. For TIGER 2012, \$100 million is reserved for high-speed rail and intercity passenger rail and \$120 million is reserved for rural transportation projects, leaving \$280 million remaining for other projects. The grant process has been fast-tracked this year. Pre-applications are due **February 20**. Final applications are due **March 19**. Funds must be obligated by **September 30, 2013**. For more, click on [TIGER 2012](#).

Line-Item Veto Bill Update

In our December 23rd *Friday Report*, we informed you about the “*Expedited Line-Item Veto and Rescissions Act of 2011*” (H.R. 3521) sponsored by House Budget Committee Chairman **Paul Ryan** (WI). Under this legislation, within 45 days after a spending bill has been signed into law, the President would be given the power to send a special message to Congress recommending specific rescissions to it, for an up or down vote. The bill has now been passed by the Budget Committee and this week by the House Rules Committee. For more on this, click on [Line-Item Veto](#).

Obama Plan to Heal Housing

The White House has proposed several steps to help homeowners recover from the economic downturn and to heal the housing market, including: broad-based refinancing to help responsible borrowers save an average of \$3,000 per year, a Homeowner Bill of Rights, the first pilot sale to transition foreclosed property into rental housing, pursuing a joint investigation into mortgage origination and servicing abuses, and rehabilitating neighborhoods and reducing foreclosures by expanding eligibility for HAMP, among other measures. House Financial Services Committee Chairman **Spencer Bachus** (AL) was critical of the Administration’s housing plan. For more, click on [Healing Housing](#) or [Chairman Bachus](#).

State of the Union Follow-Up

Following the State of the Union, the Obama Administration released a *Blueprint for an America Built to Last*, focusing on securing our energy resources and strengthening U.S. manufacturing, along with increasing our investment in infrastructure. On energy, the President is encouraging increased use of natural gas and opening more areas to oil production, while also pushing for more clean energy development. Proposals to encourage manufacturing include: removing tax deductions for shipping jobs overseas and providing new incentives for bringing them back to the U.S., targeting the domestic production incentive on manufacturers who create American jobs and doubling the deduction for advanced manufacturing, introducing \$6 billion in a new Manufacturing Communities Tax Credit to encourage investments in communities affected by job loss, and closing a loophole that allows companies to shift profits overseas which could raise \$23 billion in additional revenues. Lastly, DOT Secretary **Ray LaHood** trumpeted the Administration’s call for greater infrastructure investment at an event in Richmond, VA focused on a bridge restoration project. For more, click on [Energy Security](#), [Domestic Manufacturing](#), or [Transportation Infrastructure](#).

Startup America

On Tuesday, the one-year anniversary of the White House Startup America Initiative and the private-sector Startup America Partnership, **President Obama** sent a Startup America Legislative Agenda to Congress, intending to expand tax relief and unlock capital for startups and small businesses. The Administration also unveiled several new agency actions to accelerate the growth of young, job-creating companies. This Agenda contains four tax breaks for small businesses and four proposals that will help expand access to capital. Click on [Startup America](#) for more.

“We Can’t Wait” for More Tourism

President Obama has signed an executive order intended to boost tourism dollars flowing into the U.S., with a particular focus on China and Brazil. The tourism and travel industry is a substantial component of U.S. GDP and employment, representing 2.7% of GDP and 7.5 million jobs in 2012 – with international travel to the United States supporting 1.2 million jobs alone. This Executive Order will speed up the availability and processing time of non-immigrant visas for these countries. An inter-agency task force will be created to further promote travel to the United States and a comprehensive publicly accessible website will be designed to provide key information and statistics from across the Federal Government to assist industry and travelers in understanding visa processes in key travel and tourism markets, and entry times into the United States. For more, click on [More Tourism](#).

Senate Earmark Moratorium

On Thursday, Senate Appropriations Committee Chairman **Daniel Inouye** (HI) announced that the Committee will continue a moratorium on earmarks for the current session of Congress. The moratorium will be extended to include all Fiscal Year 2013 Appropriations bills. Chairman Inouye, however, expressed his reservations on moving forward with the moratorium. “*I continue to support the Constitutional right of members of Congress to direct investments to their states and districts under the fiscally responsible and transparent earmarking process that we have established.*” A permanent earmark ban was offered as an amendment on the Senate floor Thursday by Senators **Pat Toomey** (PA) and **Claire McCaskill** (MO) but was rejected by a vote of 40-59. For more, click on [Earmark Moratorium](#).

Mayors Innovation Project Grants

The Mayors’ Innovation Project (MIP) has announced the second round of their *Technical Assistance Program* (TAP) and they are now accepting proposals. This is not a grant of funds and is only open to MIP members who have paid or will pay 2012 dues. On average, projects will get about 30 hours of assistance. Assistance, through the form of on-site and remote consulting, will be awarded to members on a competitive basis. Applications are due no later than 5PM CST, **February 29th**. For more, click on [MIP Technical Assistance](#).

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



Memorandum

DATE: January 19, 2012

TO: Planning, Policy and Legislation Committee

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

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

Recommendation

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

Summary

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

In January 2012, MTC released a second draft of the OBAG program (Attachment B) in response to comments received. The second draft is under review by the public and MTC's commissioners. Since this second draft of the program came out in January after the Alameda CTC mail out dates, a full discussion of OBAG was not able to take place at ACTAC and at PPLC and is therefore being brought forth for commentary in February. Staff will present an overview of the second draft OBAG program in and seek comments for submission to MTC at the end of February 2012. Two areas that staff is focusing on include the Complete Streets requirement under the second draft OBAG and the flexibility of the use of these funds for planning purposes. Staff recommends that OBAG use the same language as in the Alameda CTC Master Program Funding Agreements which requires adoption of a Complete Streets policy by June 30, 2013, rather than a General Plan Update by the OBAG proposed timeframe of July 2013. Further, staff recommends the greatest amount of flexibility for the use of these funds for planning purposes, recognizing that additional planning efforts are necessary for many of the PDAs in Alameda County to move them into the project development phases. Staff seeks

additional feedback from PPLC on these and other items regarding the second draft OBAG grant.

Discussion

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

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

Fiscal Impact

None at this time.

Attachments:

- | | |
|---------------|--|
| Attachment A: | Alameda CTC's 2011 Letter to MTC and countywide survey results on the first draft OBAG program |
| Attachment B: | Second Draft One Bay Area Grant Program |



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Executive Director
Arthur L. Dao

December 19, 2011

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

SUBJECT: Alameda CTC Comments on One Bay Area Grant Proposal

Dear Mr. Heminger,

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

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

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

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

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

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

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

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

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

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

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

Sincerely,



Arthur L. Dao

Executive Director

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

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

FROM: Judis Santos, Parsons Brinckerhoff

THROUGH: Rebecca Kohlstrand, Parsons Brinckerhoff

SUBJECT: Final Results of ACTAC Survey on OneBayArea Grant Criteria

DATE: December 16, 2011

Introduction

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

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

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

2. **Approved Housing Element:**

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

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

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

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

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

General Findings

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

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

Conclusions

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

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

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

ACTAC Survey

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

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

A. PARKING AND PRICING POLICIES

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

☐ YES ☐ NO

If yes, when was it adopted? Date: _____

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

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

If no, please describe why _____

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

☐ YES ☐ NO

If yes, when was it adopted? Date: _____

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

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

If no, please describe why _____

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

☐ YES ☐ NO

If yes, when was it adopted? Date: _____

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

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

If no, please describe why _____

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

☐ YES ☐ NO

If yes, when was it adopted? Date: _____

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

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

If no, please describe why _____

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

☐ YES ☐ NO

If yes, when was it adopted? Date: _____

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

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

If no, please describe why _____

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

☐ YES ☐ NO

If yes, when was it adopted? Date: _____

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

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

If no, please describe why _____

B. COMMUNITY RISK REDUCTION PLANS (CRRP).

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

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

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

☐ YES ☐ NO

If yes, when was it adopted? Date: _____

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

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

If no, please describe why _____

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

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

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

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

C. AFFORDABLE HOUSING

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

☐ YES ☐ NO

If yes, when was it adopted? Date: _____

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

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

If no, please describe why _____

D. COMPLETE STREET/ADOPTED BICYCLE PEDESTRIAN PLANS

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

If yes, when was it adopted? Date: _____

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

Can you please describe them briefly here? _____

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

☐ YES ☐ NO

If yes, when was this done? _____

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

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

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

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

E. APPROVED HOUSING ELEMENT

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

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

☐ YES ☐ NO

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

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

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

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

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

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

F. INELIGIBILITY FOR FUNDING

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

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

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

G. TRAINING AND SUPPORT

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

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

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

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

3. Any other comments you would like to share?

Thank you for your participation.

