

THE BAY AREA PARTNERSHIP

Partnership Technical Advisory Committee

June 15, 2009, 1:30 p.m. – 3:30 p.m.

MetroCenter, 1st Floor, Auditorium

101 - 8th Street, Oakland, CA 94607

AGENDA

Estimated Time
for Agenda Item

-
- | | |
|---|------------------|
| 1. Introductions | 1:30 p.m. |
| 2. Minutes of May 18, 2009 PTAC Meeting* | |
| 3. Partnership Reports | |
| • Partnership Board* | |
| Chair: Rick Ramacier, CCCTA | |
| <i>The Partnership Board meets on June 23, 2009.</i> | |
| • Transit Finance Working Group* | |
| Chair: April Chan, Caltrain/SamTrans | |
| <i>The Transit Finance Working Group met on June 3, 2009.</i> | |
| • Local Streets and Roads Working Group* | |
| Chair: Fernando Cisneros, City/County of San Francisco | |
| <i>The Local Streets and Roads Working Group met on June 12, 2009.</i> | |
| • Programming and Delivery Working Group* | |
| Chair: Sandy Wong, San Mateo C/CAG | |
| <i>The Programming and Delivery Working Group met on June 15, 2009.</i> | |

Discussion Items

1:45 p.m.

- | | |
|---|--|
| 4. Legislative Report* (<i>Rebecca Long</i>) | |
| <i>(MTC staff will present an update on legislative actions including status of the State Budget.)</i> | |
| 5. Joint Policy Committee's Proposed Policies on the Implementation of SB 375* (<i>Ted Droettboom</i>) | |
| <i>(Discussion of the Joint Policy Committee's consideration and action on Policies for the Implementation of SB 375.)</i> | |
| 6. American Recovery and Reinvestment Act 2009 Update** (<i>Ross McKeown</i>) | |
| <i>(MTC staff will provide an update on the current activities related to the federal American Recovery and Reinvestment Act (ARRA) of 2009.)</i> | |
| 7. New Federal Act Cycle Programming – STP/CMAQ* (<i>Craig Goldblatt/ Ross McKeown</i>) | |
| <i>(MTC staff will provide an update on the schedule and feedback to date of this upcoming federal programming cycle.)</i> | |
| 8. Overview of 2010 Regional Transportation Improvement Program (RTIP)* (<i>Kenneth Kao</i>) | |
| <i>(MTC staff will provide an overview of the 2010 Regional Transportation Improvement Program and schedule.)</i> | |

Information Items / Other Business

2:40 p.m.

9. FY 2009-10 PTAC Vice-Chair Nominations and Election (*Ben Tripousis, Chair*)
(*The terms for the current PTAC Chair and Vice-Chair end as of June 30, 2009. While FY 2008-09 Vice-Chair will move into the Chair position, the Committee seeks nominations for Vice-Chair for the FY 2009-10 term.*)
10. TIP Amendment Update* (*Memo Only*)
(*The current TIP and subsequent TIP Amendments are available online at: <http://www.mtc.ca.gov/funding/tip> .*)
11. STP/CMAQ Program Monitoring Update* (*Memo Only*)
(*MTC staff has submitted a report on the STP/CMAQ Program monitoring status for FFY 2008-09 as well as additional program monitoring issues. The STP/CMAQ obligation deadline was April 30, 2009.*)
12. Recommended Future Agenda Items (*All*)
13. Public Comment

Next meeting on:

Monday, July 20, 2009

1:30 p.m. to 3:30 p.m.

MetroCenter, 1st Floor, Auditorium

101-8th Street, Oakland 94607

* Agenda Items attached

** Agenda Items with attachments to be distributed at the meeting.

Contact Kenneth Folan at 510.817.5804 or kfolan@mtc.ca.gov if you have questions regarding this agenda.

Public Comment: The public is encouraged to comment on agenda items at committee meetings by completing a request-to-speak card (available from staff) and passing it to the committee secretary or chairperson. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the Chair's judgment, it is necessary to maintain the orderly flow of business. **Record of Meeting:** MTC meetings are taped recorded. Copies of recordings are available at nominal charge, or recordings may be listened to at MTC offices by appointment. **Sign Language Interpreter or Reader:** If requested three (3) working days in advance, sign language interpreter or reader will be provided; for information on getting written materials in alternate formats call (510) 817-5757. **Transit Access to the MetroCenter:** BART to Lake Merritt Station. AC Transit buses: #11 from Piedmont or Montclair; #59 or #59A from Montclair; #62 from East or West Oakland; #88 from Berkeley. For transit information from other Bay Area destinations, call 511 or use the TakeTransitSM Trip Planner at www.511.org to plan your trip. **Parking at the MetroCenter:** Metered parking is available on the street. No public parking is provided at the MetroCenter. Spaces reserved for Commissioners are for the use of their stickered vehicles only; all other vehicles will be towed away.

PARTNERSHIP TECHNICAL ADVISORY COMMITTEE (PTAC) MINUTES

May 18, 2009

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1. Introductions

Ben Tripousis (Chair) requested introductions.

2. Minutes of April 20, 2009 PTAC Meeting

The minutes for the April 20, 2009 PTAC meeting were accepted.

3. Partnership Reports

Transit Finance Working Group (TFWG) – *April Chan, Chair* – The TFWG met on May 6, 2009. The group discussed the Transit Capital Priorities policy, both short-term and long-term strategies.

Local Streets and Roads Working Group (LSRWG) – *Marcella Aranda, MTC* - The LSRWG met on May 8, 2009. The group discussed ARRA and cost savings relating to ARRA project delivery.

Programming and Delivery Working Group (PDWG) – *Kenneth Kao, MTC* - PDWG met on May 18, 2009. Key topics included: 1) TEA-21/ ISTEAs Earmark rescissions, the Group was provided a preliminary list of ISTEAs and TEA 21 Earmarks that are subject to rescission as a result of the end of SAFETEA. 2) ARRA, and 3) there will be a workshop conducted at the June PDWG meeting on partnering with the Conservation Corps for future Transportation Enhancement (TE) projects.

Discussion Items

4. Legislative Update

Rebecca Long (MTC) provided a legislative update, reporting on:

- Federal: The House and Energy Commerce is marking up the Cap & Trade Policy; HR 2455 (Waxman) has enough votes to move forward and focuses on greenhouse gas emissions. The bill allows the EPA to develop a system on eligibility requirements and funds available. The Senate Commerce Committee introduced a reauthorization policy framework that defines objectives and goals of transportation with a focus on environmental issues, partially modeled on SB 375.
- State: Rebecca reported that Proposition 42 funds may be at risk for suspension for FY 2009-10, thus affecting streets and roads and the STIP. AB 744 – Authorizes a Regional Express Lane Network – is moving forward, both the CA Transportation Association and CA Transit Association support the bill and staff is seeking transit agency support. The current legislative history is available online at http://www.mtc.ca.gov/legislation/leg_hist.pdf.

5. American Recovery and Reinvestment Act 2009 (ARRA) Update

Ross McKeown (MTC) provided an update on the American Recovery and Reinvestment Act funds. Staff is finalizing the last of the Local Streets & Roads Tier 2 funding. The Programming and Allocations Committee took action on May 13, 2009 to refer \$2.1M in Transportation Enhancement (TE) funds to another TE project; the CTC funded the Marin 580/101 Connector (\$15.3M) through CMIA, freeing up funds for reprogramming using the same formula. *Alix Bockelman (MTC)* elaborated on the methodology for reprogramming the \$15.3M. BART took action on the \$70M Oakland Airport Connector project; therefore, that will go to the Commission in June. *Glen Tepke (MTC)* reported that ARRA transit grants have been delayed due to the FTA.

6. Next Federal Act Cycle Programming – STP/CMAQ

Craig Goldblatt (MTC) outlined the proposed framework for the Next Federal Act Cycle Programming, focusing on the programming principles, funding estimate and, the schedule. MTC staff recommends considering the funding in three tranches: 1) ARRA Backfill (\$105M); 2) First Cycle (FY 2009-10 to FY2011-12; and 3) Second Cycle (FY2012-13 to FY2014-15). Proposed programming principles include: 1) maintain critical on-going programs, 2) deliver system-wide improvements, 3) fund core T2035 categories, and 4) direct some ARRA backfill capacity to strategic investments and regional commitments. Staff will be presenting the proposed framework to the various advisory committees and partnership groups in June and July and expect to adopt the Cycle 1 and New Act framework in September. Committee members requested that Transit Fixed Guideway needs be considered as part of the principles; staff replied stating that it is assumed that T2035 provides funds for transit rehab, and Fixed

PARTNERSHIP TECHNICAL ADVISORY COMMITTEE (PTAC) MINUTES

May 18, 2009

Page 2 of 2

Guideway requests would go above and beyond that assumption. Staff is soliciting feedback on what programs to include in the framework for the New Act.

7. Draft Transit Capital Priorities and Criteria for FY 2009-10 through FY 2011-12

Glen Tepke (MTC) presented the draft Transit Capital Priorities and Criteria for FY 2009-10 through FY 2011-12 and summarized the policy methodology. The Regional context is to update the policy. The 10-year Capital Improvement Program (CIP) shows the needs exceeds revenues overall; Fixed Guideway (FG) caps are still necessary. Glen explained the Transit Capital Score 16 Needs vs. Revenues for FY 2009-10 through FY 2018-19 and summarized the major proposals for FY 2009-10 through FY 2011-12, including, establishing a \$150M reserve for vehicle procurement, establishing a \$50M reserve for preventive maintenance, and set FG caps at \$113M per year to be distributed based on need. For the \$150M vehicle procurement reserve and \$50M preventive maintenance reserve, transit operators are generally supportive but would prefer to use the funds immediately or lift caps. For the FG caps, ferry operators are not in favor of the change to distribution or annual cap. The final draft will be presented to the Commission on June 24. The TCP Policy with detailed funding plans will return to the Commission for action in July. The call for projects is expected to be released on May 18, 2009 with responses due by June 1, 2009.

Information Items / Other Business

8. TIP Amendment Update

The current TIP and subsequent TIP Amendments are available online at: <http://www.mtc.ca.gov/funding/tip>.

9. STP/CMAQ Program Monitoring Update

Staff report is included in the agenda packet for informational purposes.

10. Recommended Future Agenda Items

- Joint Policy Committee's Implementation Policy for SB 375
- SB 518 (Lowenthal) – the Parking Bill
- FY 2009-10 PTAC Vice-Chair Election

Proposed Next Meeting:

Monday, June 15, 2009

1:30 p.m. – 3:30 p.m.

MetroCenter, 1st Floor, Auditorium

101-8th Street, Oakland, CA 94607



METROPOLITAN
TRANSPORTATION
COMMISSION

TRANSIT FINANCE WORKING GROUP (TFWG) MEETING AGENDA

WEDNESDAY, JUNE 3, 2009, 10:00 A.M. – 12:00 P.M.
METROCENTER, 3RD FLOOR, CLAREMONT CONFERENCE ROOM
101 EIGHTH STREET, OAKLAND, CA 94607

Estimated Time

Discussion Items

- | | |
|---|--------|
| 1. Introductions | 3 min |
| 2. Approval of the May 6, 2009 Minutes* | 2 min |
| 3. Legislative Update (<i>Rebecca Long, MTC</i>) | 5 min |
| 4. Update on American Recovery and Reinvestment Act* (<i>Anne Richman, MTC</i>) | 10 min |
| 5. Proposed Programming Priorities for Federal STP Funding* (<i>Craig Goldblatt, MTC</i>) | 10 min |
| 6. FY09 TCP Program, Apportionments and POP Amendment* (<i>Glen Tepke, MTC</i>) | 10 min |
| 7. FY2010 TCP Policy Discussions Follow-up* (<i>Glen Tepke, MTC</i>) | 45 min |

Information Items / Other Items of Business:

- | | |
|---|--------|
| 8. 2009 TIP Updates* | 1 min |
| 9. Proposition 1B Update: Transit (PTMISEA) and Transit Security* (<i>Amy Burch, MTC</i>) | 10 min |
| 10. Forecasted FY 2008-09 TDA Revenue Based on BOE Payments* (<i>Theresa Romell, MTC</i>) | |
| 11. Recommended Future Agenda Items (<i>All</i>) | 5 min |

Next Transit Finance Working Group Meeting:

Wednesday, July 1, 2009
10:00 a.m. – 12:00 p.m.
Claremont Conference Room, MTC MetroCenter

* = Attachment in Packet ** = Handouts Available at Meeting

Contact Glen Tepke of MTC at 510-817-5781 or gtepke@mtc.ca.gov if you have questions about this session.



METROPOLITAN
TRANSPORTATION
COMMISSION

LOCAL STREETS AND ROADS WORKING GROUP
101 - 8th St., 2nd Floor, Claremont
Friday, June 12, 2009
8:30 a.m. – 9:30 a.m. – Strategic Plan Implementation Reform (SPIR)
Subcommittee: “Safety”
9:30 a.m. – 12:00 p.m. - LSRWG

AGENDA

<u>Topic</u>	<u>Estimated Time</u>
1. Introductions (<i>Fernando Cisneros, Chair</i>)	5 min
2. Review of May 8, 2009 Minutes* (<i>Fernando Cisneros, Chair</i>)	5 min
3. Programming Updates:	
A. STP/CMAQ Program Monitoring Update* (<i>Marcella Aranda</i>)	5 min
B. Report of Federal Inactive Obligations* (<i>Marcella Aranda</i>)	10 min
4. Standing Updates:	
A. Legislative Update (<i>Rebecca Long</i>)	15 min
1. State Proposal to Redirect Gas Tax Subventions*	
B. Strategic Plan Implementation – Reform Subcommittee Report (<i>Theresa Romell</i>)	15 min
5. Discussion Items:	
A. American Recovery and Reinvestment Act (ARRA) Update (<i>Theresa Romell/ Ross McKeown</i>)	20 min
1. Costs Savings Discussion*	
2. ARRA Discretionary Programs Summary*	
B. New Federal Act – Framework and Schedule for Cycle Programming* (<i>Craig Goldblatt</i>)	15 min
C. Joint Policy Committee’s Proposed Policies on the Implementation of SB 375* (<i>Ted Droettboom</i>)	15 min
D. TDA-3 Funds for Regional Bicycle and Pedestrian Counts** (<i>Sean Co</i>)	15 min
6. Informational Items:	
A. FY 2008-09 LS&R Needs, Revenue and Performance Survey (<i>Amy Burch/ Theresa Romell</i>)	15 min
1. Survey Response Summary*	
2. 25-Year Needs Calculations**	
B. TIP Update * (<i>Informational Only</i>)	
(<i>The current TIP and subsequent TIP Amendments are available online at: http://www.mtc.ca.gov/funding/tip</i>)	
C. PMP Certification Status* (<i>Memo Only</i>)	
(<i>Current PMP Certification status is available online at: http://www.mtcpms.org/ptap/cert.html</i>)	
7. Caltrans Items:	
A. Oberstar Awards – Call for Applications* (<i>Informational Only</i>)	
B. Interim Construction Oversight Plan* (<i>Informational Only</i>)	
8. Recommended Agenda Items for Next Meeting: (<i>All</i>)	5 min

Proposed Next Meeting:

(*Note: Meeting rescheduled due to the Independence Day Holiday (observed)*)

Friday, July 10, 2009

9:00 a.m. to 12:00 p.m.

MetroCenter, 1st Floor, Room 171

101-8th Street, Oakland 94607

* = Attachment in Packet ** = Handouts Available at Meeting

Contact MTC staff liaison, Theresa Romell, at 510.817.5772 if you have questions regarding this agenda.

Chair: *Fernando Cisneros, City and County of San Francisco*
Vice-Chair: *Seana Gause, Sonoma County Transportation Authority*

MTC Staff Liaison: *Theresa Romell*



METROPOLITAN
TRANSPORTATION
COMMISSION

PROGRAMMING AND DELIVERY WORKING GROUP MEETING
Monday, June 15, 2009
10:30 a.m. – 12:30 p.m.
MTC MetroCenter, 1st Floor, Auditorium
101-8th Street, Oakland, CA 94607

AGENDA

<u>Item</u>	<u>Estimated Time</u>
1. Introductions and Announcements	3 min
2. Review of Minutes from the May 18, 2009 Working Group Meeting*	2 min
3. Working Group Standing Items	
A. STP/CMAQ Program Monitoring Update* (<i>Marcella Aranda</i>) (<i>MTC staff will report on the STP/CMAQ Program monitoring status for FFY 2008-09 as well as additional program monitoring issues. The STP/CMAQ obligation deadline was April 30, 2009</i>)	5 min
B. Federal Inactive Obligations* (<i>Marcella Aranda</i>) (<i>MTC staff will discuss the projects on the federal inactive obligations March 2009 quarterly review as well as the 3- and 6-month look-ahead reports for the next quarter.</i>)	3 min
C. STIP Project Delivery Monitoring Update* (<i>Kenneth Kao</i>) (<i>MTC staff will report on allocation status of projects programmed in FY 2008-09 and FY 2009-10 of the STIP.</i>)	5 min
D. CTC Update* (<i>Kenneth Kao</i>) (<i>MTC staff will report on the latest from the California Transportation Commission (CTC) with regards to new or revised policies, procedures, guidance and direction.</i>)	5 min
E. ARRA Discretionary Programs Summary * (<i>Amy Burch</i>) (<i>MTC staff will provide an update on the 2009 ARRA State Discretionary Programs.</i>)	5 min
4. Discussion Items	
A. American Recovery and Reinvestment Act (ARRA) Update* (<i>Ross McKeown/ Sylvia Fung</i>) (<i>MTC staff will provide an update on the current activities related to the federal American Recovery and Reinvestment Act of 2009.</i>)	15 min
i. Cost Savings Discussion	
B. New Federal Act – Framework and Schedule for 1 st Cycle Programming* (<i>Craig Goldblatt</i>) (<i>MTC staff will present a framework for discussion of this upcoming federal programming opportunity.</i>)	15 min
C. Proposed SLPP Guidelines and Shares for FY 2009-10* (<i>Kenneth Folan</i>) (<i>MTC staff will give an update on proposed the State-Local Partnership Program guidelines and shares for the next fiscal year.</i>)	5 min
D. Overview of 2010 Regional Transportation Improvement Program (RTIP)* (<i>Kenneth Kao</i>) (<i>MTC staff will provide an overview of the 2010 Regional Transportation Improvement Program and schedule.</i>)	5 min
5. Informational Items	
A. TIP Update* (<i>Memo Only</i>) (<i>The current TIP and subsequent TIP Amendments are available online at: http://www.mtc.ca.gov/funding/tip</i>)	
B. PMP Certification Status* (<i>Memo Only</i>) (<i>Current PMP Certification status is available online at: http://www.mtcpms.org/ptap/cert.html</i>)	
C. Legislative Update* (<i>Memo Only</i>)	
D. FY 2008-09 LS&R Needs, Revenue and Performance Summary Update* (<i>Memo Only</i>)	

E. Third Quarter Expenditure Status Report for FY 2008-09 Regional Improvement Program* (*Memo Only*)

6. Caltrans Items

(*Caltrans will present updates on various federal program- related changes, including solicitations and announcements.*)

A. Federal Programs Update (*Sylvia Fung, Caltrans D4*)

10 min

i. Oberstar Awards – Call for Applications*

ii. Interim Construction Oversight Plan*

7. Workshop Items

June 15 – Transportation Enhancement (TE) and the Conservation Corps

11:30 a.m.

