



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

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Commission Vice Chair

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City of Oakland

AC Transit

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Alameda County

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Executive Director

Arthur L. Dao

Alameda County Technical Advisory Committee

Thursday, January 7, 2016, 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.

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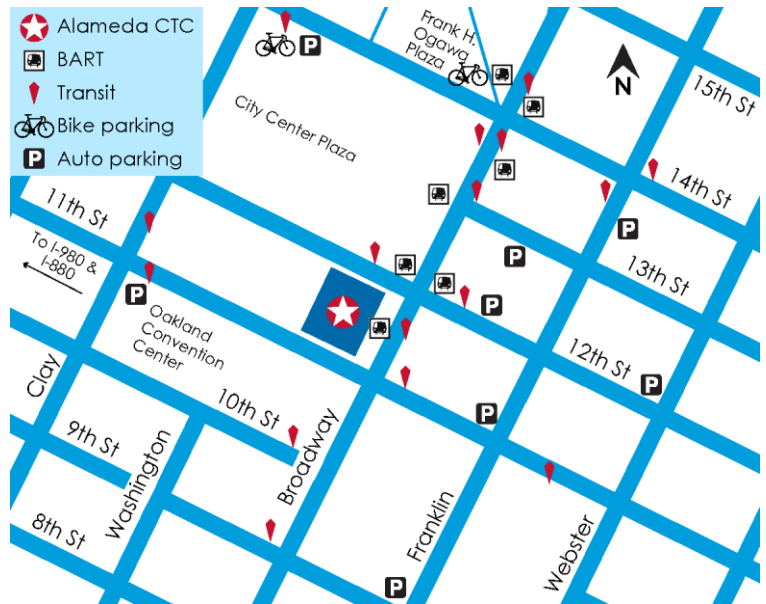
Glossary of Acronyms

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.

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Meeting Schedule

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

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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, January 7, 2016, 1:30 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

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. November 5, 2015 ACTAC Meeting Minutes

1 A

Recommendation: Approve the November 5, 2015 meeting minutes.

4. Policy and Transportation Planning

4.1. 2016 Alameda Countywide Transportation Plan (CTP)

7 A

Recommendation: Approve performance measures for the 2016 Countywide Transportation Plan (CTP).

5. Programs/Projects/Monitoring

5.1. 2017 Transportation Improvement Program (TIP)

19 I

Development: MTC's Request for Non-Exempt Projects

5.2. Alameda County Federal Inactive Projects List: December 2015 Update

31 I

6. Member Reports

6.1. Other Reports

I

7. Adjournment/Next Meeting

Thursday, February 8, 2016

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

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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, November 5, 2015, 1:30 p.m.

3.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

1. Introductions/Roll Call

James O'Brien 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 Alameda, City of Livermore, City of Newark, City of Pleasanton, Metropolitan Transportation Commission (MTC), Port of Oakland, San Francisco Bay Area Water Emergency Transportation Authority (WETA), and Union City Transit.

2. Public Comment

There were no public comments.

3. Administration

3.1. Approval of October 8, 2015 Minutes

Obaid Khan (Dublin) moved to approve the October 8, 2015 meeting minutes. Bruce Williams (Oakland) seconded the motion. The motion passed unanimously (ABAG, ACE, Air District, CHP, City of Alameda, City of Livermore, City of Newark, City of Pleasanton, Union City Transit, and WETA were absent).

4. Policy and Transportation Planning

4.1. Draft Countywide Goods Movement Plan

Tess Lengyel introduced the plan, and Michael Fischer of Cambridge Systematics gave a presentation on the draft Countywide Goods Movement Plan, provided an overview of the plan's development, and highlighted the three opportunity packages within the plan: 1) Sustainable Global Competitiveness; 2) Smart Deliveries and Operations; and 3) Modernizing Infrastructure. He also described the next steps of the plan, including those in the "Moving Forward" chapter. Tess requested ACTAC to approve the Draft Countywide Goods Movement Plan.

Farid Javandel (Berkeley) moved to approve the draft plan. Obaid Khan (Dublin) seconded the motion. The motion passed with one opposition, City of Union City (ABAG, ACE, Air District, CHP, City of Alameda, City of Livermore, City of Newark, City of Pleasanton, Union City Transit, and WETA were absent).

4.2. Express Lane Communication Outreach

Heather Barber informed the committee that the I-580 Express Lanes are scheduled to open early 2016 in the Tri-Valley Corridor through Dublin, Pleasanton, and Livermore. She noted that the I-580 Express Lanes will be the first in the Bay Area to feature near continuous access and to require all users to carry a valid FasTrak® or FasTrak® Flex toll tag, and that Alameda CTC is doing extensive outreach and education to drivers throughout the I-580 commute shed. Heather stated that

carpoolers and those eligible to use carpool lanes must have the new FasTrak Flex toll tag for toll-free travel on the I-580 Express Lanes. FasTrak Flex allows drivers to designate whether they are driving solo or are a carpool with 2 or 3+ occupancy. Solo drivers may use the standard FasTrak or a FasTrak Flex to pay the toll. A media campaign will begin in January 2016 that includes radio, online, outdoor, and print media to support the opening and safe use of the lanes.

5. Programs/Projects/Monitoring

5.1. Timely Use of Funds Policies for Direct Local Distributions

John Nguyen provided an update on the proposed timely use of funds policies for direct local distributions and requested that ACTAC approve the policies, which will replace the existing policies and improve efficiencies in the recipient reporting process and compliance monitoring. John informed the committee that the new policies will be incorporated through new master agreements with local agencies and jurisdictions in spring 2016.

Farid Javandel (Berkeley) moved to approve this agenda item. Obaid Khan (Dublin) seconded the motion. The motion passed unanimously (ABAG, ACE, AC Transit, Air District, CHP, City of Alameda, City of Livermore, City of Newark, City of Pleasanton, Union City Transit, and WETA were absent).

5.2. Cycle 2 Active Transportation Program

Vivek Bhat updated the committee on the Cycle 2 Active Transportation Program (ATP). The California Transportation Commission (CTC) and the California Department of Transportation received a fund estimate of \$180 million for the statewide ATP Cycle 2. Alameda County will receive \$5.4 million of the \$180 million for two projects. Vivek said that the Regional ATP Cycle 2 fund estimate for the MTC Bay Region was \$30 million. MTC went through its selection process and recommended funding 11 projects throughout the Bay region, four of which are in Alameda County.

5.3. California Transportation Commission October 2015 Meeting Summary

Vivek Bhat stated that the October 2015 CTC meeting was held in Oakland, CA. He summarized three items of significance pertaining to projects/programs within Alameda County considered at the CTC meeting.

5.4. Alameda County Federal Inactive Projects List: October 2015 Update

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

6. Member Reports

6.1. Other Reports

There were no reports.