OneBayAreaGrant Criteria Checklist Summary

(Date: 12/16/2011)

Legend: X = Yes <input type="checkbox"/> = Did not respond to question		Alameda County	City of Alameda	Albany	Berkeley	Dublin	Emeryville	Fremont	Hayward	Livermore	Newark	Oakland	Piedmont	Pleasanton	San Leandro	Union City
Overall Summary of Requirements Met																
Supportive Local Transportation and Land-Use Policies	a) Parking/pricing policies (e.g. cash out, peak pricing, on-street/off street pricing differentials, eliminate parking minimums, unbundled parking) and adopted city and/or countywide employer trip reduction ordinances.		X	X	X	X	X		X		X	X			X	
	b) Adopted Community Risk Reduction Plans (CRRP) per CEQA guidelines															
	c) Have affordable housing policies in place or policies that ensure that new development projects do not displace low income housing		X	X			X	X	X		X	X	X		X	X
	d) Adopted bicycle/pedestrian plan and complete streets policy in general plans pursuant to Complete Streets Act of 2008							X					X			
Approved Housing Element	a) adoption of a housing element that meets the current RHNA before the new RHNA is adopted	X				X	X	X	X	X	X	X			X	X
	b) the adoption of a housing element that meets the new RHNA after is approval early in 2012		X													
Detailed Summary of Requirements Met																
Parking and Pricing Policies	Cash Out Program															X
	Peak Pricing															
	On-Street/Off-Street Parking Differentials		X	X	X											
	Eliminate Parking Minimums								X		X					
	Unbundled Parking?				X		X								X	
	Adopted city and/or countywide employer trip reduction ordinances?						X				X	X				X

OneBayAreaGrant Criteria Checklist Summary

(Date: 12/16/2011)

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

OneBayAreaGrant Criteria Checklist Summary

(Date: 12/16/2011)

Legend: X = Yes <input type="checkbox"/> = Did not respond to question																				
Approved Housing Element	Is your jurisdiction able to demonstrate compliance through one of the two options above?	Alameda County	X	X	City of Alameda	Albany	Berkeley	Dublin	Emeryville	Fremont	Hayward	Livermore	Newark	Oakland	Piedmont	Pleasanton	San Leandro	Union City		
	If no, are you scheduled to adopt one in the next 6 months? Jurisdictions are expected to comply with an approved housing element by September 2014. Will your jurisdiction be compliant by then?			X																

Attachment 3

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Summary of OneBayAreaGrant Criteria Survey Responses

(Date: 12/16/2011)

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

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

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

Summary of OneBayAreaGrant Criteria Survey Responses

(Date: 12/16/2011)

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

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

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

Plan BayArea

TO: MTC Planning Committee /
ABAG Administrative Committee

DATE: 1/13/2012

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

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

Background

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

- Rewarding jurisdictions that accept housing allocations and produce housing with additional transportation dollars.
- Supporting the Sustainable Communities Strategy (SCS) for the Bay Area by promoting transportation investments in priority development areas (PDAs) and by initiating a pilot program in the North Bay Counties that will support open space preservation in priority conservation areas (PCAs).
- Increasing funding levels and eliminating program silos for greater local investment flexibility.

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

Stakeholder Response to OBAG Proposal

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

Comments Requesting Material Changes to Initial OBAG Proposal:

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

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

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

Recommended Program Revisions

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

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

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

- ***Clarify Eligibility for Programs:*** Staff is proposing to clarify that both pedestrian and all bicycle facilities would be eligible for OBAG funding and CMA planning costs would partially count towards PDA targets (50% or 70%), in line with its PDA funding requirement.

2. Priority Conservation Areas (PCAs)

- ***Focus on North Bay through Competitive Pilot Program:*** Staff recommends that the \$5 million pilot program continue to be limited to the North Bay Counties and be conducted as a regional competitive program. However, eligibility would be expanded from planning to land / easement acquisition, farm-to-market capital projects, and open space access projects.
- ***Leverage Additional Funding:*** A priority for these funds should be to partner with state agencies and private foundations to leverage outside funds for these projects, particularly for land acquisition and open space access. ABAG and MTC would pursue these leveraging opportunities.

3. Low-Income/Workforce Housing

- ***Reward counties for low-income/workforce housing production:*** Staff recommends revising the funding formula to recognize the importance of planning for and producing very low and/or low-income housing by directing 25% in total, or 50% of the housing share; to very low and low-income housing production and RHNA share.

4. Performance and Accountability

- ***Streamline Requirements:*** Staff recommends streamlining the performance and accountability requirements in recognition of the considerable lead time required to implement these requirements. Jurisdictions will need to be in compliance with the Complete Streets Act of 2008 by July 1, 2013 to be eligible for OBAG funds. Staff will work with jurisdictions to develop a strategy for meeting this timeline that considers individual jurisdiction's general plan update schedules. MTC will also revise its Complete Streets Policy to ensure that public review and input for projects occurs early enough to better inform CMA project selection.
- ***Retain Housing Element Requirement:*** Staff recommends no change to the proposal that a jurisdiction be required to have its general plan housing element adopted and approved by HCD for 2007-14 RHNA prior to July 1, 2013. Attachment D summarizes current compliance, with 72% of Bay Area jurisdictions already meeting this requirement.

5. Regional Programs: Within the Climate Initiatives program, the SR2S Program would be continued as a regional program with \$10 million being distributed to the counties to be used only for that purpose. Staff proposes that the remaining \$10 million be used for electric vehicle infrastructure and other climate strategies. Staff is also proposing a new regional \$30 million pilot Transit Performance Initiative Program to implement transit supportive investments in major transit corridors. Finally, within the regional TLC Program, \$15 million would be directed to PDA planning grants with a special focus on selected PDAs with greater potential for residential displacement, and to develop and implement community risk reduction plans.



Next Steps

Based on the Committee's direction at this meeting, staff will modify the proposal and return to the Committee in March 2012 to present the draft program policies. The Commission will then consider approval of the final OneBayArea Grant Program in May 2012. Throughout this process, staff will continue to seek further feedback from stakeholder and technical working groups. The OBAG development schedule will continue to be coordinated with the activities leading to approval of the Plan Bay Area preferred alternative which are italicized in the schedule below:

OBAG / Plan Bay Area Development Schedule

January 2012	<ul style="list-style-type: none">▪ <i>Outreach / Define preferred scenario</i>▪ Joint Planning / ABAG Administrative Committee to review initial responses and potential revisions to address major comments for the One Bay Area Grant
February 2012	<ul style="list-style-type: none">▪ <i>Release guidance for applying project performance assessment results to the Plan Bay Area investment strategy</i>
March 2012	<ul style="list-style-type: none">▪ Release revised Draft Cycle2 One Bay Area Grant proposal▪ <i>Release preliminary preferred scenario for Plan Bay Area (includes investment strategy)</i>
May 2012	<ul style="list-style-type: none">▪ Commission Approves Cycle 2 One Bay Area Grant▪ <i>MTC / ABAG approves preferred scenario for Plan Bay Area</i>


Ann Flemer

 
Ezra Rapport

Attachments

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Attachment A: Comment Letters Received in Response to the OneBayArea Grant Proposal Released on July 8, 2011

Letter #	Date	Organization	From
1	03/31/11	STA (Solano Transportation Authority) - re SB 375 Open Space & Ag Land	Harry Price, Chair, STA; Mayor, City of Fairfield
2	06/21/11	City/County Association of Governments of San Mateo County (C/CAG) - Letter 1	Richard Napier, Executive Director
3	07/05/11	TAM (Transportation Authority of Marin)	Dianne Steinhauer, Executive Director
4	08/05/11	Marshall_NCTPA TAC (Napa County Transportation & Planning Agency)	Rick Marshall, Chair, NCTPA TAC
5	08/12/11	City/Council Association of Governments of San Mateo County (C/CAG) - Letter 2	Richard Napier, Executive Director
6	08/25/11	Cortese_Santa Clara County Board of Supervisors	Dave Cortese, President, Board of Supervisors
7	08/31/11	Town of Los Gatos	Greg Larson, Town Manager
8	08/31/11	City of Half Moon Bay	Naomi Patridge, Mayor
9	08/31/11	City of Millbrae	David F. Quigg, Mayor
10	09/01/11	City of Burlingame	Terry Nagel, Mayor
11	09/01/11	Contra Costa County	Catherine O. Kutsuris, Director, Conservation and Development Department and Julie Burren, Director, Public Works Department
12	09/02/11	City of Mountain View	Michael A. Fuller, Public Works Director and Randal Tsuda, Community Development Director
13	09/09/11	City of Brisbane	Randy L. Breault, PE, Director of Public Works/City Engineer
14	09/09/11	City of Milpitas	Jose Esteves, Mayor
15	09/14/11	City of Fremont / LSRWG	Norm Hughes, Chair, Local Streets & Roads Working Group; Assistant Public Works Director/City Engineer
16	09/15/11	SCTA (Sonoma County Transportation Authority/Regional Climate Protection Authority)	Jake Mackenzie, Chair, SCTA/RCPA
17	09/15/11	City of Rohnert Park	Darren Jenkins, PE, Director of Development Services/City Engineer
18	09/22/11	City of Sunnyvale	Melinda Hamilton, Mayor
19	09/29/11	Contra Costa Transportation Authority (CCTA)	David E. Durant, Chair, Board of Commissioners