(*Representatives from the Conservation Corps (CC) and Caltrans will be available to share experiences working with the CC and to provide input on how our agencies can partner with the state and local CCs on our TE jobs.*)

8. Recommended Agenda Items for Future Meetings

The next PDWG meeting:

Monday, July 20, 2009

10:30 a.m. – 12:30 p.m.

MTC MetroCenter, **3rd Floor, Fishbowl**

101 Eighth Street, Oakland 94607

* = Attachment in Packet ** = Handouts Available at Meeting

Contact MTC staff liaison, Kenneth Kao at (510) 817-5768 or kkao@mtc.ca.gov if you have questions about this session.

As presented to the Legislation Committee on June 5, 2009



METROPOLITAN
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Memorandum

TO: Legislation Committee

DATE: June 5, 2009

FR: Executive Director

RE: FY 2009-10 State Budget Update

California voters' resounding rejection of the May 19 special election measures has forced Sacramento legislators back to the drawing board to solve what is now estimated to be a \$21 billion budget shortfall. Approximately \$9.5 billion of this shortfall is due to the rejection of the measures, while roughly \$12.5 billion is due to lower revenue projections in the current year and FY 2009-10.

The Administration's May Revise of the FY 2009-10 Budget includes \$5.5 billion in borrowing with revenue anticipation warrants (RAWs), \$5.3 billion in cuts to K-14 education, and \$2 billion in local government revenue loans to be repaid with interest in three years under the provisions of Proposition 1A (2004). With regard to transportation, the Administration proposes:

- For FY 2009-10, transferring \$986 million in local gas tax subventions (otherwise available for local streets and roads) to the General Fund to offset transportation debt service costs pursuant to Article XIX, Section 5 of the Constitution, which the Administration believes allows up to 25 percent of the state's *total* fuel tax revenue (including the local share) to be used for this purpose. For FY 2010-11 and beyond, diverting about \$750 million annually from local gas tax subventions to offset transportation bond debt service.
- Transferring an additional \$336 million in unanticipated spillover funds (due to higher gasoline prices) to the General Fund to cover transportation debt service costs.

The Legislative Analyst's Office recommended an alternative approach whereby the state would borrow, rather than simply redirect, local gas tax subvention funds and repay them with interest within three years. The LAO also recommended partial suspension of Proposition 42 in FY 2009-10.

The proposed redirection of local gas tax subvention funds would result in a \$184 million loss in funding for Bay Area cities and counties in FY 2009-10 and almost \$140 million in FY 2011 and beyond, as shown in Attachment 1. Staff will closely monitor the budget negotiations, particularly the proposal to reduce local streets and road funding, and work to minimize the impact on projects already underway, particularly those that are partially funded by federal American Recovery and Reinvestment Act funds, and thus subject to strict deadlines in order to retain access to the funds.

//Steve Heminger//

Steve Heminger
Executive Director

Item 5, Attachment A

Bay Area Impact of Proposed Diversion of Local Gas Tax Subvention Funds

(Dollars in thousands)

TOTAL BAY AREA LOCAL STREET & ROAD FUNDS AT RISK	FY2009-10	FY2010-11 & Beyond
Alameda	(36,922)	(27,897)
Contra Costa	(26,076)	(19,703)
Marin	(6,808)	(5,144)
Napa	(4,271)	(3,227)
San Francisco	(18,874)	(14,261)
San Mateo	(19,616)	(14,822)
Santa Clara	(45,387)	(34,293)
Solano	(11,924)	(9,009)
Sonoma	(14,066)	(10,628)
Bay Area Subtotal	(183,945)	(138,984)
State Total	(986,000)	(745,000)

ALAMEDA	FY2009-10	FY2010-11
ALAMEDA	(1,150)	(869)
ALBANY	(256)	(194)
BERKELEY	(1,625)	(1,228)
DUBLIN	(667)	(504)
EMERYVILLE	(140)	(106)
FREMONT	(3,234)	(2,443)
HAYWARD	(2,259)	(1,707)
LIVERMORE	(1,266)	(956)
NEWARK	(668)	(504)
OAKLAND	(6,348)	(4,796)
PIEDMONT	(169)	(128)
PLEASANTON	(1,050)	(794)
SAN LEANDRO	(1,245)	(940)
UNION CITY	(1,105)	(835)
COUNTY (UNINCORPORATED)	(15,743)	(11,895)
COUNTY TOTAL	(36,922)	(27,897)
CONTRA COSTA		
ANTIOCH	(1,583)	(1,196)
BRENTWOOD	(773)	(584)
CLAYTON	(170)	(129)
CONCORD	(1,953)	(1,475)
DANVILLE	(673)	(509)
EL CERRITO	(367)	(277)
HERCULES	(379)	(286)

Contra Costa Cont'd

Item 5, Attachment A

LAFAYETTE	(379)	(286)
MARTINEZ	(572)	(432)
MORAGA	(256)	(193)
OAKLEY	(504)	(381)
ORINDA	(277)	(209)
PINOLE	(304)	(230)
PITTSBURG	(996)	(753)
PLEASANT HILL	(524)	(396)
RICHMOND	(1,641)	(1,240)
SAN PABLO	(489)	(370)
SAN RAMON	(917)	(693)
WALNUT CREEK	(1,034)	(781)
COUNTY (UNINCORPORATED)	(12,285)	(9,282)
COUNTY TOTAL	(26,076)	(19,703)
MARIN		
BELVEDERE	(36)	(27)
CORTE MADERA	(157)	(119)
FAIRFAX	(123)	(93)
LARKSPUR	(202)	(152)
MILL VALLEY	(230)	(174)
NOVATO	(872)	(659)
ROSS	(40)	(30)
SAN ANSELMO	(208)	(157)
SAN RAFAEL	(966)	(730)
SAUSALITO	(124)	(94)
TIBURON	(148)	(112)
COUNTY (UNINCORPORATED)	(3,702)	(2,797)
COUNTY TOTAL	(6,808)	(5,144)
NAPA		
AMERICAN CANYON	(266)	(201)
CALISTOGA	(88)	(67)
NAPA	(1,279)	(966)
ST HELENA	(100)	(75)
YOUNTVILLE	(55)	(41)
COUNTY (UNINCORPORATED)	(2,484)	(1,877)
COUNTY TOTAL	(4,271)	(3,227)
SAN FRANCISCO		
SAN FRANCISCO CITY AND COUNTY	(18,874)	(14,261)
COUNTY TOTAL	(18,874)	(14,261)
SAN MATEO		

Item 5, Attachment A

ATHERTON	(117)	(89)
BELMONT	(409)	(309)
BRISBANE	(60)	(45)
BURLINGAME	(453)	(342)
COLMA	(25)	(19)
DALY CITY	(1,678)	(1,268)
EAST PALO ALTO	(516)	(390)
FOSTER CITY	(478)	(361)
HALF MOON BAY	(204)	(154)
HILLSBOROUGH	(176)	(133)
MENLO PARK	(492)	(372)
MILLBRAE	(331)	(250)
PACIFICA	(620)	(469)
PORTOLA VALLEY	(73)	(55)
REDWOOD CITY	(1,217)	(920)
SAN BRUNO	(666)	(503)
SAN CARLOS	(453)	(342)
SAN MATEO	(1,510)	(1,141)
SOUTH SAN FRANCISCO	(990)	(748)
WOODSIDE	(88)	(66)
COUNTY (UNINCORPORATED)	(9,059)	(6,845)
COUNTY TOTAL	(19,616)	(14,822)
SANTA CLARA		
CAMPBELL	(606)	(458)
CUPERTINO	(840)	(635)
GILROY	(756)	(572)
LOS ALTOS	(428)	(324)
LOS ALTOS HILLS	(131)	(99)
LOS GATOS	(448)	(339)
MILPITAS	(1,014)	(766)
MONTE SERENO	(54)	(41)
MORGAN HILL	(585)	(442)
MOUNTAIN VIEW	(1,116)	(843)
PALO ALTO	(954)	(721)
SAN JOSE	(14,836)	(11,210)
SANTA CLARA	(1,741)	(1,315)
SARATOGA	(478)	(362)
SUNNYVALE	(2,068)	(1,563)
COUNTY (UNINCORPORATED)	(19,330)	(14,605)
COUNTY TOTAL	(45,387)	(34,293)
SOLANO		
BENICIA	(432)	(326)

Item 5, Attachment A

DIXON	(273)	(206)
FAIRFIELD	(1,630)	(1,231)
RIO VISTA	(121)	(91)
SUISUN CITY	(432)	(327)
VACAVILLE	(1,491)	(1,127)
VALLEJO	(1,877)	(1,418)
COUNTY (UNINCORPORATED)	(5,668)	(4,283)
COUNTY TOTAL	(11,924)	(9,009)
SONOMA		
CLOVERDALE	(147)	(111)
COTATI	(130)	(98)
HEALDSBURG	(201)	(152)
PETALUMA	(981)	(741)
ROHNERT PARK	(739)	(559)
SANTA ROSA	(2,719)	(2,054)
SEBASTOPOL	(134)	(101)
SONOMA	(171)	(129)
WINDSOR	(455)	(344)
COUNTY (UNINCORPORATED)	(8,391)	(6,340)
COUNTY TOTAL	(14,066)	(10,628)
BAY AREA TOTAL	(183,945)	(138,984)



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 Bay Conservation and Development Commission
 Metropolitan Transportation Commission

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JOINT POLICY COMMITTEE — REGIONAL PLANNING PROGRAM

Date: May 29, 2009
 To: Partnership Technical Advisory Committee
 From: Ted Droettboom, Regional Planning Program Director
 Subject: Draft Policies for the Bay Area's Implementation of SB 375

I have been asked to speak with PTAC about the Bay Area's emerging approach to the implementation of SB 375.

We are refining our approach starting with a set of draft policies to guide implementation—in effect policies for making policies. Those policies were distributed for comment in January and were first considered by the Joint Policy Committee (JPC) at its meeting on March 20th. The draft policies generated a number of written comments and a flurry of public testimony at the March JPC meeting. In order to give the lengthy and thoughtful commentary due consideration, the Committee deferred action on the draft policies.

At its meeting of May 15th, the JPC received a set of amended policies responding to the comments received on the initial draft. At our recommendation, the JPC tabled further action on the policies pending continuing discussion with stakeholders. A report is expected back no later than the September JPC meeting.

Attached to this memo is a synopsis of comments and issues, including suggested amendments to the initial draft policies. Also attached is the original set of policies upon which the comments were based, as well as two comment letters received subsequent to the March 20th JPC meeting: one from the City of San José and one from the Northern California Chapter of the U.S. Green Building Council. Comments received on March 20th or earlier are archived on the JPC website (<http://www.abag.ca.gov/jointpolicy/jpc-sb375-implementation.htm>).

As agencies represented on the PTAC were significant commentators on the first-draft policies, I would very much appreciate your review of the policies as amended and your identification of any unresolved issues requiring further discussion.



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JOINT POLICY COMMITTEE — REGIONAL PLANNING PROGRAM

Date: May 6th, 2009
 To: Joint Policy Committee
 From: Ted Droettboom, Regional Planning Program Director
 Subject: Draft Policies for the Bay Area's Implementation of SB 375—Synopsis of Comments and Issues

At its meeting of March 20th, the JPC began consideration of a set of draft policies to guide the Bay Area's approach to Senate Bill 375. The Committee also had before it 18 letters from interested stakeholders, comprising a total of 70 pages of comments on the draft policies. Of the 18 comment letters, ten had been received in the week subsequent to the distribution of the agenda package on March 13th—five of these on the day before the meeting and two on the day of the meeting. The City of San Jose submitted comments on April 13th, well after the meeting

The draft policies were distributed for public comment on January 23rd. A number of powerful organizations, then, required nearly two months—and, in one case, more—to vet the draft policies and produce comprehensive and thoughtful comment letters. This speaks to the importance that these organizations accord SB 375 and to the seriousness with which they regard the region's proposed approach to the bill.

Eighteen members of the public also requested to speak on this item at the Committee meeting, although not all were present when their turns arose. With a very few exceptions, the oral comments echoed the commentary in the letters.

In recognition of the length, complexity and thoroughness of the comments and noting the limited time available to read, absorb, and respond before and during the March meeting, staff proposed that the JPC defer action on the draft policies to its May meeting. To act otherwise would be dismissive of the considerable thought and effort involved in commenting. Accordingly, the Committee took no action on March 20th.

This memo, prepared in collaboration with the executive directors/officers of the four JPC member agencies, summarizes the comments received, identifies significant issues requiring resolution, and suggests amendments to the draft policies, giving effect to the proposed resolutions. Most of the comments are directed to specific policies and policy subjects; and this memo, for the most part, follows that pattern as well. The memo also notes and responds to a few general comments that span policy subjects or that raise issues beyond the scope of the draft policies.

Policy Subject 1: Setting Targets

This is one of the policy subjects around which there is the least consensus. It is also a subject characterized by vague, ambiguous and overly nuanced language. The draft policy uses words like “aggressive” and “significant” without ever precisely defining what those words mean. Similarly, the comment letters use phrases like “ambitious and achievable,” and “feasible, reasonable, and realistic,” although the meaning of those phrases is very much in the eye of the beholder.

Underneath the wordplay is a core issue that unfortunately is also difficult to define and evaluate in the abstract and in the absence of actual numerical targets. That issue lies in the phrase “business as usual,” a phrase which several commentators propose be struck from the discussion leading up to Policy 1. The presence or absence of that phrase is consequential, as it connotes whether (1) we are going to treat climate change as just another factor to be considered along with many other (and, by implication, more important) traditional factors; or whether (2) climate protection becomes a paramount objective that reshapes our fundamental approach to land-use and transportation planning. Your regional-agency staff are more inclined to the second sea-change alternative, as are most of the non-governmental organizations that submitted comments. Most, though not all, of the congestion management agencies appear to favor the first, more incremental alternative, as do two of the building-industry trade groups.

The level of the targets is important because it signals which of the two alternatives will be emphasized in our approach to SB 375. A relatively low set of targets would suggest that we do not need to change past practice very much; higher targets imply greater urgency and the need for more fundamental change.

Partially obscuring the core issue are two peripheral issues related to targets. Both issues enjoy a fair amount of currency and require a response.

The first issue is the assertion that the establishment of targets exposes us to litigation and the greater the target, the greater the litigation risk. We believe the potential for litigation arises not from the targets themselves but from how the targets are used. If the targets are simply transformed into unrealistic and unattainable commitments, without the policies and resources required to achieve those commitments and without acknowledgement that meeting the targets requires consequential corollary actions, some of which may be beyond our direct control, then successful litigation becomes a possibility. If, however, we treat the targets responsibility—as we intend to do—then litigation becomes much less likely. We have to observe, too, that not establishing appropriate targets can also expose us to litigation, as demonstrated by the Attorney General's recent actions around the state regarding plans that fail to adequately address greenhouse-gas emissions.

We also need to be wary of a double standard relative to the establishment of targets. We note that the region has had no apparent reservations about establishing a target for local streets and roads maintenance as defined by an explicit pavement standard, including also an acknowledgement that there is a significant shortfall relative to the targeted condition. It is conceivable that someone might litigate our failure to meet our street-condition target, but no one has, nor has anyone expressed much fear of that risk. Clearly, however, the high commitment of funding to “fix it first” illustrates the utility of establishing an ambitious target.

