



Meeting Notice

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City of Oakland

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Mayor Carol DuTra-Vernaci

Executive Director
Arthur L. Dao

Alameda County Technical Advisory Committee

Thursday, September 10, 2015, 1:30 p.m.

**1111 Broadway, Suite 800
Oakland, CA 94607**

Mission Statement

The mission of the Alameda County Transportation Commission (Alameda CTC) is to plan, fund, and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County.

Public Comments

Public comments are limited to 3 minutes. Items not on the agenda are covered during the Public Comment section of the meeting, and items specific to an agenda item are covered during that agenda item discussion. If you wish to make a comment, fill out a speaker card, hand it to the clerk of the Commission, and wait until the chair calls your name. When you are summoned, come to the microphone and give your name and comment.

Recording of Public Meetings

The executive director or designee may designate one or more locations from which members of the public may broadcast, photograph, video record, or tape record open and public meetings without causing a distraction. If the Commission or any committee reasonably finds that noise, illumination, or obstruction of view related to these activities would persistently disrupt the proceedings, these activities must be discontinued or restricted as determined by the Commission or such committee (CA Government Code Sections 54953.5-54953.6).

Reminder

Please turn off your cell phones during the meeting. Please do not wear scented products so individuals with environmental sensitivities may attend the meeting.

Glossary of Acronyms

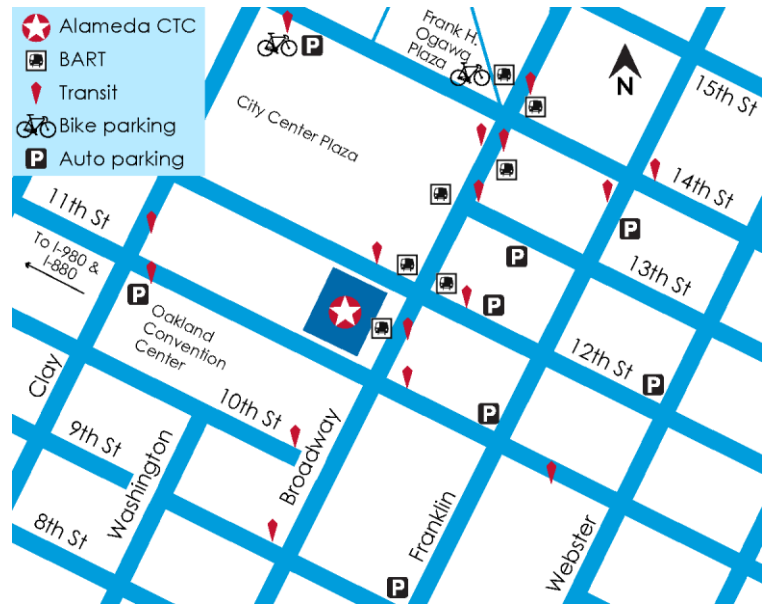
A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.

Location Map

Alameda CTC

1111 Broadway, Suite 800
Oakland, CA 94607

Alameda CTC is accessible by multiple transportation modes. The office is conveniently located near the 12th Street/City Center BART station and many AC Transit bus lines. Bicycle parking is available on the street and in the BART station as well as in electronic lockers at 14th Street and Broadway near Frank Ogawa Plaza (requires purchase of key card from bikelink.org).



Garage parking is located beneath City Center, accessible via entrances on 14th Street between 1300 Clay Street and 505 14th Street buildings, or via 11th Street just past Clay Street. To plan your trip to Alameda CTC visit www.511.org.

Accessibility

Public meetings at Alameda CTC are wheelchair accessible under the Americans with Disabilities Act. Guide and assistance dogs are welcome. Call 510-893-3347 (Voice) or 510-834-6754 (TTD) five days in advance to request a sign-language interpreter.



Meeting Schedule

The Alameda CTC meeting calendar lists all public meetings and is available at www.AlamedaCTC.org/events/upcoming/now.

Paperless Policy

On March 28, 2013, the Alameda CTC Commission approved the implementation of paperless meeting packet distribution. Hard copies are available by request only. Agendas and all accompanying staff reports are available electronically on the Alameda CTC website at www.AlamedaCTC.org/events/month/now.

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Alameda County Technical Advisory Committee Meeting Agenda

Thursday, September 10, 2015, 1:30 p.m.

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***NOTE: COUNTYWIDE GOODS MOVEMENT PLAN TECHNICAL ADVISORY COMMITTEE MEETS FROM 11:00 A.M. TO 1:00 P.M.**

[The Countywide Goods Movement Plan Technical Advisory Committee Meeting Agenda](#) is available on the Alameda CTC website.

1. Introductions/Roll Call

Chair: Arthur L. Dao, Alameda CTC Executive Director

Staff Liaison: James O'Brien

Public Meeting Coordinator: Angie Ayers

2. Public Comment

3. Administration

Page A/I

3.1. July 9, 2015 ACTAC Meeting Minutes

1 A

Recommendation: Approve the July 9, 2015 meeting minutes.

4. Policy and Transportation Planning

4.1. Goods Movement Plan Strategy Evaluation Results (Verbal)

I

4.2. Countywide Transportation Plan: Regional Transportation Plan (RTP)

7 A

Draft Project and Program List for Submittal to Metropolitan Transportation Commission (MTC) and Update on MTC RTP Development

Recommendation: (1) Approve the draft lists of regional, committed, county-level projects and programs for submittal to the RTP. (2) Direct staff to forward both the draft lists to MTC by September 30, 2015.

5. Programs/Projects/Monitoring

5.1. Transportation Fund for Clean Air (TFCA) Expenditure Deadline Extension Requests

33 A

Recommendation: (1) Approve a one-year extension to the TFCA expenditure deadline from November 14, 2015 to November 14, 2016 for three TFCA projects 11ALA01, 11ALA02 and 11ALA07, and (2) Authorize the Executive Director, or designee, to execute an amendment to the associated TFCA master funding agreement, 11-ALA, to reflect the extended expenditure period.

5.2. Transportation Fund for Clean Air (TFCA) FY 2015-16 Program Update

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5.3. Measure BB Community Development Investments Program (MBB 045/PN 1460.000): Program Development Overview

47 I

5.4. 2014 Measure BB Scoping Funds Update	61	I
5.5. One Bay Area Grant (OBAG) Cycle 2 Update	65	I
5.6. California Transportation Commission August 2015 Meeting Summary	77	I
5.7. Alameda County Federal Inactive Projects List: August 2015 Update	81	I

6. Member Reports

6.1. Metropolitan Transportation Commission Local Streets and Roads Working Group Update	85	I
6.2. Other Reports		I

7. Adjournment/Next Meeting

Thursday, October 8, 2015

All items on the agenda are subject to action and/or change by the committee.



Alameda County Technical Advisory Committee Fiscal Year 2014-2015

Member Agencies

AC Transit
BART
City of Alameda
City of Albany
City of Berkeley
City of Dublin
City of Emeryville
City of Fremont
City of Hayward
City of Livermore
City of Newark
City of Oakland
City of Piedmont
City of Pleasanton
City of San Leandro
City of Union City
County of Alameda

Other Agencies

Chair, Alameda CTC
ABAG
ACE
BAAQMD
Caltrans
CHP
LAVTA
MTC
Port of Oakland
Union City Transit
WETA

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Alameda County Technical Advisory Committee Meeting Minutes Thursday, July 9, 2015, 1:30 p.m.

3.1

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1. Introductions/Roll Call

Arthur L. Dao called the meeting to order. The meeting began with introductions, and the chair confirmed a quorum. Representatives from all cities and agencies were present, except from the following: Altamont Corridor Express (ACE), Association of Bay Area Governments (ABAG), Bay Area Air Quality Management District (Air District), California Highway Patrol (CHP), City of Hayward, City of Newark, City of Piedmont, Livermore Amador Valley Transit Authority (LAVTA), Port of Oakland, Union City Transit, and San Francisco Bay Area Water Emergency Transportation Authority (WETA).

2. Public Comment

There were no public comments.

3. Administration

3.1. Approval of June 4, 2015 Minutes

Mike Tassano (Pleasanton) moved to approve the June 4, 2015 meeting minutes. Donna Lee (BART) seconded the motion. The motion passed unanimously with two abstentions, Obaid Khan and Debbie Bell (ABAG, ACE, Air District, CHP, City of Hayward, City of Newark, City of Piedmont, LAVTA, Port of Oakland, Union City Transit, and WETA were absent).

4. Policy and Transportation Planning

4.1. Countywide Multimodal Plans Update

4.1.1. Overview of 2016 Alameda Countywide Transportation Plan (CTP) and Approval of Vision and Goals

Tess Lengyel requested ACTAC to recommend that the Commission approve the 2016 CTP vision and goals. She informed the committee that given the extensive process conducted in 2012, staff recommends that the Commission approve the 2012 CTP vision and goals for the 2016 CTP.

Obaid Khan (Dublin) moved to approve this agenda item. Bruce Williams (Oakland) seconded the motion. The motion passed unanimously (ABAG, ACE, Air District, CHP, City of Hayward, City of Newark, City of Piedmont, LAVTA, Port of Oakland, Union City Transit, and WETA were absent).

5. Programs/Projects/Monitoring

5.1. Transportation Fund for Clean Air (TFCA) FY2015-16 Program Update

Jacki Taylor gave a status update on the FY2015-16 TFCA Program. Jacki reviewed the table on page 13, which summarized the draft evaluation results and tentative funding requests to date. She also gave an update on specific projects listed in the table.

5.2. Draft FY2015-16 Annual Obligation Plan

Vivek Bhat provided an update on this agenda item. He informed the committee that each year MTC develops an Annual Obligation Plan for state and federal projects in coordination with the congestion management agencies and project sponsors. Vivek told the committee that MTC had requested Alameda County project sponsors to review and confirm project listings, including program year and to provide certain schedule information.

5.3. Cycle 2 Active Transportation Program – Summary of Applications

Vivek Bhat provided an update on this agenda item. He reviewed the summary of Active Transportation Program state and regional applications submitted to the California Transportation Commission and MTC.

5.4. California Transportation Commission June 2015 Meeting Summary

Vivek Bhat stated that the June 2015 California Transportation Commission meeting was held in Sacramento, CA. He briefly summarized five items of significance pertaining to projects/programs within Alameda County which were considered at the CTC meeting.

5.5. Alameda County Federal Inactive Projects List: June 2015 Update

Vivek Bhat provided an update on the June 2015 federal inactive projects list. He encouraged committee members to stay current with their invoicing activity.

5.6. FY2015-16 Alameda County Technical Advisory Committee Meeting Calendar

Vivek Bhat informed the committee of the upcoming dates for the FY2015-16 ACTAC meetings. He mentioned that the actual dates are listed for the committee members to place on their calendars.

5.7. Alameda County Technical Advisory Committee Bylaws Update

Tess Lengyel informed the committee that the ACTAC bylaws were modified to incorporate information regarding Measure BB and the 2014 Transportation Expenditure Plan.

6. Member Reports

6.1. Metropolitan Transportation Commission Local Streets and Roads Working Group and Nomination of ACTAC Representative for FY2015-16

Vivek Bhat informed the committee that Obaid Khan (Dublin) accepted the nomination to be the ACTAC representative on MTC's Local Streets and Roads Working Group (LSRWG). He informed the committee that MTC has provided a call-in number for the LSRWG meetings and encouraged the members to call in.

6.2. Other Reports

Bruce Williams mentioned that a Measure B funded project is under construction where Broadway, 15th Street, and Telegraph Avenue intersect in Oakland.

Amber Evans mentioned that the One Bay Area Grant-funded Christie Avenue project is under construction, which will complete a segment of the Bay Trail. She also informed the committee that the City of Emeryville is in partnership with UC Berkeley for the hydrogen fuel cell fueling station in Emeryville. City staff is participating in the pilot program to test the hydrogen fuel cell vehicles using the available stations.

Amber said that fuel price is about \$50 for a tank that will last approximately 284 miles. Currently, fueling stations are in Emeryville and Richmond.

Donna Lee mentioned that BART is replacing rail ties to San Francisco on August 1st and 2nd. A bus bridge will be available the entire weekend at no cost to the public. Donna said that BART will be closed from West Oakland to San Francisco for September 5-7.

Nathan Landau mentioned that AC Transit is looking to expand services as a result of Measure BB. The expansion will cover the entire route structure in the East Bay.

7. Adjournment and Next Meeting

The meeting adjourned at 2:00 p.m. The next meeting is:

Date/Time: Thursday, September 10, 2015 at 1:30 p.m.

Location: Alameda CTC Offices, 1111 Broadway, Suite 800, Oakland, CA 94607

Attested by:



Angie Ayers,
Public Meeting Coordinator

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ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE
July 9, 2015
ROSTER OF MEETING ATTENDANCE

NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1. RENE DALTON	CITY OF FREMONT	(510) 494-4535	rdalton@fremont.gov
2. Ruben Izon	ALAMEDA Co.	(510) 670-5027	rubeni@acpva.org
3. Keith R. Cooke	San Leandro	510-577-3439	KCooke@sanleandro.org
4. Laramie Bowron	AC Transit	510-874-5471	LBowron@actransit.org
5. Nathan Londra	AC Transit	510-891-4292	nlondra@actransit.org
6. Donna Lee	BART	510-464-6282	dlee@bart.gov
7. Mike Tassano	City of Pleasanton	925 931-5670	MTASSANO@cityofpleasanton.ca.gov
8. Willa Ng	City of Berkeley	510 981-7064	wng@cityofberkeley.info
9. Bruce Williams	City of Oakland	510 238-7229	bwilliams@oaklandnet.ca
10. Tess Lengyel	Alameda CTC	510-208-7428	tlengyel@alamedactc.org
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16. Amber Evans	Emeryville	510 596 4382	ae@emeryville.org
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18. ALIDA ANDRANO-CHAVEZ	ALBANY	510-528-5759	achavez@albanyca.org
19. Gail Payne	Alameda	510 747-influx?	gpayne@alameda.ca.gov
20. Dave Campbell		510 701 5971	dave@bikeeastbay.org

NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
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22. Trinity Nguyen	Alameda CTC	510-208-7441	trnguyen@alamedactc.org
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24. Paul J. Keener	Alameda County Public Works Agency	(510)670-6452	paulk@acpwa.org
25. Briana Arizo	"	"	Transtempo1@acpwa.org
26. Matthew Bomberg	Alameda CTC	510-208-7444	mbomberg@alamedactc.org
27. Daniel Cole	" "	510-208-7453	daniel@alamedactc.org
28. Jacki Taylor	Alameda CTC	510-208-7413	JTaylor@AlamedaCTC.org
29. Kara Vuicich	Alameda CTC	510-208-7410	kvuicich@alamedactc.org
30. RONNEY PIMENTEL	PARSONS	510-693-2099	RONNEY.PIMENTEL@PARSONS.COM
31. Tamara Halbrügge	Alameda CTC	510-208-7485	thalbruege@alamedactc.org
32. Taylor Rutsch	Alameda CTC	510-208-7459	trutsch@alamedactc.org
33. JOHN NGUYEN	ALAMEDA CTC	510-208-2419	nguyen@alamedactc.org
34. CINDY HORVATH	ALAMEDA CO PLANNING	510-670-6511	cindy.horvath@acgov.org
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Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 4, 2015

SUBJECT: Regional Transportation Plan (RTP) Draft Project and Program List for Submittal to Metropolitan Transportation Commission (MTC) and Update on MTC RTP Development

RECOMMENDATION: (1) Approve the draft lists of regional, committed, county-level projects and programs for submittal to the RTP
(2) Direct staff to forward both the draft lists to MTC by September 30, 2015

Summary

MTC and ABAG are in the process of performing a focused update of Plan Bay Area, which includes the Regional Transportation Plan (RTP) and Sustainable Community Strategy (SCS) as mandated by SB 375. The RTP is scheduled to be adopted in the spring of 2017 and is updated every four years. To support development of the RTP, MTC requested that each Congestion Management Agency (CMA) in the Bay Area coordinate project submittals from its county. On June 1, 2015, Alameda CTC released a call-for-projects to solicit applications for projects, programs, and plans to be considered for the 2016 Countywide Transportation Plan (CTP) and the 2017 RTP update. Projects submitted at this time would also be considered for future Comprehensive Investment Plan (CIP), One Bay Area Grant (OBAG), and State Transportation Improvement Program (STIP) funding. The call-for-projects closed on July 31, 2015. This item is not a programming action; rather, it is a long-range planning action to allow Alameda County projects to be submitted into the RTP. This action does not program any Measure B, VRF, Measure BB funds or any other funds.

MTC has assigned Alameda CTC an initial target county budget of \$2.65 billion, which is a 25-year funding assumption. Alameda CTC must submit financially constrained Draft programmatic and project lists to MTC by September 30, 2015, and final RTP project/program lists by October 31, 2015. These lists will be used by MTC staff in the first round of evaluating transportation investments in the RTP to determine how they perform against adopted performance measures and targets, including greenhouse gas reduction targets and a Sustainable Communities Strategy target.

Jurisdictions throughout Alameda County submitted a total of 313 applications for consideration. During August staff reviewed and sorted these applications to create draft recommended RTP project and program lists for submittal to MTC. This item summarizes the concurrent RTP and CTP Call for Projects and Programs process and outcomes, and requests

Commission approval for actions as summarized above. This memo also provides a brief update on the RTP/SCS development process.

At the last Commission meeting in July, staff was directed to address policy issues associated with Measure BB funding administered by Alameda CTC and coal transport. This item is not a programming recommendation, and a report regarding coal will be brought to the Commission this fall, prior to programming actions related to Measure BB.

Background

Call for Project Process

In support of the development of the RTP, MTC requested that each Congestion Management Agency in the Bay Area coordinate project submittals from its county and assist with public outreach. Alameda CTC is also in the process of updating its CTP, the long-range planning and policy document that guides future transportation investments for all transportation modes and users in Alameda County. As such, Alameda CTC released a call-for-projects in June 2015 that will inform the 2016 CTP, the 2017 RTP, and the Alameda CTC's CIP; it will also inform Alameda CTC OBAG2 and STIP funding allocations. The call-for-projects closed on July 31st, 2015.

Project and Program Screening

Alameda CTC received 313 applications during the call-for-projects. During August 2015, staff and the consultant team conducted an initial screening and evaluation process for all applications to inform the RTP lists. Applications were sorted into the following categories:

- (1) *Programmatic*: MTC guidance requested that agencies bundle projects, programs, and plans into programmatic categories, where possible. Capital projects and programs that are not capacity increasing and exempt from air quality conformity requirements and/or categorically exempt (CE) from CEQA or documented categorical exclusion (DCE) from NEPA. Programmatic categories are groups of similar projects, programs, and plans that are included under a single listing in Plan Bay Area 2040. Therefore, programmatic applications were further sorted into MTC's 14 designated programmatic categories for the RTP:
 - a. New Bicycle and Pedestrian Facilities (Expansion)
 - b. Management Systems (System Management)
 - c. Safety and Security (System Management)
 - d. Travel Demand Management (System Management)
 - e. Intersections (System Management)
 - f. Multimodal Streetscape (System Management)
 - g. Minor Highway (System Management)
 - h. Minor Transit (System Management)
 - i. Minor Freight (System Management)
 - j. Land Use (System Management)

- k. Planning (System Management)
 - l. Emission Reduction (System Management)
 - m. Rehabilitation (Preservation)
 - n. Routine Operation and Maintenance (Operations)
- (2) *Projects*: Capital projects that are regionally significant, committed or capacity increasing and are not exempt from CEQA or NEPA air quality conformity analysis. These projects were sorted into three categories as defined by MTC:
- a. *Regional*: MTC's definition for a regional project is those projects that are regionally significant where "regional" is defined as serving more than a single County.
 - b. *Committed*: MTC's definition of committed projects for purposes of the RTP is that either a) the project is 100% locally funded, or b) the project includes a full funding plan and environmental clearance by September 30, 2015. MTC further defines a full funding plan as including local and discretionary funds..
 - c. *Local/Countywide*: All remaining projects are considered local or countywide projects.

These distinctions are important for two reasons: (1) Projects that can be modeled need to provide much more detailed information in the application process than programmatic projects that will be quantitatively and qualitatively assessed using other methods, (2) Regional and Committed projects do not count towards Alameda CTC's allocated RTP budget of \$2.65 B (further described below).

Screening Outcomes

Applications for a total of \$19.6 billion in programs and projects funding requests were received as follows: \$5.9 billion in programs, \$2.2 billion in countywide/local projects, and \$11.5 billion in regional projects. The total overall cost of all the projects and programs, including committed projects, is \$24.5 billion, as shown in Attachment A, Table 1. As part of the RTP, MTC has assigned Alameda County an initial target budget of \$2.65 billion over a 25 year horizon. This amount is expected to be combined with other sources to fund programs and projects in Alameda County. MTC is currently developing more refined financial forecasts, which are anticipated to be available in late fall and are likely to be less than the \$2.65 billion.