7. Adjournment and Next Meeting

The meeting adjourned at 2:13 p.m. The next meeting is:

Date/Time: Thursday, January 7, 2016 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 **November 5, 2015** **ROSTER OF MEETING ATTENDANCE**

NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1. <u>Christy Wegener</u>	<u>LAVTA</u>	<u>925-455-7560</u>	<u>cwegener@lavta.org</u>
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3. <u>RENE DALTON</u>	<u>CITY OF FREMONT</u>	<u>(510) 494-4535</u>	<u>rdalton@fremont.gov</u>
4. <u>Fredrick Schermer</u>	<u>Caltrans</u>	<u>510 286 5557</u>	<u>fschermer@dot.ca.gov</u>
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7. <u>Faranda Farid Javandel Berkeley</u>		<u>(510) 981-7061</u>	<u>fjavandel@cityofberkeley.info</u>
8. <u>VIVEK BHAT</u>	<u>ALAMEDA CTC</u>	<u>510-208-7430</u>	<u>vbhat@alamedactc.org</u>
9. <u>John O'Brien</u>	<u>Alameda CTC</u>	<u>510-208-7454</u>	<u>johnobrien@alamedactc.org</u>
10. <u>Tess Lengyel</u>	<u>Alameda CTC</u>	<u>510.208.7428</u>	<u>tlengyel@alamedactc.org</u>
11. <u>Obaid Khan</u>	<u>Dublin</u>	<u>925 833-6630</u>	<u>obaid.khan@dublin.ca.gov</u>
12. <u>Bruce Williams</u>	<u>Oakland</u>	<u>510-238-7229</u>	<u>bwilliams@oaklandnet.com</u>
13. <u>Amber Evans</u>	<u>Emeryville</u>	<u>510 596-4382</u>	<u>aevans@emeryville.com</u>
14. <u>Abhishek Parikh</u>	<u>Hayward</u>	<u>510-583-4791</u>	<u>abhishek.parikh@hayward-ca.gov</u>
15. <u>Keith R. Cooke</u>	<u>San Leandro</u>	<u>510-577-3439</u>	<u>KCooke@SanLeandro.org</u>
16. <u>MICHAEL STELLA</u>	<u>CITY OF SAN LEANDRO</u>	<u>510 577 3433</u>	<u>mstella@sanleandro.org</u>
17. <u>Ruben Izon</u>	<u>Alameda Co</u>	<u>510-670-5327</u>	<u>rubenison@pwa.org</u>
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19. <u>Dollene Jones</u>	<u>Abundance Worldwide Enterprises</u>	<u>(510) 812-6446</u>	<u>djones@abundanceworldwide.com</u>
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Memorandum

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1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: January 4, 2016

SUBJECT: 2016 Alameda Countywide Transportation Plan (CTP)

RECOMMENDATION: Approve performance measures for the 2016 Countywide Transportation Plan (CTP).

Summary

The Alameda Countywide Transportation Plan (CTP) is a long-range planning and policy document that guides future transportation policies and investments for all transportation modes and users in Alameda County. Alameda CTC proposes to use a performance-based evaluation process for the 2016 CTP, applying a series of performance measures to measure the performance of the CTP; and a technical process that will evaluate the projects, programs, and plans to assess how they meet the adopted vision and goals. Staff seeks approval of the performance measures proposed for the 2016 CTP.

Background

The Alameda Countywide Transportation Plan (CTP), a long-range transportation planning and policy document for Alameda County's multimodal transportation system, is updated every four years; the existing CTP was adopted in 2012 and the 2016 update is currently underway. The 2016 CTP update process began in January 2015 and significant progress has been made to date. The call for projects to inform the 2016 CTP and Plan Bay Area 2040 was completed in July 2015 and the Commission reaffirmed the Vision and Goals from the 2012 CTP in July 2015. The project team screened the 332 applications that were received; and in October the Commission approved a final list of projects, programs, and plans for Plan Bay Area 2040, which was forwarded to the Metropolitan Transportation Commission on October 30, 2015.

This memorandum presents the background on the performance measurement approach proposed for the 2016 CTP, the list of performance measures, and a high-level technical approach that the 2016 CTP will apply for evaluation of the projects, programs and plans to assess how they meet the adopted vision and goals. Additionally, a series of outreach activities scheduled to collect community input into the CTP are detailed in the "Next Steps" section.

Performance-Based Planning for the 2016 CTP

The proposed performance-based evaluation process for the CTP differs from the more traditional process of selecting and applying performance measures through the travel demand model. Instead, it will be a culmination of the performance-based planning work currently underway for the three Countywide Modal Plans, the Multimodal Arterial Plan, the Transit Plan, and the Goods Movement Plan, along with a supplemental analysis for freeways, since the modal plans include limited analysis. Collectively, the modal plans do the following:

- a) set goals and objectives that align with the adopted vision and goals for the CTP;
- b) set performance measures;
- c) identify improvement needs by mode; and
- d) establish investment needs, policies, and strategies that align with the identified improvement needs for all modes.

In this new paradigm the CTP is the final step in establishing a countywide plan with financially constrained and vision components that align with the performance-based planning work completed by the modal plans. Table 1 presents the goals for the CTP and the three countywide modal plans. The attachments contain the proposed CTP performance measures. Attachment A documents their relationship to the 2012 CTP and the modal plan performance measures. Attachment B documents their relationship with the adopted 2016 CTP goals.

Additionally, the 2016 CTP will also include an analysis of equity in the transportation system. This analysis will allow Alameda CTC to understand major disparities in the quality of the transportation system which detrimentally impact historically disadvantaged demographic groups. The findings will enable Alameda CTC to target investments to programs and projects that can help reduce these disparities. The final CTP will use the equity analysis to identify improvements in the county, including fulfilling the need for updates to the Community Based Transportation Plans. More information on the equity analysis will be presented in early 2016.

Overview of Performance-Based Planning

To prepare for the identification of performance measures that provide a strong linkage with the 2016 CTP goals, the project team discussed performance-based planning and the role of performance measures in developing a CTP as follows.

As defined by the Federal Highway Administration (FHWA), "Performance-based planning is a data-driven, strategic approach, providing for public and stakeholder involvement and accountability, in order to make investment and policy decisions to attain desired performance outcomes for the multimodal transportation system."¹ The process includes the

¹ FHWA recently developed a guidebook on performance-based planning, titled "Model Long-Range Transportation Plans: A Guide for Incorporating Performance-Based Planning," August 2014. FHWA-HEP-14-046, FHWA website, accessed 10/2/14: http://www.fhwa.dot.gov/planning/performance_based_planning/mlrtp_guidebook/ .

setting of a strategic direction ("where do we want to go?"), building on a foundation of data from monitoring and evaluation of system performance ("where are we now?"), followed by analysis of how the county will move toward achieving its goals through investments and policies ("how are we going to get there?").

In the context of the 2016 CTP in which financial resources are limited, performance-based planning is a way to objectively compare competing transportation investments. It also allows policies and goals to be expressed in quantifiable terms and creates an analytical framework to determine the degree to which the investment package meets the policies and goals. This approach is intended to lead to a more systematic and analytical selection process for investment priorities. It also allows for ongoing monitoring of investment performance to inform future decision-making and to enable adjustments to be made as necessary as the plan is updated every four years. Alameda County and the rest of the region have been increasingly moving toward a performance-based planning approach for the past decade.