Letter #	Date	Organization	From
20	10/12/11	City of Lafayette	Carl Anduri, Mayor
21	10/26/11	City of Morgan Hill	Steve Tate, Mayor
22	10/26/11	County of Sonoma	Efren Carrillo, Chairman, Sonoma County Board of Supervisors
23	10/28/11	Bay Area Business Coalition [Bay Area Council, Bay Planning Coalition, BIA Bay Area, Contra Costa Council, East Bay EDA, Jobs & Housing Coalition, North Bay Leadership Couynsil, Silicon Valley Leadership Group, SAMCEDA, Solano EDC]	In order of organizations named in adjoining column: Jim Wunderman, President & CEO; John Coleman, Executive Director; Paul Campos, Senior VP, Govt. Affairs; Linda Best, President & CEO; Karen Engel, Executive Director; Gregory McConnell, President & CEO; Cynthia Murray, President & CEO; Carl Guardino, President & CEO; Rosanne Foust, President & CEO; Sandy Person, President
24	11/03/11	Greenbelt Alliance	Stephanie Reyes, Policy Director
25	11/04/11	SFCTA (San Francisco County Transportation Authority)	Ross Mirkarimi, Chair of the Board
26	11/15/11	City of Napa	Jill Techel, Mayor
27	11/18/11	OBAG Comment Letter: Asian Pacific Environmental Network, Bay Localize, California WALKS, Causa Justa::Just Cause, Chinatown Community Development Center, Council of Community Housing Organizations (CCHO), East Bay Housing Organizations (EBHO), Genesis, Green Youth Alliance, Greenbelt Alliance, The League of Women Voters of the Bay Area, National CAPACD, Public Advocates, TransForm, Unitarian Universalist Legislative Ministry, Urban Habitat	(no names provided)
28	11/22/11	Santa Clara VTA (Valley Transportation Authority)	John Ristow, VTA Chief CMA Officer
29	11/28/11	City of Palo Alto	Sidney Espinosa, Mayor
30	11/28/11	SRTSNP (Safe Routes to School National Partnership)_BABC (Bay Area Bicycle Coalition)	Deb Hubsmith, Director, SRTSNP and Corrine Winter, Chair, BABC
31	12/02/11	City of Richmond	William Lindsay, City Manager
32	12/06/11	County of Napa	Bill Dodd, Chairman, Board of Supervisors
33	12/07/11	City of Santa Rosa	Ernesto Oliveras, Mayor
34	12/09/11	City of American Canyon	Richard Ramirez, Acting City Manager
35	12/12/11	Housing Leadership Council of San Mateo County	Mark Moulton, Executive Director
36	12/19/11	Alameda County Transportation Commission	Art Dao, Executive Director
37	12/19/11	City of Petaluma	David Glass, Mayor

Letter #	Date	Organization	From
38	12/21/11	San Mateo County Health System	SaraT L. Mayer, Director
39	12/23/11	City of Oakland City and County of San Francisco City of San Jose Bay Area Rapid Transit District San Francisco Municipal Transportation Agency Alameda-Contra Costa Transit District San Francisco County Transportation Authority	Fred Blackwell, Assistant City Administrator Jose Campos, Chief of Citywide Planning Laurel Prevetti, Assistant Planning Director Carter Mau, Executive Manager of Budget and Planning Timothy Papandreou, Deputy Director for Sustainable Streets Tina Spencer, Director of Service Development and Planning Tilly Chang, Deputy Director for Planning

Plan **BayArea**

OneBayArea Grant

Joint MTC Planning/ABAG Administrative Committee
January 2012

Overview

- **Priority Development Areas**
- **Priority Conservation Areas**
- **Performance and Accountability**
- **Northern County– Hold Harmless**
- **Revised Funding Framework**
 - Funding Augmentation
 - Regional Program Detail
 - OBAG Flexibility

Proposed Revisions: Priority Development Areas

- Overall Requirement:
 - Reduce 70% requirement to 50% for the North Bay Counties
 - Require PDA growth strategy to be adopted by CMAs (add to CMA planning agreements)
 - Link RHNA, PDAs, and zoning policies. Jurisdictions must pass a resolution of intent to align these three elements
- Eligible Projects:
 - Allow a project to count toward the PDA target if it connects to or provides proximate access to a PDA
 - Clarify expanded eligibility for pedestrian and bicycle facilities, not just limited to the regional bike network
- Planning Funds:
 - Allow 70% or 50% of planning costs to count toward PDA targets to align with OBAG PDA investments

Proposed Revisions: Priority Conservation Areas

- **North Bay Pilot Program:**
 - Limited to 4 North Bay counties
 - **Project Eligibility for MTC/ABAG Selection:**
 - Planning
 - Land / easement acquisition
 - Farm to market capital projects
 - Open space access
 - Secure matching funds from state agencies/private foundations
- **Remaining Counties:**
 - Expand eligibility for “anywhere funds” to include project types above

Proposed Revisions:

Performance and Accountability

1. Supportive Transportation and Land Use Policies
 - Move from a menu approach (2 of 4) to 1 requirement.
 - Complete Streets Compliance:
 - For Cycle 2, amendment to the circulation element of the General Plan to comply with the California Complete Streets Act of 2008 by **July 1, 2013**.
 - Complete Streets checklist to be revised to allow public review and input prior to county project selection.
2. Retain Housing Element Requirement:
 - Require HCD approval of revised housing element to meet current 2007-14 RHNA prior to **July 1, 2013**.

Proposed Revisions: Low-Income/Workforce Housing

- Revised Funding Formula:
 - Add weighting to formula to recognize very low and low income categories.
 - Direct 25% overall, or 50% of housing share, on very low and low income categories

County	% Change From July Proposal to Reflect Low Income Housing Weighting
Alameda	-3%
Contra Costa	-1%
Marin	2%
Napa	-2%
San Francisco	4%
San Mateo	-2%
Santa Clara	2%
Solano	-7%
Sonoma	5%
Bay Area Total	

Proposed Revisions: County Funding Levels

- Hold Harmless:
 - Add \$3 million for address Marin, Napa, and Solano counties so that all counties see either growth or equivalent funding levels as compared to Cycle 2 status quo

Proposed OBAG Funding Augmentation

- Increase from \$211 million to \$250 million
 - Add \$18 million in federal STP/CMAQ funds to OBAG
 - Add \$18 million in 2012 STIP TE funds (can be used for bicycle facilities and other enhancement projects)
 - Add \$3 million for “hold harmless” for Marin, Napa, and Solano

Revised Funding Framework

New Act Cycle 2 Funding	Existing Framework (as updated Jul 8, 2011)		Original Proposal Jul 8, 2011		Revised Proposal * Jan 13, 2012		Revised Cycle 2 Total
	Cycle 2 Status Quo	CMA Block Grant	Regional	One Bay Area Grant	Regional	One Bay Area Grant	
STP/CMAQ (\$591M)							
RTIP/TE (\$18M)							
Air District (\$6M)							
1 Regional Planning	26	70	5	21	5	21	26
2 Regional Operations	74		74		74		74
3 Freeway Performance Initiative (FPI)	66		66		66		66
4 Transit Capital Rehabilitation	125		125		125		125
5 Local Streets and Roads Rehabilitation	7		3	74	3	74	77
6 Climate Initiatives	40		25	12	20	12	32
7 Regional Bicycle Program		20		20		20	20
8 Transportation for Livable Communities (TLC)	64	32	15	85	25	85	110
9 Priority Conservation Area Planning Pilot			5		5		5
10 MTC Res 3814 Transit Payback Commitment	25		25		12		12
11 Transit Sustainability Project					30		30
12 Augmentation							39
Total	426	122	343	211	365	250	615
	78%	22%	62%	38%	59%	41%	
Grant Totals:			Original Cycle 2 One Bay Area		Revised Cycle 2 One Bay Area		
			211		250		
			38%		41%		
			Cycle 1 Revised Block Grant				
			122				
			22%				

* Includes \$6 million from Air District

Regional Program Detail

Regional Program Area	Amount
Climate Initiatives	\$20 million
Safe Routes to School	\$10 million
Climate Strategy	\$10 million
Transportation for Livable Communities	\$25 million
PDA Planning Grants	\$15 million
Affordable TOD Fund	\$10 million
Transit Performance Initiative (per TSP)	\$30 million

Climate Initiatives Program

- **Safe Routes to Schools (\$10 million):**
 - Continue Safe Routes to School program to supplement OBAG investments and focus on non-infrastructure programs that may or not be in PDAs

- **Climate Strategy Reserve (\$10 million):**
 - Consider EV infrastructure and other promising projects; specific projects TBD.