For the Draft RTP submittal due September 30, 2015, the following is recommended:

- **Regional projects**: It is recommended that regional/multi-county projects be submitted to MTC for a total of \$14.3 billion, of which \$8.7 billion is discretionary and is assumed to be from the regional discretionary budget. These projects serve a regional need and are shown on Attachment B, Table 2.
- **Committed projects**: It is recommended that committed projects for a total of almost \$528 million be submitted to MTC. These projects meet the funding and environmental clearance requirements of MTC. These projects are shown on Attachment C, Table 3.

- For programmatic categories: It is recommended that the amount of funding assigned to programs be for the MTC discretionary funding requests as part of the Alameda County share is \$1.1 billion. This represents 43% of the \$2.65 billion discretionary funding target being assigned to the 14 program categories shown in Attachment D, Table 4.
- For local/countywide projects: It is recommended that the remaining 57% or \$1.5 billion of the \$2.65 discretionary funding target be assigned to the countywide local projects shown in Attachment E, Table 5.

Public Outreach:

Similar to the 2012 CTP development, the 2016 CTP update includes a transparent process, with Alameda CTC closely working with the jurisdictions, transit agencies, and stakeholders. In addition, Alameda CTC collected input from the general public during outreach meetings for each of the ongoing multimodal plans which will inform the CTP. Public outreach for the Plan will be coordinated closely with other outreach efforts that are underway at the agency to ensure strategic use of stakeholders' time; CTP input will be sought at strategic points throughout the Plan development process. Full documentation of outreach for the projects and programs that are submitted to MTC will be presented in October as part of the final project and program list recommendation.

Schedule and Next Steps

- September 30, 2015: Forward draft lists to MTC.
- Late September: Address Committee/Commission comments; refine draft list to create final submittal for MTC;
- October 8: ACTAC review and recommendation to Committee and Commission
- October 12: Committee review and recommendation to full Commission
- October 22: Commission action on final list for submittal to MTC
- October 31: Forward final lists to MTC

Update on MTC RTP/SCS Development

MTC and ABAG initiated a limited update to the RTP/SCS beginning in late 2014, with initial work on its public participation plan. MTC/ABAG held public workshops and MTC released a call for projects in May 2015. In addition, MTC/ABAG have been updating regional forecasts for housing, jobs and revenue, and are currently in the process of finalizing performance measures and targets as part of their project performance assessment. Alameda CTC has been participating and commenting on the RTP development and Attachment F includes a letter from Chair Haggerty on the initial MTC performance measures released this summer. Attachment G includes the Plan Bay Area update schedule.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Table 1. Draft Summary List of Regional, Committed, Programs and Projects
- B. Table 2. Draft Regional Program List
- C. Table 3. Draft Committed Projects List Submittal for Alameda County
- D. Table 4. Draft Programs Project List Submittal for Alameda County
- E. Table 5. Draft Alameda County Project List Submittal for the RTP
- F. Alameda CTC letter to MTC on Performance Measures and Targets
- G. Plan Bay Area Update Schedule

Staff Contact

[Tess Lengyel](#), Deputy Director of Planning and Policy

[Saravana Suthanthira](#), Senior Transportation Planner

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Table 1 - Draft CTP Applications Summary
(in \$ 000s)

	Total Cost	Total Programmed Funding	Total Funding Requests	Requested Local Discretionary Funding (\$ 000s)	Funding Proposed for "Regional Discretionary"*
MTC Programmatic Categories					
Intersection Improvements	\$63,948	\$12,559	\$51,689		\$454
Intersection Improvements (Grade Separations)	\$631,067	\$9,185	\$621,882		\$26,281
Management Systems	\$132,647	\$46,009	\$86,638		\$777
Minor Freight Improvements	\$183,281	\$1,812	\$181,469		\$50,401
Minor Transit Improvements	\$492,295	\$139,956	\$352,334	Specific Local Fund allocations to be made based upon local discretionary actions	\$123,965
Multimodal Streetscape Improvements	\$1,145,593	\$80,749	\$1,064,843		\$137,912
New Bicycle and Pedestrian Facilities	\$1,633,258	\$72,831	\$1,560,427		\$444,895
Other	\$510,000	\$0	\$510,000		\$145,611
Planning	\$219,158	\$6,225	\$212,933		\$77,686
Preservation Rehabilitation	\$955,760	\$325,693	\$630,067		\$6,921
Routine Operation and Maintenance	\$397,616	\$96,900	\$300,716		\$93,155
Safety and Security	\$302,630	\$55,062	\$247,568		\$26,886
Travel Demand Management	\$183,944	\$19,645	\$164,299		\$13,059
TOTAL Programmatic	\$6,851,197	\$866,326	\$5,984,864		\$3,028,347
Transportation Project Categories					
Arterial Projects (Improvements)	\$207,552	\$16,285	\$191,268	\$95,634	\$95,634
Arterial Projects (Gap Closures)	\$310,103	\$26,954	\$283,150	\$141,575	\$141,575
Bicycle & Pedestrian Projects	\$182,151	\$4,600	\$177,550	\$88,775	\$88,775
Highway Projects (Interchanges & Crossings)	\$601,218	\$301,992	\$299,227	\$87,065	\$212,162
Transit Oriented Development Projects	\$570,712	\$12,850	\$557,862	\$60,000	\$497,862
Transit Projects	\$252,878	\$10,020	\$242,859	\$4,781	\$238,078
Three Major Trail Development Program	\$206,551	\$12,374	\$194,178	\$97,089	\$97,089
Local Arterial Network Gap Closure	\$38,562	\$1,100	\$37,462	\$18,731	\$18,731

I-580 Corridor TEP Freeway Improvements	\$267,377	\$169,905	\$97,472	\$48,736	\$48,736
I-880 Corridor TEP Freeway Improvements	\$67,052	\$14,998	\$52,054	\$26,027	\$26,027
Union City Rail Program	\$75,000	\$0	\$75,000	\$37,500	\$37,500
TOTAL Alameda County Projects	\$2,779,156	\$571,078	\$2,208,078	\$705,911	\$1,502,167
TOTAL Regional	\$14,369,217	\$2,870,509	\$11,498,708	\$2,826,067	\$8,672,642
TOTAL Committed	\$527,844	\$527,844	\$0	\$0	\$0
GRAND TOTAL	\$24,527,414	\$4,835,757	\$19,691,650	\$6,560,325	\$11,322,809
			Current Request for Regional		\$2,650,167
			Percent Programmatic		43%
			Percent Projects		57%
			Regional Allocation for		\$2,650,000

Table 2 - Draft CTP Regional Program

Criteria - Projects of regional significance/ falls within or supports a Regional Program/Efforts (Managed Lanes)/ top performer in the prior RTP which is a criteria for Regional Discretionary funding.

CTP Index	Sponsor		Project title	Total cost (\$ 000s)	Programmed Funding (\$ 000s)	Requested Funding (\$ 000s)	Requested Funding: Discretionary* (\$ 000s)	Requested Funding: Other Sources (\$ 000s)	Planning Area	
Regional Goods Movement										
214	City of Oakland		Oakland Army Base transportation infrastructure improvements	\$307,106	\$238,563	\$68,543	\$68,543	\$0	North	
302	Port of Oakland		7th Street Grade Separation East	\$490,091	\$2,800	\$487,291	\$227,291	\$260,000	North	
303	Port of Oakland		7th Street Grade Separation West	\$163,707	\$3,050	\$160,657	\$160,657	\$0	North	
306	Port of Oakland		Middle Harbor Road Improvements	\$29,200	\$25	\$29,175	\$4,175	\$25,000	North	
305	Port of Oakland		Oakland International Airport Perimeter Dike	\$54,200	\$13,200	\$41,000	\$41,000	\$0	North	
308	Port of Oakland		Outer Harbor Intermodal Terminal (OHIT) Phases 2 and 3	\$179,545	\$25,638	\$153,907	\$153,907	\$0	North	
307	Port of Oakland		Outer Harbor Turning Basin	\$57,321	\$10	\$57,311	\$3,388	\$53,923	North	
Subtotal Regional Goods Movement				\$1,281,170	\$283,286	\$997,884	\$658,961	\$338,923		
Regional Highway (Interchanges)										
						\$0				
027	Alameda CTC		I-580/I-680 Interchange Improvement Project	\$1,456,650	\$20,000	\$1,436,650	\$1,436,650	\$0	East	
037	Alameda CTC		SR-84/I-680 Interchange Improvements and SR-84 Widening	\$366,000	\$124,940	\$241,060	\$123,000	\$118,060	East	
Subtotal Regional Highway (Interchanges)				\$1,822,650	\$144,940	\$1,677,710	\$1,559,650	\$118,060		
Regional Highway (Managed Lanes)										
						\$0				
318	Alameda CTC		I-580 Integrated Corridor Mobility (ICM)	\$117,000	\$0	\$117,000	\$0	\$117,000		
030	Alameda CTC		I-680 Northbound and Southbound HOV/HOT Lanes (SR-84 to Alcosta Boulevard)	\$225,100	\$20,000	\$205,100	\$205,100	\$0	East/South	
029	Alameda CTC		I-680 Northbound HOV/HOT Lane (SR-237 to SR-84)	\$385,000	\$185,000	\$200,000	\$0	\$200,000	South	
028	Alameda CTC		I-680 Southbound Express Lanes (SR-237 to SR-84) Upgrades	\$37,508	\$2,000	\$35,508	\$35,508	\$0	South	
034	Alameda CTC		I-880 Northbound HOV/HOT Extension (A Street to Hegenberger)	\$109,000	\$20,000	\$89,000	\$89,000	\$0	Central	
Subtotal Regional Highway (Managed Lanes)				\$873,608	\$227,000	\$646,608	\$329,608	\$317,000		
Bay Trail Implementation										
						\$0				
049	City of Alameda		Alameda Point Trails	\$12,100	\$100	\$12,000	\$12,000	\$0	North	

078	City of Albany	Pierce Street Park Bikeway	\$1,005	\$317	\$688	\$688	\$0	North
192	City of Oakland	Coliseum BART to Bay Trail Connector	\$3,183	\$980	\$2,203	\$2,203	\$0	North
193	City of Oakland	City-Wide Bay Trail Network	\$23,400	\$5,180	\$18,220	\$18,220	\$0	North
211	City of Oakland	Lake Merritt to Bay Trail Bicycle Pedestrian Gap Closure	\$20,984	\$5,043	\$15,941	\$14,341	\$1,600	North
223	City of Oakland	Bay Trail Connections - Four Sites	\$660	\$160	\$500	\$450	\$50	North
286	City of Union City	Union City Boulevard Bike Lanes (Phase 2)	\$8,800	\$1,000	\$7,800	\$0	\$7,800	South
Subtotal Regional Pedestrian & Bicycle			\$70,132	\$12,780	\$57,352	\$47,902	\$9,450	
Regional Transit and Park & Ride			\$0					
001	AC Transit	East Bay BRT Extension to Bayfair BART	\$50,700	\$0	\$50,700	\$0	\$50,700	Central
006	AC Transit	San Pablo Corridor Transit Improvements	\$103,000	\$0	\$103,000	\$0	\$103,000	North
041	BART	BART Metro: Bay Fair Connection	\$234,049	\$100,100	\$133,949	\$133,949	\$0	Central
043	BART	BART to Livermore Project Development	\$552,800	\$410,400	\$142,400	\$0	\$142,400	East
313	BART	BART Metro Program	\$1,700,000	\$0	\$1,700,000	\$0	\$1,700,000	All
314	BART	BART Security Program	\$250,000	\$205,941	\$44,059	\$0	\$44,059	All
315	BART	BART Station Modernization	\$4,744,000	\$0	\$4,744,000	\$0	\$4,744,000	All
316	BART	BART Station Access	\$800,000	\$0	\$800,000	\$0	\$800,000	All
317	BART	BART Transbay Corridor Core Capacity	\$1,600,000	\$1,306,000	\$294,000	\$0	\$294,000	All
062	City of Alameda	Mariner Square Drive Extension and Park and Ride Lot	\$7,360	\$0	\$7,360	\$7,360	\$0	North
057	City of Alameda	New Alameda Point Ferry Terminal	\$127,198	\$60,062	\$67,137	\$67,137	\$0	North
142	City of Fremont	Irvington BART Station	\$140,300	\$120,000	\$20,300	\$20,300	\$0	South
234	City of Pleasanton	Bernal Park and Ride	\$1,100	\$0	\$1,100	\$1,100	\$0	East
186	City of Newark	Newark Transit station	\$11,150	\$0	\$11,150	\$100	\$11,050	South
Subtotal Regional Transit			\$10,321,657	\$2,202,503	\$8,119,154	\$229,946	\$7,889,209	
Total			\$14,369,217	\$2,870,509	\$11,498,708	\$2,826,067	\$8,672,642	

** Includes B, BB, VRF discretionary, (1) funding requests applicants included with their application, and other needs requests identified as (4) "Other/TBD - Alameda CTC."

***Includes (2) local uncommitted funds on a case by case basis, not specified funds, and (3) "Other/TBS - Non-AlamedaCTC"

Table 3 - DRAFT Committed Projects

Criteria: 100% funded through local funds; or project/program has full funding plan and environmental clearance by Sep 30, 2015

CTP Index	Sponsor	Project title	Total cost (\$ 000s)	Programmed Funding (\$ 000s)	Environmental Clearance (Mo/Yr)	Planning Area
004	AC Transit	East Bay BRT	\$179,985	\$177,985	06/12	North/Central
002	AC Transit	Line 51 Project Completion and Capital Replacement	\$20,673	\$20,673	02/14	North/Central
024	Alameda CTC	Dumbarton Corridor Area Transportation Improvements	\$120,000	\$120,000	07/18	South
032	Alameda CTC	I-880 at 23rd/29th Avenue Interchange Improvements	\$110,653	\$105,653	04/10	North
038	Alameda CTC	SR-84 Widening (Ruby Hill Drive to Concannon Boulevard)	\$87,533	\$52,660	08/08	East
070	City of Alameda	Rapid Bus Service (Alameda Point to Fruitvale BART)	\$9,000	\$9,000	09/20	North
Total			\$527,844	\$485,971		

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Table 4 - Draft CTP- Programmatic Projects by MTC RTP Category

CTP Index	Sponsor	Project title	Total cost (\$ 000s)	Programmed Funding (\$ 000s)	Requested Funding (\$ 000s)	Funding Proposed for "Regional Discretionary"*
Intersection Improvements						
021	Alameda County	Strobridge Avenue Extension	\$13,380	\$1,370	\$12,010	
022	Alameda County	Tesla Road Safety Improvements Phase 1	\$11,065	\$5,065	\$6,000	
052	City of Alameda	New Traffic Signal at Central Avenue/Taylor Avenue/3rd Street	\$437	\$0	\$437	
060	City of Alameda	McCartney Road Road and Island Drive Intersection Improvements	\$300	\$300	\$0	
061	City of Alameda	Main Street Improvements & Realignment	\$6,710	\$3,000	\$3,710	
064	City of Alameda	New Traffic Signal at Oak Street and Clement Avenue	\$320	\$0	\$320	
065	City of Alameda	New Traffic Signal at Park Street and Pacific Avenue	\$320	\$0	\$320	
129	City of Emeryville	Powell Street Bridge Widening at Christie Avenue	\$5,206	\$0	\$5,206	
241	City of Pleasanton	Nevada Street Extension	\$2,200	\$200	\$2,000	
249	City of San Leandro	San Leandro Street Circulation and Capacity Improvements	\$16,920	\$1,074	\$15,846	
254	City of San Leandro	E.14th St/Hesperian Blvd/150th Ave Intersection Improvements	\$7,090	\$1,250	\$5,840	
Intersection Improvements- Sub Total			\$63,948	\$12,259	\$51,689	\$454
Intersection Improvements (Grade Separations)						
094	City of Berkeley	Gilman Street Multimodal Railroad Grade Separation Project	\$65,682	\$0	\$65,682	
165	City of Hayward	Tennyson Avenue Grade Separation at Niles Subdivision	\$40,360	\$6,110	\$34,250	
261	City of Union City	Alvarado Boulevard Grade Separation	\$30,000	\$320	\$29,680	
270	City of Union City	Dyer Street Grade Separation	\$25,000	\$270	\$24,730	
279	City of Union City	Niles Subdivision Grade Separation	\$200,000	\$1,920	\$198,080	
280	City of Union City	Oakland Subdivision Grade Separation	\$220,025	\$25	\$220,000	
285	City of Union City	Smith Street Grade Separation	\$20,000	\$220	\$19,780	
287	City of Union City	Union City Boulevard Grade Separation	\$30,000	\$320	\$29,680	
Intersection Improvements (Grade Separation)- Sub Total			\$631,067	\$9,185	\$621,882	\$26,281
Management Systems						
056	City of Alameda	Emergency Vehicle Preemption System	\$200	\$0	\$200	
071	City of Alameda	Citywide Signal Upgrades	\$455	\$0	\$455	
077	City of Alameda	Webster / Posey Tubes Incident Management System	\$400	\$0	\$400	
103	City of Berkeley	Multimodal Corridor Signal Interconnect	\$8,933	\$0	\$8,933	
159	City of Hayward	Citywide Fiber Optics Installation	\$10,000	\$0	\$10,000	
208	City of Oakland	Citywide Intelligent Transportation System Program	\$46,335	\$1,000	\$45,335	
220	City of Oakland	Citywide Traffic Signal System Management	\$40,600	\$26,000	\$14,600	
294	LAVTA	AVL ITS Replacement	\$9,990	\$5,540	\$4,450	

291	MTC (Cities of Oakland and San Leandro)	I-880 ICM North Alameda Segment	\$15,734	\$13,469	\$2,265	
Management Systems - Sub Total			\$132,647	\$46,009	\$86,638	\$777
Minor Freight Improvements						
319	Alameda CTC	Goods Movement Program Implementation	\$125,000	\$0	\$125,000	
100	City of Berkeley	Railroad Quiet Zone Multimodal Safety Project	\$11,461	\$0	\$11,461	
130	City of Emeryville	Quiet Zone	\$4,529	\$29	\$4,500	
147	City of Fremont	UPRR Quiet Zone - Various Locations	\$2,995	\$20	\$2,975	
148	City of Fremont	UPRR Quiet Zone - Centerville Area	\$2,350	\$20	\$2,330	
149	City of Fremont	UPRR Quiet Zone - Niles/Nursery	\$1,310	\$500	\$810	
224	City of Oakland	West Oakland Freight Corridor Upgrades	\$9,362	\$470	\$8,892	
309	Port of Oakland	Port ITS Implementation Project	\$7,553	\$30	\$7,523	
310	Port of Oakland	Port Seismic Monitor Program	\$586	\$7	\$579	
311	Port of Oakland	Port Terminal Lighting Upgrade Project	\$5,645	\$6	\$5,639	
273	City of Union City	Industrial Rail Connections between Oakland and Niles Subdivisions	\$3,245	\$5	\$3,240	
282	City of Union City	Passenger Platform for ACE (Oakland Subdivision)	\$3,000	\$360	\$2,640	
264	City of Union City	Passenger Platform for Amtrak (Coast Subdivision)	\$3,000	\$360	\$2,640	
284	City of Union City	Shinn Connection (Oakland and Niles Subdivisions)	\$3,245	\$5	\$3,240	
Minor Freight Improvements- Sub Total			\$183,281	\$1,812	\$181,469	\$50,401
Minor Transit Improvements						
007	AC Transit	Vehicle Expansion	\$62,034	\$7,254	\$54,780	
040	BART	19th Street Station Modernization	\$25,000	\$14,000	\$11,000	
042	BART	Secure Bicycle Parking at Alameda County BART Stations	\$3,425	\$1,075	\$2,350	
044	BART	BART Station Modernization Program	\$381,340	\$115,556	\$265,784	
051	City of Alameda	Bus Stop Accessibility Improvements	\$5	\$5	\$0	
107	City of Berkeley	Downtown Berkeley Transit Center & Streetscape Improvements	\$5,555	\$851	\$4,704	
122	City of Emeryville	Amtrak Platform Extension	\$3,000	\$0	\$3,000	
125	City of Emeryville	Bus Shelters - Citywide Bus Shelters - Citywide	\$1,380	\$0	\$1,380	
128	City of Emeryville	Powell Street I-80 Ramp Bus Bays	\$2,301	\$0	\$2,301	
137	City of Fremont	Fremont BART Station - West Entrance Improvements	\$50	\$0	\$50	
275	City of Union City	Union City Intermodal Station Phase 3	\$6,600	\$1,200	\$5,400	
295	LAVTA	Bus Shelter Replacement Program	\$1,200	\$0	\$1,200	
298	LAVTA	Major Service Improvements (Routes 10, 12, and 15)	\$0	\$0	\$0	
301	LAVTA	Livermore Transit Center Rehabilitation	\$405	\$20	\$385	
Minor Transit Improvements- Sub Total			\$492,295	\$139,961	\$352,334	\$123,965