The second side issue comes from only one source, but it is expressed so forcefully that it demands a rejoinder. This is the contention from the Home Builders Association of Northern California that it is improper for regional agency staff to initiate fundamental policy proposals and seek adoption by the JPC, and that a policy relative to targets is particularly reprehensible as it affects a matter of substance not merely of process. In response, we simply note that it is a long and respected tradition in public service for staff to propose policy initiatives to elected officials. Those elected officials may accept, reject, or modify those proposals based upon arguments from others or their own judgment. The draft policy on targets is consistent with that universally accepted tradition. We will concede, however, that line between substance and process is a blurry one—in this and in many other cases. The proposed policy on targets may affect both process and substance: process in the sense that it will drive our level of effort in preparing the sustainable communities strategy; substance in that it will make a difference if we are successful in achieving the target. We do not believe it is inappropriate to have policies affecting both process and substance.

In the end, however, after reviewing all the comments, we believe that draft Policy 1 fails the test of good public policy on two counts: (1) it is too vaguely worded, therefore leaving too much to alternative interpretation; and (2) it deals with a matter largely outside our policy control, as the targets will be established, not by the Bay Area, but by the California Air Resources Board with the advice of a statewide committee. To remedy these faults, we suggest modifying an amendment suggested by the CMAs to acknowledge the usefulness of explicit targets in driving policy and action. We propose to amend policy 1 to read as follows¹:

Policy 1:

The Bay Area regional agencies will fully participate in CARB's regional target-setting process. This participation will occur, to the extent possible, through the RTAC process, through the exchange of data and information with CARB, and through the authority given MPOs to independently recommend targets for their regions.

~~In their participation, the Bay Area regional agencies will seek factors, methodologies, and targets that do not limit this region's ability to achieve significant GHG reductions and that do provide significant challenges to current trends and habits.~~

The regional agencies, with their partners, will evaluate the targets provided by CARB against the best science available and may decide to establish unofficial aspirational targets which exceed the CARB minimums. The Bay Area will endeavor to construct a Sustainable Communities Strategy that meets these aspirational targets, but will evaluate performance relative to these targets for information only.

The regional agencies will also seek unambiguous and accurate metrics of target achievement, so that performance relative to the targets can be confidently and unarguably assessed.

¹In this and all subsequent cases, strikeouts denote deletion and additions are italicized.

Policy Subject 2: Modeling the Relationship between Transportation and Land Use

Those commenting on the modeling policy seek five qualities with which we fully concur. The policy would be improved by making these qualities more explicit—noting, as do some of the commentators, that achieving modeling perfection should be subordinate to delivering an acceptable sustainable communities strategy on time and that continued close collaboration among modeling entities is essential. We propose to incorporate these qualities by amending the draft policy as follows:

Policy 2: The Bay Area regional agencies will *continue to work together with local partners and regional stakeholders* to construct an integrated ~~and transparent~~ modeling system which ~~facilitates technical, decision-maker and public understanding of how land use and transportation decisions can be coordinated so as to reduce GHG emissions,~~ *to the extent possible within the time and resources available, achieves these essential qualities:*

- *Transparency—technical, decision-maker and public understanding of how land-use and transportation decisions can be coordinated so as to reduce GHG emissions, facilitated through open disclosure and explanation of assumptions and methodologies, but without over-simplifying complex relationships;*
- *Comprehensiveness—sensitivity to the many factors that influence individual and collective land-use and transportation choices, including, but not limited to: energy prices, parking prices and availability, transportation usage charges, travel-time comparisons among alternative modes, housing affordability, employment locations, school quality, perceived public safety, and the presence or absence of complementary uses, supportive design and other community amenities or liabilities;*
- *Resolution—Spatial and temporal data and analysis at the highest possible level of detail (e.g., below the census tract level and for additional hours beyond just weekday peak periods), but without making the modeling results so dependent on detail that they become unreliable with small variations in the underlying assumptions;*
- *Uniformity—Full involvement of the CMAs and others who engage in complementary modeling activities to facilitate commonality and compatibility among models and a consistent modeling system which extends beyond the regional agencies;*
- *Appropriate Usage—Explicit recognition of the limitations of models in accurately predicting the future and guiding choice (They are representations of potential reality, not reality itself, and are best employed to help differentiate among alternative strategies, not to predict the precise results of a single strategy. They inform decisions; they do not make decisions.).*

Policy Subject 3: Preparing a Sustainable Communities Strategy and an Alternative Planning Strategy

This is the lengthiest and most consequential of the policy subjects. Predictably, it has generated a great deal of comment.

Among the easier comments to deal with is that relating to an unintended slight to the congestion management agencies in not recognizing the leadership role that some have played on climate change. We apologize for this and propose to amend the offending wording in the policy discussion as follows:

Transportation 2035 has been instrumental in introducing climate protection as a core regional transportation planning objective. ~~to the CMAs and other transportation planning and operating agencies.~~

Also relatively easy to handle is the strong objection which some took to the sixth bullet point under policy 6:

Work with federal agencies to ensure that fiscal constraints and realism tests account for reasonable and probable changes in policy and financial capacity between plan initiation and the RTP horizon year.

The objectors interpreted this to imply an unfair manipulation of the scorecard to make the SCS easier, which we did not intend. As it is standard practice with every RTP to have a discussion with the federal agencies on plan realism, this part of Policy 3 is really unnecessary. Further, as we are interested in achieving actual GHG reductions, not just a paper plan, it is in our interest to apply a tough realism test to assure ourselves that our intent is achievable. To avoid confusion and misinterpreted intent, we propose deleting this clause from Policy 3.

The more difficult commentary relates to resources and to resource priorities. Commentators noticed, as we have, that the SCS is a big and expensive undertaking, both in terms of the technical analysis and the inclusive planning discussion that needs to occur and in terms of the incentives required to make the strategy real.

In terms of technical analysis and planning, our preliminary estimate is that the SCS/RTP/RHNA complex will involve the regional agencies spending three to five times the cost of preparing the usual RTP, not accounting for the costs incurred by CMAs, local governments and others participating in the process.

Incentives are an essential part of implementing the SCS. SB 375 is unambiguous in its assertion that there is no compulsion for local governments to comply with the SCS and that alignment between the SCS and local plans will occur only through objectives in common and incentives. "Incentives" may, in fact, be a bit of a misnomer, as the word usually implies a "bonus motivator," something that gives one a little extra push to engage in a positive behavior. Many local governments need more than bonuses; they are lacking the base resources required to undertake the kind of change contemplated for an effective SCS. Without deep funding, they are incapable of complying, even though they may want to.

Ultimately this may require more resources than are currently in the regional pie, and it could place a significant call on new money as well as lead to the re-prioritization of existing funds. That is why Policy 3 places such an emphasis on resource acquisition. It is also why more than a few commentators are concerned about the content of Policy 3 and the potential diversion of funds from present expenditure programs. We have amended the Policy to clarify that the expenditures called for in the short term are consistent with current regional priorities as established in the most recent RTP, *Transportation 2035* and are consistent with existing state accounts established explicitly to facilitate infill development. We have also agreed with the

commentators that stable transit funding is integral to a successful SCS and have added a bullet point to Policy 3 to that effect.

However, we cannot deny that in the longer term even more resources will be required to assist realization of an effective SCS and this may require some reconsideration of present priorities. Priorities are what planning is all about, and these will benefit from discussion during the actual construction of the SCS. This discussion most appropriately occurs in that context, not without firmer knowledge of what we actually need to accomplish and what the costs are—both in terms of dollars and in terms of alternatives foregone.

On a related issue, some commentators objected (fairly, in our view) to an implied premature judgment on a road-pricing strategy. The policy has been amended to clarify that we are only seeking the authority to implement more comprehensive road pricing if we need it and that the application of that authority, if granted, will only occur if we determine through the SCS process that it is required and feasible. It is prudent to seek authority in advance, as there will only be seven years between the adoption of our first SCS in 2013 and the first target year, 2020.

The amended Policy 3 below reflects our suggested resolution to the concerns and issues discussed above. It also clarifies our intent to pursue the SCS through a broad-based regional/local partnership, building upon partnerships and collaborative mechanisms already in place.

Policy 3

The Bay Area regional agencies are committed to achieving the region's GHG-reduction targets through the SCS and will prepare an APS only as a last resort.

To assist in the preparation of a realistic and attainable SCS, the regional agencies will:

- ~~Form a partnership~~ Partner with ~~local transportation and land use authorities~~ *with CMAAs, transit agencies, local governments, and with* other relevant stakeholders to cooperatively prepare an SCS, beginning no later than the end of 2009;
- *In balance with other programming priorities, begin programming and allocating funds from the current RTP's \$2.2 billion TLC account no later than fiscal year 2010-11 so as to demonstrate a tangible commitment to priority development areas that assist in reducing GHGs;*
- Initiate joint programming of regional-agency funding (e.g., MTC and BAAQMD grants) to achieve synergies and maximize combined impact, *beginning with pilot efforts built upon the MTC's new Climate Change fund and the Air District's TFCA program;*
- *Consistent with the current RTP and forthcoming discussions on new incentives for priority development areas, give priority consideration to SCS-supportive incentives in the allocation and programming of new funding (e.g., the federal stimulus package) as it becomes available to the regional agencies;*
- Advocate for early and appropriately directed incentives for PDAs and PCAs from existing state programs *which are intended to encourage infill development and land conservation, and advocate* for the creation of additional incentive mechanisms through new state legislation in advance of the SCS;

Policy 3 continued

- *Advocate for the restoration of more stable funding to transit operations, which will be essential to reducing VMT and GHGs.*
- ~~Work with federal agencies to ensure that fiscal constraints and realism tests account for reasonable and probable changes in policy and financial capacity between plan initiation and the RTP horizon year;~~
- ~~Advocate for road pricing and other transportation measures and regional transportation pricing authorities that can contribute to reducing VMT per capita and hence related GHGs so that these authorities can be available to the SCS if required.~~

Policy Subject 4: Achieving Consistency with Adjacent Regions

This policy seems to be universally supported as written. Therefore, we propose no amendments.

Policy Subject 5: Synchronizing and Conforming the SCS and the RTP with the Regional Housing Needs Allocation (RHNA)

Under this subject, we received some strong philosophical and political commentary relating to the ethics and efficacy of state housing-element law and the RHNA process. These issues are beyond the scope of these policies and are more appropriately addressed to the State Legislature.

There are two issues which are germane to the policies and susceptible to policy amendment. The first of these is a call for once again emphasizing that the process will occur as a partnership between regional and local interests, and we have added some words to that effect. Inclusion and partnership is integral to a successful process, and it cannot be repeated too many times. It is also appropriate to use already established partnership and advisory mechanisms where possible, rather than build an entirely new collaborative infrastructure.

The second issue relates to some discomfort among members of the JPC, other regional leaders, and a few of the commentators about referring matters *first* to the JPC without prior consideration at the responsible agency. The policy has been amended to allow prior agency review to occur if desired, but to require thorough vetting at the JPC before final and firm decisions are taken, fully consistent with the JPC's role as defined by state law. We must observe, however, that this could potentially lengthen the elapsed time required to achieve policy resolution and the time commitment which regional leaders must make to additional meetings. In either case, the JPC is only advisory and there is no delegation of formal authority and responsibility to the JPC. However, the SCS is all about joint policy, and for joint policy to be successful it is essential that it be considered in a genuinely joint manner.

Our proposed resolution to the two issues is reflected in the amendments below.

Policy 5:

The SCS, RTP and RHNA will be developed together through a single and integrated cross-agency work program, *developed and implemented in partnership with the other regional agencies, congestion management agencies, local governments, and non-governmental organizations which have a stake in the work and its outcomes.*

~~All Progress and interim~~ products in the cross-agency work program will be reported in draft ~~first~~ to the JPC *for a thorough interagency vetting before being referred with JPC recommendations; and through the JPC for final decision* ~~to~~ by the committees, board, and commission ~~charged with making draft and final decisions on~~ *formally responsible for each of the three policy instruments: MTC for the RTP, ABAG for the RHNA, and both for the SCS.*

~~The JPC and its member agencies will share draft material with partnership groups, consultative committees and advisory councils and with one another may, from time to time, form subcommittees, including additional representatives from each of the agencies to~~ facilitate broadened vetting of significant ~~draft documents~~ *ideas and initiatives. From time to time, the JPC may initiate special task forces, widely representative of affected regional and local interests, to assist in the detailed drafting of contentious and consequential policies and measures.*

To the extent feasible, policy reports and adopting resolutions for each of policy instruments will reference implications for the other instruments so that all decisions are cognizant of interdependencies.

Policy Subject 6: Providing CEQA Assistance

There are no comments that would lead to substantive amendments to this policy as written.

Policy Subject 7: Aligning Regional Policies

We propose amending Policy 7 to again clarify the role of our local partners and to clarify the role of the JPC relative to its member agencies. Of particular relevance is the requirement under state law—SB 849 (Torlakson) and AB 2094 (DeSaulnier)—that the Joint Policy Committee “shall coordinate the development and drafting of major planning documents prepared by ABAG, MTC, the Bay Area Air Quality Management District, and the San Francisco Bay Conservation and Development Commission, including reviewing and commenting on major interim work products and the final draft comments prior to action by ABAG, MTC, the Bay Area Air Quality Management District, and the San Francisco Bay Conservation and Development Commission.”

A few commentators have objected to the JPC's consideration of an indirect source rule (ISR). The desirability of an ISR is best addressed when the Air District begins its discussion of its proposal later this year.

One area unsusceptible to resolution through policy amendment is the City of San Jose's observation that the JPC is incapable of responsibly vetting consequential land-use and transportation policy as it lacks direct representation from the region's largest city, where much of that policy will play out. This issue can only be resolved by member-agency appointments to JPC.

Policy 7:

Starting immediately, and consistent with the JPC's role as defined in state law, all significant regional-agency policies documents affecting the location and intensity of development or the location and capacity of transportation infrastructure will be vetted through the JPC and evaluated against the filter of the emerging SCS. As with all regional-agency policies affecting local land-use discretion or local-level transportation investments, the policy documents will be developed in partnership with the applicable local governments, congestion management and transit agencies and with the participation of other interested stakeholders. As well, the final decision on any regional policy lies with the responsible regional board or commission to which the JPC is advisory.

Other Issues and Concerns

In the course of reviewing the draft policies to guide the SB 375 process, a number of commentators have raised issues of substantive policy that are best addressed in the sustainable communities strategy itself and are most appropriately discussed and resolved in the context of developing that strategy. Among these are the importance of considering employment location in addition to housing location, issues of displacement, gentrification and affordable housing, parking prices and availability, climate-protection fees and taxes, economic feasibility of alternative development forms and new approaches to housing supply, broad equity concerns, greenfield protection, value recapture, criteria for rewarding performance not merely intent, and a broadened menu of incentives and financial assistance. We concur that most, if not all, of these subjects are integral to a successful strategy and we look forward addressing them with our partners.

At least one commentator has also raised the possibility of the SCS addressing other greenhouse gas emissions beyond those generated by automobiles and light trucks. While we agree this would be desirable, we note that it goes considerably beyond the scope of the SCS as required by SB 375 and may go well beyond the capabilities of the regional agencies and our partners to accomplish in the time available. We suggest that a more reasonable objective would be to treat non-automotive emissions as potential co-benefits of a strategy directed at automobile emissions. Many of the initiatives we undertake to reduce automotive emissions will also reduce other emissions, but we do not believe we have the capacity or the authority to undertake other planning activities aimed exclusively at non-automotive initiatives—at least not within the SB 375 mandate.

RECOMMENDATION

The amendments suggested above respond positively to most of the comments we received on our initial draft, and we are grateful to the commentators for helping us improve on that draft. There are, however, areas of continued disagreement, where accepting some comments would be counter to the spirit of the proposed policies and would work against the intent of SB 375 and against efforts to achieve real reductions in greenhouse gas emissions. While we cannot recommend acceptance of these contentious comments, we are not entirely comfortable with recommending our counter proposal to you either. To do so would likely just generate another round of commentary and start the sustainable communities strategy on a note of unfortunate discord with many of our key partners.

We do, however, have some time to work out the differences with our partners before the SCS program starts in earnest this fall, and we are confident that a face-to-face, interest-based dialogue can improve understanding and trust. While there will likely to be some areas where we need to agree to disagree, we believe it is worth the time and effort to work on something approaching a consensus recommendation. Further, this in-depth conversation among partners is consistent with the process of inclusion we are recommending for the development of the SCS itself, and it is appropriate to model that essential inclusionary process with the finalization of the implementation policies.

As well, we are aware that some elected leaders of our member agencies are not entirely comfortable with a more active role for the JPC, even though that role is effectively mandated by state law. Postponing action on the implementation policies will give the member agencies more time to consider the acceptability of this role relative to alternatives.

Accordingly we RECOMMEND:

THAT regional-agency staff engage in face-to-face discussions with our partner local agencies and other key stakeholders with the objective of bringing a consensus recommendation on implementation policies back to the JPC no later than its September 2009 meeting.



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JOINT POLICY COMMITTEE — REGIONAL PLANNING PROGRAM

Date: March 12, 2009
 To: Joint Policy Committee
 From: Ted Droettboom, Regional Planning Program Director
 Subject: Policies for the Bay Area's Implementation of Senate Bill 375

Attached is a draft set of policies which are proposed to guide the process through which the Bay Area's regional agencies will implement SB 375 (Steinberg). The draft policies were distributed to the JPC and to stakeholders in January so that there would be ample opportunity to consider and comment on the draft policies before they were submitted for adoption at the JPC's March meeting. Some stakeholders have provided written comments, and these are also attached to this memorandum.

The draft policies are essentially policies for making policies (i.e., "meta-policies"). They were developed by senior staff from all four of the JPC member agencies and are supported by the Executive Directors/Officers of each.