SR2S Fund Distribution by Total Student Enrollment* (millions \$s)		
Alameda	21%	\$2.1
Contra Costa	16%	\$1.6
Marin	3%	\$0.3
Napa	2%	\$0.2
San Francisco	7%	\$0.7
San Mateo	10%	\$0.9
Santa Clara	27%	\$2.7
Solano	6%	\$0.6
Sonoma	7%	\$0.7
Total	100%	\$10.0

*Includes public and private K-12

Transportation for Livable Communities

PDA Planning (\$15 million)

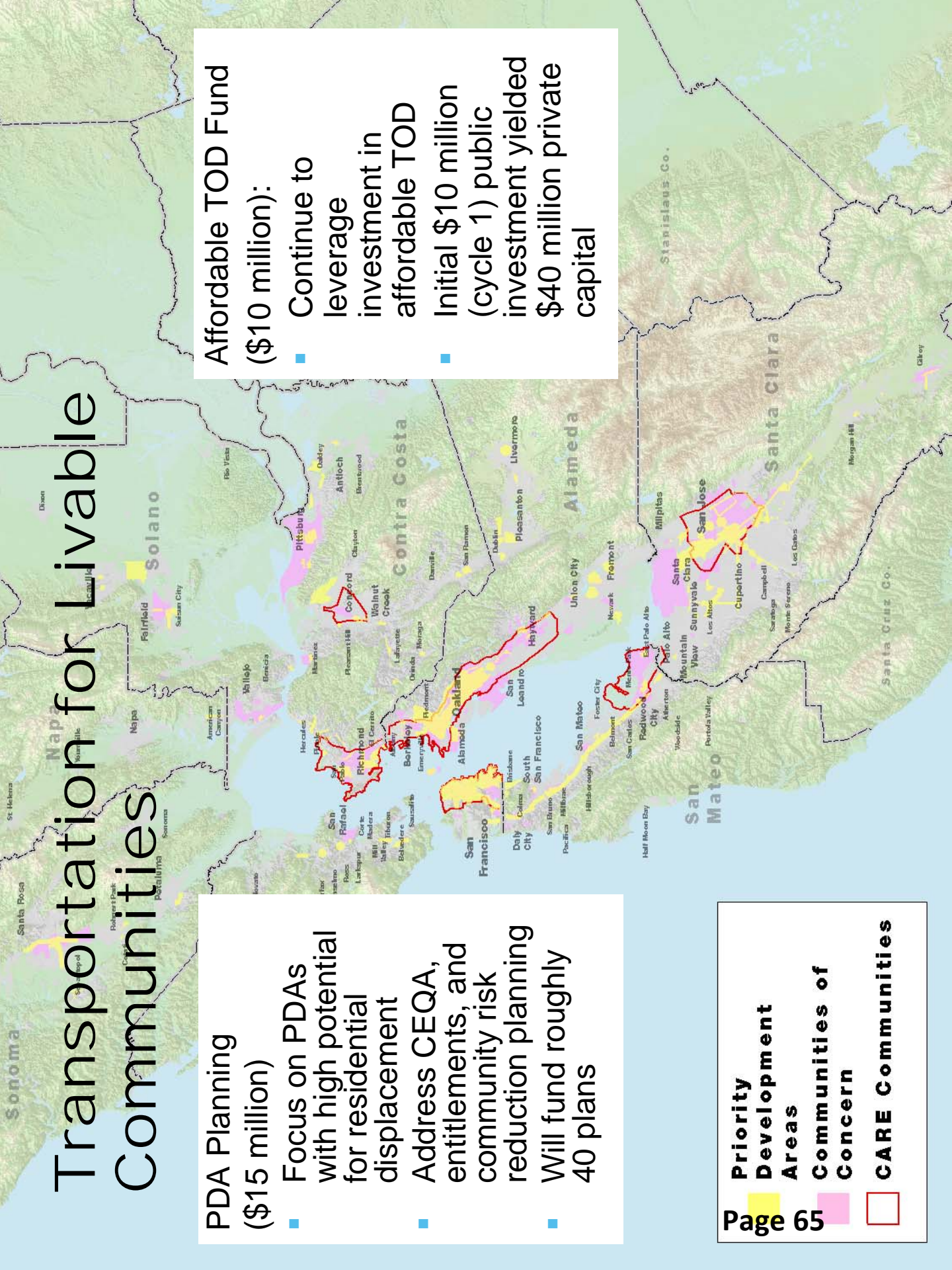
- Focus on PDAs with high potential for residential displacement
- Address CEQA, entitlements, and community risk reduction planning
- Will fund roughly 40 plans

Affordable TOD Fund (\$10 million):

- Continue to leverage investment in affordable TOD
- Initial \$10 million (cycle 1) public investment yielded \$40 million private capital

Priority Development Areas
Communities of Concern
CARE Communities

Page 65



Transit Performance Initiative

- **Implement pilot program focused on transit supportive investments in major transit corridors**
 - Initial ~\$30 million capital to improve operations and customer experience
 - Implement several “quick wins” within 12 to 24 months
 - Projects could include transit signal prioritization, passenger circulation improvements at major hubs, and boarding/stop improvements
 - Approve the first program of projects in April 2012 with the TSP adoption
- **Require local jurisdictions to implement transit-supportive arterial management strategies**
- **Rescoped “Freeway Performance Initiative” includes funding for major arterials that can be used to support transit performance improvements**

OneBayArea Grant Flexibility

Program and Project Categories	Priority Development Areas	“Anywhere”
Planning Activities	X Up to 50% (North Counties) Up to 70% (Remaining Counties)	X
Augment Regional Safe Routes to School	X	X
Streets and Roads Rehabilitation	X	X
Transportation for Livable Communities	X	X
Bicycle and Pedestrian Projects	X	X
Priority Conservation Areas		X

County Funding at Augmented Levels

Cycle 2 OBAG

(\$ millions)

County	Cycle 2 Status Quo Grant Program	July Initial Proposal	Revised* 50%-25%-25% (Pop-RHNA- Housing Production)	\$ Difference (Revised - July)
Alameda	\$25	\$42	\$48	\$6
Contra Costa	\$17	\$31	\$36	\$5
Marin	\$5	\$6	\$9	\$3
Napa	\$3	\$4	\$6	\$2
San Francisco	\$12	\$25	\$30	\$5
San Mateo	\$11	\$17	\$20	\$2
Santa Clara	\$28	\$55	\$66	\$10
Solano	\$9	\$14	\$16	\$2
Sonoma	\$12	\$16	\$19	\$4
Bay Area Total	\$122	\$211	\$250	\$39

* Proposal includes Low-Income and Very Low-Income weighting

County Funding Geographic Split

(\$ millions)

	Total Funds	PDA/"Anywhere" Split	Within PDAs	"Anywhere" Funds
Alameda	\$48	70/30	\$34	\$14
Contra Costa	\$36	70/30	\$25	\$11
Marin	\$9	50/50	\$4	\$4
Napa	\$6	50/50	\$3	\$3
San Francisco	\$30	70/30	\$21	\$9
San Mateo	\$20	70/30	\$14	\$6
Santa Clara	\$66	70/30	\$46	\$20
Solano	\$16	50/50	\$8	\$8
Sonoma	\$19	50/50	\$10	\$10
Regional Total	\$250		\$165	\$85

Proposed OBAG Schedule Approval

- December 2011: Release scenario analysis results
- January 2012
 - Public outreach on scenario results
 - **Joint Planning / ABAG Administrative Committee review of initial comments and staff recommendations**
- February 2012
 - Release Guidance for applying Project Performance Assessment to Investment Strategy
- March 2012
 - **Release Final Draft Cycle 2 One Bay Area Grant proposal**
 - Release Preliminary Preferred Scenario for Plan Bay Area
 - Preliminary Investment Strategy for Plan Bay Area
- May 2012
 - **Commission Approves Cycle 2 One Bay Area Grant program**
 - MTC / ABAG approves Preferred Scenario for Plan Bay Area

Attachment C: Revised Funding Distribution

Cycle 2 OBAG (\$ millions)				
County	Cycle 2 Status Quo Grant Program	July Initial Proposal	Revised* 50%-25%-25% (Pop-RHNA- Housing Production)	\$ Difference (Revised - July)
Alameda	\$25	\$42	\$48	\$6
Contra Costa	\$17	\$31	\$36	\$5
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San Mateo	\$11	\$17	\$20	\$2
Santa Clara	\$28	\$55	\$66	\$10
Solano	\$9	\$14	\$16	\$2
Sonoma	\$12	\$16	\$19	\$4
Bay Area Total	\$122	\$211	\$250	\$39

* Proposal includes Low-Income and Very Low-Income weighting

Attachment D

**Bay Area Jurisdictions' General Plan
Housing Element Compliance**

#	County	HCD Report dtd 12/21/11
Alameda County		
1	Alameda	
2	Albany	
3	Berkeley	X
4	Dublin	X
5	Emeryville	X
6	Fremont	X
7	Hayward	X
8	Livermore	X
9	Newark	X
10	Oakland	X
11	Piedmont	X
12	Pleasanton	
13	San Leandro	X
14	Union City	X
15	Alameda County Unincorporated	X
Contra Costa County		
16	Antioch	X
17	Brentwood	
18	Clayton	X
19	Concord	X
20	Danville	X
21	El Cerrito	IN REVIEW
22	Hercules	
23	Lafayette	X
24	Martinez	X
25	Moraga	X
26	Oakley	X
27	Orinda	
28	Pinole	X
29	Pittsburg	X
30	Pleasant Hill	X
31	Richmond	
32	San Pablo	X
33	San Ramon	X
34	Walnut Creek	X
35	Contra Costa County Unincorporated	X
Marin County		
36	Belvedere	X
37	Corte Madera	X
38	Fairfax	
39	Larkspur	X