Multimodal Streetscape Improvements

010	Alameda County	Castro Valley Boulevard Streetscape Improvement Phase II	\$16,750	\$450	\$16,300
012	Alameda County	East 14th Streetscape Improvements Phase II	\$15,830	\$4,530	\$11,300
013	Alameda County	East Lewelling Boulevard Streetscape Improvements- Phase II	\$11,240	\$440	\$10,800
017	Alameda County	Hesperian Boulevard Streetscape Improvement project	\$24,640	\$17,640	\$7,000
321	Alameda CTC	TOD/PDA Plan Implementation	\$300,000	\$0	\$300,000
046	City of Alameda	Mitchell Street Improvements Project	\$5,646	\$0	\$5,646
047	City of Alameda	Alameda Point Multimodal Street Network	\$15,100	\$100	\$15,000
055	City of Alameda	Citywide Complete Streets	\$62	\$62	\$0
066	City of Alameda	Park Street Streetscape Improvements	\$0	\$0	\$0
068	City of Alameda	Ralph Appezato Memorial Parkway Street Improvements	\$1,768	\$0	\$1,768
072	City of Alameda	Stargell Avenue (Main Street to 5th Street) Queue Jump Lanes & Class I Trail	\$4,750	\$1,900	\$2,850
076	City of Alameda	Webster Street Improvement	\$2,900	\$0	\$2,900
082	City of Albany	Solano Avenue Complete Streets	\$3,429	\$652	\$2,777
086	City of Berkeley	Hearst Avenue Complete Streets - Transit Improvements	\$278	\$37	\$241
091	City of Berkeley	Downtown Berkeley Multimodal Area Improvement Program	\$65,855	\$0	\$65,855
097	City of Berkeley	Complete Streets Corridor Improvement Program	\$3,572	\$3,344	\$228
312	City of Berkeley	San Pablo Complete Streets Corridor	\$31,663	\$0	\$31,663
104	City of Berkeley	Southside Multimodal Area Enhancement Program	\$6,928	\$0	\$6,928
105	City of Berkeley	Southside Two-way Streets Conversion Project	\$11,435	\$0	\$11,435
108	City of Berkeley	University Avenue Complete Streets Corridor	\$73,229	\$0	\$73,229
110	City of Berkeley	West Berkeley Area improvement Program	\$3,277	\$0	\$3,277
138	City of Fremont	Fremont Boulevard Streetscape Project - Centerville (Thornton Avenue to Central Avenue)	\$7,746	\$134	\$7,612
139	City of Fremont	Fremont Boulevard Streetscape Project - Downtown (Country Drive to Sundale Drive)	\$8,529	\$0	\$8,529
153	City of Fremont	SR-84 Relinquishment and Upgrades Phase I	\$13,063	\$0	\$13,063
157	City of Hayward	C Street Complete Street Project	\$2,980	\$0	\$2,980
162	City of Hayward	Main Street Complete Street Project	\$3,047	\$0	\$3,047
163	City of Hayward	Mission Boulevard Phases 2 and 3 Improvements	\$33,900	\$21,900	\$12,000
167	City of Livermore	Downtown PDA Multimodal Improvements	\$7,304	\$440	\$6,864
171	City of Livermore	Isabel/BART PDA Multimodal Improvements	\$16,100	\$10,300	\$5,800
183	City of Newark	Thornton Avenue Streetscape Improvement (Olive Street to Elm Street)	\$2,200	\$0	\$2,200
184	City of Newark	Thornton Avenue Streetscape Improvement (Elm Street to Willow Street)	\$2,200	\$0	\$2,200
188	City of Oakland	14th Street Avenue Streetscape Project	\$13,205	\$6,405	\$6,800
189	City of Oakland	27th Street Corridor Improvements	\$3,393	\$50	\$3,343
200	City of Oakland	West Grand Avenue Complete Streets Project	\$20,151	\$50	\$20,101
201	City of Oakland	Oakland Complete Streets Program	\$316,000	\$2,000	\$314,000
204	City of Oakland	Fruitvale Alive Gap Closure Streetscape Project	\$8,334	\$327	\$8,007
205	City of Oakland	20th Street Green Corridor Improvements	\$4,746	\$63	\$4,683
207	City of Oakland	East Bay BRT Corridor Connectors Streetscape Improvements	\$14,441	\$3,536	\$10,905
212	City of Oakland	MLK Jr Way Streetscape Project - Phase II	\$7,115	\$1,300	\$5,815
219	City of Oakland	Peralta Streetscape Project (Phase II)	\$7,115	\$300	\$6,815
243	City of Pleasanton	Stanley Boulevard Reconstruction (Main Street to 1st Street)	\$5,700	\$2,700	\$3,000

245	City of Pleasanton	Stoneridge Mall Sidewalk Construction	\$1,030	\$0	\$1,030
251	City of San Leandro	Doolittle Drive Streetscape (Davis to Fairway)	\$421	\$0	\$421
253	City of San Leandro	East 14th Street South Area Streetscape	\$15,720	\$0	\$15,720
258	City of San Leandro	MacArthur Blvd Streetscape Phase 2	\$2,800	\$0	\$2,800
259	City of San Leandro	Marina Boulevard Streetscape (Merced to Monarch Bay Drive)	\$11,000	\$0	\$11,000
268	City of Union City	Decoto Road Complete Street Project	\$7,000	\$840	\$6,160
291	City of Union City	Whipple Road Widening (I-880 to BART track)	\$12,000	\$1,249	\$10,751
Multimodal Streetscape Improvements- Sub Total			\$1,145,593	\$80,749	\$1,064,843
New Bicycle and Pedestrian Facilities					
008	Alameda County	Sidewalk Improvements at Various Locations in Unincorporated Alameda County	\$27,600	\$15,600	\$12,000
009	Alameda County	Bicycle Improvements at Various Locations in Unincorporated Alameda County	\$19,980	\$4,140	\$15,840
324	Alameda CTC	Countywide Bicycle Plan Implementation	\$249,000	\$0	\$249,000
323	Alameda CTC	Countywide Pedestrian Plan Implementation	\$894,000	\$0	\$894,000
050	City of Alameda	Blanding Avenue Track Removal and Corridor Improvements	\$5,170	\$0	\$5,170
073	City of Alameda	Tilden Way Phase 2 Sidewalk Improvements	\$2,830	\$400	\$2,430
080	City of Albany	Complete Streets for San Pablo Avenue and Buchanan Street	\$3,945	\$605	\$3,340
081	City of Albany	San Pablo Avenue Cycle Track	\$290	\$0	\$290
083	City of Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	\$1,980	\$124	\$1,856
084	City of Berkeley	Adeline Street Complete Streets Corridor	\$11,672	\$0	\$11,672
085	City of Berkeley	Ashby Avenue Complete Streets Corridor	\$2,579	\$0	\$2,579
087	City of Berkeley	Citywide Bike Boulevard/Major Street Intersections Project	\$6,008	\$35	\$5,973
088	City of Berkeley	Channing Bicycle Boulevard Safety Project	\$9,522	\$0	\$9,522
089	City of Berkeley	Citywide Bicycle Improvement Program	\$37,552	\$0	\$37,552
090	City of Berkeley	College Avenue Complete Streets Corridor	\$481	\$0	\$481
092	City of Berkeley	Dwight Way Complete Streets Corridor	\$647	\$0	\$647
093	City of Berkeley	Gilman Street Complete Streets Corridor	\$81	\$0	\$81
096	City of Berkeley	Milvia Bike Boulevard Project	\$7,452	\$0	\$7,452
101	City of Berkeley	Sacramento Complete Streets Corridor	\$963	\$0	\$963
102	City of Berkeley	Shattuck Avenue Complete Streets Corridor	\$958	\$0	\$958
106	City of Berkeley	Telegraph Avenue Complete Streets Corridor	\$25,349	\$0	\$25,349
109	City of Berkeley	West Berkeley Areawide Pedestrian & Bicycle Improvements	\$25,500	\$0	\$25,500
113	City of Dublin	Downtown Dublin PDA Bike and Ped Plan Implementation	\$21,418	\$325	\$21,093
124	City of Emeryville	Bike Ped Plan Implementation	\$4,800	\$0	\$4,800
131	City of Emeryville	South Bayfront Bridge	\$19,400	\$16,450	\$2,950
155	City of Fremont	Warm Springs BART West Access Bridge and Plaza	\$35,715	\$10,715	\$25,000
156	City of Fremont	I-880 Bicycle and Pedestrian Bridge and Trail	\$21,440	\$0	\$21,440
194	City of Oakland	Citywide Bicycle Master Plan Implementation	\$119,100	\$23,223	\$95,877
215	City of Oakland	Park Boulevard Bike and Pedestrian Path	\$3,094	\$100	\$2,994
225	City of Piedmont	Bicycle Safety Improvements	\$460	\$4	\$456
226	City of Piedmont	Grand Avenue Improvements	\$851	\$114	\$737
227	City of Piedmont	Highland Avenue Improvements	\$800	\$111	\$689
233	City of Pleasanton	Arroyo Mocho Trail Construction	\$10,000	\$0	\$10,000

238	City of Pleasanton	Foothill Road Bike Lane Plan and Construction (I-580 to Verona Road)	\$2,200	\$0	\$2,200	
250	City of San Leandro	San Leandro Creek Trail	\$33,421	\$53	\$33,368	
262	City of Union City	Alvarado Niles Road Sidewalks	\$1,500	\$181	\$1,319	
272	City of Union City	Horner Street Sidewalk Construction	\$500	\$63	\$437	
274	City of Union City	Industrial Park Sidewalk Construction	\$3,000	\$357	\$2,643	
277	City of Union City	Bike/Ped Connection Over Niles Subdivision	\$20,000	\$0	\$20,000	
278	City of Union City	Lowry Road Sidewalk Construction	\$2,000	\$231	\$1,769	
	New Bicycle and Pedestrian Facilities - Sub Total		\$1,633,258	\$72,831	\$1,560,427	\$444,895
	Other					
281	City of Union City	Oakland Subdivision Acquisition	\$135,000	\$0	\$135,000	
325	Alameda CTC	Affordable Student Transit Pass Program	\$375,000	\$0	\$375,000	
	Other - Sub Total		\$510,000	\$0	\$510,000	\$145,611
	Planning					
322	Alameda CTC	Arterial Performance Initiative	\$200,000	\$0	\$200,000	
003	AC Transit	Dumbarton Bridge Transit Expansion Study & Implementation*	\$5,000	\$0	\$5,000	
005	AC Transit	Grand / MacArthur Feasibility Study	\$6,000	\$6,000	\$0	
045	Caltrans	Estuary Crossing Bridge Engineering Feasibility Study	\$250	\$0	\$250	
075	City of Alameda	Estuary Water Shuttle Project Study Report Equivalent	\$1,225	\$225	\$1,000	
133	City of Fremont	BayTrail - South Fremont to Milpitas Connection	\$75	\$0	\$75	
134	City of Fremont	Blacow Road Ped/Bike Grade Separation at BART/UPRR	\$75	\$0	\$75	
143	City of Fremont	Irvington BART Station Area Plan	\$300	\$0	\$300	
146	City of Fremont	Niles to City Center Bikeway with New Alameda Creek Bridge	\$150	\$0	\$150	
145	City of Fremont	Scoping/Planning for Irvington Trail Connector with I-680 Bridge	\$75	\$0	\$75	
206	City of Oakland	I-980 Multimodal Boulevard-2nd Transbay Tube Study	\$5,250	\$0	\$5,250	
296	LAVTA	Comprehensive Operational Analysis 2020	\$353	\$0	\$353	
297	LAVTA	Comprehensive Operational Analysis 2025	\$405	\$0	\$405	
	Planning - Sub Total		\$219,158	\$6,225	\$212,933	\$77,686
	Preservation Rehabilitation					
020	Alameda County	Pavement Rehabilitation at Various Locations in Unincorporated Alameda County	\$24,060	\$15,060	\$9,000	
329	Alameda CTC	Trail Maintenance	\$0	\$0	\$0	
014	Alameda County	Estuary Bridges Repairs	\$13,000	\$3,000	\$10,000	
067	City of Alameda	Citywide Street Resurfacing	\$3,200	\$3,200	\$0	
173	City of Livermore	Annual Pavement Maintenance - MTS Routes	\$98,275	\$26,000	\$72,275	
175	City of Newark	Balentine Drive and Cedar Boulevard Pavement Rehabilitation	\$1,117	\$0	\$1,117	
176	City of Newark	Cedar Boulevard Pavement Rehabilitation	\$1,144	\$0	\$1,144	
177	City of Newark	Edgewater Drive and Lake Boulevard Pavement Rehabilitation	\$1,124	\$0	\$1,124	
178	City of Newark	George Avenue Pavement Rehabilitation and Drainage Improvements	\$2,750	\$0	\$2,750	
179	City of Newark	Moores Avenue and Sycamore Street Pavement Rehabilitation	\$770	\$0	\$770	
180	City of Newark	Thornton Avenue Pavement Rehabilitation (I-880 to Cherry Street)	\$1,502	\$0	\$1,502	
181	City of Newark	Thornton Avenue Pavement Rehabilitation (Cherry Street to Willow Street)	\$1,509	\$0	\$1,509	
182	City of Newark	Thornton Avenue Pavement Rehabilitation (Willow Street - SR-84)	\$986	\$0	\$986	
187	City of Newark	Zulmida Avenue Pavement Rehabilitation	\$770	\$0	\$770	

195	City of Oakland	Citywide Bridge Preventive Maintenance Program	\$27,141	\$250	\$26,891	
218	City of Oakland	Citywide Pedestrian Master Plan Implementation	\$45,507	\$11,000	\$34,507	
217	City of Oakland	Citywide Paving Program	\$641,250	\$242,850	\$398,400	
230	City of Piedmont	Sidewalk Replacement Project	\$1,400	\$1,400	\$0	
231	City of Piedmont	Annual Street Paving Improvements	\$4,347	\$4,347	\$0	
232	City of Pleasanton	Bernal Bridge Construction over Arroyo de la Laguna	\$4,300	\$1,700	\$2,600	
236	City of Pleasanton	Dublin Canyon Widening (Bridge Section Near Canyon Meadows)	\$2,450	\$450	\$2,000	
248	City of Pleasanton	West Las Positas Roadway Reconstruction (Hopyard Road to Stoneridge Drive)	\$2,250	\$50	\$2,200	
256	City of San Leandro	Lake Chabot Road Stabilization	\$2,256	\$41	\$2,215	
260	City of San Leandro	San Leandro Local Street Rehabilitation	\$43,700	\$13,700	\$30,000	
263	City of Union City	Alvarado Boulevard Pavement Rehabilitation	\$1,321	\$163	\$1,158	
265	City of Union City	Alvarado-Niles Road Pavement Rehabilitation	\$5,610	\$670	\$4,940	
267	City of Union City	Central Avenue Pavement Rehabilitation	\$667	\$157	\$510	
269	City of Union City	Decoto Road Pavement Rehabilitation	\$2,207	\$337	\$1,870	
271	City of Union City	Dyer Road Pavement Rehabilitation	\$2,202	\$332	\$1,870	
288	City of Union City	Union City Boulevard Pavement Rehabilitation	\$3,527	\$535	\$2,992	
289	City of Union City	Whipple Road - Pavement Rehabilitation (Phase 1)	\$552	\$132	\$420	
290	City of Union City	Whipple Road - Pavement Rehabilitation (Amaral Street to Mission Boulevard)	\$1,987	\$304	\$1,683	
304	Port of Oakland	Airport Drive Resurfacing	\$12,880	\$15	\$12,865	
Preservation Rehabilitation- Sub Total			\$955,760	\$325,693	\$630,067	\$6,921
Routine Operations and Maintenance						
327	Alameda CTC	Paratransit Program	\$232,000	\$0	\$232,000	
328	Alameda CTC	Transit Operations Service Augmentation	\$1,056	\$0	\$1,056	
126	City of Emeryville	Emery Go Round Operations	\$90,220	\$79,670	\$10,550	
197	City of Oakland	Broadway Shuttle Operations	\$26,755	\$1,465	\$25,290	
293	LAVTA	Atlantis Maintenance and Operations Facility Phase 3	\$46,464	\$15,765	\$30,699	
299	LAVTA	Administration and Operations Facility Improvements (Rutan Court)	\$1,096	\$0	\$1,096	
300	LAVTA	Training Video	\$25	\$0	\$25	
Routine Operations and Maintenance - Sub Total			\$397,616	\$96,900	\$300,716	\$93,155
Safety and Security						
011	Alameda County	Crow Canyon Road Safety Improvements	\$3,800	\$900	\$2,900	
015	Alameda County	Foothill Road Safety Improvements in the vicinity of Sunol	\$2,650	\$750	\$1,900	
326	Alameda CTC	Safe Routes To School	\$40,000	\$0	\$40,000	
154	City of Fremont	Vargas Road Improvements	\$4,235	\$135	\$4,100	
019	Alameda County	Patterson Pass Road Safety Improvements	\$6,500	\$1,200	\$5,300	
023	Alameda County	Tesla Road Safety Improvements Phase II	\$6,500	\$1,500	\$5,000	
039	Alameda County	Vasco Road Safety Improvement Phase II	\$24,000	\$4,000	\$20,000	
074	City of Alameda	Traffic Calming Devices at Various Locations	\$620	\$0	\$620	
079	City of Albany	Cornell Avenue Safe Routes to School	\$1,490	\$37	\$1,453	
098	City of Berkeley	Ohlone Greenway and Intersection Improvement Project	\$6,321	\$0	\$6,321	
099	City of Berkeley	Citywide Pedestrian Plan Safety Improvements Program	\$29,409	\$0	\$29,409	
111	City of Berkeley	West Berkeley Shuttle	\$49,803	\$36,478	\$13,325	

166	City of Hayward	First/Last-Mile BART Shuttle	\$55,985	\$350	\$55,635	
210	City of Oakland	Library Shuttle Program	\$6,156	\$250	\$5,906	
213	City of Oakland	Citywide Neighborhood Bus Shuttle Program (NBS)	\$24,100	\$1,200	\$22,900	
257	City of San Leandro	LINKS Shuttle Service	\$4,086	\$2,818	\$1,268	
121	City of Emeryville	Door to Door Paratransit Shuttle (8 to Go)	\$3,129	\$189	\$2,940	
136	City of Fremont	Citywide Freeway Interchange Safety and Access Upgrades	\$75	\$0	\$75	
209	City of Oakland	LAMMPS Phase 2 Improvements	\$20,022	\$4,562	\$15,460	
228	City of Piedmont	Oakland Avenue Pedestrian Improvements	\$855	\$112	\$743	
229	City of Piedmont	Pedestrian Safety Improvements	\$694	\$168	\$526	
235	City of Pleasanton	Freeway Overcrossing Improvements for Bicyclists (8 Interchanges)	\$1,750	\$50	\$1,700	
239	City of Pleasanton	Foothill Road S-Curve Modification (Muirwood Drive North to Highland Oaks Drive)	\$4,600	\$0	\$4,600	
252	City of San Leandro	Downtown Pedestrian Lighting Improvements	\$2,850	\$0	\$2,850	
283	City of Union City	Railroad Crossing Improvements	\$3,000	\$363	\$2,637	
Safety and Security - Sub Total			\$302,630	\$55,062	\$247,568	\$26,886
Travel Demand Management						
018	Alameda County	Alameda County Parking Demand and Management Strategy Study	\$175	\$50	\$125	
320	Alameda CTC	Countywide TDM Implementation	\$25,000	\$0	\$25,000	
048	City of Alameda	Alameda Point Transportation Demand Management Plan	\$5,000	\$750	\$4,250	
127	City of Emeryville	North Hollis Parking and TDM Program	\$1,285	\$25	\$1,260	
164	City of Hayward	Comprehensive Parking Management	\$1,536	\$85	\$1,451	
216	City of Oakland	Citywide Parking Management Program	\$16,574	\$5,794	\$10,780	
221	City of Oakland	Implementation Program for Citywide Safe Routes to School	\$133,379	\$12,941	\$120,438	
203	City of Oakland	Transportation Data Management Program	\$995	\$0	\$995	
TDM- Sub Total			\$183,944	\$19,645	\$164,299	\$13,059
Programmatic - Total			\$6,851,196	\$866,326	\$5,984,864	1,148,000

* Initial funding by Programmatic category was based on the total Programmatic request of \$2.956 B and the total available balance of \$1.148 B in Regional Discretionary funding (Total \$2.65 B - Initial funding proposed for Projects \$1.502B) and assigning the available funds proportionate to the request.