The draft policies are designed to facilitate the achievement of five qualities, which we believe are essential for the successful implementation of SB 375 and for the responsible and effective conduct of our ongoing regional planning responsibilities. These qualities are:

1. **Challenge** to the *status quo* and to business as usual, in recognition of the urgency and magnitude of the global climate-change imperative;
2. **Integration**
 - Between ABAG's and MTC's respective contributions to the Sustainable Communities Strategy (SCS) and, if required, the Alternative Planning Strategy (APS),
 - Between the Regional Transportation Plan (RTP) and the Regional Housing Needs Allocation (RHNA),
 - Between analytic modeling results and planning choices,
 - Between the requirements of SB 375 and other ongoing and proposed regional planning initiatives undertaken by any and all of the four JPC member agencies,

- Between the efforts of the Bay Area and those of adjacent regions;
3. **Inclusion** of all the entities—local governments, congestion management agencies, transit providers, non-governmental organizations (NGOs), business, development and environmental interests—required to make the SCS real, achievable, and more than a paper plan;
 4. **Momentum**, continuing and building upon the climate-protection, focused-growth, transit-oriented-development, road-pricing and other related land-use and transportation planning initiatives already moving forward under the leadership of the JPC member agencies;
 5. **Impact** on the actual, on-the-ground production of greenhouse gases without compromising the region's overall objectives for economic prosperity, environmental sustainability and social equity.

Our approach to SB 375, as guided by these policies, will significantly change how we prepare the Regional Transportation Plan (RTP) and how we develop the Regional Housing Needs Allocation (RHNA). It will also affect the planning activities of the Air District and influence the way BCDC prepares for change on the Bay's shoreline. In addition, the approach requires that the JPC play a considerably enhanced role in all regional planning products. SB 375 and our preparation of a Sustainable Communities Strategy clearly bring *joint* policy to the forefront and require that the JPC and its regional-agency members engage in an unprecedented partnership with other members of the Bay Area community.

RECOMMENDATION

I RECOMMEND:

- A. THAT the Joint Policy Committee adopt the attached Policies for the Bay Area's Implementation of SB 375 (the Policies); and
- B. THAT the Joint Policy Committee refer and commend the Policies for adoption by its member agencies.



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JOINT POLICY COMMITTEE

Policies for the Bay Area's Implementation of Senate Bill 375

Introduction

SB 375¹ (Steinberg) was passed by the California State Assembly on August 25th, 2008, and by the State Senate on August 30th. The Governor signed it into law on September 30th, 2008.

The bill mandates an integrated regional land-use-and-transportation-planning approach to reducing greenhouse-gas (GHG) emissions from automobiles and light trucks, principally by reducing vehicle miles traveled (VMT). Within the Bay Area, automobiles and light trucks account for about 26 percent of our 2007 GHG inventory² and about 64 percent of emissions from the transportation sector.

SB 375 explicitly assigns responsibilities to the Association of Bay Area Governments (ABAG) and to the Metropolitan Transportation Commission (MTC) to implement the bill's provisions for the Bay Area. Both agencies are members of the Joint Policy Committee³ (JPC). The policies in this document were approved by the JPC and provide guidance to the two lead regional agencies in fulfilling their responsibilities in collaboration with their JPC partners, the Bay Area Air Quality Management District (Air District) and the San Francisco Bay Conservation and Development Commission (BCDC).

Bay Area Climate-Protection Context

On July 20th, 2007, the JPC approved a *Bay Area Regional Agency Climate Protection Program*⁴. This program has as a key goal: "To be a model for California, the nation and the world." Following from this key goal is a supporting goal: "Prevention: To employ all feasible, cost-effective strategies to meet and surpass the State's targets of reducing greenhouse-gas emissions to 1990 levels by 2020 and to 80% below 1990 levels by 2050." In pursuit of these goals, MTC's current Regional Transportation Plan (RTP) update, *Transportation 2035*⁵, has evaluated transportation strategies and investment programs relative to a target of reducing GHG emissions from on-road vehicles in the year 2035 by 40 percent compared to 1990 levels. ABAG has established the same target for assessing alternative land-use scenarios in the

¹ http://www.leginfo.ca.gov/pub/07-08/bill/sen/sb_0351-0400/sb_375_bill_20080930_chaptered.html

² Bay Area Air Quality Management District, *Source Inventory of Bay Area Greenhouse Gas Emissions*, December 2008 (http://www.baaqmd.gov/pln/documents/regionalinventory2007_003_000.pdf)

³ The Joint Policy Committee (JPC) is a regional planning consortium of the Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District (BAAQMD or the "Air District"), the San Francisco Bay Conservation and Development Commission (BCDC), and the Metropolitan Transportation Commission (MTC)

⁴ <http://www.abag.ca.gov/jointpolicy/JPC%20Action%20on%20Climate%20Protection.pdf>

⁵ http://www.mtc.ca.gov/planning/2035_plan/index.htm

development of the latest iteration of the region's policy-based forecast of population and employment: *Projections 2009*⁶.

The Bay Area's regional agencies have clearly recognized the primacy of the climate-change challenge as a driver of public transportation and land-use policy, and we have embraced the urgency of GHG reduction. The momentum established by our policies and actions to date will carry over into our implementation of SB 375. We do not regard SB 375 as a vexatious new requirement, but rather as an instrument to assist us in continuing and accelerating the climate-protection journey upon which we have already embarked. We are genuinely concerned with making real and measurable progress in reducing the impact which motor-vehicle travel has on the global warming problem. That concern will be paramount in our approach to SB 375 and is reflected in the policies which follow.

Policy Subject 1: Setting Targets

SB 375 requires that the California Air Resources Board (CARB) set GHG-reduction targets for cars and light trucks in each California region for the years 2020 and 2035. CARB must release draft targets by June 30, 2010 and adopt targets by September 30, 2010.

To assist in establishing these targets, CARB is required to appoint a Regional Targets Advisory Committee (RTAC) composed of representatives of Metropolitan Planning Organizations⁷ (MPOs), affected air districts⁸, the League of California Cities (the League), the California State Association of Counties (CSAC), local transportation agencies⁹, and members of the public—including homebuilders, environmental organizations, environmental-justice organizations, affordable housing organizations, and others. The Advisory Committee is tasked with recommending factors to be considered and methodologies to be used in establishing the targets, not recommending the targets themselves—though MPOs are explicitly permitted to recommend targets for CARB's consideration.

In recommending factors to be considered and methodologies to be used, the Advisory Committee may consider any relevant issues, including, but not limited to, data needs, modeling techniques, growth forecasts, the impacts of regional jobs-housing balance on interregional travel and GHG emissions, economic and demographic trends, the magnitude of GHG-reduction benefits from a variety of land use and transportation strategies, and appropriate methods to describe regional targets and to monitor performance in attaining those targets. The advisory committee shall provide a report with its recommendations to CARB no later than September 30, 2009, and CARB must consider the report before setting the targets. After the publication of the Advisory Committee Report, MPOs are required to hold at least one public workshop in their region. In establishing the targets, CARB is also required to exchange technical information with MPOs and associated air districts.

The prescribed target-setting process, including the multi-sector RTAC, creates a dynamic between *need* (i.e., the reduction required to contribute to the state's overall greenhouse-gas-reduction targets) and *feasibility* (i.e., the perceived probability of satisfying that need through

⁶ <http://www.abag.ca.gov/planning/currentfcst/news.html>

⁷ In the Bay Area, the Metropolitan Planning Organization is MTC.

⁸ In the Bay Area, the Bay Area Air Quality Management District.

⁹ In the Bay Area, this might include Congestion Management Agencies (CMAs), transit providers, and the transportation planning/streets-and-roads arms of local governments.

available regional planning and implementation mechanisms.) That dynamic may be premature and limiting. Until one goes through the actual process of producing and evaluating a target-based plan, the feasibility of that plan, and the target to which it responds, is mostly just conjecture. The necessity to limit the target based on an *a priori* judgment of feasibility is also obviated by the legislation's provision of an escape valve, the Alternative Planning Strategy (APS), which provides a mechanism to identify additional measures if target achievement proves not to be feasible in the initial plan, the Sustainable Communities Strategy (SCS).

In the 2009 RTP update and in the *Projections 2009* process, ABAG and MTC have established very aggressive GHG-reduction targets, based on the transportation sector's large contribution to the region's GHG inventory and on the science-based need to reduce GHGs to 80 percent below 1990 levels by the year 2050. The Bay Area's regional agencies are committed to achieving a significant reduction in transportation-related GHGs and are opposed to constraining that reduction by setting targets that are too low and that do not provide sufficient challenge to business as usual. We also want to ensure our efforts are rewarded with observable progress, not just with well-intentioned but unimplemented plans.

Policy 1:

The Bay Area regional agencies will fully participate in CARB's regional target-setting process. This participation will occur, to the extent possible, through the RTAC process, through the exchange of data and information with CARB, and through the authority given MPOs to independently recommend targets for their regions.

In their participation, the Bay Area regional agencies will seek factors, methodologies, and targets that *do not* limit this region's ability to achieve significant GHG reductions and that *do* provide significant challenges to current trends and habits.

The regional agencies will also seek unambiguous and accurate metrics of target achievement, so that performance relative to the targets can be confidently and unarguably assessed.

Policy Subject 2: Modeling the Relationship between Transportation and Land Use

Travel models (mathematical simulations of travel behavior relative to the regional transportation system and the distribution of land uses) are used to compare the impact of alternative transportation strategies, alternative investment packages and alternative land-use patterns. The land-use patterns that are fed into the travel models are also, in part, generated by mathematical models of economic and demographic trends.

SB 375 requires that the California Transportation Commission (CTC), in consultation with the California Department of Transportation (Caltrans) and CARB, maintain guidelines for travel models. The guidelines must, to the extent practicable within resource constraints, account for:

- The empirical relationship among land-use density, automobile ownership, and vehicle miles traveled (VMT);
- The impact of enhanced transit service on vehicle ownership and VMT;
- Induced travel behavior and land development likely to result from highway or rail expansion;

- Mode splits between automobile, transit, carpool, bicycle, and pedestrian trips;
- Speed and frequency, days, and hours of operation of transit service.

SB 375 also requires that MPOs disseminate the methodology, results, and key assumptions of their travel models in a way that would be usable by and understandable to the public.

Models will be key tools in developing and assessing the alternative transportation and land-use strategies required to implement SB 375. MTC is currently replacing its travel model with a new instrument more attuned to the CTC guidelines. ABAG is about to update its land-use forecasting models.

This is an opportune time to ensure that the region's models are integrated and can be used in an iterative manner, with not only the land-use models feeding into the travel model but with the travel model also feeding back into the land-use models so that the development impacts and requirements of various transportation measures and investments can be more confidently evaluated and so that a mutually reinforcing land-use *and* transportation strategy can be constructed. At present, the relationship is very linear and one-way, with the land-use forecast informing the travel model but the travel model only indirectly influencing how we forecast land use. Achieving two-way integration will require a much closer working relationship between ABAG and MTC staff engaged in modeling and forecasting than has heretofore been the case.

While the models are very technical and complex, it is also a worthy and responsible objective to aim for more public transparency of model methodologies, assumptions and particularly limitations.

Policy 2:

The Bay Area regional agencies will work together to construct an integrated and transparent modeling system which facilitates technical, decision-maker and public understanding of how land-use and transportation decisions can be coordinated so as to reduce GHG emissions.

Policy Subject 3: Preparing a Sustainable Communities Strategy and an Alternative Planning Strategy

SB 375 requires that each MPO (MTC and ABAG in the Bay Area) prepare a sustainable communities strategy (SCS). This strategy is to, among other things, constitute the land-use forecast for the Regional Transportation Plan (RTP) and must comply with federal requirements for that forecast, including most importantly that it be judged to be realistically attainable during the twenty-five-year period of the RTP. One criterion for judging realistic attainability is congruence with local-government general plans, specific plans and zoning.

The SCS shall be adopted as part of the RTP¹⁰ and shall:

- Identify the general location of uses, residential densities, and building intensities within the region;
- Identify areas within the region sufficient to house *all* the population of the region, including all economic segments of the population, over the course of the planning period of the RTP

¹⁰ The next RTP update, and the first to which SB 375 will apply, is scheduled to be adopted in March 2013.

(i.e., 25 years), taking into account net migration into the region, population growth (presumably referring to natural increase), household formation, and employment growth;

- Identify areas within the region sufficient to house an eight-year projection of the regional housing need;
- Identify a transportation network to service the transportation needs of the region;
- Gather and consider the best practically available scientific information regarding resource areas and farmland in the region;
- Consider state housing goals;
- Forecast a development pattern for the region, which when integrated with the transportation network and other transportation measures and policies, will achieve, to the extent practicable, the targeted greenhouse-gas emission reduction from automobiles and light trucks, while also permitting the RTP to comply with the Clean Air Act;
- In doing all of the above, consider spheres of influence that have been adopted by LAFCOs.

Some believe that the SCS is just ABAG's *Projections* under another name and with slightly different prescriptions and constraints. It is much more than that. While the SCS will, in part, play a role similar to *Projections* in the RTP, it is not just a land-use forecast, but a preferred development pattern *integrated* with the transportation network and with transportation measures and policies. It approaches in intent and content a comprehensive land-use and transportation plan for the region. As such, it should play a more fundamental guiding role for the RTP than does *Projections*, which is mostly used now for the Environmental Impact Report (EIR) and for air quality conformity analysis accompanying the RTP.

Before adopting the SCS, we will be required to quantify the reduction in greenhouse gas emissions projected to be achieved by the SCS and identify the difference (if any) between that reduction and the CARB targets for the region.

If the SCS is unable to reduce greenhouse gas emissions to the targeted levels, then we must prepare an Alternative Planning Strategy (APS) showing how the greenhouse-gas targets would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies. The APS is a separate document from the RTP but may be adopted at the same time as the RTP. In preparing the APS, we are required to:

- Identify the principal impediments to achieving the targets through the SCS;
- Describe how the GHG targets would be achieved by the alternative strategy and why the development pattern, transportation measures and transportation policies in the APS are the most practicable choices for the achievement of those targets;
- Ensure that the APS complies with all the federal requirements for an RTP "except to the extent that compliance with those requirements would prevent achievement of the GHG targets" (i.e., the APS is essentially exempted from the criterion of realistic attainability);
- Develop the APS in the same manner and consider the same factors as we would to develop an SCS.

The APS is essentially a more aggressive GHG-reduction strategy than would be permissible under the federal requirements for an RTP—i.e., financially constrained and with a realistic land-use forecast.

As the SCS is an official part of the RTP, it is required by federal law to be internally consistent with the other parts of the RTP, including the financially constrained transportation investment package. This is what gives the SCS its power: transportation projects identified for funding in the RTP investment package must be consistent with the SCS¹¹.

As the APS is not included in the RTP and therefore does not influence transportation investment, its potential impact is much more limited. It serves essentially two purposes, the first explicit in the legislation, the second implicit: (1) to provide access to some California Environmental Quality Act (CEQA) concessions for qualifying development projects¹², and (2) to provide a means through which the state can be informed of additional powers, authorities or resources required to meet regional GHG-reduction targets.

The Bay Area's regional agencies are committed to making a real difference in reducing GHGs. Therefore, it is in our interest to achieve as much progress toward this region's targets in the SCS as possible. Those land-use changes, transportation measures and transportation policies which can only be identified in the APS are essentially those that we have conceded cannot be implemented; that is, we cannot provide the required assurances to the federal government that those changes, measures, and policies meet the realism test—at least not within the current distribution of authorities. If the changes, measures and policies are not real, then the GHG reductions are also not real. We will not attain the on-the-ground improvement we desire and need.

Meeting the realism test for the SCS requires two preconditions: (1) alignment of local land-use policy with the preferred land-use pattern in the SCS¹³ and (2) authority and resources to undertake the required transportation policies and measures. To maximize our probability of success, we need to be acquiring those preconditions now, building upon the momentum that we have established with the target driven RTP, *Transportation 2035*, with the performance-based

¹¹ The legislation specifically excludes a subset of investment projects from this requirement, including those contained in the 2007 or 2009 Federal Statewide Transportation Program (STP), those specifically listed in a sales tax ballot measure approved before the end of the 2008, and arguably those funded through Proposition 1-B (2006). Further the legislation does not require a sales tax authority to change the funding allocations approved by voters for categories in a sales tax measure adopted before the end of 2010.

¹² CEQA concessions are extended to two potentially overlapping types of development projects: (1) a residential or mixed-use project consistent with an SCS or APS; and (2) specifically defined "transit priority projects" (TPPs). Subject to incorporating mitigation measures from previous reviews, the EIRs for SCS- or APS-consistent projects will not be required to address growth-inducing impacts, global warming impacts, or regional transportation network impacts. Further SCS- or APS-consistent development projects will not have to prepare a reduced-density alternative to address local traffic impacts. TPPs will be exempt from CEQA review if they are consistent with an SCS or APS and comply with a long list of other mandatory and optional criteria.

¹³ SB 375 explicitly provides that neither the SCS nor the APS will regulate the use of land or supersede the exercise of the land-use authority of cities and counties. It further stipulates that there is no requirement that a city's or county's land-use polices and regulations, including its general plan, be consistent with the RTP (including the SCS) or with the APS. Therefore, alignment of local land-use policy with the SCS will have to be voluntary.

Projections 2009 and with the Bay Area's voluntary development and conservation strategy, *FOCUS*¹⁴.

Transportation 2035 has been instrumental in introducing climate protection as a core regional transportation planning objective to the CMAs and to other transportation planning and operating agencies. The *Projections 2009* process has initiated a productive discussion with local-government officials on the impact that land-use and development has on transportation GHGs. *FOCUS* has provided mechanisms, priority development areas (PDAs) and priority conservation areas (PCAs), through which the regional agencies and local governments can partner on achieving a land-use pattern that contributes to lower VMT and hence fewer GHG emissions.