Bay Area Jurisdictions' General Plan Housing Element Compliance

#	County	HCD Report dtd 12/21/11
40	Mill Valley	
41	Novato	
42	Ross	X
43	San Anselmo	
44	San Rafael	X
45	Sausalito	
46	Tiburon	
47	Marin County Unincorporated	
Napa County		
48	American Canyon	X
49	Calistoga	X
50	Napa	X
51	St. Helena	X
52	Yountville	X
53	Napa County Unincorporated	
San Francisco County		
54	San Francisco	X
San Mateo County		
55	Atherton	X
56	Belmont	X
57	Brisbane	X
58	Burlingame	X
59	Colma	
60	Daly City	
61	East Palo Alto	X
62	Foster City	X
63	Half Moon Bay	X
64	Hillsborough	X
65	Menlo Park	
66	Millbrae	
67	Pacifica	
68	Portola Valley	X
69	Redwood City	X
70	San Bruno	X
71	San Carlos	X
72	San Mateo	X
73	South San Francisco	X
74	Woodside	X
75	San Mateo County Unincorporated	IN REVIEW
Santa Clara County		
76	Campbell	X
77	Cupertino	X
78	Gilroy	
79	Los Altos	X

Bay Area Jurisdictions' General Plan Housing Element Compliance

#	County	HCD Report dtd 12/21/11
80	Los Altos Hills	X
81	Los Gatos	
82	Milpitas	X
83	Monte Sereno	X
84	Morgan Hill	X
85	Mountain View	IN REVIEW
86	Palo Alto	
87	San Jose	X
88	Santa Clara	
89	Saratoga	X
90	Sunnyvale	X
91	Santa Clara County Unincorporated	X
Solano County		
92	Benicia	
93	Dixon	X
94	Fairfield	X
95	Rio Vista	X
96	Suisun City	X
97	Vacaville	X
98	Vallejo	X
99	Solano County Unincorporated	X
Sonoma County		
100	Cloverdale	X
101	Cotati	
102	Healdsburg	X
103	Petaluma	X
104	Rohnert Park	X
105	Santa Rosa	X
106	Sebastopol	X
107	Sonoma	
108	Windsor	X
109	Sonoma County Unincorporated	X
109	Bay Area Total	79
		72%



Memorandum

DATE: January 30, 2012

TO: ACTAC

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

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

Recommendation

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

Summary

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

Discussion

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

February 2012 Update:

This report focuses on the month of February 2012. A summary of countywide and regional planning activities for the next three months is found in Attachment A and a three year schedule for the countywide and the regional processes is found in Attachments B and C, respectively. Highlights at the regional level include release of revised draft Project Performance and Targets Assessment results and the start of the needs and investment strategies and tradeoffs discussion. At the county level, highlights include the Commission adoption of the draft Transportation Expenditure Plan for approval by the Alameda CTC Board at its January meeting and continued development of the draft CWTP, including input to MTC on the development of the Preferred SCS and transportation network.

1) SCS/RTP

MTC released draft results of the project performance and targets assessment in November 2011 followed by the draft scenario analysis results on December 9, 2011. Staff made comment on the results and revised project performance results were released on January 24, 2012. The project performance results categorized the highest and lowest performing projects based on benefit/cost only and identified guidance for developing compelling case arguments for CMAs and project sponsors to submit to MTC in writing by March 9, 2012. The MTC Planning and ABAG Administrative Committees will be reviewing and acting on the guidance at its meeting on February 17, 2012. Staff is preparing responses to the guidance requesting that inclusion of projects in the RTP consider more than just benefit/cost, but also consider existing policy commitments such as Resolution 3434 and local sales tax measure projects and the ability to meet the MTC/ABAG adopted performance targets that are sustainability based. Of the 31 low performing projects regionwide, 18 of them are transit, energy and lifeline specific. On the SCS, ABAG continued work on the One Bay Area Alternative Land Use Scenarios. Comment letters are being prepared by Alameda CTC staff and will be distributed to the committees as they are available. MTC and ABAG will use the results of the project performance and targets assessment along with the results of the scenario analysis to begin framing the discussion about tradeoffs and investment strategies that will ultimately result in the selection of a preferred land use and transportation scenario. This scenario will be evaluated in March 2012 and results released in April 2012 with an adoption of a preferred scenario still scheduled for May 2012.

2) CWTP-TEP

On January 26, 2012, the Alameda CTC, based on the CWTP-TEP Steering Committee recommendation, adopted the final Transportation Expenditure Plan. Since the December 16, 2011 Commission retreat, three ad hoc committee and one joint CAWG/TAWG meetings were held to respond to final comments on the draft Plan. The Transportation Expenditure Plan will be taken to each city council and the Board of Supervisors for approval by May 2012. Both the final Transportation Expenditure Plan and the draft CWTP will be brought to the Commission in May 2012 for approval so that the Board of Supervisors can be requested at their June 2012 meeting to place the Transportation Expenditure Plan on the ballot on November 6, 2012. Staff continues to work with MTC and ABAG in developing the SCS and RTP. The administrative draft CWTP will now be aligned and made consistent with the Transportation Expenditure Plan and a draft will be reviewed by the CAWG and TAWG and Steering Committee in March.

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

Committee	Regular Meeting Date and Time	Next Meeting
CWTP-TEP Steering Committee	Typically the 4 th Thursday of the month, noon Location: Alameda CTC offices	March 22, 2012 May 24, 2012
CWTP-TEP Technical Advisory Working Group	2 nd Thursday of the month, 1:30 p.m. Location: Alameda CTC	March 8, 2012 May 10, 2012
CWTP-TEP Community Advisory Working Group	Typically the 1 st Thursday of the month, 2:30 p.m. Location: Alameda CTC	March 8, 2012* May 10, 2012* *Note: The March and May CAWG meetings will be held jointly with the TAWG and will begin at 1:30.

Committee	Regular Meeting Date and Time	Next Meeting
SCS/RTP Regional Advisory Working Group	1 st Tuesday of the month, 9:30 a.m. Location: MetroCenter, Oakland	February 7, 2012 March 7, 2012 April 3, 2012
SCS/RTP Equity Working Group	2 nd Wednesday of the month, 11:15 a.m. Location: MetroCenter, Oakland	February 8, 2012 March 7, 2012 April 3, 2012
SCS Housing Methodology Committee	Typically the 4 th Thursday of the month, 10 a.m. Location: BCDC, 50 California St., 26 th Floor, San Francisco	February 23, 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
(February 2012 through April 2012)**

Countywide Planning Efforts (CWTP-TEP)

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

- Coordinating with ABAG and local jurisdictions to provide comments on the Alternative Land Use Scenarios for the Sustainable Communities Strategy (SCS) and developing the preferred scenario;
- Preparing and submitting comments to MTC on the project performance and targets assessment and scenario evaluation results and developing compelling cases;
- Coordinating with the local jurisdictions and ABAG to develop a draft Alameda County Locally Preferred SCS to test with the financially constrained transportation network in Spring 2012;
- Responding to comments on the Administrative Draft and releasing the Draft CWTP;
- Refining the financially constrained list of projects and programs for the Draft CWTP to align with the adopted TEP;
- Refining the countywide 28-year revenue projections consistent and concurrent with MTC's 28-year revenue projections;
- Presenting the Draft CWTP to the Steering Committee for approval; and
- Seek jurisdiction approvals of the Final TEP.

Regional Planning Efforts (RTP-SCS)

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

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

- Framing the tradeoff and investment strategy discussion and developing policy initiatives for consideration;
- Refining draft 28-year revenue projections;
- Finalizing maintenance needs and Regional Programs estimates; and
- Developing the preferred land use and transportation scenario.

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

- Participating on the MTC/ABAG Regional Advisory Working Group (RAWG);
- Submitting local transportation network priorities through the CWTP-TEP process; and
- Commenting on the project performance and alternative land use scenarios results.

Key Dates and Opportunities for Input¹

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

Sustainable Communities Strategy:

Presentation of SCS information to local jurisdictions: Completed

Initial Vision Scenario Released: March 11, 2011: Completed

Draft Alternative Land Use Scenarios Released: Completed (released August 26, 2011)