In addition to the intended uses of performance-based planning concepts, it is equally important to note the realistic limits of these techniques in the context of the CTP. The data-driven, analytical nature of performance-based planning typically requires a relatively robust set of analytical tools and models. Developing and applying such tools takes time and requires a series of assumptions about background conditions. A countywide plan in a county as populous, diverse, and complex as Alameda County involves scores (if not hundreds) of investment decisions. It is not practical to comprehensively evaluate each individual transportation project or program to determine its individual contribution to achieving the plan's goals; the time and cost required would be prohibitive. Further, the effect of a particular project depends in part on assumptions about other projects and programs that might be implemented concurrently; often a suite of projects implemented in tandem produces synergies that have a greater impact than the single projects implemented separately. Therefore, the evaluation will be performed on a package of projects and programs.

Technical Evaluation Approach

As a next step, the project team will work on developing the detailed performance evaluation process using the approved measures. Generally, the 2016 CTP is expected to utilize two primary technical methods for performance evaluation: 1) geographic analysis using a geographic information system (GIS) server; and 2) modeling work using the Alameda County travel demand model. A complementing qualitative analysis will also be performed to interpret results and connect them to the CTP goals.

The project team will also prepare and analyze four model scenarios using the Alameda CTC travel demand model (a.m. peak period, p.m. peak period, and daily):

1. Current Baseline (2010)
2. Future Baseline (2040) – Current Baseline plus Committed Projects Only
3. CTP Financially Constrained (2040)

4. CTP Vision – CTP projects unconstrained by funding (2040)

The team will use a combination of the GIS server and the model outcomes to understand and document performance of the transportation system for the 2016 CTP.

Performance Measures for the 2016 CTP

Alameda CTC undertook performance-based planning for each mode separately in the Multimodal Arterial Plan, Transit Plan, and Goods Movement Plan.

The visions for the four countywide plans are as follows:

CTP: Alameda County will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities.

Multimodal Arterial Plan: Alameda County will have a network of efficient, safe and equitably accessible arterials that facilitate the multimodal movement of people and goods, and help create a strong economy, healthy environment and vibrant communities, while maintaining local contexts.

Transit Plan: Create an efficient and effective transit network that enhances the economy and the environment and improves quality of life.

Goods Movement Plan: The Goods Movement system will be safe and efficient, provide seamless connections to international and domestic markets to enhance economic competitiveness, create jobs, and promote innovation while reducing environmental impacts and improving local communities' quality of life.

As visions for the modal plans are derived from and in line with the CTP's vision, the goals for the modal plans also align with the CTP goals as detailed in Table 1.

Table 1 Goals for the Countywide Transportation Plan and Countywide Modal Plans

CTP	Arterials Plan (MAP)	Transit	Goods Movement
Our transportation system will be: Multimodal	Multimodal: Based on local context and modal priorities, the arterial network will provide high-quality, well maintained and reliable facilities.	Increase transit mode share	Preserve and strengthen an integrated and connected, multimodal goods movement system that supports freight mobility and access, and is coordinated with passenger transportation systems and local land use decisions.
Accessible, Affordable and Equitable for people of all ages, incomes, abilities and geographies	Accessible and Equitable: The arterial network will provide access for people of all ages, abilities, incomes and geographies.	Improve access to work, education, services and recreation	Reduce environmental and community impacts from goods movement operations to create healthy communities and a clean environment, and improve quality of life for those communities most impacted by goods movement.
Integrated with land use patterns and local decision-making	Connected across the County and Region: Using typologies that are supportive of local land use, the arterial network will provide connections for all modes within the county and across the County and Region's network of streets, highways and transit, bicycle and pedestrian routes.	Improve access to work, education, services and recreation	Preserve and strengthen... (see above)
Connected across the county, within and across the network of streets, highways and transit, bicycle and pedestrian routes	Connected across the County and Region... (see above)	Increase transit effectiveness (including effectiveness of inter-regional travel)	Preserve and strengthen... (see above)
Reliable and Efficient	Efficient Use of Resources: Investment in the arterial network will make efficient and effective use of resources.	Increase transit effectiveness... (see above)	Promote innovative technology strategies to improve the efficiency of the goods movement system. <i>Also see Healthy/Clean below</i>
Cost Effective	Efficient Use of Resources... (see above)	Increase cost efficiency	Provide safe, reliable, efficient and well-maintained goods movement facilities.
Well Maintained	Multimodal... (see above)	Achieve a state of good repair	Provide safe, reliable... (see above)
Safe	Safe, Healthy and Vibrant: The arterial network will be designed, built, and managed to reduce the incidence and severity of collisions, promote public health and help create vibrant local communities.	Achieve a state of good repair	Provide safe, reliable... (see above)
Supportive of a Healthy and Clean Environment	Safe, Healthy and Vibrant... (see above)	Reduce emissions	Reduce environmental and community impacts... (see above)

Performance Measures

Performance measures need to be nuanced and flexible enough to reflect changing and uncertain conditions in the real world, while at the same time being simple and reliable enough to be consistently evaluated with the data and tools available. In addition, they must be readily understood by stakeholders and decision-makers.

According to the FHWA guidebook, agencies with experience in developing and implementing performance-based plans typically recommend selecting no more than 10-15 performance measures; this number allows a balance between the desire to track many different transportation system characteristics that are important to different sets of users, while at the same time allowing the agency to calculate and monitor the measures within a reasonable level of resources.

In the context of the 2016 CTP, the countywide modal plans offered a good starting point for selecting performance measures. When taken together, the combined measures from these plans provide a comprehensive picture of the county's transportation system. Utilizing performance measures from each of the modal plans reinforces the importance of those plans and ensures that the 2016 CTP is reflective of those efforts. Considering that the vision and goals from the 2012 plan have been adopted for the 2016 plan, there is value in maintaining at least some of the performance measures used in the 2012 CTP. Additionally, evaluating the same performance measures would allow for tracking of progress on achieving the plan's goals over time.

The performance measures were selected using the following criteria:

- Can be analyzed using currently available data and tools
- Linked to the 2012 CTP and/or to one or more of the modal plans (Attachment A)
- Directly linked to one or more of the CTP goals (Attachment B)

Attachment B contains a list of potential performance measures and shows how those measures are linked to one of the modal plans and/or to the 2012 CTP. Attachment B shows, for that same list of measures, how each one is linked to one or more of the 2016 CTP goals. In most cases, a single performance measure speaks to multiple goals.

It is very important to keep in mind that the intended use of these performance measures is to compare the amount of change relative to the baseline condition, thus informing the stakeholders about the relative effects of each scenario to the baseline.

Next Steps

Upon Commission approval of the proposed performance measures, the project team will work on developing the detailed performance evaluation process using the approved measures.

As part of the outreach for the CTP, the Alameda CTC will hold four public workshops in January 2015 to gain input on priorities from the general community, as well as input on priorities and the equity analysis through a series of targeted focus groups. The workshop schedule is shown in Table 2 below. The focus groups will occur later in the spring and will be specially designed to get input from key population groups in Community-Based Transportation planning areas.