To enable the region to prepare a genuinely effective SCS in association with the 2013 RTP, the cooperative policy discussions begun with the 2009 RTP and with *Projections 2009* need to continue and accelerate over the next few years and into the formal beginning of the SCS process. A successful SCS will not be proposed and imposed by the regional agencies, but will be built and owned cooperatively at all levels by all the transportation and land-use authorities in the Bay Area.

We also need to make substantial progress on the implementation of the PDAs and PCAs, so that local governments have concrete examples upon which to draw when constructing local plans that are consistent with the SCS. And we need to establish trust among local governments that substantial regional and state assistance to PDAs and PCAs is truly forthcoming. Full local-government participation in the *FOCUS* PDA and PCA initiatives is conditioned on the provision of incentive funding. In *Transportation 2035* MTC established a \$2.2-billion¹⁵ Transportation for Livable Communities (TLC) account to, in part, assist PDAs and transit-oriented development. Early programming of dollars in the TLC account can set a positive stage for an SCS that enjoys local-government support and, therefore, is more likely to be realistically attainable.

Policy 3

The Bay Area regional agencies are committed to achieving the region's GHG-reduction targets through the SCS and will prepare an APS only as a last resort.

To assist in the preparation of a realistic and attainable SCS, the regional agencies will:

- Form a partnership with local transportation and land-use authorities and with other relevant stakeholders to cooperatively prepare an SCS, beginning no later than the end of 2009;
- Begin programming and allocating funds from the \$2.2 billion TLC account no later than fiscal year 2010-11 so as to demonstrate a tangible commitment to priority development areas that assist in reducing GHGs;
- Initiate joint programming of regional-agency funding (e.g., MTC and BAAQMD grants) to achieve synergies and maximize combined impact;

¹⁴ <http://www.bayareavision.org/initiatives/index.html>

¹⁵ As a federal requirement, enumerated in escalated dollars of the day.

Policy 3 continued

- Give priority consideration to SCS-supportive incentives in the allocation and programming of new funding (e.g., the federal stimulus package) as it becomes available to the regional agencies;
- Advocate for early and appropriately directed incentives for PDAs and PCAs from existing state programs and for the creation of additional incentive mechanisms through new state legislation in advance of the SCS;
- Work with federal agencies to ensure that fiscal constraints and realism tests account for reasonable and probable changes in policy and financial capacity between plan initiation and the RTP horizon year;
- Advocate for road pricing and other transportation measures and authorities that can contribute to reducing VMT and hence GHGs.

Policy Subject 4: Achieving Consistency with Adjacent Regions

As referenced under Policy Subject 3, the SCS will be required to identify areas within the region sufficient to house all the population of the region, including all economic segments of the population, taking into account net migration into the region, natural increase, household formation, and employment growth.

This is a substantial departure from present regional-planning practice, which has assumed some spillover of Bay-Area-generated housing and transportation demand into adjacent regions, particularly into the Central Valley. We can plan to accommodate all our population growth, but our plans are unlikely to be realized if they are not consistent with those of our neighboring regions, who may continue to plan on the basis of accommodating exogenous demand from the Bay Area. Early and frequent discussions with surrounding regions to coordinate assumptions and policies is, therefore, required.

Policy 4:

The Bay Area regional agencies will initiate discussions and consult with our neighboring regions throughout the model-development and SCS planning processes to facilitate consistency in assumptions and policies.

Policy Subject 5: Synchronizing and Conforming the SCS and the RTP with the Regional Housing Needs Allocation (RHNA)

SB 375 requires that the RHNA/housing element cycle will be synchronized and coordinated with the preparation of every other RTP update, starting with the first update after 2010 (i.e., 2013). RTP updates occur every four years, and housing elements must be adopted by local governments eighteen months after the adoption of the RTP. With a few exceptions, the region will now be on an eight-year RHNA cycle and local governments will be on eight-year housing-element cycles. In addition to synchronizing with the preparation of the RTP and the SCS contained therein, the RHNA allocation must be consistent with the development pattern included in the SCS, and the resolution approving the RHNA shall demonstrate that it is

consistent with the SCS. Housing elements and associated local zoning adopted pursuant to the RHNA may be among the most important means for making the SCS real.

The 2008 ABAG RHNA process was the first in the state to explicitly connect the regional housing allocation to the sort of focused-growth and transit-oriented development principles which are likely to be central to the SCS. We, therefore, have a head start on the consistency requirements of SB 375. However, many of jurisdictions that received higher RHNA numbers as the result of the newly applied principles also persuasively argued that they required additional resources to respond to the infrastructure and service requirements of more housing and population. A more intimate connection with the RTP will be required to assist resources to flow in the same direction as housing requirements.

Existing law makes MTC responsible for the RTP and ABAG responsible for the RHNA. SB 375 makes both agencies jointly responsible for the SCS, though the SCS will also be adopted as part of the RTP. To ensure coordination and complementariness and to ensure that both agencies are fully cognizant of their commitments to each other and of their joint commitments to other partners and the region, all three instruments—the RTP, the RHNA and the SCS—should be developed and adopted together as a regional-agency partnership.

Policy 5:

The SCS, RTP and RHNA will be developed together through a single and integrated cross-agency work program.

Progress and interim products in the cross-agency work program will be reported *first* to the JPC, and through the JPC to the committees, boards, and commission charged with making draft and final decisions on each of three policy instruments: MTC for the RTP, ABAG for the RHNA, and both for the SCS.

The JPC may, from time to time, form subcommittees, including additional representatives from each of the agencies, to facilitate broadened vetting of significant draft documents.

To the extent feasible, policy reports and adopting resolutions for each of policy instruments will reference implications for the other instruments so that all decisions are cognizant of interdependencies.

Policy Subject 6: Providing CEQA Assistance

SB 375 provides various levels of CEQA assistance to housing and mixed-use development projects based on their conformity with a number of criteria, including consistency with an SCS or APS. However, the legislation only vaguely defines “consistency” and then in manner which may not be compatible with current Bay Area regional land-use planning practice. One approach to clarifying “consistency” is the preparation of a programmatic environmental impact review (EIR) for the SCS (and for the APS, if required). Development projects, as well as infrastructure projects, might also be able to “tier off” this EIR, and thus become eligible for additional CEQA assistance in addition to that provided through SB 375. The feasibility of this approach, and of alternatives, requires the resolution of a number of technical and legal issues, including the relationship to the EIR presently prepared for the RTP. Work to resolve these issues needs to occur as soon as possible as it will clearly affect the manner in which we prepare the SCS/APS.

DRAFT 3/12/2009

Policy 6:

In consultation with appropriate CEQA authorities, the regional agencies will develop and finalize, no later than June 2010, a functional design for the structure and content of the SCS, the APS and associated environmental impact review documents sufficient for these to be confidently employed as the basis for determining eligibility for CEQA assistance as contemplated in SB 375 and, if feasible, to provide additional CEQA assistance for projects which contribute positively to environmental objectives for the region.

Policy Subject 7: Aligning Regional Policies

While ABAG and MTC develop the region's first SCS, the Air District and BCDC will also be putting together policies and regulations that will affect the region's distribution of land uses and the placement of public infrastructure. Both agencies may, as well, propose projects which could be included in the RTP.

In its effort to control criteria pollutants (e.g. ozone precursors and particulate matter), the Air District may, under existing authority, consider an indirect source rule (ISR) that regulates the construction and long-term transportation impacts of land development and requires mitigation or payments in lieu for development which does not meet established standards. Of particular concern is development which is deemed to increase automobile travel and hence vehicle emissions. The Air District may also seek to limit development in certain areas so as to reduce exposure to noxious particulate matter and other localized air toxins.

BCDC will be preparing an adaptation plan to prepare for inevitable sea-level rise and storm surges affecting areas on and near the Bay shoreline. This will have implications for the location of future development and perhaps for the relocation of present development and infrastructure.

It is essential that both the Air District's work and BCDC's be aligned with the SCS so that the regional agencies complement and do not contradict one another. Confusion will not contribute to the multi-level collaboration required to achieve a sustainable communities strategy that works.

Policy 7:

Starting immediately, all regional-agency policies affecting the location and intensity of development or the location and capacity of transportation infrastructure will be vetted through the JPC and evaluated against the filter of the emerging SCS.



April 13, 2009

Mr. Ted Droettboom
 Regional Planning Program Director
 Joint Policy Committee
 101 Eighth Street
 Oakland, CA 94604

Dear Mr. Droettboom:

Thank you for the opportunity to review and comment on the Draft Policies for the Bay Area's Implementation of Senate Bill 375. We understand that these policies set forth the "ground rules" for the interdisciplinary work of the four regional agencies pursuant to the legislation, and the goal in the JPC-approved Bay Area Regional Agency Climate Protection Program to employ all feasible, cost-effective strategies to meet and surpass the State's targets of reducing greenhouse gas (GHG) emissions.

Overall, we support the majority of the general policy statements in the document dated January 15, 2009. We would like to highlight a couple of key issues.

Policy #2: Integrated and Transparent Modeling System: We agree that a transparent modeling system is critical to the success of this effort. Transparency needs to go beyond the regional agencies. It is essential that local jurisdictions have meaningful participation in the development of the model that will be used as a basis for the Sustainable Communities Strategy, and related regional planning efforts (e.g., Regional Housing Needs Assessment, Regional Transportation Plan, etc.).

Policy #7: All Regional Policies to be Vetted through JPC First: It is premature to establish this policy. The representation issues for the JPC are currently in flux, and until local jurisdictions are comfortable that their interests will be adequately heard by the JPC, this policy should not be adopted. Similarly, Policy #5 should be amended to delete the second sentence regarding "cross-agency work products will be reported first to the JPC."

Future Policy Considerations

We look forward to working with the JPC and the regional agencies on the specific policies that will be needed to meet SB375. Below are some initial ideas for future consideration in terms of land use, transportation, and Regional Housing Needs Assessment (RHNA).

Land Use Considerations. We encourage the JPC to consider including in its set of policies some incentives or credits for GHG-reducing measures that jurisdictions are already implementing, such as focusing growth to transit locations. Other examples of such measures



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include the City of San José's Green Vision and San José's Green Building policies (see attachments). Many of the actions associated with these measures can result in significant reductions in GHGs.

Transportation Considerations. San José has been a leader in the pursuit and implementation of Regional Transportation policies that encourage residential and nonresidential densities, increase transit use and relieve traffic congestion by reducing the number of single occupant drivers. Taken together these efforts are an important step toward significantly reducing the number of vehicle miles traveled and the levels of greenhouse gas emissions. These efforts can be built upon at the regional level as we implement the directives of SB 375. The pursuit and implementation of the Sustainable Communities Strategy (SCS) is consistent with San José's efforts to date and we would welcome the Region's participation in similar efforts.

Working with the Santa Clara Valley Transportation Authority (VTA) and MTC in the development of the Transportation 2035 Regional Plan update San José has supported and recommends the following initiatives:

- Emphasize the importance of maintaining existing roadways and transit facilities by investing regional funds in local streets and roads and transit rehabilitation.
- Encourage Transit expansion (BART, High Speed Rail, and Light Rail) and the development of more "Transit Friendly" communities.
- Encourage the development, use and public agency fleet expansion of alternative fuel vehicles.
- Support the expansion of Project Development Areas (PDA's) development incentives that are funded through the use of the nearly \$2.2 billion in regional Transportation for Livable Communities (TLC) funds.
- Through PDA's and the expansion of the Regional Bicycle Network, expand development of bicycle and pedestrian improvements to encourage increased use and mode shift.
- Develop the Regional "HOT Lane" network in an effort to further reduce VMT and ensure that resources generated by any express lane program are returned to source for the funding of local transit expansion and maintenance, thereby further reducing VMT.
- Encourage Region wide development of congestion pricing strategies (Toll Roads, VMT, VLF, etc.)
- Recommend substantial reinvestment in Transportation and Transit at the Federal level by supporting significant expansion of next Authorization of the Federal Transportation program. Any New Authorization should include:
 - A 25 to 40 cent increase in the Federal Gas Tax
 - Streamlining of the number federal transportation programs
 - Increase in the return to source and local control of the Federal allocation
 - Emphasis on the development of "Green Technologies" and low emission vehicles

San José has already initiated and expanded many of these efforts and welcomes regional support in their further development.

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RHNA Considerations. Reducing vehicle miles traveled is an important objective. Encouraging an increase in public transportation options and the use of more efficient vehicles both will help the State meet its GHG-reduction targets. But more action is needed. It is imperative that residents are provided opportunities to, and are encouraged to, live and work in the same community. By locating housing near employment, the need to travel long distances to work is no longer necessary thus resulting in a reduction in vehicle miles driven and lower GHG emissions. Some cities have considerably more jobs than housing for their employees, or have high cost housing and low wage jobs. Both of these situations result in the need for workers to travel distances, sometimes long distances, between work and home. Other cities have the opposite situation, where employed residents exceed the number of jobs. This also results in the need for employees to travel to reach a job outside their home town.

Currently the Regional Housing Needs Allocation (RHNA) does not consider the jobs-housing balance, or jobs-housing *imbalance*, when allocating housing goals. In order to further the goals of SB375, RHNA goals should allocate additional housing capacity to those jurisdictions that have a surplus of jobs. This will encourage the development of housing opportunities near current employment centers, providing employees with the chance to live and work in the same community. Additionally, the State should consider RHNA allocation goals when allocating affordable housing funding to jurisdictions. Those jurisdictions with the highest State housing goals should be given preference in the allocation of these scarce resources.

Amendments to SB 375

SB 575 is a placeholder bill for potential amendments to SB375. We recommend that the JPC support amending SB 375 to address: 1) accounting for beneficial actions (such as those described in this letter) in a quantifiable manner, and 2) liberalizing CEQA review for projects that incorporate these measures. With these recommendations we can more readily reduce GHGs by implementing all practical and cost-effective methods available.

Conclusion

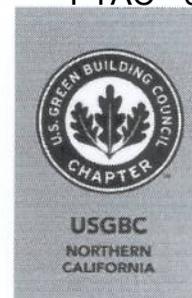
We look forward to the collaborative involvement with local jurisdictions to meet the requirements of SB375. Thank you again for the opportunity to comment. If you have questions or need additional information, please contact Laurel Prevetti, Assistant Director of Planning, Building, and Code Enforcement at 408/535-7901.

Sincerely,



Debra Figone
City Manager

Attachments



May 1, 2009

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Chairperson Scott Haggerty and Members of the Joint Policy Committee
 P.O. Box 2050
 Oakland, CA 94604-2050

RE: Draft Policies for Implementation of SB 375

Dear Chairperson Haggerty and Members of the Joint Policy Committee:

On behalf of the Northern California Chapter of the U.S. Green Building Council (USGBC-NCC), thank you for the opportunity to comment on the Joint Policy Committee's draft policies for implementation of SB 375.

The USGBC is a national, non-profit organization committed to expanding sustainable building practices and sustainable communities. With nearly 1500 members, the Northern California Chapter of the USGBC is an active advocate for built environments that are environmentally responsible, profitable and healthy places to live and work.

SB 375 presents the opportunity to drastically alter the course of land use planning and development, both here in the Bay Area and throughout the State of California. However, the bill could also be rendered ineffectual if MPOs and local decision makers choose not to use SB 375 as a tool to lower greenhouse gas emissions, but rather as just one more legislative mandate demanding perfunctory compliance.

USGBC-NCC applauds the JPC's stated goal to recognize the primacy of climate change as a driver of land use policy, and to regard SB 375 as an "instrument to.... continue and accelerate the climate-protection journey." We strongly support the draft policies' ambitious goals for implementation of SB 375 in the region, and agree that the Bay Area should strive throughout the implementation process to be a model for California.

In furtherance of those goals, we offer the following comments on the draft policies:

- *The SCS should limit Vehicle Miles Traveled (VMTs) to the greatest extent feasible:* We agree that the SCS is not just a land use forecast, but a preferred development pattern. The SCS should therefore incorporate a land use plan that reflects existing development but also contains development policies and plans that limit VMTs to the greatest extent feasible.

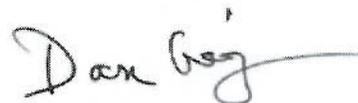
- *Programmatic EIRs:* Development projects that are consistent with and support the policies of the SCS or APS should receive meaningful CEQA relief. USGBC-NCC supports preparation of a thorough Programmatic EIR for the SCS/APS so that eligible development projects are able to tier off of that PEIR .
- *Incentives:* The SCS/APS should include recommendations for incentives for projects that are consistent with the SCS/APS, such as expedited permitting processes and reduction/elimination of fees or assessments. In addition, the SCS should include incentives for local jurisdictions to modify local land use plans for consistency with the SCS/APS.

We look forward to working closely with the JPC and other stakeholders to develop policies for meaningful implementation of SB 375 in order to achieve the ultimate goal of attaining substantial GHG reductions in the Bay Area.