Preferred SCS Scenario Released/Approved: April/May 2012

RHNA

RHNA Process Begins: January 2011

Draft RHNA Methodology Adopted: July 2012

Draft RHNA Plan released: July 2012

Final RHNA Plan released/Adopted: April/May 2013

RTP

Develop Financial Forecasts and Committed Funding Policy: Completed

Call for RTP Transportation Projects: Completed

Conduct Performance Assessment: Completed

Transportation Policy Investment Dialogue: November 2011 – April 2012

Prepare SCS/RTP Plan: April 2012 – October 2012

Draft RTP/SCS for Released: November 2012

Prepare EIR: December 2012 – March 2013

Adopt SCS/RTP: April 2013

CWTP-TEP

Develop Alameda County Locally Preferred SCS Scenario: May 2011 – May 2012

Call for Projects: Completed

Administrative Draft CWTP: Completed

Preliminary TEP Program and Project list: Completed

Final TEP Adopted: Completed

TEP approvals from jurisdictions: February – May 2012

Draft CWTP Released: March 2012

TEP Outreach: January 2011 – June 2012

Adopt Final CWTP and TEP: May/June 2012

TEP Submitted for Ballot: July 2012

Calendar Year 2010

Task	Meeting											
	January	February	March	April	May	June	July	August	Sept	Oct	Nov	Dec
Alameda CTC Committee/Public Process												
Steering Committee			Establish Steering Committee	Working meeting to establish roles/responsibilities, community working group	RFP feedback, tech working group	Update on Transportation/Finance issues	Approval of Community working group and steering committee next steps	No Meetings		Feedback from Tech comm. working groups	No Meetings	Expand vision and goals for County?
Technical Advisory Working Group								No Meetings		Roles, resp. schedule, vision discussion/ feedback	No Meetings	Education: Trans statistics, issues, financials overview
Community Advisory Working Group								No Meetings		Roles, resp. schedule, vision discussion/ feedback	No Meetings	Education: Transportation statistics, issues, financials overview
Public Participation								No Meetings			Stakeholder outreach	
Agency Public Education and Outreach												
Alameda CTC Technical Work												
Technical Studies/RFP Work (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 limited, then to negotiate or NTP.		Technical Work	
Polling												
Sustainable Communities Strategy/Regional Transportation Plan												
Regional Sustainable Community Strategy Development Process - Final RTP in April 2013			Local Land Use Update P2009 begins & FDR Adjustment begins						Green House Gas Target approved by CARB.	Start Vision Scenario Discussions		Projections 2011 Base Case (Statutory Target)
												Adopt methodology for Jobs/Housing Forecast (Statutory Target)
												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 projects, approve funding request, develop scenario discussion	Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update	Outreach and call for projects update (draft list approval), project and program packaging, county land use	Outreach update, project and program screening outcomes, call for projects final list to MTC, TEP strategic parameters, land use, financials, 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				
	Continue discussion on performance measures, costs guidelines, call for projects, including 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					
Technical Advisory Working Group															
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, including 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 Participation	Public Workshops in two areas of County: vision and needs; Central County Transportation Forum	Public Workshops in all areas of County: vision and needs	East County Transportation Forum				South County Transportation Forum	No Meetings	2nd round of public workshops in County; feedback on CWTP; TEP; North County Transportation Forum	No Meetings					
Agency Public Education and Outreach															
Alameda CTC Technical Work															
Ongoing Education and Outreach through November 2012															
Technical Studies/RFP/Work timelimes: 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													
	Conduct baseline poll														
Polling															
Polling															
Sustainable Communities Strategy/Regional Transportation Plan															
Regional Sustainable Communities Strategy Development Process - Final RTP in April 2013															
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Calendar Year 2012

Task	2012						FY2011-2012	July	August	Sept	Oct	November	
	January	February	March	April	May	June							
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	
Technical 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	
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 SCSRTP Plan										Release Draft SCSRTP for REVIEW

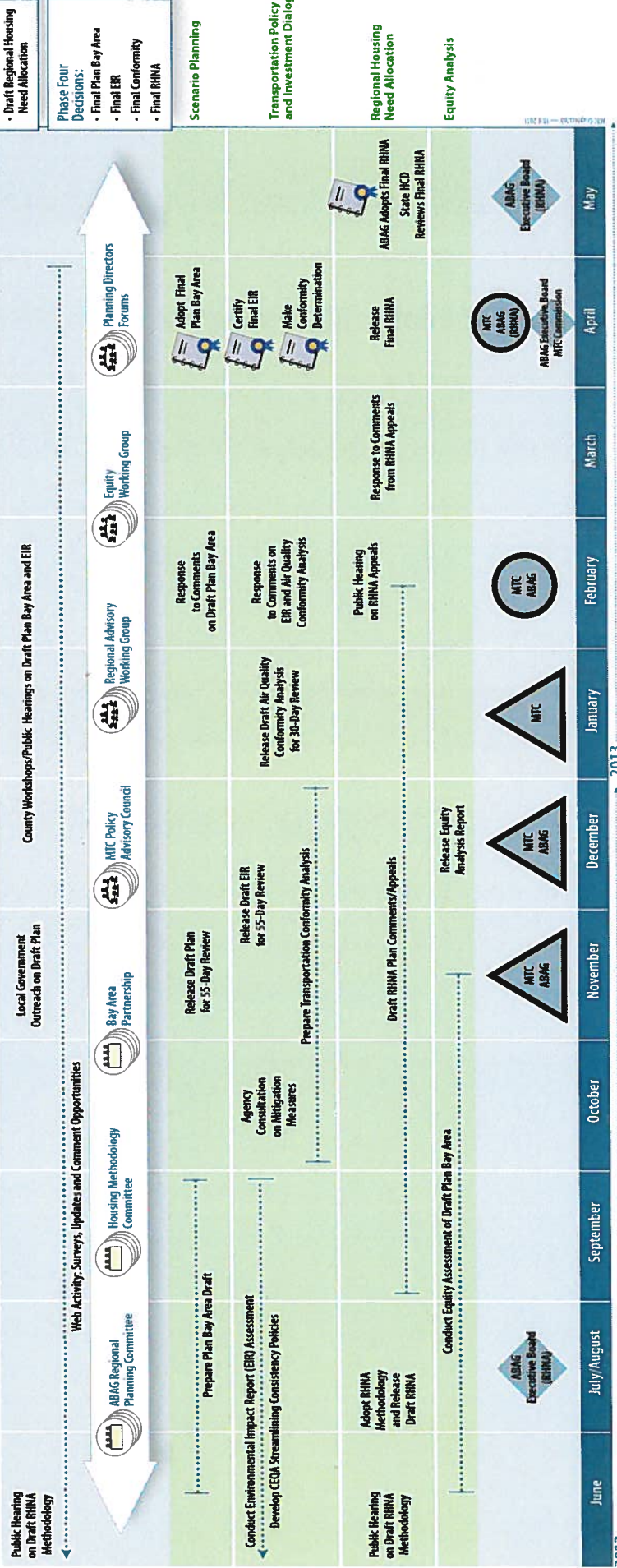
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Plan Bay Area Planning Process: Phases 3 & 4 Details for 2012-2013*

Revised October 2011

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

Phase 4: Plan Adoption



Local Government and Public Engagement

Milestones

Policy Board Action

*Subject to change

Policy Board Actions

Meeting for Discussion/ Public Comment

Document Release

JOINT document release by MTC-ABAG and MTC

ABAG - ABAG Administrative Committee MTC - MTC Planning Committee

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



Memorandum

DATE: January 17, 2012

TO: Planning, Policy and Legislative Committee

FROM: Diane Stark, Senior Transportation Planner

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

Recommendation

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

1. Extend the date of contract ACTC A7-015 to July 31, 2012;
2. Issue a Request for Proposals (RFP); and
3. Authorize the Executive Director, or designee of the Executive Director, to negotiate and execute a professional services agreement in accordance with procurement procedures.

Summary

The Guaranteed Ride Home (GRH) Program is a Transportation Demand Management (TDM) strategy that encourages people to reduce their vehicle trips by offering them a ride home for emergency or unscheduled overtime when they take alternative modes of transportation to work. The program is currently funded by Transportation for Clean Air (TFCA) funds through November 2013. Although TFCA funding is available for the GRH Program, the date of the agreement between Alameda CTC and the consultant managing the program has expired and needs to be extended to continue operating the program. Additionally, Alameda CTC policy requires that we provide a competitive bid five years after a consultant was selected to manage a program. Since the current consultant was selected in July 2007, Alameda CTC will issue a Request for Proposals (RFP) in March 2012 to provide adequate time to select and hire a consultant team by July 2012. The Commission is therefore requested to extend the date of the current contract through July 31, 2012, authorize issuance of an RFP, and authorize the Executive Director or designee to negotiate and execute a professional services agreement for the GRH Program.

Background

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

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

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

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

TFCA funds available for the program include \$63,683 through July 31, 2012 and an additional \$154,417 through November 2013.

Fiscal Impact

Approval of the recommended actions will result in the encumbrance and subsequent project expenditures of TFCA funding of up to \$63,583 through July 2012 and an additional \$154,417 through November 2013 eligible to be reimbursed.



Memorandum

Date: January 23, 2012

To: Planning, Policy and Legislation Committee

From: Diane Stark, Senior Transportation Planner

Subject: **Review Presentation on Bay Area Conservation and Development Commission (BCDC) Bay Plan Amendment and Adapting to Rise Tides Project in Alameda County**

Information

A presentation will be made by the Bay Area Conservation and Development Commission (BCDC) on the Bay Plan Amendment and the Adapting to Rise Tides Project in Alameda County.

Summary

The BCDC adopted the Bay Plan amendment on October 6, 2011 as a response to concerns about high water levels expected to result from climate change in the San Francisco Bay Area. The Bay Plan Amendment clarifies the limits of the BCDC's role in protecting the existing high water level as measured by the 100-year floodplain. The amendment also confirms the need for regional and local partnership to protect the areas and resources that may be impacted by the effects of climate change.

In a separate effort, the BCDC is conducting a pilot study in Alameda County, called Adapting to Rising Tides (ART), in partnership with the National Oceanic and Atmospheric Administration. The ART project identifies shoreline resources that may be vulnerable in the study area, which extends from Emeryville to Union City. Resources include transportation systems, infrastructure and high density housing and employment. The ART study also identifies potential strategies for protection of Alameda County's shoreline resources that may be subject to sea level rise due to climate change. The study is a collaboration among the BCDC and jurisdictions and agencies representing the shoreline from Emeryville to Union City.

Background

Based on State of California guidelines and the best available science, the BCDC estimates that changes in climate will result in the Bay Area shoreline rising an additional 16 inches by the middle of the century and 55 inches by the end of the century. As the regional agency responsible for protecting the San Francisco Bay Area shoreline, the BCDC has taken a few steps to address concerns about potential sea level rise in the Bay Area. On October 6, 2011, the BCDC adopted a Bay Plan Amendment that addresses potential effects of climate change and guidance for addressing them. Highlights of the amendment are discussed below.