Table 2 2016 CTP Public Workshop Schedule

Date	Time	Location
Sunday, January 10	2:00 – 4:00 p.m.	Dublin Library, Community Room
Thursday, January 14	5:30 –7:30 p.m.	Alameda CTC, Suite 800
Saturday, January 23	10:00 am – 12:00 p.m.	Hayward City Hall Rotunda
Sunday, January 31	2:00 – 4:00 p.m.	Fremont Library, Fukaya Room A

Fiscal Impact: There is no fiscal impact.

Attachments

- A. 2016 CTP Performance Measures: Relationship to 2012 CTP and Modal Plans
- B. 2016 CTP Performance Measures: Relationship to 2016 CTP Goals

Staff Contact

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

[Saravana Suthanthira](#), Senior Transportation Planner

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Performance Measure	Relationship
MEASURES OF TRAVEL EFFICIENCY	
Network congestion: Percent lane miles of congestion [and/or] Volume/Capacity on critical screenlines	<ul style="list-style-type: none"> • 2012 CTP • MAP: uses similar measure of congested speed and focuses on specific corridors • MAP: focuses on specific corridors and describes effect on transit reliability
Travel time: Travel time by mode (auto and transit)	<ul style="list-style-type: none"> • 2012 CTP • Transit Plan: focuses on transit travel time on specific routes (For Auto Transit: Use total travel time per capita instead of 2012 metric) • Goods Movement Plan: uses measure of buffer time indices on freight routes (For Freight routes use 2012 metric: Avg. time per trip for am/pm peak)
Travel time reliability: Ratio of average peak to off-peak period travel time	<ul style="list-style-type: none"> • 2012 CTP for truck routes (use the O-D freight routes and average ratios) • MAP: Focuses on specific corridors and describes effect on transit reliability • Goods Movement Plan: focuses on specific freight corridors
MEASURES OF TRANSIT USE AND ACTIVE TRANSPORTATION	
Transit and active transportation mode share: Percent of trips made by non-auto modes	<ul style="list-style-type: none"> • 2012 CTP
Transit ridership: Daily transit passengers carried per transit revenue hour	<ul style="list-style-type: none"> • 2012 CTP • Transit Plan (include all transit types in Transit Plan, rail, bus and ferry)
MEASURES OF TRANSPORTATION IMPACTS ON THE ENVIRONMENT	
Vehicle miles traveled: VMT per capita (which can also be used to estimate GHG and other emissions)	<ul style="list-style-type: none"> • 2012 CTP • Transit Plan • Goods Movement Plan
Carbon emissions: GHGs	<ul style="list-style-type: none"> • 2012 CTP
Particulate emissions: PM (2.5)	<ul style="list-style-type: none"> • 2012 CTP

Performance Measure	Relationship
MEASURES TO IMPROVE THE ECONOMY, GOODS MOVEMENT, JOBS, AND ACCESS	
Employment accessibility: Number of jobs accessible by 30-minute drive or 45- minute transit trip (by sector, by traffic analysis zone)	<ul style="list-style-type: none"> • 2012 CTP: focuses on transit accessibility of low-income households • Transit Plan
Activity center accessibility: Households within 20-minute drive or 30-minute transit ride of activity centers, e.g. universities, government centers, jobs centers, health facilities (by income groupings, by traffic analysis zone)	<ul style="list-style-type: none"> • 2012 CTP: focuses on low-income households, • New Measure: Widen to include all households and include subsets for low-income households
Equitable transit availability: Percent of low-income households within 0.25 mile of bus stop and 0.5 mile of rail station.	<ul style="list-style-type: none"> • 2012 CTP
MEASURES OF CONNECTIVITY AND SAFETY	
Pavement Condition Index: Unmet maintenance needs over plan horizon period	<ul style="list-style-type: none"> • 2012 CTP: uses similar measure of unmet maintenance needs • MAP • Goods Movement Plan
Safety: Rate of injury/fatality crashes	<ul style="list-style-type: none"> • 2012 CTP • Goods Movement Plan: focuses on truck-involved crashes
Network connectivity by mode	<ul style="list-style-type: none"> • MAP

Performance Measures: Relationship to 2016 CTP Goals

4.1B

Performance Measure	Relates to CTP Goal:								
	Multimodal	Accessible/ Affordable	Integrated	Connected	Reliable/ Efficient	Cost- Effective	Well- Maintained	Safe	Clean Environment
MEASURES OF TRAVEL EFFICIENCY									
Network congestion: Percent lane miles of congestion and/or screenline volume-to-capacity		☐			☐				
Travel time: Travel time by mode (auto, transit)	☐	☐		☐	☐				
Travel time reliability: Ratio of average peak to off-peak period travel time	☐	☐		☐	☐				
MEASURES OF TRANSIT USE AND ACTIVE TRANSPORTATION									
Transit and active transportation mode share: Percent of trips made by non-auto modes	☐	☐	☐	☐	☐				☐
Transit ridership: Daily transit passengers carried per transit revenue hour	☐	☐	☐	☐					☐
MEASURES OF TRANSPORTATION IMPACTS ON THE ENVIRONMENT									
Vehicle miles traveled: VMT per capita (which can also be used to estimate GHG and other emissions)			☐	☐	☐				☐
Carbon emissions: GHGs			☐	☐	☐				☐
Particulate emissions: PM(2.5)			☐	☐	☐				☐
MEASURES TO IMPROVE ECONOMY, GOODS MOVEMENT, JOBS, AND ACCESS									

	Relates to CTP Goal:								
Performance Measure	Multimodal	Accessible/ Affordable	Integrated	Connected	Reliable/ Efficient	Cost- Effective	Well- Maintained	Safe	Clean Environment
Employment accessibility: Number of jobs accessible by 30-minute drive or 45- minute transit trip (by sector, by traffic analysis zone)	☐	☐	☐	☐	☐				☐
Activity center accessibility: Households within 20-minute drive or 30-minute transit ride of activity centers, e.g. universities, government centers, jobs centers, health facilities (by income groupings, by traffic analysis zone)	☐	☐	☐	☐	☐				☐
Equitable transit availability: Percent of low-income households within 0.25 mile of bus stop and 0.5 mile of rail station.	☐	☐	☐	☐	☐				☐
MEASURES OF CONNECTIVITY AND SAFETY									
Pavement Condition Index: Unmet maintenance needs over plan horizon period					☐	☐	☐	☐	
Safety: Rate of injury/fatality crashes		☐					☐	☐	
Network connectivity by mode	☐		☐	☐					



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: January 4, 2016

SUBJECT: 2017 Transportation Improvement Program (TIP) Development:
MTC's Request for Non-Exempt Projects

RECOMMENDATION: Receive an update on MTC's call for "non-exempt" projects for the 2017 TIP

Summary

MTC is required to prepare and adopt an updated federal Transportation Improvement Program (TIP) every two years. The attached MTC memorandum is a primer on the first step in the 2017 TIP development process, which is a call for "non-exempt" projects. Non-exempt projects are generally capacity increasing projects that are not exempt from regional air quality conformity (AQC) analysis. ACTAC representatives are requested to coordinate the actions related to the development of the 2017 TIP for their respective agencies. Responses regarding new and updated non-exempt projects for the 2017 TIP are due to MTC no later than January 21, 2016.