Sincerely,



Andrea Traber
President, Board of Directors
USGBC-NCC



Dan Geiger
Executive Director
USGBC-NCC

cc: Ted Droettboom, Regional Planning Program Director



**METROPOLITAN
TRANSPORTATION
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Memorandum

TO: Partnership Technical Advisory Committee

DATE: June 15, 2009

FR: Sri Srinivasan

RE: TIP Update

2009 TIP Revisions

TIP Revision 09-20 - Pending

TIP Amendment 09-20 makes revisions to 17 projects with a net decrease in funding of approximately \$5.5 million. The amendment adds seven new projects into the TIP: three transit projects (scheduled to receive part of the \$15.3 million in American Recovery and Reinvestment Act (ARRA) funds), two new planning projects (funded with Other Local funds), one grade crossing design project (funded with TCSP earmarks funds) and one pavement overlay project (funded with SLPP funds and Other Local funds). The amendment also updates funding plans of the ARRA funded SHOPP projects to reflect actual obligations, at the request of Caltrans and among other changes, the amendment also changes the funding plan for the Doyle Drive Replacement Project as follows: it moves approximately \$35 million from FY 2007-08 to FY 2008-09 for the Doyle Drive Replacement Project and changes the fund source for \$80 million from Other Local funds to AB1171 funds. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-20 is expected to be approved by the MTC Commission on June 24, 2009. Caltrans approval is expected July 10, 2009 and final federal approval is expected in mid-August 2009.

TIP Revision 09-18 - Pending

Revision 09-18 is an amendment that makes revisions to a total of 34 projects with a net change in funding of \$76.5 million. It adds 12 new projects into the TIP, including the SR 12/29/221 Soscol Junction Interchange (Flyover) Study project with \$6.3 million in State funds; 10 regional planning projects; and a new TIP listing for the Pavement Technical Assistance Program (P-TAP). These were split from existing projects to mark the start of the new federal authorization period. One significant change in this amendment is the increase in costs of the Golden Gate Bridge - Suicide Deterrent System project, with \$5 million in FY 2010-11 and \$45 million in uncommitted funds in FY 2012-13. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-17 was approved by the MTC Commission on May 27, 2009. Caltrans approval is expected June 12, 2009 and final federal approval is expected in mid-July 2009.

TIP Revision 09-17 - Pending

Revision 09-17 is an amendment that makes revisions to a total of 28 projects with a net decrease in funding of \$7.7 million. The amendment is the Annual All Transit or Program of Projects (POP) TIP amendment that makes revisions to transit projects to reflect the FY 2008-09 appropriations that were enacted in March as part of the omnibus appropriations act and the apportionments of the FTA 5307 and 5309 Fixed Guideway programs to urbanized areas that were released by FTA on April 27. One significant change in this amendment is the addition of \$12.6 million to the BART Car Replacement project. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-17 was approved by the MTC Commission on May 27, 2009. Caltrans approval is expected June 12, 2009 and final federal approval is expected in mid-July 2009.

TIP Revision 09-16 - Approved

Revision 09-16 is an administrative modification that makes revisions to 8 American Recovery and Reinvestment Act (ARRA) funded grouped listings with a net increase in funding of approximately \$6.8 million. The back-up lists and costs of grouped listings are updated with this revision. The changes made with this revision will not affect air quality conformity or conflict with financial constraint requirements.

Revision 09-16 was approved by the MTC Director on May 22, 2009. Final Caltrans approval was received on May 27, 2009.

TIP Revision 09-15 – Approved

Revision 09-15 is an administrative modification that makes revisions to 41 projects with a net increase in funding of approximately \$2 million. Among other changes, it updates project lists and costs of three Caltrans managed SHOPP Grouped listings. Most of the modifications reflect adjustments to transit projects reconciling programmed amounts to actual appropriations. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-15 was approved by the Deputy Executive Director on June 3, 2009. Final Caltrans approval was received on June 4, 2009.

TIP Revision 09-14 - Pending

Revision 09-14 is an amendment that revisions to a total of 27 projects with a net increase in funding of approximately \$6.6 million. The amendment serves to update projects to reflect the revised Urban Partnership Program Agreement (UPA). Among other changes, the UPP Pre-Implementation project (SF-070044) was deleted from the TIP and the new Congestion Pricing Study and Coordination project (SF-090028) was added into the TIP. The revision also adds three other new projects into the TIP, two that program the new State Local Partnership Program funds and one that programs the FLHP funds received. The amendment deletes the Santa Rosa City Bus Route 19 /12 (SON070014) project as it was duplicated in the TIP and the Caltrain Fare Equipment Replacement project (SM-030029) as all the funds within the TIP period are being transferred to the Signal/Communication Rehabilitation & Upgrades project (SM-050041). The funding plan of the I-680 Sunol Grade - Alameda project (ALA991084) was updated to include \$72 million in Proposition 1B SHOPP funds that were originally listed under the Grouped Listing - SHOPP - Mandated and Prop IB (VAR991009). The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-14 was approved by the MTC Commission on April 22, 2009. Caltrans approval was received on May 28, 2009 and final federal approval is expected in mid-June 2009.

TIP Revision 09-13 - Pending

Revision 09-13 is an amendment that makes revisions to 6 projects receiving American Recovery and Reinvestment Act (ARRA) funds with a net change in funding of approximately \$17.1 million. Among other changes, the amendment adds three new projects (Yountville SR 29 Bicycle Safety Improvements project - NAP090001, Pedestrian Signal Upgrades - SF-090029, and McGary Road Safety Improvements Project - SOL090004). The amendment also adds \$10 million in ARRA funds to the Vasco Road Safety Improvements - Contra Costa project (CC-050030). The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-13 was approved by the MTC Commission on April 22, 2009. Caltrans approval was received on May 27, 2009 and final federal approval is expected in mid-June 2009.

TIP Revision 09-12 – Approved

Revision 09-12 is an administrative modification that makes revisions to 21 projects receiving American Recovery and Reinvestment Act (ARRA) funds with a net increase in funding of approximately \$1.9 million. One significant change in this revision is the creation of the San Mateo County: Install TMS Elements (SM-090023) project by splitting the project originally listed in the SHOPP – Mobility Grouped Listing in the TIP (MTC050006) to allow for easier reporting and tracking of ARRA funds. The funding plan for the SR 24 - Caldecott Tunnel 4th Bore project was also updated by adding \$104.957 million in State ARRA funds in FY09 in place of \$31 million in RIP funds and \$73.957 million in CMIA funds programmed in the TIP. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-12 was approved by the Director on April 22, 2009. Caltrans approval was received on April 24, 2009.

TIP Revision 09-11 – Approved

Revision 09-11 is an administrative modification that makes revisions to two projects receiving State American Recovery and Reinvestment Act (ARRA) funds with a net increase in funding of approximately \$4.1 million. The changes reflect the actions taken at the April California Transportation Commission meeting. The Marin US 101 HOV Gap Closure project (MRN990001) received \$2.1 million in State ARRA-TE funds and \$2 million in RIP funds in FY09. The funding plan for the SR 24 - Caldecott Tunnel 4th Bore project was updated by adding \$92.7 million in State ARRA funds in FY09 in place of \$2.7 million in IIP funds and \$90 million in CMIA funds programmed in the TIP. Changes made with this revision do not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-11 was approved by the Director on April 16, 2009. Caltrans approval was received on April 16, 2009.

TIP Revision 09-10 – Approved

Revision 09-10 is an administrative modification that makes revisions to 13 American Recovery and Reinvestment Act (ARRA) funded grouped listings with a net decrease in funding of approximately \$7.8 million. One significant change in this revision is the creation of a Grouped Listing for Highway Maintenance Projects receiving ARRA funds (REG090034) by splitting the project originally listed in the SHOPP – Roadway Preservation Grouped Listing in the TIP (MTC050009) to allow for easier reporting and tracking of ARRA funds. All other changes primarily updated the back-up lists and costs of grouped listings. Changes made with this revision do not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-10 was approved by the Director on April 10, 2009. Caltrans approval was received on April 13, 2009.

TIP Revision 09-09 – Approved

Revision 09-09 is an administrative modification that makes revisions to 17 projects with a net increase in funding of approximately \$13.7 million. One significant change in this revision is the addition of four million dollars in FTA 5309 New Starts funds to AC Transit's Enhanced Bus - Telegraph/International/East 14th project (ALA050017). The Caltrans managed Grouped Listing for State Highway Operations and Protection Program (SHOPP) – Emergency Response was updated to include three new projects in FY 2008-09 and one in FY 2009-10 with a net increase in cost of \$2.4 million. Changes made with this revision do not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-09 was approved by the Director on April 9, 2009. Caltrans approval was received on April 13, 2009.

TIP Revision 09-08 – Approved

Revision 09-08 is an administrative modification that makes revisions to 6 projects with a net change in funding of \$3.15 million. The revision programs \$132,298,000 in federal American Recovery and Reinvestment Act (ARRA) funds in place of existing funding and adds Highway Maintenance projects. Among other changes, the US-101 Doyle Drive Replacement project in San Francisco (SF-991030) received \$50,000,000 in federal ARRA-SHOPP funding instead of later local funds to allow a segment of the project to be delivered sooner. Changes made with this revision do not affect the air quality conformity determination or conflict with financial constraint requirements.

Revision 09-08 was approved by the Deputy Executive Director on March 17, 2009. Caltrans approval was received on March 18, 2009.

TIP Revision 09-07 – Approved

Revision 09-07 was approved by the MTC Commission on February 25, 2009. Caltrans approval was received on March 2, 2009 and final federal approval was received on March 17, 2009.

TIP Revision 09-06 - Approved

Revision 09-06 is an amendment being processed by MTC. The 2009 TIP is presently a reflection of the 2030 Regional Transportation Plan (T-2030). MTC is in the process of developing and adopting an updated Regional Transportation Plan (T-2035). Amendment 09-06 serves to conform the 2009 TIP to the new Transportation 2035 Plan for air quality conformity purposes. TIP Amendment 09-06 modifies approximately 17 projects and adds approximately 134 non-exempt projects with a net increase in funding of roughly \$12.5 billion, including the addition of new projects as a result of recently approved voter initiatives, such as the Bay Area Rapid Transit District's (BART's)- Warm Springs to Silicon Valley with a total cost of \$7.587 billion and Sonoma Marin Area Rail Corridor (SMART) project for \$646 million; it adds the San Jose International Airport People Mover project for \$512 million; adds the Freeway Performance Initiative for \$222 million and adds the Bayview Transportation Improvements project for \$126 million. The amendment also adds various Proposition 1B Trade Corridors Improvement Fund (TCIF) projects recently adopted by the California Transportation Commission (CTC); adds new projects approved by the CTC in the 2008 State Transportation Improvement Program (STIP), reconciles project costs to the new RTP (T-2035), and adds or deletes other air quality non-exempt projects consistent with the new RTP. The conformity analysis done for the Transportation 2035 Plan also serves to reconform the entire 2009 TIP.

Revision 09-06 was approved by the MTC Commission on April 22, 2009. Caltrans approval was received on May 12, 2009 and final federal approval was received on May 29, 2009.

TIP Revision 09-05 - Approved

Revision 09-05 was approved by the MTC Commission on February 25, 2009. Caltrans approval was received on February 26, 2009 and final federal approval was received on March 17, 2009.

TIP Revision 09-04 - Approved

Revision 09-04 was approved by the MTC Commission on February 25, 2009. Caltrans approval was received on March 3, 2009 and final federal approval was received on March 17, 2009.

TIP Revision 09-03 - Approved

Final Caltrans approval for TIP Revision 09-03 was received on February 10, 2009.

TIP Revision 09-02 - Approved

Revision 09-02 was approved by the MTC Commission on December 17, 2008. Caltrans approval was received on January 7, 2009 and final federal approval was received on January 23, 2009.

TIP Revision 09-01 - Approved

Final Caltrans approval for TIP Revision 09-01 was received on December 16, 2008.

Projects in all the revisions can be viewed at: <http://www.mtc.ca.gov/funding/tip/revisions.htm> The FMS system has also been updated to reflect the approvals received. If you have any questions regarding any TIP project, please contact Sri Srinivasan at (510) 817-5793 or ssrini@mtc.ca.gov.



**METROPOLITAN
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Memorandum

TO: Partnership Technical Advisory Committee

DATE: June 15, 2009

FR: Marcella Aranda

RE: FY 2008-09 STP/CMAQ Obligation Status

Background

AB 1012 (Chapter 783, Statutes of 1999 - Torlakson) established strict timely use of funds and project delivery requirements for transportation projects. Under AB 1012, Surface Transportation Program (STP) and Congestion Mitigation Air Quality Improvement (CMAQ) funds must be obligated within three years of the apportionment. The obligation requirement applies to the aggregate programmed amounts of STP and CMAQ amounts for a given fiscal year. Funds not obligated by the deadline are lost to the region. Furthermore, Obligation Authority (OA) is assigned to the STP/CMAQ apportionments on an annual basis. Regional OA not used by May 1 of each year is made available to other regions on a first-come first-served basis, with any remaining OA not used by the end of each federal fiscal year taken by the state; with no guarantee the funds will be returned.

In addition to the state requirements, MTC's regional project delivery policy (MTC Resolution 3606) requires the obligation of STP and CMAQ funds on a project-by-project basis for established regional deadlines that are earlier than those required by AB 1012. This is to ensure that no funds are lost to the region due to missed state and federal requirements and to facilitate project delivery. Funds not obligated by the regional deadlines are returned to MTC for reprogramming within the region.

On November 21, 2008, MTC submitted the required FY 2008-09 annual obligation plan to Caltrans. The original plan identified over 118 STP/CMAQ projects totaling \$166.8 million in committed STP/CMAQ obligations for FY 2008-09. As of May 31, 2009, approximately \$111.4 million or 66.1% of the STP/CMAQ funds have been obligated. The obligations by fund source are summarized below.

STP/CMAQ Obligation Status for FY 2008-09

Fund Source	FY 2008-09 Obligation Plan (as submitted)	FY 2008-09 Obligation Plan (as of 5/31/09)	Obligations through May 31, 2009	% Obligated	Balance Remaining	% Remaining
STP	\$58,459,360	\$58,459,360	\$54,967,146	94.0 %	\$3,492,214	6.0 %
CMAQ	\$108,373,000	\$110,232,827	\$56,472,431	51.2 %	\$53,760,396	48.8 %
Total	\$166,832,360	\$168,692,187	\$111,439,577	66.1 %	\$57,252,610	33.9 %

FY 2008-09 Obligation Status

MTC staff continuously monitors the delivery of STP/CMAQ funded projects, and has been informing members of the Bay Area Partnership on a regular basis of the project delivery requirements and pending deadlines. Sponsors with regional STP/CMAQ funds programmed in FY 2008-09 of the federal TIP were required to submit the obligation/ transfer request to Caltrans by February 1, 2009, and to receive an

FY 2008-09 STP/CMAQ Obligation Status

June 15, 2009

Page 2 of 2

obligation (an E-76 / federal authorization to proceed) by April 30, 2009. Sponsors should continue to work with their Caltrans Local Assistance Engineer to obligate their funds as soon as possible before the State runs out of obligation authority.

Any funding changes to projects in the Plan must be added to FY 2008-09 of the TIP through a TIP Revision approved by MTC, before the change is incorporated into the Obligation Plan. Attached is a listing of the STP/CMAQ funds programmed in FY 2008-09 and should have been submitted to Caltrans Local Assistance by February 1, 2009, and obligated by April 30, 2009. **Funds not obligated by the regional deadlines are subject to reprogramming within the region to other projects that can use the OA.**

Any sponsor with funds in the “Balance Remaining” column of the attached Obligation Status Report should contact Ross McKeown at rmckeown@mtc.ca.gov immediately, if they still want the funds for their projects.