On a local level, the BCDC is conducting a pilot project in partnership with National Oceanic and Atmospheric Administration (NOAA), called Adapting to Rising Tides (ART). The ART project is a collaborative effort with BCDC, MTC, Alameda County, and jurisdictions from Emeryville to Union City and Caltrans to identify and address vulnerability, risks and adaptation options for transportation systems and development along the Alameda County shoreline. The ART project is funded by the Federal Highway Administration (FHWA) and NOAA. The study has two integrated components: one is a review of transportation assets and potential risks and strategies to protect the assets. The other is a review of land use, economic and other assets.

Bay Plan Amendment

The BCDC adopted Bay Plan Amendment 1-08 to address sea level rise expected as a result of climate change in the San Francisco Bay Area. In response to comments on the amendment from regional agencies, local jurisdictions and the development community, it was revised four times before its adoption. The adopted amendment clarified the limits of BCDC's role in protecting the Bay Area shoreline based on the current 100-year floodplain, not areas subject to flooding due to anticipated sea level rise expected with climate change. In the Amendment, the BCDC encourages continued partnership with regional agencies and local jurisdictions to protect the shoreline and its valuable resources.

The highlights of the Bay Plan Amendment that affect the Alameda CTC's role in planning, funding and constructing transportation projects in Alameda County concern emphasizing protecting transportation resources and Priority Development Areas (PDAs), where transportation is adjacent to high density residential development or employment areas. The Alameda CTC submitted a letter of response to the Bay Plan Amendment, which was attached in the September 22, 2011 Alameda CTC Commission packet.

Adapting to Rise Tides Project

The BCDC received funding from the FHWA and NOAA to conduct a pilot study in Alameda County from Emeryville to Union City. One component of the study, Adapting to Rising Tides (ART), is a collaboration of BCDC, MTC, Caltrans, Alameda CTC, Emeryville, Oakland, San Leandro, Alameda County, Hayward, Union City and Caltrans, to identify transportation resources in locations subject to future flooding due to climate change. The ART project also identifies the vulnerability of the resources to flooding, assesses the potential risks of flooding to the resources, and potential strategies to help the resources adapt to flooding.

To date, the BCDC has completed a vulnerability assessment that measures the ability of transportation systems, such as road, rail, bus and ferry, along the shoreline from Emeryville to Union City, to cope with climate change. Vulnerability was measured by the transportation system's exposure to inundation, its responsiveness to sea level rise and its adaptive capacity. Exposure is based on how much water could cover an area with sea level rise. Sensitivity or responsive of the system to sea level rise is based on the physical condition of the system, including age, level of use, susceptibility to seismic conditions and costs to maintain the system. Adaptive capacity is based on how the transportation system is able to adjust to inundation. For example, an adaptive system may be a road that can be re-routed to an area that is not subject to inundation.

The other component of the ART study includes a collaboration with the same partners to review land use and economic assets of the same area.

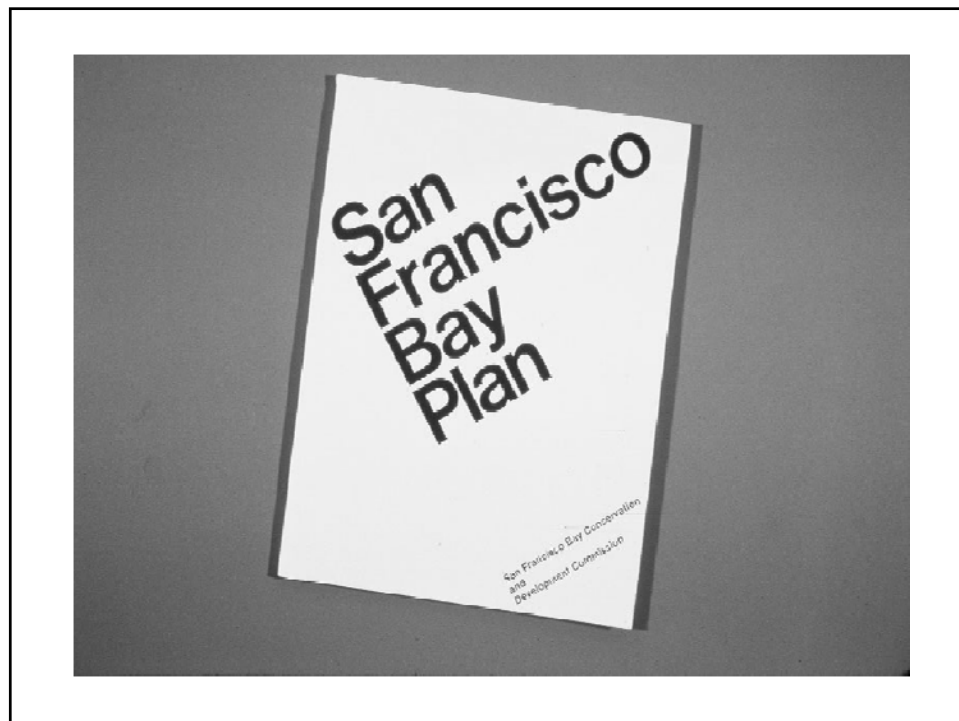
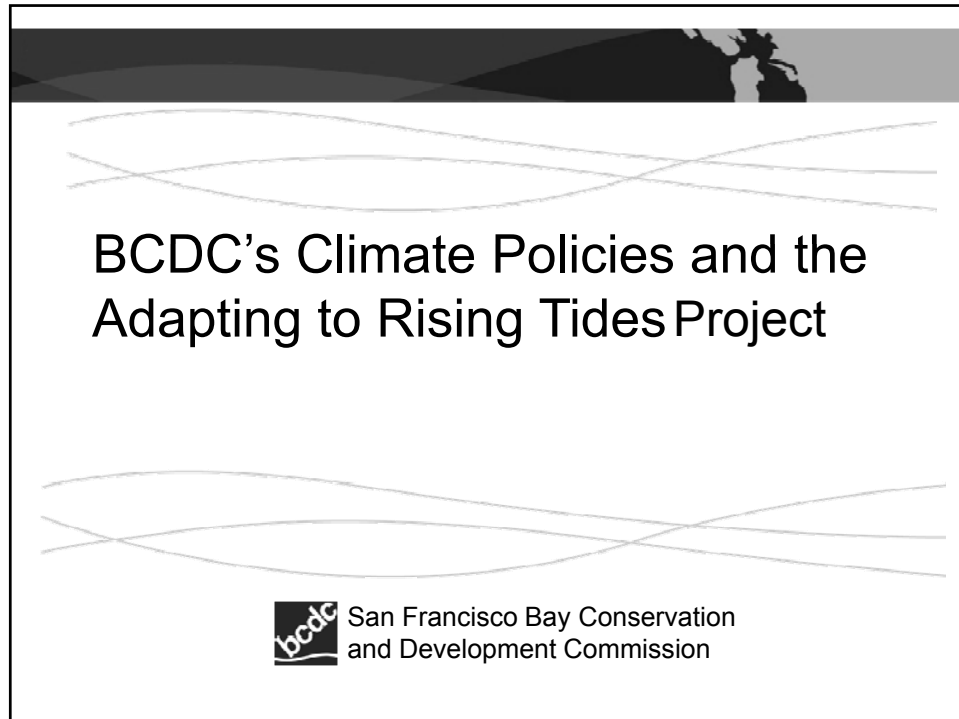
Schedule

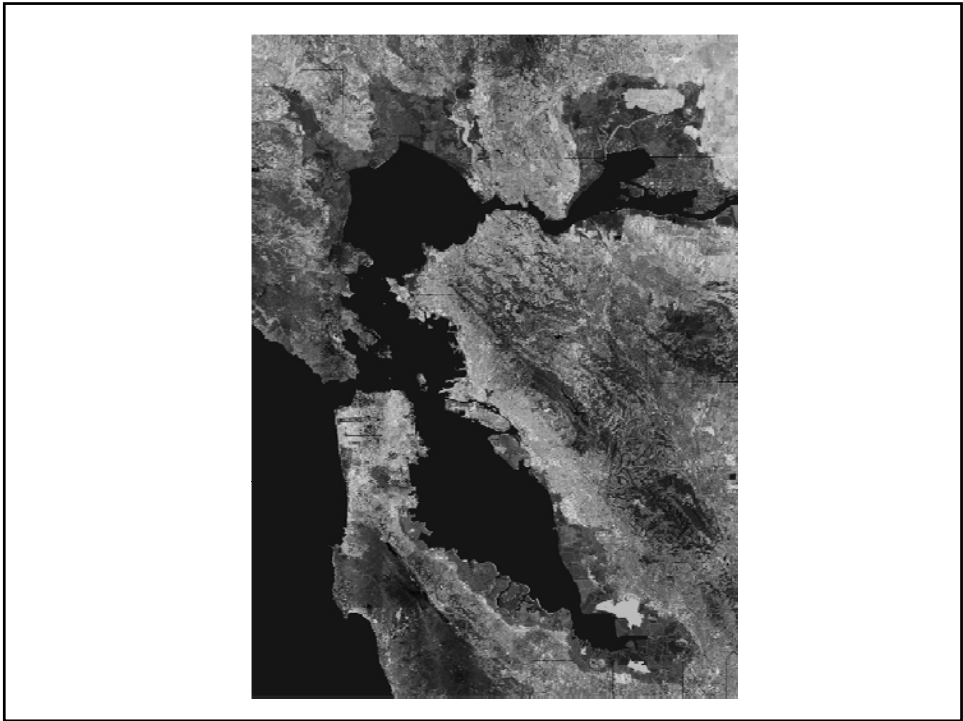
The BCDC is reviewing and revising vulnerability and risk assessments of assets from Emeryville to Union City. Once this is complete, they will develop an adaptation strategy that will provide examples of how to protect the resources from sea level rise. Costs, responsible parties, funding and implementation of the adaptation strategy will be determined at a later date.