Background

The TIP is a federally-required, comprehensive listing of all Bay Area surface transportation projects that are to receive federal funding, are subject to a federally required action, or are considered regionally significant for AQC purposes. MTC is required by the State to prepare and adopt an updated TIP every two years. The 2017 TIP will cover the four-year period from FY 2016-17 through FY 2019-20 and will include projects and programs consistent with the most recently adopted Regional Transportation Plan, Plan Bay Area.

In developing the RTP and the TIP, MTC conducts a regional AQC analysis that estimates the emission of specific air quality pollutants from transportation sources and compares those estimates to regional emission budgets. As part of the AQC analysis, MTC models non-exempt projects, which are those not specifically exempted from regional air quality conformity analysis by federal regulations, 40 CFR 93.126 and 40 CFR 93.127. The most common type of non-exempt projects are those that either expand or reduce the capacity of the transit, freight, highway or local road systems.

MTC has begun developing the region's 2017 TIP to align with the State's schedule for receiving federal approval by December 2016. Attachment A, MTC's call for information

for non-exempt projects for the 2017 TIP, is the first step in the process and provides detailed instructions for how to complete each of the following requested actions:

1. Add new non-exempt projects or non-exempt capital phases (right-of-way phase and construction phases) to the 2017 TIP;
2. Revise the scope, schedule and costs of non-exempt projects and non-exempt capital phases in the 2015 TIP for the 2017 TIP; and
3. Archive existing non-exempt projects and non-exempt capital phases in the current 2015 TIP if the project will not need to be included in the 2017 TIP (i.e., completed or cancelled projects).

In addition, Attachment A identifies the criteria that must be met in order for non-exempt projects or project phases to be added to, or revised for, the 2017 TIP. It also includes a list of non-exempt projects in the current 2015 TIP, identifies the project information that is required at this time, and provides a draft overall 2017 TIP development schedule.

As with prior TIP updates, ACTAC representatives are requested to coordinate the 2017 TIP development for their respective agencies. Cities are requested to provide their responses to Jacki Taylor, jtaylor@alamedactc.org, by Tuesday, January 19, 2016 to ensure the compiled responses are transmitted to MTC by the January 21st deadline. Transit operators have until January 21st to provide their responses directly to MTC.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. MTC memorandum "2017 TIP Development - Review of Non-Exempt Projects and Call for New Non-Exempt Projects to be Added to the 2017 TIP" and attachments

Staff Contact

[Jacki Taylor](#), Program Analyst



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Memorandum

TO: Transit Finance Working Group, Programming and Delivery
Working Group, and Local Streets and Roads Working Group

DATE: December 2, 2015

FR: Adam Crenshaw

RE: 2017 TIP Development - Review of Non-Exempt Projects and Call for New Non-Exempt Projects to be Added to the 2017 TIP

Due to MTC Thursday, January 21, 2016 – Do not enter these changes in FMS at this time

Background

The federally required Transportation Improvement Program or TIP is a comprehensive listing of all Bay Area surface transportation projects that are to receive federal funding, are subject to a federally required action, or are considered regionally significant for air quality conformity purposes over a four year period. The current 2015 TIP covers the four-year period from FY 2014-15 through FY 2017-18. The 2015 TIP reflects the most recently adopted Regional Transportation Plan (*Plan Bay Area*). In alignment with the Federal Statewide TIP development efforts, MTC is in the process of developing the 2017 TIP. The 2017 TIP will cover the four-year period from FY 2016-17 through FY 2019-20. The 2017 TIP will also include projects and programs consistent with *Plan Bay Area*.

In developing *Plan Bay Area* and the TIP, MTC conducts a regional air quality conformity analysis that estimates the emission of specific air quality pollutants from transportation sources and compares those estimates to regional emission budgets. As part of this air quality conformity analysis MTC models projects that are not specifically exempted from regional air quality conformity analysis by 40 CFR 93.126 and 40 CFR 93.127 (non-exempt projects). The most common type of non-exempt projects are those that either expand or reduce the capacity of the transit, freight, highway or local road systems.

Call for New and Revised Non-Exempt Projects and Non-Exempt Capital Phases

The 2017 TIP development period is an opportunity for the project sponsors to add new regional air quality non-exempt projects or non-exempt capital phases (right-of-way phase and construction phase) to the 2017 TIP. Sponsors may also change the scope, schedule and costs of existing non-exempt projects and non-exempt capital phases as part of this process. These projects or project phases can be added or revised as long as the projects, phases and changes meet the following criteria:

1. The total cost of the project in the TIP document (including those costs that are programmed outside the TIP period) must not exceed the cost of the project as indicated in *Plan Bay Area*. Please note that some projects shown as a single project in *Plan Bay Area* are included in the TIP as multiple projects. The total combined cost of these multiple TIP projects cannot exceed the cost of the single *Plan Bay Area* project.
2. The scope of the project must be consistent with the scope of the project as described in *Plan Bay Area*.

3. The schedule of the projects, including program years for funding, must be consistent with the air quality analysis year as modeled in the conformity analysis for *Plan Bay Area and the 2017 TIP*. The analysis years for *Plan Bay Area* and the 2017 TIP are 2020, 2030, and 2040. For a project to be consistent with the conformity analysis, the project must be scheduled to be in operation before December 31 of the analysis year listed for this project in the conformity analysis, but after the next earliest analysis year. For example, if a TIP project has an analysis year of 2030, then the project must be scheduled to be completed before December 31 of 2030, but after December 31 of 2020 to be consistent with the conformity analysis.

Existing non-exempt projects and non-exempt project phases in the current 2015 TIP may also be removed from the TIP and archived as long as the project is in operation, or the project phase has been authorized and the TIP listing is no longer needed. Please note that in order to archive a phase from the TIP, that phase must be included in TIP as an individual listing with its own TIP ID. Please do not remove prior year funding from ongoing TIP listings if those funds were indeed used for that project.

Partner agencies, including Caltrans, CMAs, transit operators and project sponsors are requested to compare the committed projects in *Plan Bay Area* and the non-exempt projects already listed in the 2015 TIP (attachment A). Please then develop a list of new air quality non-exempt projects, or project phases that need to be added to the 2017 TIP as part of the TIP development process. Please also develop a list of changes needed for the existing non-exempt projects.

IMPORTANT:

When considering projects and changes to submit for the 2017 TIP update, please be consistent with the projects as described in *Plan Bay Area* as adopted in July, 2013, and as amended in September, 2015. The final list of projects is available at http://onebayarea.org/pdf/final_supplemental_reports/FINAL_PBA_Project_List.pdf and a searchable database of the projects can be found at: <http://rtp.mtc.ca.gov/2040/>. New projects and changes recently submitted for the *Plan Bay Area 2040* development process are not scheduled to be approved until late spring, 2017, and should not be used for the 2017 TIP update.

In summer/fall, 2016, sponsors will be asked to submit new projects and changes for an amendment to reconcile the 2017 TIP with the proposed preferred scenario for *Plan Bay Area 2040*. These projects and changes will be reflected in the Draft Transportation Air Quality Conformity Analysis for *Plan Bay Area 2040* and the 2017 TIP (Conformity Analysis). The final *Plan Bay Area 2040*, Conformity Analysis and an amendment to the 2017 TIP are expected to be approved by the Commission in late spring 2017.