Attachment

A – FY 2008-09 STP/CMAQ Obligation Status Report, June 3, 2009

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Metropolitan Transportation Commission

STP/CMAQ Obligation Status Report

Fiscal Years: FY 08/09

June 03, 2009

Sponsor	TIP ID	Ver	Fund Code	Federal Proj Info			Appn FY	Prog FY	Fund Programming Information			Obligation Information			
				Prefix	Proj ID	Project Name			STP Amount	CMAQ Amount	Total Amount	Date	STP Amount	CMAQ Amount	Total Amount
Alameda County															
AC Transit	ALA050017	8	CMAQ-T3-3B-3434			Enhanced Bus - Telegraph/Int/East 14th (CON)	08/09	08/09		35,000,000	35,000,000				35,000,000
ACCMMA	ALA010032	10	STP-T3-3-TCP-SF	STPL	6273052	I-580 San Leandro Estudillo Noise Barrier (CON)	08/09	08/09	7,262,000		7,262,000	03/30/2009	7,262,000		7,262,000
ACCMMA	ALA050036	9	CMAQ-T3-1-AQ	CML	6273047	Alameda SMART Corridors Operations & Management (CON)	08/09	08/09		283,000	283,000	01/28/2009		283,000	283,000
ACCMMA	ALA070020	8	CMAQ-T3-1-AQ	HPLUL	6204071	I-580 (TriValley) Corridor - EB HOV/HOT Lanes (CON)	08/09	08/09		160,000	160,000	04/09/2009		160,000	160,000
ACCMMA	ALA070020	8	CMAQ-T3-1-AQ	HPLUL	6204080	I-580 (TriValley) Corridor - EB HOV/HOT Lanes (CON)	08/09	08/09		1,000	1,000	04/09/2009		1,000	1,000
ACCMMA	ALA070020	8	CMAQ-T3-3B-SYS-SFTY-SWAP	HPLUL	6204071	I-580 (TriValley) Corridor - EB HOV/HOT Lanes (CON)	08/09	08/09		2,000,000	2,000,000	04/09/2009		2,000,000	2,000,000
ACCMMA	ALA070020	8	CMAQ-T3-3B-SYS-SFTY-SWAP	HPLUL	6204071	I-580 (TriValley) Corridor - EB HOV/HOT Lanes (CON)	08/09	08/09		4,000,000	4,000,000	04/09/2009		4,000,000	4,000,000
ACCMMA	ALA991084	14	CMAQ-T3-1-AQ			I-680 Sunol Grade - Alameda SB HOV Final Phase (CON)		08/09							
Alameda County	ALA050072	5	STP-T3-3-LSR-SF			Alameda County - Castro Valley Blvd Rehabilitation (CON)	08/09	08/09	758,000		758,000				758,000
Alameda County	ALA070040	4	CMAQ-T3-1-AQ			Hampton Rd Streetscape Improvements (CON)	08/09	08/09		257,000	257,000				257,000
Alameda County	ALA070040	4	CMAQ-T3-1-TROC-LIFE			Hampton Rd Streetscape Improvements (CON)	08/09	08/09		159,000	159,000				159,000
Alameda County	ALA070040	4	CMAQ-T3-2-TROC-LIFE			Hampton Rd Streetscape Improvements (CON)	08/09	08/09		1,841,000	1,841,000				1,841,000
Alameda County	ALA070040	4	CMAQ-T3-2-TROC-LIFE			Hampton Rd Streetscape Improvements (ROW)		08/09							
Alameda County	ALA070040	4	CMAQ-T3-3-RBP-CO			Hampton Rd Streetscape Improvements (CON)	08/09	08/09		742,000	742,000				742,000
BART	ALA070051	2	CMAQ-T3-1-AQ			BART Station Electronic Bike Lockers, Ph. 2 (CON)	08/09	08/09		130,000	130,000				130,000
Berkeley	ALA050073	4	STP-T3-3-LSR-SF	STPL	5057030	Berkeley - University Ave Rehabilitation (CON)	08/09	08/09	630,000		630,000	02/05/2009	630,000		630,000
Caltrans	ALA050059	4	STP-T3-2-TLC-SAP	STPL	6204063	SR 13 Median Landscaping (CON)	08/09	08/09	99,765		99,765	01/13/2009	99,765		99,765
Caltrans	ALA070042	4	CMAQ-T3-1-AQ	CML	6273045	I-880 SB HOV Lanes - Marina Blvd to Hegenberger (PE)	08/09	08/09		24,000	24,000	04/18/2009		24,000	24,000
Caltrans	ALA070042	4	CMAQ-T3-3B-SYS-SFTY-SWAP	CML	6273045	I-880 SB HOV Lanes - Marina Blvd to Hegenberger (PE)	08/09	08/09		2,757,000	2,757,000	04/18/2009		2,757,000	2,757,000
Caltrans	ALA070042	4	STP-T3-2-TCP-SF			I-880 SB HOV Lanes - Marina Blvd to Hegenberger (PSE)		08/09							
Caltrans	ALA070042	4	STP-T3-3-TCP-SF	CML	6273045	I-880 SB HOV Lanes - Marina Blvd to Hegenberger (PE)	08/09	08/09	198,000		198,000	04/18/2009	198,000		198,000
Dublin	ALA050082	6	CMAQ-T3-1-AQ	CML	5432013	E. Dublin BART Station Corridor Bike/Ped Enh. (CON)	08/09	08/09		76,000	76,000	03/10/2009		76,000	76,000
Dublin	ALA050082	6	CMAQ-T3-2-TLC-HIP	CML	5432013	E. Dublin BART Station Corridor Bike/Ped Enh. (CON)	08/09	08/09		1,459,000	1,459,000	03/10/2009		1,459,000	1,459,000
Dublin	ALA050083	5	CMAQ-T3-2-TLC-HIP	CML	5432013	W. Dublin BART Station Corridor Bike/Ped Enh. (CON)	08/09	08/09		1,052,000	1,052,000	03/10/2009		1,052,000	1,052,000
Fremont	ALA070037	3	CMAQ-T3-3-TLC-REG	CML	5322029	Bay Street Streetscape & Parking Project (CON)	08/09	08/09		1,570,000	1,570,000	01/16/2009		1,570,000	1,570,000
Livermore	ALA070038	2	CMAQ-T3-3-TLC-REG	CML	5053016	Downtown Livermore Pedestrian Transit Connection (CON)	08/09	08/09		1,060,000	1,060,000	03/31/2009		888,309	888,309
Livermore	ALA070059	3	CMAQ-T3-3-TLC-HIP	CML	5053017	Livermore Downtown Pedestrian Improvements (CON)	08/09	08/09		845,000	845,000	04/09/2009		845,000	845,000
MTC	ALA050060	5	CMAQ-T3-3-TLC-HIP			Emeryville - San Pablo/MacArthur Bike/Ped Imps. (CON)	08/09	08/09		128,000	128,000				128,000

Metropolitan Transportation Commission

STP/CMAQ Obligation Status Report

Fiscal Years: FY 08/09

June 03, 2009

Sponsor	TIP ID	Ver	Fund Code	Federal Proj Info			Appn FY	Prog FY	Fund Programming Information			Obligation Information					
				Prefix	Proj ID	Project Name			STP Amount	CMAQ Amount	Total Amount	Date	STP Amount	CMAQ Amount	Total Amount	Balance Remaining	
Alameda County																	
Oakland	ALA050061	5	CMAQ-T3-2-TLC-HIP			Oakland - Latham & Telegraph Pedestrian Imps. (CON)		08/09									
Oakland	ALA050080	7	CMAQ-T3-3-TLC-HIP	CML	5012082	7th Street,W. Oakland Transit Village Improvements (CON)	08/09	08/09		750,000	750,000	01/22/2009		750,000	750,000		
Oakland	ALA050080	7	CMAQ-T3-3-TLC-REG	CML	5012082	7th Street,W. Oakland Transit Village Improvements (CON)	08/09	08/09		1,580,000	1,580,000	01/22/2009		1,580,000	1,580,000		
Oakland	ALA070011	5	CMAQ-T3-2-TLC-HIP	CML	5012087	66th Avenue Streetscape Improvement Project (CON)	08/09	08/09		1,230,000	1,230,000	03/31/2009		1,230,000	1,230,000		
Oakland	ALA070057	4	CMAQ-T3-3-TLC-HIP	CML	5012088	Fruitvale Ave Streetscape & Ped. Improvements (CON)	08/09	08/09		2,320,000	2,320,000	03/10/2009		2,320,000	2,320,000		
Oakland	ALA070057	4	CMAQ-T3-3-TLC-HIP			Fruitvale Ave Streetscape & Ped. Improvements (PE)	08/09	08/09		300,000	300,000				300,000		
San Leandro	ALA050078	5	CMAQ-T3-3-RBP-CO	HP21L	5041025	Bay Trail Bridge at Oyster Bay Slough (CON)	08/09	08/09		750,000	750,000	12/20/2008		750,000	750,000		
Union City	ALA050070	3	STP-T3-3-LSR-SF	STPL	5354024	Union City - Alvarado-Niles Road Rehabilitation (CON)	08/09	08/09		421,000	421,000	01/28/2009		421,000	421,000		
Alameda County Totals										9,368,765	60,474,000	69,842,765		8,610,765	21,745,309	30,356,074	39,486,691

Metropolitan Transportation Commission

STP/CMAQ Obligation Status Report

Fiscal Years: FY 08/09

June 03, 2009

Sponsor	TIP ID	Ver	Fund Code	Federal Proj Info			Fund Programming Information			Obligation Information						
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Contra Costa County																
BART	CC-030003	9	STP-T3-2-BF	FTASTPL	6000039	Richmond BART Parking Structure (CON)	08/09	08/09	4,320,000		4,320,000	01/21/2009	4,320,000		4,320,000	
CC County	CC-990046	10	CMAQ-T3-3-RBP-CO	CML	5928048	Iron Horse Trail Over-crossing at Treat (CON)	08/09	08/09		1,520,000	1,520,000	02/19/2009		1,520,000	1,520,000	
CC County	CC-990046	10	CMAQ-T3-3-TLC-CO	CML	5928048	Iron Horse Trail Over-crossing at Treat (CON)	08/09	08/09		754,000	754,000	02/19/2009		754,000	754,000	
CC County	CC-990046	10	CMAQ-T3-3-TLC-HIP	CML	5928048	Iron Horse Trail Over-crossing at Treat (CON)	08/09	08/09		2,522,000	2,522,000	02/19/2009		2,522,000	2,522,000	
Concord	CC-070030	3	CMAQ-T3-3-RBP-CO	CML	5135033	Concord Blvd. Gap Closure, Phase 2 (CON)	08/09	08/09		820,000	820,000	05/28/2009		820,000	820,000	
Concord	CC-070083	3	CMAQ-T3-3-TLC-REG			Monument Blvd & Meadow Ln Pedestrian Improvements (CON)	08/09	08/09		1,200,000	1,200,000				1,200,000	
El Cerrito	CC-070074	4	CMAQ-T3-3-TLC-CO	CML	5239010	San Pablo Avenue Streetscape (CON)	08/09	08/09		506,000	506,000	01/30/2009		506,000	506,000	
El Cerrito	CC-070074	4	CMAQ-T3-3-TLC-REG	CML	5239010	San Pablo Avenue Streetscape (CON)	08/09	08/09		1,800,000	1,800,000	01/30/2009		1,800,000	1,800,000	
Martinez	CC-070085	4	CMAQ-T3-3-TLC-HIP			Martinez - Marina Vista Streetscape (CON)	08/09	08/09		1,600,000	1,600,000				1,600,000	
Moraga	CC-050069	4	STP-T3-3-LSR-SF	STPL	5415008	Moraga - Moraga Road Rehabilitation (CON)	08/09	08/09	375,000		375,000	04/01/2009	375,000		375,000	
Pinole	CC-050073	3	STP-T3-3-LSR-SF		5126009	Pinole - Appian Way Rehab: Phase II (CON)	08/09	08/09	540,000		540,000				540,000	
Richmond	CC-070066	4	CMAQ-T3-3-RBP-CO	CML	5137035	Central Richmond Greenway (East Segment) (CON)	08/09	08/09		20,000	20,000	03/25/2009		20,000	20,000	
Richmond	CC-070080	3	CMAQ-T3-3-TLC-HIP			Richmond Downtown Bike & Ped Improvements (CON)	08/09	08/09		1,100,000	1,100,000				1,100,000	
Contra Costa County Totals									5,235,000	11,842,000	17,077,000		4,695,000	7,942,000	12,637,000	4,440,000

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Marin County																
San Rafael	MRN070016	4	CMAQ-T3-2-TROC-LIFE			San Rafael Canal Street Pedestrian Access (CON)	06/07	08/09		288,000	288,000					288,000
Marin County Totals									0	288,000	288,000		0	0	0	288,000

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				Prefix	Proj ID	Project Name			STP Amount	CMAQ Amount	Total Amount	Date	STP Amount	CMAQ Amount	Total Amount	Balance Remaining
Napa County																
American Canyon	NAP050011	4	STP-T3-2-LSR-SF	STPL	5470003	American Canyon - Elliott Street Rehabilitation (CON)	08/09	08/09	48,000		48,000				48,000	
American Canyon	NAP070004	2	STP-T3-3-LSR-SF			West American Canyon Road Rehabilitation (CON)	08/09	08/09	281,000		281,000				281,000	
NCTPA	NAP070008	2	CMAQ-T3-3-RBP-CO			East Avenue Sidewalk Project (CON)	08/09	08/09		284,000	284,000				284,000	
Napa	NAP070003	3	STP-T3-3-LSR-SF			Napa - Browns Valley Road Rehabilitation (CON)	08/09	08/09	664,000		664,000				664,000	
Napa	NAP070006	3	STP-T3-3-LSR-SF			Napa - Soscol Avenue Rehabilitation (CON)	08/09	08/09	221,000		221,000				221,000	
Napa	NAP070007	3	STP-T3-3-LSR-SF			Napa - Soscol Road Rehabilitation Phase 2 (CON)	08/09	08/09	574,000		574,000				574,000	
Napa County	NAP070005	2	STP-T3-3-LSR-SF			Deer Park Road Rehabilitation (CON)	08/09	08/09	46,581		46,581				46,581	
Napa County Totals									1,834,581	284,000	2,118,581		0	0	0	2,118,581

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				Prefix	Proj ID	Project Name			STP Amount	CMAQ Amount	Total Amount	Date	STP Amount	CMAQ Amount	Total Amount	Balance Remaining
Regional Totals																
BART	REG050020	6	STP-T3-3-TCP-SF	FTASTPL	6000039	BART Car Exchange (Preventive Maintenance) (CON)	08/09	08/09	22,683,000		22,683,000	01/21/2009	22,683,000		22,683,000	
MTC	MTC030003	13	CMAQ-T3-3-RO			Freeway Operations TOS (CON)		08/09								
MTC	MTC030003	13	CMAQ-T3-3-RO			Freeway Operations TOS (CON)	08/09	08/09		934,000	934,000				934,000	
MTC	MTC030003	13	CMAQ-T3-3-RO	CMLN	6084147	Freeway Operations TOS (PE)	08/09	08/09		266,000	266,000	04/18/2009		266,000	266,000	
MTC	MTC030005	7	STP-T3-3-TLC-PL			TLC/HIP Planning Grants (ENV)		08/09								
MTC	REG050008	5	STP-T3-3-TLC-PL	STPL	6084146	Station Area Planning Program (PE)	08/09	08/09	855,000		855,000	11/14/2008	855,000		855,000	
MTC	REG050008	5	STP-T3-3-TLC-SAP	STPL	6084146	Station Area Planning Program (PE)	08/09	08/09	9,200,000		9,200,000	11/14/2008	9,200,000		9,200,000	
MTC-SAFE	REG050021	5	CMAQ-T3-3-RO			Incident Management Program (PE)		08/09		1,000,000	1,000,000				1,000,000	
Regional Totals									32,738,000	2,200,000	34,938,000		32,738,000	266,000	33,004,000	1,934,000

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San Francisco County																
MUNI	SF-010037	14	CMAQ-T3-3-RBP-CO	FTASTPL	6328027	SF Muni Third St LRT Phase 2 - New Central Subway (PSE)	08/09	08/09		2,025,000	2,025,000	02/24/2009		2,025,000	2,025,000	
SF DPW	SF-070031	2	CMAQ-T3-3-TLC-REG	HPLUL	5934133	Valencia Streetscape Improvements (CON)	08/09	08/09		2,600,000	2,600,000	03/20/2009		2,600,000	2,600,000	
SF DPW	SF-070032	3	CMAQ-T3-3-TLC-HIP	RPSTPLE	5934140	Leland Avenue Streetscape Improvements (CON)	08/09	08/09		1,640,000	1,640,000	03/20/2009		1,640,000	1,640,000	
SF DPW	SF-070039	4	CMAQ-T3-3-TLC-HIP		5934149	Divisadero Streetscape and Ped. Improvements (CON)	08/09	08/09		2,614,000	2,614,000					2,614,000
San Francisco County Totals									0	8,879,000	8,879,000		0	6,265,000	6,265,000	2,614,000

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				Prefix	Proj ID	Project Name			STP Amount	CMAQ Amount	Total Amount	Date	STP Amount	CMAQ Amount	Total Amount	Balance Remaining
San Mateo County																
Belmont	SM-050011	5	STP-T3-2-LSR-SF	STPL	5268014	Belmont - Old County Road Rehabilitation (CON)	08/09	08/09	120,000		120,000	12/24/2008	120,000		120,000	
CCAG	SM-070037	3	CMAQ-T3-3-RO	CML	6419007	San Mateo County Traffic Incident Management (PE)	08/09	08/09		367,000	367,000	01/28/2009		367,000	367,000	
CCAG	SM-070043	2	CMAQ-T3-2-RO			San Mateo County Ramp Metering Study (PE)		08/09								
Colma	SM-070042	4	CMAQ-T3-3-RBP-CO	CML	5264002	Colma - 'D' Street Pedestrian Enhancements (CON)	08/09	08/09		235,000	235,000	01/16/2009		180,743	180,743	
Colma	SM-070042	4	CMAQ-T3-3-TLC-HIP	CML	5264002	Colma - 'D' Street Pedestrian Enhancements (CON)	08/09	08/09		250,000	250,000	01/16/2009		250,000	250,000	
Daly City	SM-050046	8	CMAQ-T3-2-TLC-HIP	CML	5196030	Daly City - Mission St. Pedestrian Imps.- Phase I (CON)	08/09	08/09		47,000	47,000	03/10/2009		47,000	47,000	
Daly City	SM-050046	8	CMAQ-T3-3-RBP-CO	CML	5196030	Daly City - Mission St. Pedestrian Imps.- Phase I (CON)	08/09	08/09		499,000	499,000	03/10/2009		499,000	499,000	
Daly City	SM-050046	8	CMAQ-T3-3-TLC-CO	CML	5196030	Daly City - Mission St. Pedestrian Imps.- Phase I (CON)	08/09	08/09		293,000	293,000	03/10/2009		293,000	293,000	
Daly City	SM-050046	8	CMAQ-T3-3-TLC-HIP	CML	5196030	Daly City - Mission St. Pedestrian Imps.- Phase I (CON)	08/09	08/09		123,000	123,000	03/10/2009		123,000	123,000	
Daly City	SM-050046	8	CMAQ-T3-3-TLC-REG	CML	5196030	Daly City - Mission St. Pedestrian Imps.- Phase I (CON)	08/09	08/09		900,000	900,000	03/10/2009		900,000	900,000	
Foster City	SM-070012	2	STP-T3-3-LSR-SF			Foster City - Shell Boulevard Rehabilitation (CON)		08/09								
MTC	SM-070036	3	CMAQ-T3-3-TLC-HIP			Colma HIP Streetscape & Pedestrian Improvements (CON)	08/09	08/09								
Pacifica	SM-070027	6	CMAQ-T3-3-RBP-CO		5350015	San Pedro Terrace Multi-Purpose Trail (CON)	08/09	08/09		150,000	150,000				150,000	
Pacifica	SM-070027	6	CMAQ-T3-3-RBP-CO	CML	5350015	San Pedro Terrace Multi-Purpose Trail (CON)	08/09	08/09		450,000	450,000	01/13/2009		450,000	450,000	
Pacifica	SM-070027	6	CMAQ-T3-3-RBP-CO		5350015	San Pedro Terrace Multi-Purpose Trail (PE)	08/09	08/09		50,000	50,000	10/22/2008		200,000	200,000	
Redwood City	SM-070001	7	CMAQ-T3-2-TLC-HIP	ESPL	5029021	Redwood City - El Camino Real/Broadway Streetscape (CON)	08/09	08/09		8,000	8,000	05/01/2009		8,000	8,000	
Redwood City	SM-070001	7	CMAQ-T3-3-TLC-HIP	ESPL	5029021	Redwood City - El Camino Real/Broadway Streetscape (CON)	08/09	08/09		251,000	251,000	05/01/2009		251,000	251,000	
Redwood City	SM-070001	7	CMAQ-T3-3-TLC-HIP	ESPL	5029021	Redwood City - El Camino Real/Broadway Streetscape (CON)	08/09	08/09		380,000	380,000	05/01/2009		380,000	380,000	
San Mateo	SM-070026	5	CMAQ-T3-3-RBP-CO	CML	5102032	San Mateo - Delaware Street Improvement (CON)	08/09	08/09		70,000	70,000	01/16/2009		70,000	70,000	
San Mateo Co	SM-070028	4	CMAQ-T3-3-RBP-CO	CML	5935044	Mirada Surf Coastal Bike and Pedestrian Trail (CON)	08/09	08/09		181,000	181,000	02/06/2009		181,000	181,000	
San Mateo Co	SM-070038	4	CMAQ-T3-3-TLC-HIP			Colma - 'F' Street Sidewalk Imps. and Streetscape (CON)		08/09								
San Mateo Co	SM-070039	5	CMAQ-T3-3-RBP-CO	CML	5935046	Menlo Park - Santa Cruz Avenue Pedestrian Imps. (CON)	08/09	08/09		27,000	27,000	01/28/2009		27,000	27,000	
San Mateo Co	SM-070040	4	CMAQ-T3-3-RBP-CO	CML	5935045	Westborough Blvd. Bicycle Lanes Improvements (CON)	08/09	08/09		18,000	18,000	01/22/2009		15,900	15,900	
San Mateo Co	SM-070046	2	CMAQ-T3-3-TLC-HIP	CML	5935048	Install Permanent Traffic Calming Advisory Signs (CON)	08/09	08/09		40,000	40,000	01/15/2009		40,000	40,000	
San Mateo County Totals									120,000	4,339,000	4,459,000		120,000	4,282,643	4,402,643	56,357