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Table 5 - Draft CTP Projects

CTP Index	Table 5 - Draft CTP Projects						Fund Eligibility*			
	Sponsor	Project title	Total cost (\$ 000s)	Programmed Funding (\$ 000s)	Requested Funding (\$ 000s)	Requested Local Discretionary Funding (\$ 000s)	Requested Regional Funding (\$ 000s)	RTIP	ATP	STP /CMAQ
Arterial Projects (Improvements)						0	\$0			
112	City of Dublin	Dougherty Road Widening	\$22,875	\$6,035	\$16,840	\$8,420	\$8,420	x		x
115	City of Dublin	Dublin Boulevard Widening - Sierra Court to Dublin Court	\$5,824	\$2,912	\$2,912	\$1,456	\$1,456	x		x
120	City of Dublin	Tassajara Road Widening from N. Dublin Ranch Drive to City Limit	\$43,721	\$1,800	\$41,921	\$20,961	\$20,961			x
185	City of Newark	Thornton Avenue Widening (Gateway Boulevard to Hickory Street)	\$14,405	\$0	\$14,405	\$7,203	\$7,203			x
202	City of Oakland	Telegraph Avenue Complete Streets	\$16,727	\$0	\$16,727	\$8,364	\$8,364			x
237	City of Pleasanton	El Charro Road Extension (Stoneridge Drive to Stanley Boulevard)	\$59,000	\$300	\$58,700	\$29,350	\$29,350			x
266	City of Union City	Union City Boulevard Widening (Whipple to City Limit)	\$15,000	\$1,749	\$13,251	\$6,626	\$6,626	x		x
292	City of Union City	Whipple Road Widening (BART track to Mission Boulevard)	\$30,000	\$3,489	\$26,511	\$13,256	\$13,256	x		x
Subtotal Arterial Projects (Improvements)			\$207,552	\$16,285	\$191,267	\$95,634	\$95,634			
Arterial Projects (Gap Closures)										
026	Alameda CTC	I-880 to Mission Boulevard East-West Connector	\$230,514	\$23,508	\$207,006	\$103,503	\$103,503	x		x
114	City of Dublin	Dublin Boulevard - North Canyons Parkway Extension	\$79,589	\$3,446	\$76,143	\$38,072	\$38,072			
Subtotal Arterial Projects (Gap Closures)			\$310,103	\$26,954	\$283,149	\$141,575	\$141,575			
Bicycle & Pedestrian Projects										
016	Alameda County	Fruitvale Avenue (Miller Sweeney) Lifeline Bridge Project*	\$71,000	\$0	\$71,000	\$35,500	\$35,500			x
132	City of Fremont	Auto Mall Parkway Widening and Improvements	\$26,601	\$0	\$26,601	\$13,301	\$13,301	x		x
140	City of Fremont	Fremont Boulevard Widening (I-880 to Grimmer)	\$9,950	\$0	\$9,950	\$4,975	\$4,975	x		x
141	City of Fremont	Gimmer Boulevard Greenway	\$10,500	\$0	\$10,500	\$5,250	\$5,250			x
144	City of Fremont	Kato Road Widening (Warren Avenue to Milmont Drive)	\$5,700	\$4,600	\$1,100	\$550	\$550			x
151	City of Fremont	SR-84 Mowry Avenue Widening (Peralta Blvd to Mission Blvd)	\$45,000	\$0	\$45,000	\$22,500	\$22,500	x		x
152	City of Fremont	SR-84 Peralta Boulevard Widening (Fremont Blvd to Mowry Ave)	\$13,400	\$0	\$13,400	\$6,700	\$6,700	x		x
Subtotal Bicycle & Pedestrian Projects			\$182,151	\$4,600	\$177,551	\$88,775.50	\$88,775.50			
Highway Projects (Interchanges & Crossings)						\$0	\$0			
031	Alameda CTC	I-80 Gilman Street Interchange Improvements	\$38,388	\$25,392	\$12,996	\$6,498	\$6,498	x		
033	Alameda CTC	I-880 Broadway/Jackson Interchange Improvements	\$218,799	\$77,500	\$141,299	\$8,101	\$133,198	x		
035	Alameda CTC	I-880 Industrial Parkway Interchange Reconstruction	\$52,641	\$44,000	\$8,641	\$4,321	\$4,321	x		
036	Alameda CTC	I-880 Whipple Road Interchange Improvements	\$73,653	\$60,000	\$13,653	\$6,827	\$6,827	x		
123	City of Emeryville	Ashby I-80 Interchange with Bicycle and Pedestrian Ramps	\$54,800	\$52,100	\$2,700	\$1,350	\$1,350	x		
160	City of Hayward	I-880 A Street Interchange Reconstruction	\$47,833	\$42,500	\$5,333	\$2,667	\$2,667	x		
158	City of Hayward	SR-92/Clawiter Road/Whitesell Street Interchange Improvements	\$55,204	\$0	\$55,204	\$27,602	\$27,602	x		
246	City of Pleasanton	I-680 Overcrossing Widening and Improvements (at Stoneridge Drive)	\$17,000	\$0	\$17,000	\$8,500	\$8,500	x		
247	City of Pleasanton	I-680 Sunol Interchange Modification	\$17,400	\$400	\$17,000	\$8,500	\$8,500	x		
242	City of Pleasanton	Santa Rita Road I-580 Overcrossing Widening	\$9,400	\$0	\$9,400	\$4,700	\$4,700	x		

244	City of Pleasanton	Stoneridge Drive Widening (east of Johnson Drive and I-680 Interchange)	\$16,100	\$100	\$16,000	\$8,000	\$8,000	x		x
Subtotal Highway Projects (Interchanges & Crossings)			\$601,218	\$301,992	\$299,226	\$87,064.64	\$212,161.64			
Transit Oriented Development Projects										
199	City of Oakland	Coliseum City TOD Infrastructure	\$401,296	\$3,500	\$397,796	\$20,000	\$377,796			x
198	City of Oakland	Coliseum City Transit Hub	\$169,416	\$9,350	\$160,066	\$40,000	\$120,066			x
Subtotal Transit Oriented Development Projects			\$570,712	\$12,850	\$557,862	\$60,000	\$497,862			
Transit Projects										
069	City of Alameda	Ralph Appezato Memorial Parkway BRT	\$9,581	\$20	\$9,561	\$4,781	\$4,781			x
196	City of Oakland	Broadway Shuttle Expansion	\$243,297	\$10,000	\$233,297	\$0	\$233,297			x
Subtotal Transit Projects			\$252,878	\$10,020	\$242,858	\$4,781	\$238,078			
Three Major Trail Development Program (Eligible Funds - \$264 M)										
025	Alameda CTC	East Bay Greenway: Lake Merritt to South Hayward	\$149,372	\$6,156	\$143,216	\$71,608	\$71,608			x
117	City of Dublin	Iron Horse Trail Crossing (old SPRR ROW) at Dublin Boulevard	\$11,153	\$1,050	\$10,103	\$5,052	\$5,052			x
118	City of Dublin	Iron Horse Trail Crossing at Dougherty Road	\$11,451	\$0	\$11,451	\$5,726	\$5,726			x
135	City of Fremont	East Bay Greenway/Rails to Trails - Central Park to Alameda Creek	\$11,985	\$3,115	\$8,870	\$4,435	\$4,435			x
170	City of Livermore	Livermore Iron Horse Trail	\$20,390	\$2,053	\$18,337	\$9,169	\$9,169			x
240	City of Pleasanton	Iron Horse Trail Bridge at Arroyo Mocho	\$2,200	\$0	\$2,200	\$1,100	\$1,100			x
Three Major Trail Development Program - Sub Total			\$206,551	\$12,374	\$194,177	\$97,089	\$97,089			
Local Arterial Network Gap Closure										
053	City of Alameda	Clement Avenue East Extension To Tilden Way	\$5,182	\$0	\$5,182	\$2,591	\$2,591			x
054	City of Alameda	Clement Avenue West Extension (Sherman Street to Grand Street)	\$5,446	\$0	\$5,446	\$2,723	\$2,723			x
063	City of Alameda	Mitchell Street Extension Project	\$7,670	\$0	\$7,670	\$3,835	\$3,835			x
119	City of Dublin	Scarlett Drive Extension	\$20,264	\$1,100	\$19,164	\$9,582	\$9,582			x
Local Arterial Network Gap Closure - Sub Total			\$38,562	\$1,100	\$37,462	\$18,731	\$18,731			
I-580 Corridor Freeway Improvements (Eligible Funds - \$28 M)										
116	City of Dublin	I-580 Interchange Improvement at Hacienda/Fallon Road - Phase 2	\$52,332	\$1,400	\$50,932	\$25,466	\$25,466	x		
168	City of Livermore	I-580 First Street Interchange Improvements	\$52,080	\$43,250	\$8,830	\$4,415	\$4,415	x		
169	City of Livermore	I-580 Greenville Road Interchange Improvements	\$57,965	\$49,755	\$8,210	\$4,105	\$4,105	x		
172	City of Livermore	I-580 SR-84/Isabel Interchange Improvements Phase 2	\$35,700	\$25,650	\$10,050	\$5,025	\$5,025	x		
174	City of Livermore	I-580 Vaso Road Interchange Improvements	\$69,300	\$49,850	\$19,450	\$9,725	\$9,725	x		
I-580 Corridor Freeway Improvements - Sub Total			\$267,377	\$169,905	\$97,472	\$48,736	\$48,736			
I-880 Corridor Freeway Improvements (Eligible Funds - \$85 M)										
150	City of Fremont	SR-262 Mission Boulevard Cross Connector Improvements	\$10,050	\$0	\$10,050	\$5,025	\$5,025	x		
161	City of Hayward	I-880 Winton Avenue Interchange Improvements	\$38,960	\$7,060	\$31,900	\$15,950	\$15,950	x		
190	City of Oakland	42nd Ave & High St Access Improvement at I-880 On/Off Ramp	\$18,042	\$7,938	\$10,104	\$5,052	\$5,052	x		
I-880 Corridor Freeway Improvements - Sub Total			\$67,052	\$14,998	\$52,054	\$26,027	\$26,027			
Union City Rail Program - Capitol Corridor Coast Line & UC Intermodal Station (Eligible Funds - \$75 M)										
276	City of Union City	Union City Intermodal Station Phase 4	\$75,000	\$0	\$75,000	\$37,500	\$37,500	x		x
Union City Rail Program - Sub Total			\$75,000	\$0	\$75,000	\$37,500	\$37,500			
			\$2,779,156	\$571,078	\$2,208,078	\$705,911	\$1,502,167			



Commission Chair
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City of Oakland

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Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

August 19, 2015

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

Dear Mr. Heminger,

Alameda CTC has reviewed the draft targets and performance measures developed for the update of Plan Bay Area (PBA) 2040, and our comments are as follows.

As currently written, the draft goals and targets are heavily focused on housing and health, and only a limited number of them are related to transportation (only three out of ten) under the goal of Transportation System Effectiveness. Since PBA includes the long-range plan for transportation in the Bay Area, the goals and targets should ensure a strong focus on transportation to measure the impact of proposed investments on the region’s multimodal transportation infrastructure by explicitly addressing the effectiveness of the system, goods movement, and system resiliency. This comment is in line with what the public stated during your outreach for PBA 2040 in public workshops and stakeholder meetings—that transportation system effectiveness and congestion are major concerns and should be addressed in the Plan.

Alameda CTC also believes that goods movement needs to be a large component of PBA 2040. Over 30 percent of the jobs in the Bay Area are related to goods movement, and the actual movement of goods is a critical economic driver of the region and mega-region; therefore, a performance target that focuses on the movement of goods is needed. While your Target #7 Economic Vitality (increase the share of jobs within 30 min by auto and 45 min by transit by TBD % in congested conditions) focuses on the movement of people,

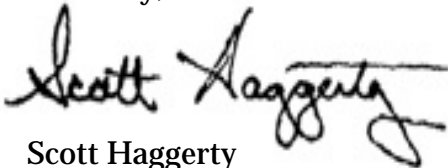
Alameda CTC believes a goods movement performance measure could be added that looks at travel time on select Origin-Destination pairs across the region within goods movement corridors that focuses on the movement of goods.

Transportation system effectiveness is a critical component of the quality of life and economy of the region. Alameda CTC believes that part of the system effectiveness needs to address congestion, both on roads and transit. For example, Target #10 could be modified to reduce per-rider transit delay due to aged infrastructure “and overcrowding.” It should also address transit service coordination and connectivity. In addition, one or two measures related to congestion (travel time/reliability) to comprehensively and directly assess the combined benefit of coordinated land use and investments on the region’s multimodal transportation infrastructure should be included.

Finally, considering the region’s vulnerability to natural disaster and the regional efforts on sea level rise (Adapting to Rising Tides), the performance targets should include a measure to assess resiliency of the region’s transportation infrastructure.

Again, because PBA includes the long-range plan for transportation in the Bay Area, the goals and targets should ensure a strong focus on transportation.

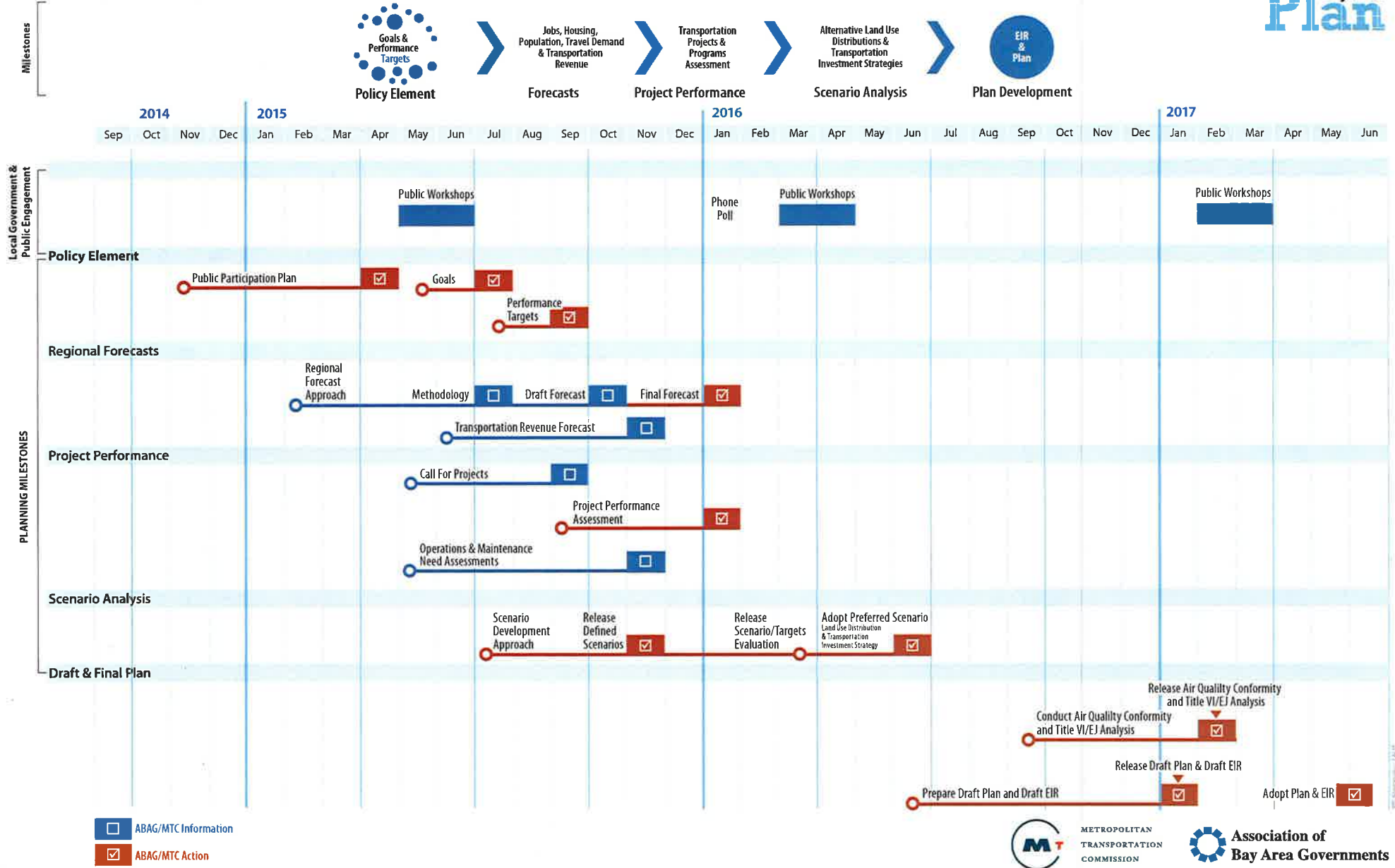
Sincerely,

A handwritten signature in black ink that reads "Scott Haggerty". The signature is written in a cursive, flowing style.

Scott Haggerty

Alameda CTC Chair, Alameda County District 1 Supervisor

Plan Bay Area Update: Key Milestones 2014–2017



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Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

DATE: September 4, 2015

SUBJECT: Transportation Fund for Clean Air (TFCA) Expenditure Deadline Extension Requests

RECOMMENDATION: (1) Approve a one-year extension to the TFCA expenditure deadline from November 14, 2015 to November 14, 2016 for three TFCA projects 11ALA01, 11ALA02 and 11ALA07, and (2) Authorize the Executive Director, or designee, to execute an amendment to the associated TFCA master funding agreement, 11-ALA, to reflect the extended expenditure period.

Summary

The Bay Area Air Quality Management District (Air District) allows Transportation Fund for Clean Air (TFCA) county program managers to approve up to two, one-year time extensions to the established expenditure deadline for each TFCA project. Any subsequent extensions are granted by the Air District on a case-by-case basis. Because of this, the timely use of funds provisions of the Alameda CTC's TFCA Program Guidelines require Commission approval for any TFCA projects requesting a third, or subsequent, extension. This is the third extension request for the following three TFCA projects: 11ALA01, City of Alameda's Park Street Corridor Operations Improvements; 11ALA02, Alameda County's Mattox Rd Class 2 Bike Lanes; and 11ALA07, Post-project Data Collection for Hesperian, Tennyson, and Winton Corridor Signal Timing.

It is recommended the Commission: (1) Approve a one-year extension to the TFCA expenditure deadline from November 14, 2015 to November 14, 2016 for three TFCA projects 11ALA01, 11ALA02 and 11ALA07, and (2) Authorize the Executive Director, or designee, to execute an amendment to the associated TFCA master funding agreement, 11-ALA, to reflect the extended expenditure period.

Background

TFCA funding is generated by a \$4 vehicle registration fee collected by the Air District. Eligible projects are intended to result in the reduction of motor vehicle emissions and to achieve surplus emission reductions beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations. Projects typically funded with TFCA include shuttles, bicycle lanes and lockers, signal timing and trip reduction programs.

As the TFCA Program Manager for Alameda County, the Alameda CTC is responsible for programming 40 percent of the revenue generated in Alameda County for this program, with the remaining 60 percent programmed directly by the Air District.

Timely Use of Funds Provisions

Projects receiving TFCA funding are required to meet the requirements of the TFCA program, including the Air District TFCA County Program Manager Fund Policies (Air District Policies) and the Alameda CTC's TFCA Guidelines, which conform to the Air District Policies, reflect Air District guidance and include provisions specific to the administration of Alameda County's TFCA program. County-specific provisions include the TFCA distribution formula and a timely use of funds policy, which help ensure program compliance and timely project completion.

For the TFCA program, the Air District Policies requires TFCA funds to be expended within two years, unless a longer expenditure period is approved at the time of programming or an extension is approved. The Air District Policies allow county program managers to approve up to two one-year extensions to a project's established expenditure deadline. Any subsequent extensions are granted by the Air District on a case-by-case basis, if it finds that significant progress has been made on a project and the master funding agreement is amended to reflect the revised schedule. Because of this, the timely use of funds provisions of the Alameda CTC's TFCA Guidelines require Commission approval for any TFCA projects requesting a third, or subsequent, one-year extension.

Extension Requests

11ALA01, City of Alameda Park Street Corridor Operations Improvements: The Alameda CTC programmed \$230,900 of TFCA funding to this project through the 2011-12 TFCA Program. The City of Alameda requests a third one-year extension for this funding due to a delay in the delivery of several other projects in the project area. The E-76 has been issued for the federal funding and this project is currently scheduled to begin May 2016. The City's extension request letter is included as Attachment A.

11ALA02, Alameda County Mattox Road Class 2 Bike Lanes: The Alameda CTC programmed \$40,000 of TFCA funding to this project through the 2011-12 TFCA Program. Alameda County requests a third one-year extension for this funding due to a delay in the project's associated sidewalk improvements, which has been resolved. The project has been awarded and is anticipated to be completed this fall. The County's extension request letter is included as Attachment B.

11ALA07, Post-project Data Collection for Hesperian, Tennyson, and Winton Corridor Signal Timing: The Alameda CTC programmed \$50,300 of TFCA funding to this project through the 2011-12 TFCA Program. The City of Hayward requests a third one-year extension for this funding due to a delay in the data collection and analysis for the Winton Avenue corridor caused by projects at two intersections within the project limits that will affect traffic flow. The City's extension request letter is included as Attachment C.