Please then inform MTC staff of the following:

1. **New Non-Exempt Projects or Project Phases**

For non-exempt projects or project phases that are in *Plan Bay Area*, are not in the 2015 TIP, and need to be added to the 2017 TIP, please email Adam Crenshaw at acrenshaw@mtc.ca.gov by **January 21, 2016**, with the following information:

- County
- Project sponsor
- RTP ID of the project in *Plan Bay Area*
- Primary sub-mode (from the list included in FMS)
- Project description
- Total project cost
- Federal fiscal year in which funding for right-of-way activities is expected to be allocated/obligated

- Federal fiscal year in which funding for construction activities is expected to be allocated/obligated
- Year of completion (when it will open to the public)

Attachment B is an excel template of the required information. Project sponsors are encouraged to include information for projects when they are unsure if it is a non-exempt project type so MTC staff can help in identifying the exemption status.

2. **Existing Non-Exempt Projects or Project Phases**

For existing non-exempt projects in the 2015 TIP, please focus your review on the following elements:

- Will the projects be completed and open to the public by September 30, 2016? Projects that will be open to the public by this date should be archived from the TIP. Projects do not need to be active in the TIP to be closed out.
- Are the projects properly described in the TIP? Review the project name and project description to ensure that the name, limits and scope are accurate and clearly defined.
- Will the project be completed as indicated in the Air Quality Conformity Analysis? The last column on Attachment A includes the Air Quality Conformity Analysis Year in which each non-exempt project is currently modeled for air quality conformity. If the project will not be open to the public by the year listed, please let us know. If a project will be opened to the public in phases, please provide these years for each phase. Projects highlighted in yellow have uncommitted funding (RTP-LRP funds) that will need to be programmed in fiscal year 2021, but are currently modelled for completion by 2020. Please either provide an updated completion date for the project or a detailed plan for fully funding the project. If a funding plan is submitted, MTC staff will review it for feasibility and adjust the conformity analysis year accordingly.

IMPORTANT:

Non-Exempt projects must be completed and operational (“open to the public”) by the air quality conformity year in which it is modeled for the regional Transportation-Air Quality Conformity Analysis for *Plan Bay Area* and the TIP. Since 2020 is the next analysis year and is within the 2017 TIP period (FY2016-17 through FY2019-20) any project with this analysis year must demonstrate full funding commitment within the first couple years of the TIP period in order to meet this milestone. The use of the fund source “RTP-LRP” is not permitted for such projects. Non-Exempt projects with an analysis year of 2020 and not demonstrating full funding commitment may be removed from the TIP.

- Are all funded phases reflected in the project listing? If a project listing does not show an amount programmed for a non-exempt capital phase, a TIP amendment (and possibly other actions related to air quality conformity) would be required to amend such a phase into the TIP if necessary in the future. Therefore, you must show all project phases (even if funded with local resources) in your project listings if they are not listed already.

Funds for a project phase must be listed in the same year of allocation/obligation for that phase (e.g. ENV, PS&E, PE, ROW or CON). Exceptions may be made for pre-approved corridor projects (as listed in the RTP), annual ongoing service/operations projects (such as operating assistance programs), multi-year program of projects (such as various streets and roads rehabilitation, or bus rehabilitation/ replacement programs), or projects with multiple segments (in which case the project description must include a statement noting the number of segments such as segments 1 through 3).

If changes are needed to existing non-exempt projects, please email Adam Crenshaw at acrenshaw@mtc.ca.gov by **January 21, 2016** with the following:

- TIP ID
- A description of the necessary change
- The description, funding amount, or project phase as currently shown in the TIP

If you have any funding specific question(s) please contact the following MTC staff persons:

- FHWA Funds including: STP/CMAQ, FHWA Earmarks - Adam Crenshaw (510) 817-5794
- FTA Funds including: Section 5307/5337/5339/AB664 - Shruti Hari (510) 817-5960
- FTA Earmarks - Glen Tepke (510) 817-5781
- State and Regional Funds including: STIP, Proposition 1B Bond, RM2 - Kenneth Kao (510) 817-5768
- TIP Development and Fund Management System (FMS) - Adam Crenshaw (510) 817-5794

CMAs are advised to coordinate the timely project review by counties and cities and other jurisdictions within their county.

Do not enter these changes in FMS until prompted, as changes submitted prematurely, before the 2017 TIP development begins, may be deleted. MTC will begin development of the project listings for the 2017 TIP in spring, 2016, and project sponsors are requested to enter the projects and changes in the Fund Management System (FMS) at that time.

Attachment C includes the tentative schedule for the development of the 2017 TIP. Separate memoranda and emails will provide further detail on other 2017 TIP Development activities.

We appreciate your help in developing the 2017 TIP. Time spent now getting the TIP entries correct will save time in the future by minimizing additional changes, preventing additional air quality conformity actions, and avoiding potential project delivery delays. Thank you for your prompt attention to this request.

Attachment A - Non-Exempt Projects in the 2015 TIP as of October 23, 2015

Attachment B - 2017 TIP Call for New Non-Exempt Projects – Project Info Template - **Due January 21, 2016**

Attachment C - Tentative Schedule for the 2017 TIP Update

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Attachment A - Non-Exempt Projects in the 2015 TIP as of October 23, 2015