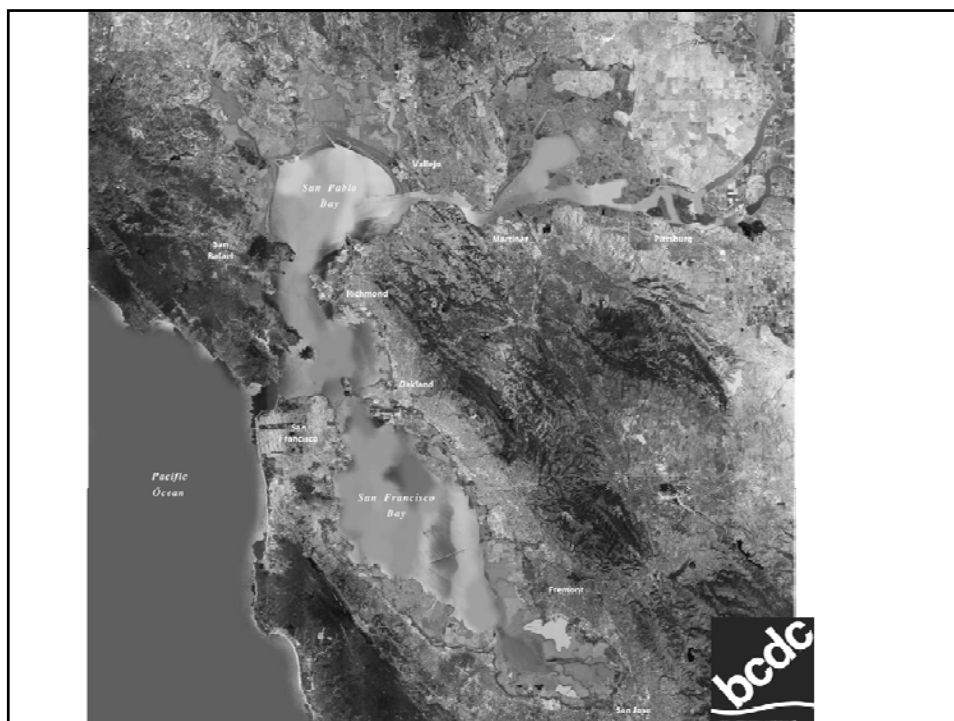
Action	Date
Adapting to Rising Tides (ART) Transportation Study Draft Complete	November 2011
ART Land Use Study Draft Complete	Spring 2012
Complete Vulnerability and Risk Assessment	Spring 2012
Research Adaptation Strategies and Options/Develop Evaluation Framework	Summer 2012
Identify Adaptation Strategies and Options	Fall 2013

Attachment

Attachment A: PowerPoint presentation slides on BCDC's Climate Policies and the Adapting to Rising Tides Project







Adapting to Rising Tides

The goal of the ART project is to increase the preparedness and resilience of Bay Area communities to sea level rise and other climate change impacts while protecting ecosystem and community services.



Photo: Ingrid Taylor



San Francisco Bay Conservation and Development Commission

Adapting to Rising Tides

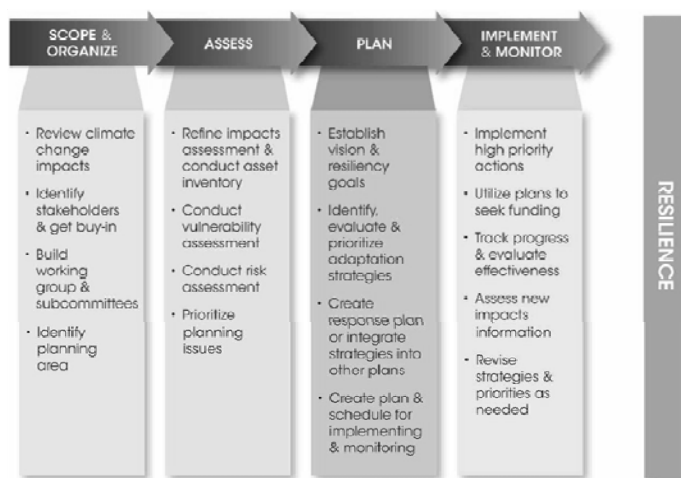
ART is a collaborative project to evaluate:



- How will sea level rise and storm events affect the future of Bay Area communities, infrastructure, ecosystems and economy?
- What approaches can we pursue, both locally and regionally, to assess these challenges, and reduce or manage these risks?

Adapting to Rising Tides

ART Adaptation Planning Process



Scope & Organize

ART Project Area

- Wide, regional interest \approx 40 submittals from seven of the nine Bay Area counties
- Three main selection criteria:
 - ✓ Capacity and interest
 - ✓ A diversity of shoreline types
 - ✓ Regionally significant transportation infrastructure
- Project area includes the shoreline of Alameda County, from Emeryville to Union City



Scope & Organize

ART Collaborative Project Management

- San Francisco Bay Conservation and Development Commission
- NOAA Coastal Services Center
- U.S. Department of Transportation Federal Highway Administration
- Metropolitan Transportation Commission
- California Department of Transportation
- ICLEI Local Governments for Sustainability



Scope & Organize

ART Subregional Working Group

ABAG
 Alameda County (AC) Public Works
 AC Community Development
 AC Public Health Department
 AC Transportation Commission
 Alameda CTC
 BART
 Bay Institute
 Bay Trail
 CA Coastal Conservancy
 Capitol Corridor JPA
 City of Alameda
 City of Emeryville
 City of Hayward
 City of Oakland
 City of San Leandro
 City of Union City

East Bay Dischargers Authority
 East Bay Municipal Utility District
 East Bay Regional Park District
 H.A.R.D.
 Oro Loma Sanitary District
 Pacific Institute
 PG&E
 Port of Oakland
 San Francisco Estuary Institute



Assess

ART Asset Categories:

- Airport
- Community land use, facilities and services
- Contaminated lands
- Energy, pipelines and telecom
- Hazardous material sites
- Ground transportation
- Parks and recreation
- Natural shorelines
- Seaport
- Stormwater
- Structural shorelines
- Wastewater



Assess

New, Refined Sea Level Rise and Storm Event Maps

Areas potentially exposed to:

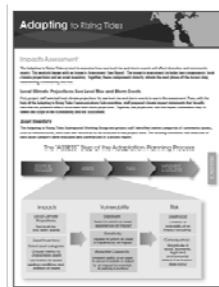
- frequent or permanent inundation
- more frequent floods or floods that last longer
- overtopping of shoreline protection
- elevated groundwater and salinity intrusion



Assess

Impacts Assessment

- Local Climate Projections and Impact Statements
- Asset Inventory
- Asset-Specific Metrics
- Existing Conditions and Stressors Report



Adapting to Rising Tides

ART Project Next Steps

- Work with project partners to complete vulnerability and risk assessment (Spring 2012)
- Research adaptation strategies and options, and develop evaluation framework (Summer 2012)
- Engage local and regional entities in identifying a broad suite of adaptation strategies and options (Fall 2013)

For More Information

[Home](#)
[About ART](#)
[Events](#)
[Resources](#)
[Contacts](#)

About ART

Building on its regional assessment of Bay Area impacts from mid- and end-of-century sea level rise, *Living With a Rising Bay*, the San Francisco Bay Conservation and Development Commission (BCDC) has partnered with the National Oceanic and Atmospheric Administration Coastal Services Center (NOAA CSC) to work with Bay Area communities in planning for sea level rise. The Adapting to Rising Tides (ART) project will be a collaborative effort involving community officials and stakeholders to address two specific questions:

How will sea level rise and other climate change impacts affect the future of Bay Area communities, ecosystems, infrastructure, and economy?
What strategies should we pursue, both locally and regionally, to address these challenges and reduce and manage these risks?

Please click on components of the image to learn more about specific aspects of the ART Project:

Project Components

- [Climate Impacts](#)
- [ART Tool sheet](#)
- [About ART](#)
- [Tomorrow's High Tide](#)
- [Vulnerability & Risk](#)
- [Situation & Adaptation](#)
- [Adaptation Strategy](#)

Fact sheets

- [ART Tool sheet](#)
- [About ART](#)
- [Tomorrow's High Tide](#)
- [Vulnerability & Risk](#)
- [Situation & Adaptation](#)
- [Adaptation Strategy](#)

Visit the ART project website at:

www.risingtides.csc.noaa.gov

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