Next Steps

Upon Commission approval, a request to extend the expenditure deadline from November 14, 2015 to November 14, 2016 for these three projects will be submitted to Air District staff for approval. If granted, an amendment to extend the period of the associated master funding agreement 11ALA will be executed.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. City of Alameda Extension Request Letter for TFCA Project 11ALA01
- B. County of Alameda Extension Request Letter for TFCA Project 11ALA02
- C. City of Hayward Extension Request Letter for TFCA Project 11ALA07

Staff Contacts

[James O'Brien](#), Interim Deputy Director of Programming and Allocations

[Jacki Taylor](#), Program Analyst

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August 27, 2015

Ms. Jacki Taylor
TFCA County Program Manager Liaison
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

RE: TFCA Expenditure Deadline Extension Request

TFCA Project Number: 11ALA01

Project Title: Park Street Corridor Operations Improvement

TFCA Award Amount: \$230,900.00

Dear Ms. Taylor,

The City of Alameda requests a third, one-year extension to the established TFCA expenditure deadline for the TFCA funding programmed to the subject project.

Current expenditure deadline date: November 14, 2015

Requested expenditure deadline date: November 14, 2016

Project Description and Status:

Install left turn lanes, signal modification at Park/Blanding, signal modification at Park/Lincoln, and upgrade signals along Park Street from Drawbridge to Encinal Avenue.

Reason for Project Delay:

City of Alameda has received E76 for both PE and Construction for this project. The project is delayed due to the ongoing construction activities on the Park Street Corridor related to the development of the Walgreen's, other commercial projects and a Streetscape project due for construction this year. As soon as these projects are complete, City will begin construction on this project.

Revised Schedule:

Contract Award: March 2016

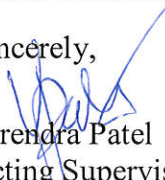
Construction Start: May 2016

Construction End: July 2016

TFCA Final Invoice and Final Report: September 2016

Please contact me with questions at (510) 747-7947.

Sincerely,


Virendra Patel
Acting Supervising Civil Engineer

Public Works Department
950 W. Mall Square, Room 110
Alameda, California 94501
510 747-7900 Fax 510-769-6030 TTY 510-522-7338

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August 24, 2015

Ms. Jacki Taylor
TFCA County Program Manager Liaison
Alameda CTC
1111 Broadway, Suite 800
Oakland, CA 94607

Subject: **TFCA Expenditure Deadline Extension Request**
TFCA Project Number: 11ALA02
Project Title: Mattox Road Bicycle Lanes
FCA Award Amount: \$40,000

Dear Ms. Taylor:

Alameda County is requesting a third, one-year extension to the established TFCA expenditure deadline for the TFCA funding programmed to the subject project.

Current expenditure deadline date: November 14, 2015
Requested expenditure deadline date: November 14, 2016

Project Description and Status:

This improvement project includes sidewalk and bicycle lanes along Mattox Road in Unincorporated Alameda County. Project has been awarded, construction is scheduled to start by the end of August 2015.

Reason for Project Delay:

The installation of the bicycle lanes is part of the sidewalk improvement project along Mattox Road and delays occurred as a result of coordination with property owners and the Caltrans Encroachment permit at the intersection of Mattox Road and East 14th Street. Project was awarded and might be completed before the expenditure deadline but considering unexpected circumstances such as weather conditions, County is requesting a one year extension.

Revised Schedule:

Construction Award: July 28, 2015
Construction Start: August 31, 2015
Construction End: November 20, 2015
TFCA Final Invoice and Final Report: March 31, 2016

If you have any questions, please contact me at (510) 670-5827.

Sincerely,

Ruben Izon
Project Engineer

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9/2/2015

Ms. Jacki Taylor
TFCA County Program Manager Liaison
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

RE: TFCA Expenditure Deadline Extension Request

TFCA Project Number: 11ALA07

Project Title: Post-project Monitoring/Retiming activities for TFCA project 10ALA04,
Traffic Signal Controller Upgrade and Synchronization

TFCA Award Amount: \$50,300

Dear Ms. Taylor,

The City of Hayward requests one-year extension to the established TFCA expenditure deadline for the TFCA funding programmed to the subject project.

Current expenditure deadline date: November 14, 2015

Requested expenditure deadline date: November 14, 2016

Project Description and Status:

Signal coordination, travel time runs and post project analysis have been completed on Hesperian Boulevard, Tennyson Road and Winton Avenue corridors through TFCA project 10ALA04. TFCA project 11ALA07 provides funding for the post-project data collection and analysis for these corridors.

Reason for Project Delay:

TFCA project 11ALA07 provides funding for two-year post-project data collection and analysis for TFCA project 10ALA04, which implemented traffic signal controller upgrade and synchronization improvements on Hesperian Boulevard, Tennyson Road and Winton Avenue corridors in Hayward which was completed in June 2013. There is currently construction in the Winton Corridor project area which will delay the data collection activities for this corridor for approximately one year. The City is requesting an extension for 11ALA07, so that the TFCA funding remains available to reimburse the delayed data collection activities for Winton. For the Hesperian and Tennyson corridors, post-project data will be collected through projects that are being implemented by other agencies and incorporated into the TFCA final report.

Revised Schedule:

Completion of post project data collection and analysis for Winton corridor: 09/30/2016

**DEPARTMENT OF PUBLIC WORKS
ENGINEERING AND TRANSPORTATION**

777 B Street • Hayward • CA • 94541-5007
Tel: 510-583-4730 • Fax: 510-583-3620 • Website: www.hayward-ca.gov

TFCA Final Invoice: 10/2016

Data available for Hesperian and Tennyson corridors: 03/01/2017

TFCA Final Report: 06/30/2017

Please contact me with questions at (510) 583-4791.

Sincerely,



Abhishek Parikh
City Traffic Engineer

Cc: TFCA Project file



Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607 • PH: (510) 208-7400 • www.AlamedaCTC.org

DATE: September 4, 2015

SUBJECT: Transportation Fund for Clean Air (TFCA) FY 2015-16 Program Update

RECOMMENDATION: Receive an update on the Status of the TFCA FY 2015-16 Program

Summary

The Transportation Fund for Clean Air (TFCA) County Program Manager FY 2015-16 program is currently under development. This item provides an update on the evaluation status of the applications received to date for the \$2.038 million that is available this year, including new requests that have been received since a summary of applications was presented to ACTAC in July. A final FY 2015-16 TFCA program is scheduled for consideration by the Commission in October 2015. Staff will continue to work with ACTAC representatives to identify potential projects and evaluate requests for funding until all available funds are programmed.

Background

TFCA funding is generated by a four dollar vehicle registration fee collected by the Bay Area Air Quality Management District (Air District). Projects that result in the reduction of motor vehicle emissions are eligible for TFCA. Eligible projects are to achieve "surplus" emission reductions beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations. Projects typically funded with TFCA include shuttles, bicycle lanes and lockers, signal timing and trip reduction programs. As the TFCA Program Manager for Alameda County, the Alameda CTC is responsible for annually programming 40 percent of the four dollar vehicle registration fee that is collected in Alameda County for this program. Five percent of new revenue is set aside for the Alameda CTC's administration of the TFCA program. Per the Alameda CTC TFCA Guidelines, 70 percent of the available funds are to be allocated to the cities/county based on population, with a minimum of \$10,000 to each jurisdiction. The remaining 30 percent of funds are to be allocated to transit-related projects on a discretionary basis.

A jurisdiction may borrow against its projected future share in order to receive more funds in the current year, which can help facilitate the required annual programming of all available funds. Projects proposed for TFCA funding are required to meet the eligibility and cost-effectiveness requirements of the TFCA program.

Program Status

Approximately \$2.038 million of TFCA funding is available for FY 2015-16. A few new requests have been received since a summary of applications was presented to ACTAC in July. Based on the draft evaluation results completed to date, the projects identified as eligible and cost-effective total approximately \$1.8 million. Due to the current remaining balance, a staff recommendation for the FY2015-16 program has been delayed to October 2015. The below table summarizes the draft evaluation results and in-process evaluations.

FY 2015-16 TFCA Program Status ¹				
Sponsor	Project Title	Project Cost	Amount Requested	Draft TFCA Amount
Evaluated projects and draft results:				
Alameda County	East Castro Valley Boulevard Class II Bicycle Lanes	\$ 362,000	\$ 338,000	\$ 62,000
Alameda County	Line 97 Corridor (Signal timing component)	\$ 1,376,000	\$ 44,000	\$ 44,000
Albany	Marin Ave Class II Bicycle Lane Gap Closure	\$ 1,022,187	\$ 100,000	\$ 95,000
Berkeley	Berkeley Citywide Bicycle Parking Program	\$ 137,000	\$ 137,000	\$ 137,000
Oakland	Oakland Broadway "B" Shuttle off-Peak Weekday Operations, 2 years	\$ 630,930	\$ 242,000	\$ 210,000 See Note 2
Pleasanton	Pleasanton Trip Reduction Program, 2 years	\$ 184,000	\$ 88,000	\$ 53,000
San Leandro	LINKS Shuttle	\$ 1,334,000	\$ 302,000	\$ 50,000 See Note 2
Union City	Line 97 Corridor Improvements (Signal timing component)	\$ 203,000	\$ 74,000	\$ 36,000
AC Transit	Line 97 Corridor Improvements (TSP component)	\$ 6,188,000	\$ 200,000	\$ 148,000
BART	West Oakland Station Bicycle Lockers	\$ 417,000	\$ 55,000	\$ 55,000
CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Operations, 2 years	\$ 267,378	\$ 123,000	\$ 123,000 See Note 2
Alameda CTC	Guaranteed Ride Home/TDM Information Services, 2 years	\$ 270,000	\$ 270,000	\$ 270,000
LAVTA	LAVTA Rte 30 BRT Operations, 2 years	\$ 6,520,000	\$ 400,000	\$ 275,000 See Note 2
Subtotal Draft TFCA:				\$ 1,558,000
New projects (August 2015) with completed evaluations:				
Alameda CTC	Countywide "I Bike" Campaign, FYs 2015-16 and 2016-17	\$ 60,000	\$ 60,000	\$ 60,000 See Notes 3,5
Alameda CTC	Countywide Commute Challenge Program, FY 2015-16	\$ 75,000	\$ 75,000	\$ 75,000 See Notes 4,5
Oakland	CityRacks, Phase 12 Citywide Bicycle Parking Program	\$ 125,000	\$ 125,000	\$ 125,000
Subtotal TFCA:				260,000
Total Draft TFCA (evaluated and cost-effective to date):				\$ 1,818,000

Total draft balance available (\$2.038M less evaluated and cost-effective to date):				\$ 220,000
New projects (August 2015) with evaluations in-process:				
Dublin	San Ramon Road Buffered Bike Lanes and Traffic Signal Coordination/TSP	\$ 267,000	\$ 267,000	Results pending
Notes:				
<ol style="list-style-type: none"> Information provided for discussion purposes only and is subject to change. Assumes Air District approval of the Alameda CTC's request to increase the cost-effectiveness threshold for shuttle projects from \$125K TFCA/ton of reduced emissions to \$175K TFCA/ton to align with the Regional TFCA program's threshold. Proposal to shift funding of the existing countywide "I Bike" bicycling promotion campaign from Measure B discretionary funds to TFCA. New countywide commute alternatives program is proposed to start fall 2015. Program to include promotion of carpool matching programs and an education and outreach effort to promote the benefits of carpooling and transit to commuters, with focused outreach for I-80, I-580, and I-880 corridors. TFCA funding for this program is likely to be programmed as a subcomponent of the recommended GRH/TDM program's TFCA grant, but it is proposed to be funded proportionally through the 70% Cities/County TFCA shares (the existing GRH/TDM program is funded through the 30% Transit Discretionary share). 				

Next Steps

A final FY 2015-16 TFCA program is scheduled for consideration by the Commission in October 2015. The Alameda CTC has until November 6, 2015 to submit a Commission-approved program of eligible projects to the Air District. At that time, any funds that remain may be programmed directly by the Air District. Staff will continue to work with ACTAC representatives to identify potential projects and evaluate requests for funding until all available funds are programmed. After November 6th, on the off-chance any County TFCA remains unprogrammed, the Air District proposes to exchange this funding with Regional TFCA funding previously programmed to a project within Alameda County.

Fiscal Impact:

TFCA funding is made available by the Air District and costs associated with TFCA projects and the Alameda CTC's administration of the TFCA program are included in the Alameda CTC's 2015-16 budget.

Staff Contacts

[James O'Brien](#), Interim Deputy Director of Programming and Allocations

[Jacki Taylor](#), Program Analyst

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Memorandum

5.3

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

DATE: September 4, 2015

SUBJECT: Measure BB Community Development Investments Program (MBB 045 / PN 1460.000): Program Development Overview

RECOMMENDATION: Receive an overview of the development of the Measure BB Community Development Investments Program Guidelines and provide input.

Summary

The 2014 Transportation Expenditure Plan (TEP) establishes a total of 4 percent of net sales tax revenue, to be distributed on a discretionary basis for the development and implementation of the Community Development Investments Program (CDIP). These funds will be programmed as part of the development of the Alameda CTC Comprehensive Investment Plan (CIP). The CDIP will support existing and new transportation infrastructure improvements that will enhance access and provide increased connectivity to and between job centers, schools, transportation facilities, community centers, and residential developments. The proposed guidelines detail the purpose, objectives and programming methodology for the implementation of the CDIP. It also establishes the award process, including eligibility requirements, selection criteria and award thresholds.

Investments supported by the CDIP include capital projects, programs, plans and studies which serve to achieve the objectives of the program; including but not limited to improvements to BART station facilities, bus transfer hubs, bicycle/pedestrian infrastructure, local streets and roads, and transit that encourage transit oriented growth. A minimum of 70 percent of available funds will be applied to Capital Projects for the delivery of infrastructure improvements. Funding will also be available for Programs (shuttles) and Plans/Studies which serve to facilitate transit-oriented growth and achieve the objectives of the CDIP.

The Measure BB (MBB) guidelines, the Commission approved CIP process, the Alameda CTC Countywide Transit Plan and generally accepted programming methods form the basis of the draft CDIP guidelines. Alameda CTC is requesting that comments and questions pertaining to the draft guidelines be submitted by October 22, 2015.

Background

The CDIP is a discretionary program in the TEP and has a program value of 4 percent of net MBB sales tax revenue. Funds will be programmed and allocated as part of the CIP process with programming revenues estimated over a five-year horizon and allocated in two-year cycles.

The MBB guidelines, the Commission approved CCIP process, the Alameda CTC Countywide Transit Plan and generally accepted programming methods were used in the development of the draft MBB CDIP guidelines. In summary, the following is proposed:

Purpose:

Support existing and new transportation infrastructure improvements that will enhance access and provide increased connectivity to and between job centers, schools, transportation facilities, community centers, and residential developments.

Program Objectives:

Make the existing transit system more efficient and effective and increase ridership at transit facilities by:

- Improving access to transit facilities for bicycle and pedestrian traffic by addressing connectivity, safety and/or circulation needs.
- Connecting high density residential developments, job centers or schools to transit and encourage multi-modal access.
- Providing shuttles that can more effectively meet transportation needs in areas that cannot be served efficiently or are not served by fixed route transit.
- Promoting land use patterns that provide a mix of uses and greater density around transit or activity hubs.

Programming Methodology:

The CDIP funds will be distributed to specific investments on a discretionary basis as part of the development of the Alameda CTC CIP. Programming revenues are estimated over a five-year horizon and allocated in two-year cycles. To support the Program Objectives, the following methodology will apply:

Minimum Program Eligibility (MPE):

- Projects must be sponsored by a public agency in Alameda County (cities, county and transit agencies);
- Projects must be included in the Alameda CTC's Countywide Transportation Plan;
- Shuttles must be available for use by all members of the public.

Invest in capital improvements: A minimum of 70 percent of available program funds will be specifically allotted to capital projects for infrastructure investments.

Award Limits: Eligibility of phases, match requirements and award thresholds will apply.

Award Stipulations:

- Project Sponsors must submit a resolution authorizing acceptance of the recommended funding award within two months of funding approval;
- Enter into a Funding Agreement with the Alameda CTC;
- Project Sponsor is required to provide the expertise and staff resources necessary to successfully deliver projects within the constraints of the funding source requirements;
- Alameda CTC will not be responsible for any cost overruns. Project Sponsors are responsible for securing the necessary match, and for cost increases or additional funding needed to complete the project, including contingencies; and
- Project Sponsors will adhere to the applicable CIP Policies including Deadline for Environmental Approval, Timely Use of Funds, Eligible Costs for Reimbursement, and Local Contracting.

Selection Process:

- Prioritize projects with potential to secure external funding commitments.
- Criteria based on project type (refer to Appendix A of the draft guidelines).
- Examples of eligible project/programs are presented in Table A below.

Table A: Example Eligible Project/Program Types	
Capital Projects	
Transit	Station improvements including plazas, station access, pocket parks, parking lots and structures
Local Streets and Roads	Streetscape projects associated with high density residential developments and near transit facilities with sample elements such as bulb outs, cross walk enhancements, new striping for bicycle lanes and road diets, way finding signage and bus shelters
Bicycle/Pedestrian	Class 1 bikeways and bike-transit facilities, bicycle/pedestrian paths and bridges, safe routes to transit, capital improvements, bicycle parking
Programs	
Transit Operations	Shuttles
Plans and Studies	
Plans and Studies	Master plans, feasibility studies

Agreement and Performance Requirements:

If selected, the recipient will be expected to enter into a funding agreement. The Funding Agreement will include, among other items:

- A Project Delivery Plan that includes a detailed project description, costs and funding by phase, and an implementation schedule with associated deliverables or a Program Implementation Plan that includes a detailed program description, costs and funding by phase, and an implementation schedule;
- Monitoring, reporting and audit requirements;
- Requirement to adhere to all applicable regulations, including the American Disabilities Act;
- Agreement to maintain the facility;
- Agreement to acknowledge Measure BB funding on project signage; and
- Performance requirements as applicable. Sample categories include: Ridership, Operational performance and Operations cost.

Program Guidelines Next Steps:

Program Activities	Timing
Circulate Draft Guidelines	September 2015
Draft Guidelines Comment Period	Comments/Questions due: October 22, 2015
Refinements (if necessary)	November 2015
Present Refined Guidelines (if necessary)	January 2016
Approval of Guidelines	Spring 2016

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Draft MBB Community Development Investments Program Guidelines

Staff Contact

[James O'Brien](#), Interim Deputy Director of Programming and Allocations

[Trinity Nguyen](#), Senior Transportation Engineer

Measure BB Program Guidelines
Community Development Investments Program
Improving Transit Connections to Jobs and Schools

A. PURPOSE

The 2014 Transportation Expenditure Plan (TEP) establishes a total of 4% of net sales tax revenue, for the development and implementation of the Community Development Investments Program (CDIP). Community developments are strengthened when enhanced by transportation choices that provide expanded access to residential developments, jobs and schools. The CDIP will support existing and new transportation infrastructure improvements that will enhance access and provide increased connectivity to and between job centers, schools, transportation facilities, community centers, and residential developments. Investments include capital projects, programs, plans and studies which serve to achieve the objectives of the CDIP, including but not limited to improvements to BART station facilities, bus transfer hubs, bicycle/pedestrian infrastructure, local streets and roads, and transit that facilitate transit-oriented growth.

B. PROGRAM OBJECTIVES

Make the existing transit system more efficient and effective and increase ridership at transit facilities by:

- Improving access to transit facilities for bicycle and pedestrian traffic by addressing connectivity, safety and/or circulation needs.
- Connecting high density residential developments, job centers or schools to transit and encourage multi-modal access.
- Providing shuttles that can more effectively meet transportation needs in areas that cannot be served efficiently or are not served by fixed route transit.
- Promoting land use patterns that provide a mix of uses and greater density around transit or activity hubs.

C. PROGRAMMING METHODOLOGY

The CDIP funds will be distributed to specific investments on a discretionary basis as part of the development of the Alameda CTC Comprehensive Investment Plan (CIP). Programming revenues are estimated over a five-

year horizon and allocated in two-year cycles. To support the Program Objectives as outlined above, the following will apply:

1. Minimum Program Eligibility (MPE)
 - a. Projects must be sponsored by a public agency in Alameda County (cities, county and transit agencies).
 - b. Projects must be included in the Alameda CTC's Countywide Transportation Plan.
 - c. Shuttles must be available for use by all members of the public.

2. A minimum of 70% of available program funds will be specifically allotted to capital projects for infrastructure investments. The remaining 30% may be used in any category.