County	Sponsor	TIP ID	Project Name	Project Description	RTP ID	Total Cost (in \$1,000s)	Uncommitted Funding (RTP-LRP)	Latest Program Year	Conformity Analysis Year
Alameda	AC Transit	ALA150004	AC Transit: East Bay Bus Rapid Transit	Alameda County: Along Broadway/ International/E 14th corridor from Oakland to San Leandro: Implement BRT including 34 stations, transit signal priority, level-boarding, shelters, off-board ticketing.	22455	\$177,986	\$0	2017	2020
Alameda	ACTC	ALA050006	I-580 (TriValley) Right of Way Preservation	I-580 Corridor (Tri-Valley): Preserve ROW along I-580 from Hacienda to Greenville for future transit in the median.	230083	\$9,700	\$0	2009	2040
Alameda	ACTC	ALA050014	SR 84 Expressway Widening	In Livermore: Widen Route 84 from Jack London Blvd. to Pigeon Pass.	22776	\$110,319	\$0	2015	2020
Alameda	ACTC	ALA050019	I-880 North Safety Improvements	Oakland: I-880 between 23rd Ave to 29th Ave; Reconfigure Interchange, including new ramps.	22769	\$101,969	\$0	2013	2020
Alameda	ACTC	ALA070018	I-580 (TriValley) Corridor - WB HOV & Connectors	I-580 (TriValley) Corridor: WB HOV lane on I580 from east of Greenville Rd to Foothill Rd, HOV direct connectors from WB I580 to SB I680 and NB I680 to EB I580, WB Aux Lanes between Airway Blvd and	21116	\$136,819	\$0	2013	2015
Alameda	ACTC	ALA070020	I-580 (TriValley) Corridor - EB HOV Lanes	I-580 (TriValley) Corridor: From east of Greenville Road to Hacienda Dr.; Construct Eastbound HOV lanes (includes auxiliary lanes). Sub-project of TIP ID ALA050006.	21116	\$179,290	\$0	2013	2015
Alameda	ACTC	ALA070042	I-880 SB HOV Lanes - Marina Blvd to Hegenberger	I-880 Corridor: From Marina Blvd in San Leandro to Hegenberger in Oakland; Construct new SB HOV lanes and reconstruction of interchanges at Marina Blvd and Davis St. and soundwall construction.	22670	\$116,579	\$0	2015	2015
Alameda	ACTC	ALA090004	I-580 WB HOT Corridor Project	I-580 Westbound: Convert the HOV lanes to HOT Lanes. Convert the I-580 westbound HOV lane to an express lane from Greenville Road to San Ramon Road/Foothill Road. Project references RTP IDs 21116	22664	\$23,393	\$0	2014	2015
Alameda	ACTC	ALA090018	Truck Parking Facilities in North County (Phase I)	Alameda County: Provide safe parking facilities in north part of Alameda County.	240394	\$2,000	\$0	2015	2040
Alameda	ACTC	ALA090019	Corridor Mobility Program & Adaptive Ramp Metering	Central Alameda County: I-880/ I-238/ I-580. Install monitoring and signalization I-880, I-238 and I-580.	230091	\$47,000	\$39,571,000	2019	2020
Alameda	ACTC	ALA090025	I-580 WB Auxiliary Lane, First to Isabel	I-580 (TriValley) Corridor: westbound auxiliary lanes between First Ave and Isabel Ave along I-580 in the Tri-Valley. This project is a sub-project of, and is being implemented with, TIP ID ALA070018.	240076	\$1,000	\$0	2012	2015
Alameda	ACTC	ALA110002	I-880/Industrial Parkway West Interchange	At I-880/Industrial Parkway West, reconstruct interchange, add on/off-ramp lanes, widen ramp lanes, provide HOV bypass lanes and routine accommodation for bicyclists and pedestrians.	240025	\$41,000	\$36,000,000	2019	2040

Attachment A - Non-Exempt Projects in the 2015 TIP as of October 23, 2015

County	Sponsor	TIP ID	Project Name	Project Description	RTP ID	Total Cost (in \$1,000s)	Uncommitted Funding (RTP-LRP)	Latest Program Year	Conformity Analysis Year
Alameda	ACTC	ALA130031	I-580 Eastbound Express/HOT Lanes	Alameda County: I-580 (Tri-valley) Corridor: From East of Greenville Rd to Hacienda Drive: Convert EB HOV Lanes to HOT Lanes (a two-lane Express Lane facility). This project references RTP IDs 21116 and	240050	\$31,579	\$0	2015	2015
Alameda	ACTC	ALA130034	I-680 NB HOV/HOT Lane	Route I-680: from State Route 237 in Santa Clara County to State Route 84 in Alameda County, construct NB HOV/HOT Lane.	22042	\$205,000	\$185,500,000	2019	2020
Alameda	ACTC	ALA150001	Route 84 widening, Pigeon Pass to I-680	In Alameda County: On SR-84 from Pigeon Pass to I-680 (PM 17.9/21.0): Widen roadway from 2 lanes to 4 lanes	240062	\$79,940	\$76,000,000	2019	2020
Alameda	ACTC	ALA978004	East-West Connector in Fremont & Union City	In Fremont & Union City: From I-880 to Route 238; Construct new 4-lane roadway and widen existing roadways. Project is phased	94506	\$103,171	\$0	2019	2020
Alameda	Alameda County	ALA090022	Estuary Bridges Seismic Retrofit and Repairs	Oakland: Seismic retrofit and repairs of 3 Oakland Estuary bridges	240389	\$4,400	\$0	2016	2040
Alameda	BART	ALA050015	BART - Warm Springs Extension	Fremont: Fremont BART station to Warm Springs; Extend BART service to the Southern end of Alameda County including provisions for a future, new station at Irvington. Project also references RTP ID	21132	\$890,000	\$0	2015	2015
Alameda	BART	ALA110003	Hayward Shop and Yard Expansion	Expansion of the Hayward Shop and Yard to accommodate additional rail vehicles for storage, maintenance and repair.	240374	\$160,499	\$0	2014	2020
Alameda	BART	ALA130032	BART Metro Priority Track Elements	BART: In Lafayette, Dublin and Millbrae: Provide three critical track extensions in order to provide the BART system with additional operational flexibility and additional capacity, all within existing right-of-	240182	\$8,500	\$0	2017	2040
Alameda	BART	BRT990002	BART Oakland Airport Connector	The Oakland Airport Connector Project will provide a 3.2 mile Automated Guidway Technology (AGT) system to link the BART Coliseum station to the Oakland International Airport on exclusive right-of-	21131	\$484,000	\$0	2013	2015
Alameda	Caltrans	ALA978027	I-880/SR 262 I/C and HOV lanes	I880 corridor: I-880 btw Santa Clara Co. line & Alvarado-Niles; Construct 2 HOV lanes, reconstruct I-880/Warren Ave/SR 262 I/C	240745	\$131,304	\$0	2012	2040
Alameda	Caltrans	SCL991077	I-680 Sunol Grade SouthBound HOV Lanes - SCL Final	Sunol Grade: From Rte. 84 in ALA to Rte. 237 in SCL.; Final project phase construction of HOV lane, shoulders and other project clean up. Santa Clara portion. More funding in ALA991083, ALA991084 and	240742	\$8,308	\$0	2009	2040
Alameda	Dublin	ALA130005	Dougherty Road widening	Project is located in Dublin. It will widen the existing Dougherty Road from Sierra Lane to North City Limit from 4 lanes to 6 lanes to address congestion and delays.	240038	\$18,860	\$0	2015	2015