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				Prefix	Proj ID	Project Name			STP Amount	CMAQ Amount	Total Amount	Date	STP Amount	CMAQ Amount	Total Amount
Santa Clara County															
Caltrans	SCL030008	7	STP-T3-2-BF	STPL	6204067	SR 87 Guadalupe Freeway Corridor (CON)	08/09	08/09	208,600		208,600				208,600
Caltrans	SCL030008	7	STP-T3-2-BF	STPL	6024067	SR 87 Guadalupe Freeway Corridor (CON)	08/09	08/09	1,211,400		1,211,400	10/23/2008	1,211,400		1,211,400
Caltrans	SCL030008	7	STP-T3-2-BF			SR 87 Guadalupe Freeway Corridor (PSE)	08/09	08/09	60,000		60,000				60,000
Gilroy	SCL070010	5	CMAQ-T3-2-TROC-LIFE	CML	5034015	Gilroy Pedestrian Improvements (CON)	08/09	08/09		323,000	323,000	10/23/2008		323,000	323,000
Gilroy	SCL070039	4	CMAQ-T3-3-TLC-CO	CML	5034017	Gilroy 6th Street Streetscape West/East (CON)	08/09	08/09		459,000	459,000	01/15/2009		459,000	459,000
Gilroy	SCL070039	4	CMAQ-T3-3-TLC-HIP			Gilroy 6th Street Streetscape West/East (CON)	08/09	08/09		515,000	515,000				515,000
Los Altos Hills	SCL070025	3	CMAQ-T3-3-RBP-CO	CML	5324004	Los Altos Hills - El Monte Road Bike/Ped Path (CON)	08/09	08/09		440,000	440,000	10/23/2008		440,000	440,000
Los Gatos	SCL050029	5	STP-T3-3-LSR-SF	STPL	5067013	Los Gatos - Various Streets Rehabilitation (CON)	08/09	08/09	272,000		272,000	10/22/2008	272,000		272,000
Milpitas	SCL070037	3	CMAQ-T3-3-TLC-CO	CML	5314006	So. Abel & So. Main Streetscape Imps. - Phase 1 (CON)	08/09	08/09		850,000	850,000	05/09/2009		850,000	850,000
Morgan Hill	SCL070014	3	CMAQ-T3-3-TLC-REG	CML	5152016	Morgan Hill - Third Street Promenade (CON)	08/09	08/09		1,520,000	1,520,000	01/28/2009		1,520,000	1,520,000
San Jose	SCL050061	5	CMAQ-T3-3-TLC-HIP	CML	5005093	San Jose State Univ. / Japantown Pedestrian Imps. (CON)	08/09	08/09		1,555,000	1,555,000	01/28/2009		1,393,654	1,393,654
San Jose	SCL050081	7	CMAQ-T3-3-RBP-CO	HPLUL	5005084	Lower Guadalupe River Trail (PSE)	08/09	08/09		1,377,000	1,377,000	01/31/2009		1,377,000	1,377,000
San Jose	SCL070040	4	CMAQ-T3-3-RBP-CO	CML	5005094	San Jose - Jackson Street Pedestrian Imps. (CON)	08/09	08/09		435,000	435,000	02/05/2009		435,000	435,000
San Jose	SCL070040	4	CMAQ-T3-3-TLC-CO	CML	5005094	San Jose - Jackson Street Pedestrian Imps. (CON)	08/09	08/09		865,000	865,000	02/05/2009		865,000	865,000
Santa Clara Co	SCL050072	5	STP-T3-3-LSR-SF	STPL	5937125	Santa Clara Co. - Capitol Expwy. Rehabilitation (CON)	08/09	08/09	819,919		819,919	02/19/2009	728,860		728,860
Santa Clara Co	SCL050072	5	STP-T3-3-LSR-SF			Santa Clara Co. - Capitol Expwy. Rehabilitation (ENV)		08/09							
Santa Clara Co	SCL050072	5	STP-T3-3-LSR-SF	STPL	5937125	Santa Clara Co. - Capitol Expwy. Rehabilitation (PE)	08/09	08/09	75,081		75,081	10/22/2008	75,081		75,081
Santa Clara Co	SCL050075	6	STP-T3-3-LSR-SF	STPL	5937126	Santa Clara Co. - Oregon/Page Mill Expwy Rehab (CON)	08/09	08/09	1,180,972		1,180,972	03/05/2009	1,181,000		1,181,000
Santa Clara Co	SCL050075	6	STP-T3-3-LSR-SF			Santa Clara Co. - Oregon/Page Mill Expwy Rehab (ENV)	08/09	08/09							
Santa Clara Co	SCL050075	6	STP-T3-3-LSR-SF		5937126	Santa Clara Co. - Oregon/Page Mill Expwy Rehab (PE)	08/09	08/09	75,028		75,028	10/22/2008	75,028		75,028
Santa Clara Co	SCL050076	6	STP-T3-1A-LSR-SF	STPL	5937131	Santa Clara Co. - Various Non-Expressway Rehab (CON)	08/09	08/09	850,000		850,000	04/15/2009	850,000		850,000
Santa Clara Co	SCL050076	6	STP-T3-3-LSR-SF			Santa Clara Co. - Various Non-Expressway Rehab (PE)		08/09							
Santa Clara Co	SCL070042	2	CMAQ-T3-1-AQ-SWAP	CML	5937127	San Tomas Bicycle Shoulder Delineation - Phase 2 (CON)	08/09	08/09		216,000	216,000	01/28/2009		216,000	216,000
Santa Clara Co	SCL070042	2	CMAQ-T3-1-AQ-SWAP	CML	5937127	San Tomas Bicycle Shoulder Delineation - Phase 2 (CON)	08/09	08/09		34,000	34,000	01/28/2009		34,000	34,000
Santa Clara Co	SCL070051	2	CMAQ-T3-3-RBP-CO	CML	5937130	Foothill Expressway Loyola Bridge Bicycle Imp. (CON)	08/09	08/09		320,000	320,000	03/10/2009		320,000	320,000
Saratoga	SCL070038	2	CMAQ-T3-3-TLC-CO	CML	5332013	Saratoga Village Pedestrian Enhancements (CON)	08/09	08/09		425,000	425,000	03/05/2009		425,000	425,000
Saratoga	SCL070050	2	CMAQ-T3-2-RBP-REG	HSIPL	5332011	Highway 9 Safety Improvements (PE)	08/09	08/09		462,000	462,000	02/27/2009		462,000	462,000
Sunnyvale	SCL050027	6	STP-T3-3-LSR-SF	STPL	5213030	Sunnyvale - Various Streets Rehabilitation (CON)	08/09	08/09	530,234		530,234	10/22/2008	530,234		530,234
Sunnyvale	SCL070036	4	CMAQ-T3-3-TLC-CO	CML	5213028	Sunnyvale-Murphy Ave Streetscape Revitalization (CON)	08/09	08/09		397,000	397,000	01/23/2009		397,000	397,000

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Santa Clara County																
Sunnyvale	SCL070036	4	CMAQ-T3-3-TLC-HIP	CML	5213028	Sunnyvale-Murphy Ave Streetscape Revitalization (CON)	08/09	08/09		1,300,000	1,300,000	01/23/2009	1,300,000	1,300,000		
Sunnyvale	SCL070036	4	CMAQ-T3-3-TLC-HIP			Sunnyvale-Murphy Ave Streetscape Revitalization (PE)	08/09	08/09								
VTA	SCL090031	1	CMAQ-T3-1-AQ-SWAP	FTACML	6264039	Grade-Separated Pedestrian Crossing (PSE)	08/09	08/09		257,827	257,827		257,828	257,828	-1	
VTA	SCL090031	1	CMAQ-T3-3-RBP-CO	FTACML	6264039	Grade-Separated Pedestrian Crossing (PSE)	08/09	08/09		1,210,000	1,210,000		1,210,000	1,210,000		
VTA	SCL990046	21	STP-T3-3-TCP-SF	FTASTPL	6264038	VTA Preventive Maintenance (CON)	08/09	08/09	1,199,780		1,199,780	01/21/2009	1,199,778	1,199,778	2	
Santa Clara County Totals									6,483,014	12,960,827	19,443,841		6,123,381	12,284,482	18,407,863	1,035,978

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Sponsor	TIP ID	Ver	Fund Code	Federal Proj Info			Fund Programming Information			Obligation Information						
				Prefix	Proj ID	Project Name	Appn FY	Prog FY	STP Amount	CMAQ Amount	Total Amount	Date	STP Amount	CMAQ Amount	Total Amount	Balance Remaining
Solano County																
Benicia	SOL070045	3	CMAQ-T3-3-RBP-CO			State Park Road Bridge Widening (CON)	08/09	08/09		1,311,000	1,311,000			1,311,000		
Benicia	SOL070045	3	CMAQ-T3-3-TLC-CO			State Park Road Bridge Widening (CON)	08/09	08/09		40,000	40,000			40,000		
Dixon	SOL070046	2	CMAQ-T3-3-AQ-SOL	CML	5056015	SR113 Pedestrian Improvements (CON)	08/09	08/09		90,000	90,000	04/21/2009	90,000	90,000		
Fairfield	SOL070027	2	CMAQ-T3-3-RBP-CO			W. Texas St. Gateway Project Phase I & II (CON)	06/07	08/09		85,000	85,000			85,000		
STA	SOL991066	13	CMAQ-T3-3-AQ-SOL	CML	6249015	Eastern Solano / SNCI Rideshare Program (PE)	08/09	08/09		195,000	195,000	02/27/2009	195,000	195,000		
Solano County	SOL050024	5	CMAQ-T3-3-AQ-SOL	CML	5923086	Vacaville-Dixon Bicycle Route (CON)	08/09	08/09		337,000	337,000	01/16/2009	337,000	337,000		
Solano County	SOL050046	7	CMAQ-T3-3-TLC-CO	RPSTPLE	5923073	Old Town Cordelia Enhancements (CON)	08/09	08/09		500,000	500,000	02/24/2009	499,998	499,998	2	
Vacaville	SOL050013	5	CMAQ-T3-2-AQ-SOL	CML	5094048	Vacaville Intermodal Station (CON)	08/09	08/09		900,000	900,000			900,000		
Vacaville	SOL050013	5	CMAQ-T3-3-TLC-HIP	CML	5094048	Vacaville Intermodal Station (CON)	08/09	08/09		2,128,000	2,128,000			2,128,000		
Vacaville	SOL070028	2	CMAQ-T3-3-AQ-SOL	CML	5094047	Vacaville Downtown Creekwalk Extension (CON)	08/09	08/09		694,000	694,000	02/24/2009	693,999	693,999	1	
Vacaville	SOL070028	2	CMAQ-T3-3-AQ-SOL	CML	5094047	Vacaville Downtown Creekwalk Extension (PSE)	08/09	08/09		53,000	53,000	01/13/2009	53,000	53,000		
Vacaville	SOL070029	2	CMAQ-T3-3-AQ-SOL	CML	5094051	Ulatis Creek Bike Path - Allison to I-80 (ENV)	08/09	08/09		169,000	169,000	01/28/2009	169,000	169,000		
Vacaville	SOL070047	3	CMAQ-T3-2-AQ-SOL	ESPL	5094049	Peabody Rd & Marshall Rd Pedestrian Improvements (CON)	08/09	08/09		120,000	120,000	05/23/2009	120,000	120,000		
Vacaville	SOL070047	3	CMAQ-T3-3-AQ-SOL	ESPL	5094049	Peabody Rd & Marshall Rd Pedestrian Improvements (CON)	08/09	08/09		28,000	28,000	05/23/2009	28,000	28,000		
Vacaville	SOL070047	3	CMAQ-T3-3-RBP-CO	ESPL	5094049	Peabody Rd & Marshall Rd Pedestrian Improvements (CON)	08/09	08/09		4,000	4,000	05/23/2009	4,000	4,000		
Vallejo	SOL010027	6	STP-T3-3-LSR-SF	STPL	5030045	Vallejo - Lemon Street Rehabilitation (CON)	08/09	08/09	672,000		672,000	03/05/2009	672,000	672,000		
Vallejo	SOL050048	4	CMAQ-T3-2-TLC-HIP			Downtown Vallejo Pedestrian Enhancements.- Ph I (CON)	08/09	08/09		580,000	580,000			580,000		
Solano County Totals									672,000	7,234,000	7,906,000		672,000	2,189,997	2,861,997	5,044,003

Metropolitan Transportation Commission

STP/CMAQ Obligation Status Report

Fiscal Years: FY 08/09

June 03, 2009

Sponsor	TIP ID	Ver	Fund Code	Federal Proj Info			Fund Programming Information			Obligation Information						
				Prefix	Proj ID	Project Name	Appn FY	Prog FY	STP Amount	CMAQ Amount	Total Amount	Date	STP Amount	CMAQ Amount	Total Amount	Balance Remaining
Sonoma County																
Cotati	SON050032	3	STP-T3-3-LSR-SF			Cotati - Old Redwood Highway South Rehab (CON)		08/09								
Healdsburg	SON050017	4	CMAQ-T3-3-RBP-CO	CML	5027013	Healdsburg Foss Creek Bicycle/Ped Pathway (PE)	08/09	08/09		149,000	149,000	04/18/2009		149,000	149,000	
MTC	SON050025	4	CMAQ-T3-3-TLC-HIP			SMART Regional Bike/Ped Path: Ph. III (CON)		08/09								
Santa Rosa	SON050036	3	STP-T3-3-LSR-SF	STPL	5028051	Santa Rosa - Various Streets Rehabilitation (CON)	08/09	08/09	2,008,000		2,008,000	03/30/2009	2,008,000		2,008,000	
Santa Rosa	SON070006	3	CMAQ-T3-3-TLC-HIP		5028044	Santa Rosa Courthouse Square Enhancements (CON)	08/09	08/09		434,000	434,000	01/16/2009		434,000	434,000	
Santa Rosa	SON070017	2	CMAQ-T3-3-RBP-CO	CML	5028052	Piner Road Pathway/Stony Circle Sidewalk (CON)	08/09	08/09		235,000	235,000				235,000	
Sebastopol	SON070015	2	CMAQ-T3-3-RBP-CO	CML	5123013	Street Smart Sebastopol Phase 2 (CON)	08/09	08/09		485,000	485,000	05/27/2009		485,000	485,000	
Sonoma County	SON070018	2	CMAQ-T3-3-RBP-CO	CML	5920112	Western Avenue Bike Ped. Project (CON)	08/09	08/09		429,000	429,000	05/09/2009		429,000	429,000	
Windsor	SON070019	3	CMAQ-T3-3-RBP-CO			Windsor Road Ped & Bike Gap Closure (CON)	08/09	08/09								
Sonoma County Totals									2,008,000	1,732,000	3,740,000		2,008,000	1,497,000	3,505,000	235,000
Report grand									58,459,360	110,232,827	168,692,187		54,967,146	56,472,431	111,439,577	57,252,610