3. Award limitations will apply as follows:
 - a. Capital project award amounts will be limited by the programming fund estimate determined for a given award cycle and time period. Amounts will be programmed and allocated by phase, taking into consideration factors such as the remaining project phases, delivery risks to complete a phase and maximization of leveraging funding. Funding may be programmed to the following phases:
 - 1) Planning/Scoping/Conceptual Engineering
 - 2) Preliminary Engineering/Environmental Studies
 - 3) PS&E/Final Design
 - 4) Right-of-Way Acquisition and Engineering
 - 5) Utility Relocation
 - 6) Construction Capital and Support
 - b. Shuttles operations will be limited to a maximum award of \$500,000 per year, and will require a 50% match. For awards spanning multiple years, a maximum of \$2.0 million may be programmed over a five-year cycle. Awards less than \$100,000 per year will be considered on a case-by-case basis. Funding may be programmed to the following phases:
 - 1) Feasibility
 - 2) Implementation/Operations
 - 3) Evaluation
 - 4) Monitoring

- c. Plans and Studies will be limited to a maximum award of \$100,000, and will require a 50% match. Requests for plans or studies that identify and prioritize specific improvements that support the Program Objectives will be considered on a case by case basis in consideration of countywide planning and study efforts lead by Alameda CTC and the extent to which the Program Objectives are met.
4. Projects and Programs that meet the MPE requirements and are recommended by Alameda CTC for non-Alameda CTC administered funds, such as One Bay Area Grant (OBAG), will receive first priority to secure these external funding commitments for Alameda County. The remaining eligible candidates will be further evaluated and prioritized for funding based upon the selection criteria for each project type as provided in Appendix A (Selection Criteria).
5. Award Stipulations
 - a. Within two months of funding approval, Project Sponsor must submit a resolution authorizing acceptance of the recommended funding award.
 - b. Enter into a Funding Agreement with Alameda CTC as detailed in Section D (Agreement and Performance Requirements).
 - c. Project Sponsor is required to provide the expertise and staff resources necessary to successfully deliver projects within the constraints of the funding source requirements.
 - d. Alameda CTC will not be responsible any cost overruns. Project Sponsor is responsible for cost increases or any additional funding needed to complete the project, including contingencies and matching funds.
 - e. Project Sponsor will adhere to the applicable policies of the Alameda CTC's adopted CIP. Attention is directed to the following policy subjects:
 - Deadline for Environmental Approval
 - Timely Use of Funds
 - Eligible Costs for Reimbursement
 - Local Contracting

D. AGREEMENT AND PERFORMANCE REQUIREMENTS

For each award granted, a Funding Agreement will be executed between Alameda CTC and the Project Sponsor. Payments to Sponsors will be made on a reimbursement basis and may be authorized only upon the execution of the Funding Agreement. The Funding Agreement will include, among other items:

- A Project Delivery Plan that includes a detailed project description, costs and funding by phase, and an implementation schedule with associated deliverables, or a Program Implementation Plan that includes a detailed program description, costs and funding by phase, and an implementation schedule
- Monitoring, reporting and audit requirements
- Requirement to adhere to all applicable regulations, including the American Disabilities Act
- Agreement to maintain the facility
- Agreement to acknowledge Measure BB funding on project signage

Capital projects will be delivered according to the approved delivery plan and programs will be implemented according to the program implementation plan as per the Funding Agreement. Unless otherwise provided for, any modification of the approved plan will require approval by Alameda CTC and the Funding Agreement amended accordingly. Project Sponsors will mitigate direct displacement of residential developments or jobs resulting from the project.

Funds for shuttles are provided for operations activities only and may not be used for maintenance or vehicle purchases. Shuttles will be required to meet baseline thresholds in any of the following categories:

- Ridership
- Operational performance
- Operations cost

Plans and Studies will be required to complete deliverable(s) as approved and within the established schedule.

Refer to Appendix B (Project/Program Eligibility Elements) for details of eligible and ineligible project/program elements.

**APPENDIX A
SELECTION CRITERIA**

CAPITAL PROJECTS

Category	Criteria
<p><u>Benefits</u></p> <p style="text-align: right;"><u>50%</u></p>	<p>Access Improvements</p> <ul style="list-style-type: none"> <input type="checkbox"/> Improves access to activity centers, central business districts, and employment centers <input type="checkbox"/> Improves transportation routes to schools <input type="checkbox"/> Serves a known or realistic level of demand in the community for transit services <p>Safety & Security</p> <ul style="list-style-type: none"> <input type="checkbox"/> Identifies safety concerns <input type="checkbox"/> Increases public safety through a reduction of risk of accidents for vehicles, bicycles, and/or pedestrians <input type="checkbox"/> Identifies known safety issues with a proven countermeasure to address the conflicts <input type="checkbox"/> Corrects a deteriorating condition/aging infrastructure <p>Connectivity/Gap Closures</p> <ul style="list-style-type: none"> <input type="checkbox"/> Enhances intermodal and multi-jurisdictional connectivity <input type="checkbox"/> Complements existing services (not duplicative) <input type="checkbox"/> Expands the transportation system, network, or service <p>Multimodal Benefits</p> <ul style="list-style-type: none"> <input type="checkbox"/> Identifies benefits to transit, bike, pedestrian and rail <input type="checkbox"/> Support multimodal transportation through coordination of improvements <input type="checkbox"/> Supports and implements Complete Streets Policies and Practices <p>Economic Growth</p> <ul style="list-style-type: none"> <input type="checkbox"/> Promotes job growth <input type="checkbox"/> Supports residential developments and/or jobs adjacent to transit
<p><u>Sustainability</u></p> <p style="text-align: right;"><u>10%</u></p>	<ul style="list-style-type: none"> <input type="checkbox"/> Identifies funding sources and responsible agency for maintaining the transportation project after implementation/construction <input type="checkbox"/> Transportation project is identified in a long-term development plan
<p><u>Matching Funds</u></p> <p style="text-align: right;"><u>25%</u></p>	<ul style="list-style-type: none"> <input type="checkbox"/> Commits other identified funds as project matching to the funds requested <input type="checkbox"/> External (i.e., non-Alameda CTC administered) fund type (regional, state, federal, local, private)
<p><u>System Efficiencies</u></p> <p style="text-align: right;"><u>15%</u></p>	<ul style="list-style-type: none"> <input type="checkbox"/> Synergies with other projects (complements another on-going project)
<p style="text-align: right;"><u>100%</u></p>	

SHUTTLES

	Existing Shuttles Criteria	New Shuttles Criteria
<p><u>Benefits(Needs)</u> (40%)</p>	<p>Connectivity/Gap Closures/Access Improvements</p> <ul style="list-style-type: none"> <input type="checkbox"/> Connects, provides or improves access to activity centers, central business districts, schools, and employment centers <input type="checkbox"/> Serves a known level of demand in the community for transit services <input type="checkbox"/> Provides multi-jurisdictional connectivity <input type="checkbox"/> Increases efficiency level of service or reduces travel time <p>Safety & Security</p> <ul style="list-style-type: none"> <input type="checkbox"/> Addresses an existing safety concern <p>Multimodal/ Environmental Benefits</p> <ul style="list-style-type: none"> <input type="checkbox"/> Identifies benefits to transit, bike, pedestrian <input type="checkbox"/> Shuttle accommodates bicycles <input type="checkbox"/> Promotes modal shifts that reduce dependency on motorized transportation <input type="checkbox"/> Provides congestion relief <input type="checkbox"/> Use of clean fuel vehicle(s) for service <p>Economic Growth</p> <ul style="list-style-type: none"> <input type="checkbox"/> Supports residential developments and/or jobs adjacent to transit Planned population densities Planned employment densities or trends 	<p>Connectivity/Gap Closures/Access Improvements</p> <ul style="list-style-type: none"> <input type="checkbox"/> Connects or provides access to activity centers, central business districts, schools, and employment centers <input type="checkbox"/> Serves a realistic level of demand in the community for transit services <input type="checkbox"/> Provides multi-jurisdictional connectivity <p>Safety & Security</p> <ul style="list-style-type: none"> <input type="checkbox"/> Addresses an existing safety concern <p>Multimodal/ Environmental Benefits</p> <ul style="list-style-type: none"> <input type="checkbox"/> Identifies benefits to transit, bike, pedestrian <input type="checkbox"/> Shuttle accommodates bicycles <input type="checkbox"/> Promotes modal shifts that encourages less dependency on motorized transportation <input type="checkbox"/> Provides congestion relief <input type="checkbox"/> Use of clean fuel vehicle(s) for service <p>Economic Growth</p> <ul style="list-style-type: none"> <input type="checkbox"/> Supports residential developments and/or jobs adjacent to transit Planned population densities Planned employment densities or trends

<p><u>Readiness</u></p> <p style="text-align: center;">(20%)</p>	<p>Service plan clearly demonstrates how the shuttle service will be delivered for the funding period including:</p> <ul style="list-style-type: none"> a. Service area (routes/maps, destinations served) b. Specific rail stations, ferry or major transit centers served. c. Coordination with scheduled transit service d. Marketing plan/activities e. Service Provider f. Administration and oversight plan g. Monitoring/evaluation plan/activities (performance data, complaints/compliments, surveys) h. Co-Sponsors/stakeholders i. Ridership characteristics: e.g. commuter/ employees, seniors, students, etc j. Any significant changes to existing service <p>Solid funding plan with budgeted line items for:</p> <ul style="list-style-type: none"> a. Contractor (operator/vendor) cost b. Fuel c. Insurance d. Administrative (Staff oversight) e. Other direct costs (e.g. marketing) f. Total operating cost g. Notes/exceptions (e.g. if there are projected differences between the 1st and 2nd year costs) 	<p>Service plan clearly demonstrates how the shuttle service will be delivered for the funding period including:</p> <ul style="list-style-type: none"> a. Service area (routes/maps, destinations served) b. Specific rail stations, ferry or major transit centers served. c. Coordination with scheduled transit service d. Marketing plan/activities e. Service Provider f. Administration and oversight plan g. Monitoring/evaluation plan/activities h. Co-Sponsors/stakeholders i. Surveys/studies on ridership characteristics: e.g. commuter/ employees, seniors, students, etc <p>Solid funding plan with budgeted line items for:</p> <ul style="list-style-type: none"> a. Contractor (operator/vendor) cost b. Fuel c. Insurance d. Administrative (Staff oversight) e. Other direct costs (e.g. marketing) f. Total operating cost.
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MBB Program Guidelines
Community Development Investments Program

<p><u>Sustainability/ Effectiveness</u> (20%)</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Shuttle is included in an adopted local, special area, county or regional plan <input type="checkbox"/> Coordination with partners local community and governing body support (Letters of support from stakeholders) <input type="checkbox"/> Cost savings demonstrated through sharing of resources (shuttle operator provides reduced rates if service used for peak and off-peak service) <input type="checkbox"/> Annual average operating cost per passenger for the prior 12 months <input type="checkbox"/> Annual average passengers per revenue vehicle hour of service for the prior 12 months <input type="checkbox"/> Service links with other fixed route transit (more points for higher ridership routes) <input type="checkbox"/> Experience of implementer <input type="checkbox"/> Does not duplicate an existing service 	<ul style="list-style-type: none"> <input type="checkbox"/> Proposed shuttle is included in an adopted local, special area, county or regional plan <input type="checkbox"/> Coordination with partners Local community and governing body support (Letters of support from stakeholders) <input type="checkbox"/> Proposed cost savings demonstrated through sharing of resources (shuttle operator provides reduced rates if service used for peak and off-peak service) <input type="checkbox"/> Projected ridership, operating costs, and revenue vehicle hours of shuttle service to be provided in the first and second years of shuttle service. <input type="checkbox"/> Service links with other fixed route transit (more points for higher ridership routes) <input type="checkbox"/> Experience of Sponsor <input type="checkbox"/> Identifies funding or action plan to sustain operations after implementation <input type="checkbox"/> Does not duplicate an existing service
<p><u>Matching Funds</u> (10%)</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Commits other identified funds as project matching to the funds requested 50% to 75% ≥75% 	<ul style="list-style-type: none"> <input type="checkbox"/> Commits other identified funds as project matching to the funds requested 50% to 75% ≥75%
<p><u>System Efficiencies</u> (10%)</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Synergies with other projects/programs 	<ul style="list-style-type: none"> <input type="checkbox"/> Synergies with other projects/programs
<p style="text-align: center;">100%</p>		

APPENDIX B PROJECT/PROGRAM ELIGIBILITY ELEMENTS

TABLE A: Example Eligible Project/Program Types	
Category	Project/Program Types ¹
Capital Projects	
Transit	Station improvements including plazas, station access, pocket parks, parking lots and structures
Local Streets and Roads	Streetscape projects associated with high density residential developments and near transit facilities with sample elements such as bulb outs, cross walk enhancements, new striping for bicycle lanes and road diets, way finding signage and bus shelters
Bicycle/Pedestrian	Class 1 bikeways and bike-transit facilities, bicycle/pedestrian paths and bridges, safe routes to transit, capital improvements, bicycle parking
Programs	
Transit Operations	Shuttles
Plans and Studies	
Plans and Studies	Master plans, feasibility studies

Notes:

1. Highway, Goods Movement, Transportation Demand Management/Education Outreach, Local Streets and Roads and Highway Operations are not anticipated to be significant contributors to the CDIP.

TABLE B: Eligible Project/Program Costs		
Project Category/Phase	Eligible	Not Eligible
CAPITAL PROJECTS	<ul style="list-style-type: none"> • Park-and-ride facility improvements • Passenger rail station access and capacity improvements • Development and implementation of transit priority treatments on local roadways 	<ul style="list-style-type: none"> • Non-transportation related construction such as office spaces within transit facility for specific purpose of lease or retail • Site preparation work such as sewer, cable installation, etc. unless as part of a phased implementation of the project construction
Equipment/Rolling Stock Acquisition	<ul style="list-style-type: none"> • Equipment that is attached to a facility and integral to the benefit of the facility (ie: EV charging stations) 	<ul style="list-style-type: none"> • Rolling stock may count towards Sponsor project contributions; however, not reimbursable under this program
PROGRAMS		
Implementation/ Operations/ Maintenance	<ul style="list-style-type: none"> • Marketing expenses • Education • Enforcement 	<ul style="list-style-type: none"> • Vehicle purchases • Routine maintenance • Promotion program giveaways including food, etc.
Evaluation/ Monitoring		<ul style="list-style-type: none"> • Purchase of general staff equipment
PLANS/STUDIES	<ul style="list-style-type: none"> • Coordinated efforts in conjunction with any designated public entity having jurisdiction within Alameda County. 	<ul style="list-style-type: none"> • Studies that extend beyond Alameda County other than to establish contributing impacts

Note: This table is to be used in conjunction with CIP policy on Eligible Costs for Reimbursement.



DATE: September 4, 2015

SUBJECT: 2014 Measure BB Scoping Funds Update

RECOMMENDATION: Receive an update on the Measure BB Scoping Funds.

Summary

The Alameda CTC approved the FY 15/16 Measure BB 2-Year Allocation Plan in March 2015 representing the first allocations of funding from the 2014 Measure BB. The approved allocations included funding for the scoping phase of capital projects and programs from various commitments included in the 2014 Transportation Expenditure Plan (TEP). The scoping funds are intended to provide resources to sponsors of individual capital projects named in the Measure with a unique commitment amount, and to sponsors of projects eligible for Measure BB funding through one of the "grouped capital" or program commitments in the TEP.

In general, the scoping funds for the individual capital projects named in the Measure with a unique commitment amount are available for reimbursement of eligible project costs at a 100% reimbursement ratio up to the amount authorized in the scoping agreement, and at a 50% reimbursement ratio for the grouped capital commitments. Attachment A indicates the maximum Measure BB grant amount and reimbursement ratio for each of the TEP commitments with scoping funds allocated.

A boilerplate scoping agreement has been developed and has been distributed to project sponsors that have requested scoping funds. Each individual scoping grant must have a separate scoping agreement. The Alameda CTC has received multiple inquiries about specific requirements in the agreement related to activities to be funded by the scoping funds. One aspect that has been the subject of a number of inquiries is the eligibility of costs incurred via a consultant contract and conformance with the Alameda CTC Contract Equity Program. Some project sponsors are considering contracting with consultants that are currently on board, or that have familiarity with the project for which the scoping funds are requested based on work to date. Such an approach does not afford the opportunity to apply contract procurement goals such as the goals required by the Alameda CTC Contract Equity Program. The Alameda CTC requires that project sponsors procure contracts in accordance with applicable state and federal contracting laws, and with their own adopted policies and procedures. It is anticipated that the limitations on the amounts of the scoping grants will result in contract task amounts that

fall below the threshold for small purchase procurements and abbreviated procurement procedures adopted by individual sponsors. Again, any procurement option exercised by a project sponsor must be compliant with applicable laws and the sponsor's own adopted policies and procedures. Any procurement process for the scoping activities initiated after the execution of the scoping agreement will be expected to incorporate the goals and requirements of the Alameda CTC Contract Equity Program. In any case, regardless of whether or not a contract to be funded with the Measure BB scoping funds includes the goals of the Contract Equity Program, the reporting requirements related to the Contract Equity Program will be required for reimbursement. The reporting requirements are generally a breakdown by firm of the amount paid for services rendered in accordance with the contract. The Alameda CTC tracks this information for all contracts, regardless of contract amount, funded wholly, or in part, with funds administered directly by the Alameda CTC.

There is no deadline for the submittal of a request for scoping funds, but the deadline for the final scoping deliverable, as defined in the scoping agreement, for all of the scoping grants will be no later than April 30, 2016 as specified in the scoping agreement. The scoping agreements will expire on June 30, 2016. The information collected with the scoping deliverables will be used in the Alameda CTC Comprehensive Investment Plan (CIP) process scheduled to begin during Summer of 2016.

Fiscal Impact: There is no fiscal impact. This is an informational item.

Attachments

- A. 2014 Measure BB Scoping Allocations by TEP Number

Staff Contact

[James O'Brien](#), Interim Deputy Director of Programming and Allocations

[Vivek Bhat](#), Senior Transportation Engineer

Table 1: 2014 Measure BB Scoping Allocations by TEP Number

TEP No.	Commitment Title	Amount Allocated March 2015 (\$ x 1,000)	Maximum Scoping Grant (Amount per Project) (\$ x 1,000)	Scoping Grant Reimb. Ratio
014	Alameda to Fruitvale BART Rapid Bus	\$ 100	\$ 100	100%
015	Grand/MacArthur BRT	\$ 100	\$ 100	100%
016	College/Broadway Corridor Transit Priority	\$ 100	\$ 100	100%
017	Irvington BART Station	\$ 100	\$ 100	100%
018	Bay Fair Connector/BART METRO	\$ 100	\$ 100	100%
019	BART Station Modernization and Capacity Program	\$ 100	\$ 100	100%
021	Dumbarton Corridor Area Transportation Improvements	\$ 100	\$ 100	100%
022	Union City Intermodal Station	\$ 100	\$ 100	100%
023	Railroad Corridor Right of Way Preservation and Track Improvements	\$ 100	\$ 100	100%
024	Oakland Broadway Corridor Transit	\$ 100	\$ 100	100%
025	Capitol Corridor Service Expansion	\$ 100	\$ 100	100%
026	Congestion Relief, Local Bridge Seismic Safety	\$ 1,500	\$ 50	50%
027	Countywide Freight Corridors	\$ 250	\$ 50	50%
030	I-80 Ashby Interchange Improvements	\$ 100	\$ 100	100%
033	I-580/I-680 Interchange Improvements (Study Only)	\$ 100	\$ 100	100%
034	I-580 Local Interchange Improvement Program	\$ 300	\$ 50	50%
036	I-880 NB HOV/HOT Extension from A Street to Hegenberger	\$ 100	\$ 100	100%
038	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	\$ 100	\$ 100	100%
039	I-880 Industrial Parkway Interchange Improvements	\$ 100	\$ 100	100%
040	I-880 Local Access and Safety Improvements	\$ 300	\$ 50	50%
042	Gap Closure on Three Major Trails	\$ 600	\$ 50	50%
045	Community Investments That Improve Transit Connections to Jobs and Schools	\$ 1,500	\$ 50	50%



DATE: September 4, 2015

SUBJECT: One Bay Area Grant (OBAG) Cycle 2 Update

RECOMMENDATION: Receive an update on the One Bay Area Grant (OBAG) Cycle 2.

Summary

The Metropolitan Transportation Commission (MTC) adopted the inaugural One Bay Area Grant (OBAG) Program in May 2012 which included funding for five (5) fiscal years (FYs 2012-13 to 2016-17). OBAG provides funding to regional programs and to the county congestion management agencies (CMAs) for planning activities, programs and projects that advance the objectives of Plan Bay Area. MTC recently released the proposal for OBAG Cycle 2 (FYs 2017-18 to 2021-22) outlining principles for changes, program funding levels, and policy revisions. Staff will provide an update on OBAG Cycle 2 and highlight any proposed program revisions from Cycle 1.

Background

The objective of the OBAG program is to support Plan Bay Area, the region's Long Range Plan / Sustainable Communities Strategy (SCS), by incorporating the following program features:

- Targeting project investments into the region's Priority Development Areas (PDA)
- Rewarding jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and subsequently permit such housing
- Supporting open space preservation in Priority Conservation Areas (PCA)
- Providing a larger funding pot to the county-level Congestion Management Agencies (CMAs) to deliver transportation projects in categories such as transportation for livable communities, bicycle and pedestrian improvements, local streets and roads preservation, and planning activities, while also providing specific funding opportunities for Safe Routes to School (SRTS).

The MTC adopted OBAG Cycle 1 program in May 2012 which included funding for five (5) fiscal years (FYs 12-13 to 16-17). The funding sources for Cycle 1 included Federal Surface Transportation Program (STP), Federal Congestion Mitigation and Air Quality (CMAQ) and State Transportation Improvement Program Transportation Enhancement (STIP-TE) funds.

MTC recently released the proposal for OBAG Cycle 2 (FYs 2017-18 to 2021-22) outlining principles for changes, program funding levels, and policy revisions.

OBAG Cycle 2 Highlights:

Overall principles and policies proposed by MTC for OBAG Cycle 2 remains the same as Cycle 1 with a few notable recommended changes.

- Due to federal budgetary constraints, overall revenues dropped approximately 3% from \$827 million in OBAG Cycle 1 to \$796 million in OBAG cycle 2. Consequently, no new programs are recommended in OBAG Cycle 2, to strike a balance between the various transportation needs that were funded in OBAG Cycle 1. Reductions are borne equally by the regional and county programs, and the funding split between the regional and county programs remains the same as in Cycle 1.
- The OBAG Cycle 2 county distribution formula is proposed to be revised slightly to further weight past housing production against future RHNA commitments, with affordable housing shares within each of these categories increased by 10%. The proposed formula is: Population 50%; Housing Production 30%; and Housing RHNA 20%, with housing affordability at 60%. The formula under OBAG Cycle 1 was: 50%, 25%, 25% and 50% respectively. Further, OBAG Cycle 2 is based on housing data over a longer time frame, including data from two RHNA cycles (1999-2006, and 2007-2015).

	Population	Housing Production		Housing RHNA		Housing Affordability
OBAG Cycle 1	50%	25%		25%		50%
		Affordable	Market Rate	Affordable	Market Rate	
		12.5%	12.5%	12.5%	12.5%	
OBAG Cycle 2	50%	30%		20%		60%
		Affordable	Market Rate	Affordable	Market	
		18%	12%	12%	8%	

Based on the proposed revised formula, the resulting fund distributions to the county CMAs are presented in the table below.

County	OBAG Cycle 1 Actual		OBAG Cycle 2 Proposed	
	(millions)	%	(millions)	%
Alameda	\$73.4	19.7%	\$71.5	20.2%
Contra Costa	\$52.9	14.3%	\$48.1	13.6%
Marin	\$12.3	3.3%	\$10.0	2.8%
Napa	\$8.7	2.3%	\$7.6	2.2%
San Francisco	\$43.5	11.7%	\$45.2	12.7%
San Mateo	\$31.2	8.3%	\$30.0	8.5%
Santa Clara	\$101.4	27.4%	\$98.4	27.8%
Solano	\$22.1	5.9%	\$18.4	5.2%
Sonoma	\$26.9	7.2%	\$25.2	7.1%
Totals	\$372.4	100%	\$354.2	100.0%

- The complete streets requirement for jurisdictions as a condition of funding is proposed to be updated. Those jurisdictions that have not updated their circulation element after 2010 to meet the State's Complete Streets Act requirements will need to adopt a complete streets resolution per the MTC model used for OBAG Cycle 1.
- Two regional programs, Safe Routes to Schools and Federal Aid Secondary (FAS) rural roads programs have been consolidated into the county distribution program with funding targets to ensure that these programs continue to be funded at specified levels. Counties will have flexibility with regard to SR2S, provided they demonstrate the same level of financial commitment to SR2S when OBAG Cycle 2 funds are not used for SR2S.
- Local PDA Planning Program is included as a part of the county distribution program.
- The Priority Conservation Areas (PCA) program remains the same in structure with a revised local fund match requirement which is now 2:1 (compared to 3:1 in Cycle1). Rural roadways can also utilize FAS funds for "farm to market" type projects.
- The requirement from OBAG Cycle 1 that 70% of county distribution funds be spent in PDAs (or to support PDAs) in urbanized counties and 50% in less urbanized counties is carried forward for OBAG Cycle 2.

- Under OBAG Cycle 2, counties will be required to update their PDA Investment and Growth Strategy every 4 years and provide an interim status report every 2 years.

MTC is scheduled to adopt the OBAG Cycle 2 principles in October 2015. The County CMAs will be required to provide a final program of projects to MTC by September 2016. Staff will present the Alameda County OBAG Cycle 2 principles to the Alameda CTC Board in early 2016. The proposed principles are intended to be consistent in reflecting the goals and objectives established by the policy framework and the Countywide Transportation Plan (CTP)/ Comprehensive Investment Plan (CTP/CIP) process to improve the connection between the planning and programming of transportation funding in Alameda County.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. MTC's July Programming and Allocations Committee (PAC) OBAG Cycle 2 Proposal

Staff Contact

[James O'Brien](#), Interim Deputy Director of Programming and Allocations

[Vivek Bhat](#), Senior Transportation Engineer



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5.5A

Memorandum

TO: Programming and Allocations Committee

DATE: July 8, 2015

FR: Executive Director

RE: One Bay Area Grant Program Cycle 2 Proposal

Background

The inaugural One Bay Area Grant Program (OBAG 1) was approved by the Commission in May 2012 (MTC Resolution No. 4035) to better integrate the region's discretionary federal highway funding program with California's climate statutes and the Sustainable Communities Strategy (SCS). OBAG supports *Plan Bay Area*, the region's SCS by incorporating the following program features:

- Targeting project investments into the region's Priority Development Areas (PDA)
- Rewarding jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and subsequently permit such housing
- Supporting open space preservation in Priority Conservation Areas (PCA)
- Providing a larger and more flexible funding pot to the county-level Congestion Management Agencies (CMAs) to deliver transportation projects in categories such as transportation for livable communities, bicycle and pedestrian improvements, local streets and roads preservation, and planning activities, while also providing specific funding opportunities for Safe Routes to School (SRTS).

The successful outcomes of this program are outlined in the "One Bay Area Grant Report Card", which was presented to the MTC Planning Committee in February 2014 (http://files.mtc.ca.gov/pdf/OBAG_Report_Card.pdf).

OBAG 1 projects are nearing completion and there are now two years remaining of the OBAG 1 cycle (FY 2012-13 through FY 2016-17); therefore, it is time to discuss the upcoming funding cycle (OBAG 2) with stakeholders and MTC commissioners. This will provide sufficient lead time for regional program managers and county Congestion Management Agencies (CMAs) to design programs and select projects to use funds in a timely manner within the OBAG 2 five-year period (FY 2017-18 through FY 2021-22).

Recommendations

Considering the positive results achieved to-date in OBAG 1, staff recommends only minor revisions for OBAG 2. Listed below are principles that are guiding the proposed program revisions:

1. Maintain Realistic Revenue Assumptions:

OBAG 2 funding is based on anticipated future federal transportation program apportionments. In recent years, the Surface Transportation Program/Congestion Mitigation and Air Quality Improvement programs (STP/CMAQ) have not grown, and changes in the federal and state programs (such as elimination of the Transportation Enhancement (TE) program) have resulted in decreases that were not anticipated when OBAG 1 was developed. For OBAG 2, a 2 percent annual escalation rate above current federal revenues is assumed, consistent with the recent mark-up of the Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act by the Senate Environment and Public Works Committee. Even with the 2 percent escalation, revenues for OBAG 2 are 3% less than revenues for OBAG 1, due to the projections of OBAG 1 being higher than actual revenues, and the fact that OBAG 1 included Transportation Enhancement (TE) funds which are no longer available to be included in OBAG 2.

2. Support Existing Programs and maintain Regional Commitments as Recognizing Revenue Constraints:

The OBAG Program as a whole is expected to face declining revenues from \$827 million in OBAG 1 to \$796 million in OBAG 2. Therefore, staff recommends no new programs and to strike a balance among the various transportation needs that were supported in OBAG 1.

- The regional pot of funding decreases by 3%. With the exception of regional planning activities (to account for escalation) and the Priority Conservation Area (PCA) program, funding programs are either maintained or decreased from their OBAG 1 funding levels.
- The OBAG 2 county program decreases by 3% with largely the same planning and project type activities proposed to be eligible.

The proposed OBAG 2 funding levels for the regional and county programs are presented in Table 1 below. See Attachment 1 for more details on these programs and a comparison with the OBAG 1 fund cycle.

Table 1. Proposed OBAG 2 Funding

OBAG 2 Programs	OBAG 2 Proposed Funding (million \$, rounded)
Regional Planning Activities	\$10
Pavement Management Program	\$9
Regional PDA Planning and Implementation	\$20
Climate Initiatives	\$22
Priority Conservation Area Program	\$16
Regional Operations Programs	\$173
Transit Priorities Program	\$192
County CMA Program	\$354
OBAG 2 Total	\$796

3. Support the Plan Bay Area’s Sustainable Communities Strategy by Linking OBAG Funding to Regional Housing Needs Allocation (RHNA), Housing Production, Affordable Housing, and Smart Growth Goals:

A few changes to policies are proposed for OBAG 2, which have worked well in OBAG 1. (See also Attachment 2)

- PDA Investment targets stay at OBAG 1 levels: 50% for the four North Bay counties and 70% for the remaining counties.

- PDA Investment Growth Strategies, now fully completed, should play a stronger role in guiding the County CMA project selection and be aligned with the countywide plan update cycle.

Table 2. OBAG Distribution Factors

	Population	Housing Production	Housing RHNA	Housing Affordability
OBAG 1 (Current)	50%	25%	25%	50%
OBAG 2 (Proposed)	50%	30%	20%	60%

- The county OBAG 2 distribution formula is revised to further weight past housing production against future RHNA housing commitments, and affordable housing shares within each of these categories will be increased by 10% (see Table 2 above). Also the OBAG 2 county fund distribution formula is proposed to be based on housing over a longer time frame, considering housing production between 1999 and 2006 (weighted 30%) and between 2007 and 2014 (weighted 70 percent) in order to mitigate the effect of the recent recession and major swings in housing permit approvals (see Table 4 on next page). Lastly, the recommended OBAG 2 fund distribution includes adjustments to ensure that a CMA’s base planning is no more than 50% of the county’s total. The resulting fund distributions to the county congestion management agencies are presented in Table 3 below.

Table 3. Comparison of Funding Distributions of OBAG 1 and Proposed OBAG 2

County	OBAG 1 Actual (\$millions)		OBAG 2 Base Formula (\$millions)		OBAG 2 Proposed with Adjustments* (\$millions)	
Alameda	\$73.4	19.7%	\$64.5	20.8%	\$71.5	20.2%
Contra Costa	\$52.9	14.3%	\$42.8	13.1%	\$48.1	13.6%
Marin	\$12.3	3.3%	\$8.3	2.5%	\$10.0	2.8%
Napa	\$8.7	2.3%	\$4.7	1.4%	\$7.6	2.2%
SF	\$43.5	11.7%	\$43.3	14.4%	\$45.2	12.7%
San Mateo	\$31.2	8.3%	\$26.7	8.6%	\$30.0	8.5%
Santa Clara	\$101.4	27.4%	\$89.9	28.7%	\$98.4	27.8%
Solano	\$22.1	5.9%	\$15.5	4.6%	\$18.4	5.2%
Sonoma	\$26.9	7.2%	\$20.3	5.9%	\$25.2	7.1%
Totals	\$372.4	100.0%	\$316.0	100.0%	\$354.2	100.0%

*Final Adjustments to program include

- Final CMA distribution adjusted so that a CMA’s base planning is no more than 50% of total.
- Safe Routes to Schools no longer a stand-alone regional program but now incorporated in the county share.
- Rural road allowance to all counties per statute with the exception of San Francisco which has no such roads.

Note that the changes to county shares in OBAG 2 compared to OBAG 1 are largely due to changes in housing production between the 1999-2006 period used in OBAG 1 and 2007-2014 added used in OBAG 2, as shown below. Population and RHNA factors only had slight changes.

Table 4. Housing Production Trends

County	Total Housing Production ¹			
	1999-2006		2007-2014	
Alameda	31,356	17.2%	17,528	16.3%
Contra Costa	32,319	17.7%	15,031	14.0%
Marin	4,951	2.7%	1,387	1.3%
Napa	4,233	2.3%	1,330	1.2%
San Francisco	17,439	9.6%	16,449	15.3%
San Mateo	9,286	5.1%	6,541	6.1%
Santa Clara	48,893	26.8%	39,509	36.8%
Solano	15,435	8.5%	4,482	4.2%
Sonoma	18,209	10.0%	5,242	4.9%
Totals	182,122	100.0%	107,499	100.0%

¹OBAG 1 Total housing production numbers are based on the number of permits issued from 1999-2006, but the numbers have been capped to RHNA allocations.

OBAG 2 Total housing production numbers are based on the number of permits issued over a longer period from 1999-2006 (weighted 30%) and from 2007-2014 (weighted 70%) and have not been capped to RHNA allocations.

4. **Continue Flexibility and Local Transportation Investment Decision Making:**
 OBAG 2 continues to provide the discretion and the same base share of the funding pot (40%) to the CMAs for local decision-making. Also, two regional programs, Safe Routes to Schools and the Federal-Aid Secondary (rural roads) programs, have been consolidated into the county program with funding targets to ensure that these programs continue to be funded at specified levels.
5. **Cultivate Linkages with Local Land-Use Planning:** As a condition to access funds, local jurisdictions need to continue to align their general plans' housing and complete streets policies as part of OBAG 2 and as separately required by state law. Those jurisdictions that have not updated their general plan circulation element after 2010 to meet the State's Complete Streets Act (2008) requirements will need to adopt a complete streets resolution per the MTC model used for OBAG 1, if they have not already done so. (See Attachment 2.)
6. **Continue Transparency and Outreach to the Public Through-out the Project Selection Process:** CMAs will continue to report on their outreach process as part of their solicitation and selection of projects for OBAG. Each CMA will develop a memorandum addressing outreach, coordination and Title VI civil rights compliance.

Outreach and OBAG 2 Development Schedule

MTC staff to date has made presentations to the Policy Advisory Council, the Partnership Technical Advisory Committee and associated working groups. Comments are summarized in Appendix 1, and revisions have been made to the proposal before you as a result of stakeholder feedback. After MTC staff receives additional direction from the Programming and Allocation Committee on the OBAG 2 framework, staff will return to these groups to provide outreach and to work with stakeholders to discuss any remaining issues as well as finalize OBAG 2 programming policies and procedures for program implementation. The final OBAG 2 Program is anticipated to be presented to the Commission in October for adoption, which will subsequently kick off the CMAs' project solicitation process. (See Attachment 3 for full schedule.)

Other Noted Program Revisions

Regional Safe Routes to School (SRTS) Program: In December 2014, the Committee approved adding a fifth-year (FY 2016-17) to OBAG 1 in order to address program shortfalls due to lower than expected apportionments. After closing those shortfalls, the balance was directed to continue time critical operations and planning programs at lower levels than prior years. A number of committee members expressed interest in restoring funding up to the SRTS annual funding level of \$5 million. Staff has identified cost savings from prior cycles of federal funding, and is seeking consensus from the Committee to increase FY2016-17 SRTS funding from \$2.7 million to \$5.0 million. Staff will bring back the programming action to the Commission this fall. For OBAG 2, recommended funding levels for the program are \$5 million per year (\$25 million total).

Available OBAG 1 Funding from Bikeshare Program: With the transition of the Bikeshare program to a public-private partnership model, \$6.4 million in OBAG 1 funds that were programmed to Bikeshare are now available for reprogramming. Staff proposes to augment the PCA program, providing an additional \$3.2 million each to the North Bay and Regional programs. The revised PCA program total of \$16 million is 60% higher than OBAG 1 funding levels – the only category proposed for such significant growth in OBAG 2.

Staff seeks feedback on this proposed use of the savings, and would return to the Commission in the fall for approval to program the funds. MTC staff is looking forward to discussing the next cycle of OBAG with the Committee.



Steve Heminger

Attachments

SH: CG

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OBAG 2 Program Considerations		OBAG 1	OBAG 2
Regional Programs – REDUCE by 3%			(millions)
1. Regional Planning Activities			
<ul style="list-style-type: none"> Continue regional planning activities for ABAG, BCDC and MTC with 2.0% annual escalation from final year of OBAG 1 	\$8	\$10	
2. Pavement Management Program			
<ul style="list-style-type: none"> Maintain PMP implementation and PTAP at OBAG 1 funding level 	\$9	\$9	
3. PDA Planning and Implementation			
<ul style="list-style-type: none"> Maintain Regional PDA/TOD Planning and Implementation at OBAG 1 levels 	\$20	\$20	
4. Climate Initiatives Program			
Continue climate initiatives program to implement the SCS	\$22	\$22	
5. Priority Conservation Area (PCA)			
<ul style="list-style-type: none"> Increase OBAG 1 Programs: \$8M North Bay & \$8M Regional Program for the five southern counties and managed with the State Coastal Conservancy \$6.4M redirected from OBAG 1 regional bicycle sharing savings. Reduce match requirement from 3:1 to 2:1. MTC funding to be federal funds. Support State Coastal Conservancy to use Cap and Trade and other funds as potential fund source for federally ineligible projects. 	\$10	\$16	
6. Regional Operations			
<ul style="list-style-type: none"> Freeway Performance Initiatives, Incident Management, Transportation Management System, 511, Rideshare Focus on partnerships for implementation, key corridor investments, and challenge grant to leverage funding 	\$184	\$173	
7. Transit Priorities Program			
<ul style="list-style-type: none"> BART Car Phase 1 Clipper Next Generation System Transit Capital Priorities (TCP), Transit Performance Initiatives (TPI) 	\$201	\$192	
	\$454	\$442	
Local Programs			
❖ Local PDA Planning			
Eliminate Local PDA Planning as a separate program.			
<ul style="list-style-type: none"> PDA planning eligible under County program. 	\$20	-	
❖ Safe Routes to School (SRTS)			
Managed by CMAs. Provide Safe Routes To School grants to local jurisdictions.			
<ul style="list-style-type: none"> Maintain Safe Routes to School – Add to county shares. Use FY 2013-14 K-12 school enrollment formula \$25M minimum not subject to PDA investment requirements. Counties may opt out if they have their own county SRTS program 	\$25	-	
❖ County Federal-Aid Secondary (FAS)			
Managed by CMAs. Provide FAS funding to Counties.			
<ul style="list-style-type: none"> Fully fund county FAS requirement (\$2.5 M per year). Funding not included in OBAG 1 because FAS requirement had been previously satisfied. \$13M guaranteed minimum not subject to PDA investment requirements 	-	-	
	\$45	-	
County CMA Programs – REDUCE by 3%			
❖ County CMA Program			
<ul style="list-style-type: none"> Local PDA Planning optional through CMA County OBAG Program SRTS included in County OBAG program (use K-12 school enrollment formula) FAS included in County OBAG program (use FAS formula) Adjustment to ensure county planning is no more than 50% of total amount CMA Planning Base with 2.0% annual escalation from final year of OBAG 1 County CMA 40% base OBAG program (not including CMA Planning Base) 	-	-	
	-	\$25	
	-	\$13	
	-	\$1	
	\$36	\$39	
	\$291	\$276	
	\$327	\$354	
Program Total	\$827	\$796	

OBAG 2 County Program Considerations

❖ **County Generation Formula**

- Continue existing PDA investment targets of 50% for North Bay counties and 70% for all others.
- Adjust county generation formula. Maintain population weighting factor while increasing housing production weighting factor, with housing affordability (very low and low) increased in weighting within both the Housing Production and RHNA.
- Consider housing production over a longer time frame, between 1999 & 2006 (weighted 30%) and between 2007 and 2014 (weighted 70 percent).

OBAG Distribution Factors

	Population	Housing Production	Housing RHNA	Housing Affordability
OBAG 1 (Current)	50%	25%	25%	50%
OBAG 2 (Proposed)	50%	30%	20%	60%

❖ **Housing Element**

- HCD Certified Housing element by May 31, 2015

❖ **General Plan Complete Streets Act Update Requirements**

- For OBAG 1, jurisdictions required to have either a complete streets policy resolution **or** a general plan that complied with the complete streets act of 2008 as January 31, 2013.
- For OBAG 2 jurisdictions are currently required to have the general plan circulation element comply with the Complete Streets Act of 2008 prior to January 31, 2016.

For OBAG 2, modify the requirement for funding:

- Resolution **or** Plan (somewhat similar to OBAG 1): Jurisdictions must have either a complete street policy resolution **or** a circulation element of the general plan updated after 2010 that complies with the Complete Streets Act. This modified approach focuses on the local complete streets resolution while acknowledging the jurisdictions that have moved forward with an updated circulation element in good faith of OBAG 2 requirements.

❖ **PDA Investment and Growth Strategy**

- Currently OBAG requires an annual update of the PDA investment and growth strategy. For OBAG 2, require an update every four years with an interim status report after two years. The update would be coordinated with the countywide plan updates to inform RTP development decisions. The interim report addresses needed revisions and provides an activity and progress status.

❖ **Public Participation**

- Continue using the CMA self-certification approach and alter documentation submittal requirements to require CMA memorandum encompassing three areas: outreach, coordination and Title VI.

OBAG 2 Tentative Development Schedule	
May-June 2015	
<ul style="list-style-type: none"> • Outreach <ul style="list-style-type: none"> • Refine proposal with Bay Area Partnership and interested stakeholders • Policy Advisory Council / ABAG 	
July 2015	
<ul style="list-style-type: none"> • Present Approach to Programming and Allocation Committee (PAC) <ul style="list-style-type: none"> • Outline principles and programs for OBAG 2 • Approve complete streets requirement 	
July-September 2015	
<ul style="list-style-type: none"> • Outreach <ul style="list-style-type: none"> • Finalize guidance with Bay Area Partnership and interested stakeholders • Policy Advisory Council 	
October 2015	
<ul style="list-style-type: none"> • Commission Approval of OBAG 2 Procedures <ul style="list-style-type: none"> • October Programming & Allocations Committee (PAC) • Commission approval of OBAG 2 procedures & guidance 	
December 2015 - September 2016	
<ul style="list-style-type: none"> • CMA Call for Projects <ul style="list-style-type: none"> • CMAs develop county programs and issue call for projects • CMA project selection process • County OBAG 2 projects due to MTC (September 2016) 	
December 2016	
<ul style="list-style-type: none"> • Commission Approval of OBAG 2 Projects <ul style="list-style-type: none"> • Staff review of CMA project submittals • Commission approves regional programs & county projects 	<p>NOTE: 2017 TIP Update: December 2016</p>
February 2017	
<ul style="list-style-type: none"> • Federal TIP <ul style="list-style-type: none"> • TIP amendment approval 	
October 2017	
<ul style="list-style-type: none"> • First year of OBAG 2 (FY 2017-18) <ul style="list-style-type: none"> • On-going planning and non-infrastructure projects have access to funding 	<p>NOTE: Plan Bay Area Update: Summer 2017</p>
October 2018	
<ul style="list-style-type: none"> • Second year of OBAG 2 (FY 2018-19) <ul style="list-style-type: none"> • Capital projects have access to funding 	
END	

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Memorandum

5.6

1111 Broadway, Suite 800, Oakland, CA 94607 • PH: (510) 208-7400 • www.AlamedaCTC.org

DATE: September 4, 2015

SUBJECT: California Transportation Commission August 2015 Meeting Summary

RECOMMENDATION: Receive an update on the August 2015 California Transportation Commission Meeting.

Summary

The August 2015 California Transportation Commission (CTC) meeting was held in San Diego. Detailed below is a summary of the four (4) agenda items of significance pertaining to Projects/Programs within Alameda County that were considered at the meeting.

Background

The CTC is responsible for programming and allocating funds for the construction of highway, passenger rail, and transit improvements throughout California. The CTC consists of eleven voting members and two non-voting ex-officio members. The San Francisco Bay Area has three CTC members residing in its geographic area: Bob Alvarado, Jim Ghielmetti, and Carl Guardino.

Detailed below is a summary of the four agenda items of significance pertaining to Projects / Programs within Alameda County that were considered at the August 2015 CTC meeting (Attachment A).

1. 2016 State Transportation Improvement Program (STIP) – Fund Estimate and Guidelines

CTC approved the 2016 STIP Fund Estimate and Program Guidelines. The Fund Estimate shows \$46 million in available new capacity statewide over the 2016 STIP period (FY 16-17 through FY 20-21). This greatly reduced amount compares to \$1.26 billion in available new capacity for the 2014 STIP. Since the new amount of funding is very small, CTC will not be accepting any new projects for programming. Further, due to the reduction of capacity in the first three years of the STIP, currently programmed projects may also be delayed to the last two years of the STIP. The CTC also approved the 2016 STIP Guidelines.

2. Proposition 1B Traffic Light Synchronization Program (TLSP)/ Alameda County Redwood Road Corridor project

The CTC approved de-allocation of \$3,000 in Proposition 1B TLSP funds from Alameda County's Redwood Corridor Project, thereby reducing the original TLSP funding amount from \$124,000 to \$121,000.

Outcome: The de-allocation reflects contract close-out savings.

3. State Highway Operation and Protection Program (SHOPP)/ I-880 High Street Project

CTC approved allocation of additional \$1,000,000 SHOPP funds for the Construction phase of the I-880 High Street project.

Outcome: Additional funds will be used to close-out the construction contract.

4. State Highway Operation and Protection Program (SHOPP)/ Multiple Projects

CTC approved the allocation of \$35,163,000 SHOPP funds for various safety improvements, rehabilitation and maintenance projects within Alameda County.

1. I-580, Livermore, 2.0 miles east of North Flynn Road at Stonecut Underpass - \$5,820,000
2. I-580, Livermore, 1.1 mile to 0.4 mile east of North Flynn Road - \$11,015,000
3. I-580, Oakland, from Fruitvale Avenue to Hollis Street - \$2,808,000
4. I-80/580/880 Separation Distribution In Oakland - \$15,520,000

Outcome: Allocation will fund the Construction phase activities of the projects.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. August 2015 CTC Meeting summary for Alameda County Project / Programs

Staff Contact

[James O'Brien](#), Interim Deputy Director of Programming and Allocations

[Vivek Bhat](#), Senior Transportation Engineer

August 2015 CTC Summary for Alameda County Projects/ Programs

Sponsor	Program / Project	Item Description	CTC Action / Discussion
Caltrans	2016 State Transportation Improvement Program (STIP) Fund Estimate and Guidelines	Approve 2016 STIP Fund Estimate and Guidelines.	Approved
Alameda County	Proposition 1B Traffic Light Synchronization Program (TLSP)/ Alameda County Redwood Road Corridor project	Approve de-allocation of \$3,000 in Proposition 1B TLSP funds from Alameda County's Redwood Corridor Project	Approved
Caltrans	State Highway Operation and Protection Program (SHOPP)/ I-880 High Street Project	Approve allocation of additional \$1,000,000 SHOPP funds for the Construction phase of the I-880 High Street project	Approved
Caltrans	SHOPP / Multiple Projects	Approve allocation of \$35,163,000 SHOPP funds for various safety improvements, rehabilitation and maintenance projects within Alameda County	Approved

http://www.catc.ca.gov/meetings/agenda/2015Agenda/2015-08/000_ETAs.pdf

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Memorandum

5.7

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

DATE: September 4, 2015

SUBJECT: Alameda County Federal Inactive Projects List: August 2015 Update

RECOMMENDATION: Receive an update on the August 2015 Alameda County Federal Inactive Projects.

Summary

Federal regulations require that agencies receiving federal funds invoice against their obligations at least once every six months. Projects that do not have invoicing activity over a six month period are placed on the Inactive Obligation list, and those projects are at risk of deobligation of the project's federal funds unless Caltrans and the Federal Highways Administration (FHWA) receive an invoice. Caltrans is tracking inactive obligations, and updating a list of inactive projects every week. If Caltrans and FHWA do not receive adequate invoicing or justification for the project's inactivity, the project may be deobligated.

Background

In response to FHWA's new guidance for processing Inactive Obligations, Caltrans developed new guidelines for managing federal inactive obligations. The new guidelines treat all federal-aid as well as the American Recovery and Reinvestment Act (ARRA) inactive projects equally. In order to manage changes more proactively Caltrans changed the management of "inactive projects" as follows:

- If the Department does not receive an invoice for more than six months, the project will be deemed "inactive" and posted on the Department's website. Local Agencies will be notified the first time projects are posted.
- If the Department does not receive an invoice within the following six months (12 months without invoicing), the Department will deobligate the unexpended balances.
- It is the responsibility of the Local Agencies to work in collaboration with their respective District Local Assistance Engineer's to ensure their projects are removed from the inactive list to avoid deobligation.
- The Inactive project listing is posted at the following website and will be updated weekly: <http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm>

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Alameda County List of Federal Inactive Projects Report Dated 08/25/15

Staff Contact

[James O'Brien](#), Interim Deputy Director of Programming and Allocations

[Vivek Bhat](#), Senior Transportation Engineer

ALAMEDA COUNTY LIST OF INACTIVE OBLIGATIONS

UPDATED BY CALTRANS ON 08/25/2015

Updated on 08/25/2015

Project No (newly added projects highlighted in GREEN)	Status	Agency/District Action Required	Prefix	Agency	Description	Latest Date	Authorization Date	Last Expenditure Date	Total Cost	Federal Funds	Expenditure Amt	Unexpended Bal	FHWA Deobligation Deadline (12 months after last expenditure)
5014038	Inactive	Invoice to District overdue. Agency submit invoice to District ASAP.	HSIPL	Alameda	PARK STREET, PARK STREET DRAW BRIDGE TO ENCINAL AVE, INSTALL LEFT TURN LANES PHASE, UPGRADE SIGNALS	8/12/2014	1/18/2012	8/12/2014	\$964,300.00	\$733,400.00	\$15,686.52	\$717,713.48	8/12/2015
5050040	Inactive	Invoice under review by Caltrans. Monitor for progress.	HSIPL	Hayward	WEST "A" STREET: HATHAWAY AVE TO S GARDEN AVE, CONSTRUCT MEDIANS, INSTALL FLASHING BEACONS	9/11/2014	2/18/2014	9/11/2014	\$258,262.00	\$161,000.00	\$17,301.63	\$143,698.37	9/11/2015
5933113	Inactive	Final Invoice under review by Caltrans. Monitor for progress.	HPLUL	Alameda County	162ND. AVE. - LIBERTY ST. TO E.14TH. IN ALAMEDA COUNTY, SIDEWALK IMPROVMENTS.	9/9/2014	8/1/2011	9/9/2014	\$135,000.00	\$108,000.00	\$107,999.96	\$0.04	9/9/2015
6204109	Inactive	Invoice to District overdue. Agency submit invoice to District ASAP.	CML	Caltrans	ROUTE 92 (CLAWITER RD TO HESPERIAN BLVD) & I 880 (DECOTO RD RAMP & I 880), INSTALL RAMP METERS (TC)	7/29/2014	9/13/2013	7/29/2014	\$7,219,000.00	\$656,000.00	\$423,707.65	\$232,292.35	7/29/2015
09CA018	Inactive	Invoice under review by Caltrans. Monitor for progress.	TCSPL	Alameda County	MAUBERT AVE. FROM 159TH AV. TO 162ND AVE. , ALAMEDA COUNTY, SIDEWALK IMPROVEMENTS	9/11/2014	6/7/2011	9/11/2014	\$539,810.00	\$510,510.00	\$148,118.81	\$362,391.19	9/11/2015
5012096	Future	Records indicate project is in Final Voucher. District to verify.	HSIPL	Oakland	WEST GRAND AVE @ MARKET ST; MACARTHUR BLVD @ FRUITVALE AVE; MARKET ST @ 55TH, INSTALL LEFT TURN LANE	12/11/2014	6/30/2011	12/11/2014	\$269,112.00	\$222,930.00	\$210,740.81	\$12,189.19	12/11/2015
5012097	Future	Records indicate project is in Final Voucher. District to verify.	HSIPL	Oakland	CITYWIDE INTERSECTIONS (14 LOCATIONS), COUNTDOWN PED. X- SIGNALS	12/11/2014	7/8/2011	12/11/2014	\$116,018.00	\$80,640.00	\$35,655.85	\$44,984.15	12/11/2015
5014040	Future	Submit invoice to District by 11/20/2015	TCSPL	Alameda	INTERSECTIONS OF PARK ST/LINCOLN AVE AND PARK ST/BUENA VISTA AVE, PEDESTRIAN SAFETY TRANSPORTATION	12/17/2014	3/22/2013	12/17/2014	\$319,633.00	\$282,885.00	\$28,800.00	\$254,085.00	12/17/2015
5041036	Future	Submit invoice to District by 11/20/2015	CML	San Leandro	SAN LEANDRO BLVD. STREETScape FROM WILLIAMS ST. TO DAVIS ST., PED. CROSSING, BIKE RACKS, BUS SHELTER	12/29/2014	12/21/2010	12/29/2014	\$5,517,198.00	\$4,610,000.00	\$4,517,800.00	\$92,200.00	12/29/2015

ALAMEDA COUNTY LIST OF INACTIVE OBLIGATIONS

UPDATED BY CALTRANS ON 08/25/2015

Updated on 08/25/2015

Project No (newly added projects highlighted in GREEN)	Status	Agency/District Action Required	Prefix	Agency	Description	Latest Date	Authorization Date	Last Expenditure Date	Total Cost	Federal Funds	Expenditure Amt	Unexpended Bal	FHWA Deobligation Deadline (12 months after last expenditure)
5041040	Future	Submit invoice to District by 11/20/2015	SRTSLNI	San Leandro	MULTIPLE SCHOOLS IN SAN LEANDRO, TRAFFIC SAFETY EDUCATION PROGRAM	10/16/2014	3/22/2012	10/16/2014	\$410,000.00	\$410,000.00	\$362,718.07	\$47,281.93	10/16/2015
5322030	Future	Records indicate project is in Final Voucher. District to verify.	HSIPL	Fremont	MOWRY AVE. AND OVERACKER INTERSECTION ., INSTALL RAISED MEDIAN AND IMPROVE DELINEATION	12/29/2014	11/28/2007	12/29/2014	\$221,000.00	\$198,900.00	\$169,212.70	\$29,687.30	12/29/2015
5322036	Future	Records indicate project is in Final Voucher. District to verify.	HSIPL	Fremont	PASEO PADRE PKWY: DECOTO-FREMONT & THORNTON-WALNUT, REPL CONC LT POLES W/ ALUM. POLES	12/17/2014	4/8/2009	12/17/2014	\$203,159.00	\$182,843.00	\$174,736.77	\$8,106.23	12/17/2015
5933028	Future	Submit invoice to District by 11/20/2015	STPLZ	Alameda County	OAKLAND ESTUARY (FRUITVALE AV) BR NO 33C-0147, SEISMIC RETROFIT	12/11/2014	9/1/1996	12/11/2014	\$561,250.00	\$488,021.00	\$473,453.03	\$14,567.97	12/11/2015
6273062	Future	Submit invoice to District by 11/20/2015	HPLUL	Alameda County Congestion Management Agency	WEBSTER ST., SR260 & SR61, INSTALL CCTV, VIDEO DETECTION, PREEMTION FOR ER VEH	11/18/2014	9/8/2011	11/18/2014	\$809,400.00	\$359,960.00	\$289,162.37	\$70,797.63	11/18/2015
6480006	Future	Submit invoice to District by 11/20/2015	STPCML	Alameda County Transportation Commission	ALMEDA COUNTY- COUNTYWIDE, IMPLEMENT SR2S PROGRAM TO ENABLE AND ENCOURAGE CH	11/18/2014	10/24/2013	11/18/2014	\$6,409,050.00	\$5,673,065.00	\$504,619.29	\$5,168,445.71	11/18/2015
6480007	Future	Submit invoice to District by 11/20/2015	STPL	Alameda County Transportation Commission	ALAMEDA COUNTY - COUNTYWIDE, COMMUNITY - BASED TRANSPORTATION PLAN UPDATES	11/4/2014	10/29/2013	11/4/2014	\$593,750.00	\$475,000.00	\$5,460.74	\$469,539.26	11/4/2015
6481001	Future	Submit invoice to District by 11/20/2015	CML	Alameda County Waste Management Authority	BAY AREA WIDE, EDUCATION AND OUTREACH FOR CLIMATE ACTION	11/28/2014	8/24/2011	11/28/2014	\$980,000.00	\$867,000.00	\$806,544.62	\$60,455.38	11/28/2015



AGENDA

Topic	Estimated Time
1. Introductions (<i>Nancy Adams, LSRWG Chair</i>)	5 min
2. Review of Working Group Minutes*	5 min
A. Joint Partnership Local Streets and Roads/ Programming and Delivery Working Group – May 14, 2015* (<i>Nancy Adams, LSRWG Chair</i>)	
3. Informational Items: (<i>“Memo Only” unless otherwise noted</i>)	10 min
A. TIP Update* (<i>Adam Crenshaw; acrenshaw@mtc.ca.gov</i>) (<i>View the 2015 TIP at http://www.mtc.ca.gov/funding/tip/index.htm</i>)	
B. PMP Certification Status* (<i>Current PMP Certification status is available online at: http://mtc.ca.gov/services/pmp/</i>).	
4. Discussion Items:	
A. Federal Programs Delivery Update (<i>Marcella Aranda; maranda@mtc.ca.gov</i>)	10 min
• FY2015-16 Annual Obligation Plan Development**	
i. Programming Announcements	
1. Request for Comments, Caltrans 2016-18 Overall DBE Goal and Methodology	
B. One Bay Area Grant Cycle 2 Update* (<i>Ross McKeown; rmckeown@mtc.ca.gov</i>)	15 min
C. Plan Bay Area 2040 State of Good Repair Performance Assessment* (<i>Dave Vautin; dvautin@mtc.ca.gov</i>)	30 min
D. 2015 LSRWG Work Plan* (<i>Nancy Adams, LSRWG Chair</i>)	45 min
• MAP-21 Requirements: NPRMs	
i. Design Standards for Highways	
ii. Collection of TPM Information	
• LSR Maintenance Funding Solutions	
E. Other Discussion Items (<i>All</i>)	5 min
5. Recommended Agenda Items for Next Meeting: (<i>All</i>)	5 min

Partnership TAC and Working Groups					
2015 Tentative Meeting Calendar					
Rev. July 6, 2015					
(Subject to change. See agendas for final meeting date, time and location)					
Month	Transit Finance (TFWG) 3rd Floor, Fishbowl (10:00a - 12:00 Noon)	Local Streets & Roads (LSRWG) 1st Floor, Room 171, (9:30a - 11:30a)	Programming & Delivery (PDWG) 1st Floor, Room 171, (9:30a - 11:30a)	Joint Partnership (LSRPDWG) 1st Floor, Room 171, (9:30a - 12:00p)	Partnership Technical Advisory Committee (PTAC) 1st Floor, Auditorium, (1:30p – 3:30p)
January	Wednesday, Jan 7			Thursday, Jan 8	Monday, Jan 26 CANCELED
February	Wednesday, Feb 4	Thursday, Feb 12			
March	Wednesday, Feb 4	Thursday, Mar 12	Monday, Mar 16		Monday, Mar 16 CANCELED
April	Wednesday, Apr 1	Thursday, Apr 9	Monday, Apr 20 CANCELED		Monday, Apr 20 CANCELED
May	Wednesday, May 6			Thursday, May 14	Monday, May 18
June	Wednesday, Jun 3	6/11/2015 CANCELED	Monday, Jun 15		6/15/2015 CANCELED
July	Wednesday, Jul 1	Thursday, Jul 9	Monday, Jul 20 **		Monday, July 20 CANCELED
August	Wednesday, Aug 5	THERE ARE NO AUGUST PARTNERSHIP MEETINGS			
September	Wednesday, Sep 2			Thursday, Sep 10	Monday, Sep 21
October	Wednesday, Oct 7	Thursday, Oct 8	Monday, Oct 19		Monday, Oct 19
November	Wednesday, Nov 4	Thursday, Nov 12	Monday, Nov 16		Monday, Nov 16
December	Wednesday, Dec 2			Thursday, Dec 10	Monday, Dec 21
J:\COMMITTEE\Partnership\2015 Meeting Calendar_WG_PTAC.xlsx\2015					
** Monday July 20 PDWG meeting held in Auditorium					
TFWG Meeting Manager: Theresa Hannon, thannon@mtc.ca.gov					
LSRWG/PDWG/PTAC Meeting Manager: Marcella Aranda , marand@mtc.ca.gov					

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

Contact Marcella Aranda at maranda@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. 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 recorded. Copies of recordings are available at nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site for public review for at least one year.

Transit Access to the MetroCenter: BART to Lake Merritt Station. AC Transit buses: #11 from Piedmont and Montclair; #26 from MacArthur BART; #62 from East or West Oakland; #88 from Berkeley. For transit information from other Bay Area destinations, call 511 or use the 511 Transit 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.

Accessibility and Title VI: MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 510.817.5757 or 510.817.5769 for TDD/TTY. We require three working days' notice to accommodate your request.