Attachment A - Non-Exempt Projects in the 2015 TIP as of October 23, 2015

County	Sponsor	TIP ID	Project Name	Project Description	RTP ID	Total Cost (in \$1,000s)	Uncommitted Funding (RTP-LRP)	Latest Program Year	Conformity Analysis Year
Alameda	Dublin	ALA130006	Dublin Boulevard widening	In Dublin: Dublin Blvd between Sierra Court and Dublin Court: Widen from 4 lanes to 6 lanes.	240250	\$4,200	\$0	2014	2015
Alameda	Fremont	ALA130001	Widen Kato Rd from Warren Avenue to Milmont Drive	In Fremont: Widen Kato Road from Warren Avenue to Milmont Drive. Widen Kato Road to four lanes and install bike lanes on both sides of the roadway and modify traffic signal at Kato Rd/Milmont Ave.	21484	\$12,690	\$10,290,000	2019	2020
Alameda	Hayward	ALA090016	Rt 92/Clawiter/Whitesell Interchange Improvements	Hayward: Rt 92/Clawiter Rd. Upgrade existing Clawiter interchange. Add ramps and overcrossing for Whitesell St. extension. Signalize ramp intersections.	240562	\$55,000	\$42,300,000	2019	2020
Alameda	Hayward	ALA090020	I-880 Auxiliary lanes at Industrial Parkway	Hayward: Construct auxiliary lanes on I-880. NB between Industrial Pkwy and Alameda Creek and SB between Industrial Pkwy and Whipple Rd	230054	\$9,800	\$6,040,000	2019	2020
Alameda	Hayward	ALA090021	I-880 NB and SB Auxiliary lanes	Hayward: NB and SB I-880 between West A and Winton. NB I-880 between A St and Paseo Grande.	230052	\$23,190	\$0	2020	2040
Alameda	MTC	ALA110104	Bay Bridge Park	Bay Bridge Park in Alameda County, in Oakland at the Oakland Touchdown of the new East Span of the Bay Bridge (Project previously titled "SFOBB Gateway Park")	21013	\$16,500	\$0	2017	2040
Alameda	Oakland	ALA110046	Oakland Army Base Infrastructure Improvements	In Oakland: the Oakland Army Base and the West Oakland Redevelopment Areas; Implementing Army Base Infrastructure Master Plan and completing West Oakland Specific Plan. Includes TCIF OHIT impl. by	240024	\$215,280	\$0	2015	2020
Alameda	Oakland	ALA991081	42nd Ave. & High St. I-880 Access Improv.	Oakland: Widening and re-alignment of local streets in the vicinity of the I-880/42nd & High interchange. Includes modified traffic signals and intersection improvements.	230170	\$17,526	\$7,736,000	2019	2020
Alameda	Pleasanton	ALA090010	I-680/Bernal Avenue interchange improvements	Pleasanton: I-680 /Bernal Avenue Interchange improvements. Phased project with reconfiguration of SB ramp, widening of NB ramp	21472	\$4,000	\$0	2013	2015
Alameda	Pleasanton	ALA090013	I-580 / Foothill Road interchange improvements	Pleasanton: I-580/ Foothill Road. Reconfiguration of EB ramps including bike/pedestrian-related improvements	21489	\$3,750	\$0	2013	2015
Alameda	Port of Oakland	ALA090026	Outer Harbor Intermodal Terminals (OHIT)	In Oakland: OHIT, a proposed intermodal rail complex, will be located on the former Oakland Army Base and adjacent land. This listing only includes segments implemented by the Port of Oakland. For City	22760	\$106,000	\$0	2015	2040
Alameda	Port of Oakland	ALA090027	7th Street Grade Separation and Roadway Improvement	In Oakland: the 7th Street Grade Separation will separate truck traffic on 7th St from rail movements between expanded rail facilities at the Port and the rail mainline north of 7th St and existing rail facilities	22082	\$220,504	\$184,030,000	2019	2040

Attachment A - Non-Exempt Projects in the 2015 TIP as of October 23, 2015

County	Sponsor	TIP ID	Project Name	Project Description	RTP ID	Total Cost (in \$1,000s)	Uncommitted Funding (RTP-LRP)	Latest Program Year	Conformity Analysis Year
Alameda	San Leandro	ALA050002	SR 185- E. 14th St/ Hesperian Blvd/150th Ave	San Leandro: 150th/E. 14th/Hesperian; construct NB left turn Ln from Hesperian to E.14th, EB left turn Ln from E.14th to 150th Av & SB Ln from Hesperian to 150th and other traffic circulation	21451	\$3,400	\$0	2014	2020
Alameda	San Leandro	ALA070014	I-880/SR 112 Overcrossing Replacement	San Leandro: at the I-880/SR 112 (Davis St.); Replace overcrossing and widening roadway including interchange landscaping and bridge architectural features.	22100	\$5,589	\$0	2014	2015
Alameda	San Leandro	ALA090012	I-880/Marina Blvd Interchange and Overcrossing Rep	San Leandro: I-880/ Marina Blvd. Replace overcrossing and widening roadway plus ramp interchange reconfiguration, intersection improvements including interchange landscaping and bridge architectural	230066	\$25,900	\$0	2015	2015
Alameda	Union City	ALA090015	Union City Intermodal Station Infrastructure	Union City: Expand Union City BART Station to Complete Pedestrian Connection and Rail Station	21123	\$23,020	\$0	2014	2020
Alameda	WETA	ALA110001	Central Bay Operations and Maintenance Facility	WETA: Construct a central bay operations and maintenance facility.	240014	\$44,452	\$0	2015	2015

[illegible]

Attachment C - Tentative Schedule for the 2017 TIP Update	
Milestone	Projected Date(s)
Initial 2017 TIP Update Activities	November 2015 - January 2016
Project Clean-up	November 2015 - January 2016
Project Listing Development	November 2015 - May 2016
Call For New and Revised Non-Exempt Projects	November 2015 - January 2016
Call For New and Revised Exempt Projects	March - April 2016
MTC Review of Projects	April - May 2016
Development of Draft 2017 TIP Document	May-16
Release Draft 2017 TIP	June 2016
Public Review and Comment	June - July 2016
Develop Final 2017 TIP	August 2016
Adopt 2017 TIP	September 2016
Caltrans Approval of the 2017 FSTIP	November 2016
FTA/FHWA Approval of the 2017 FSTIP	December 2016



Memorandum

5.2

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DATE: January 4, 2016

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

RECOMMENDATION: Receive an update on the December 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 12/16/15

Staff Contact

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

[Vivek Bhat](#), Senior Transportation Engineer

ALAMEDA COUNTY LIST OF INACTIVE OBLIGATIONS

5.2A

UPDATED BY CALTRANS ON 12/16/2015

Updated on 12/16/2015

Project No.	Status	Agency Action Required	Prefix	Agency	Description	Latest Date	Authorization Date	Last Expenditure Date	Last Action Date	Total Cost	Federal Funds	Expenditure Amt	Unexpended Bal
6273062	Inactive	Final invoice under review by Caltrans. Monitor for progress.	HPLUL	Alameda County Congestion Management Agency	WEBSTER ST., SR260 & SR61, INSTALL CCTV, VIDEO DETECTION, PREEMPTION FOR ER VEH	11/18/2014	9/8/2011	11/18/2014	11/18/2014	\$809,400.00	\$359,960.00	\$289,162.37	\$70,797.63
5012110	Future	Submit invoice to District by 02/20/2016	STPL	Oakland	CITYWIDE AC OVERLAY, AC PAVEMENT	3/19/2015	2/22/2010	3/19/2015	3/19/2015	\$7,121,435.00	\$4,052,000.00	\$2,721,503.82	\$1,330,496.18
5012113	Future	Submit invoice to District by 02/20/2016	HSIPL	Oakland	HEGENBERGER ROAD @ EDES AVE, BALDWIN ST, HAMILTON ST, 73RD AVE, UPGRADE TRAFFIC SIGNALS & INSTALL FLASHING BEACONS	2/19/2015	1/25/2012	2/19/2015	2/19/2015	\$742,858.00	\$668,571.00	\$128,448.29	\$540,122.71
5012114	Future	Submit invoice to District by 02/20/2016	HSIPL	Oakland	BANCROFT AVE. / 94TH AVE., INSTALL TRAFFIC SIGNALS, CONSTRUCT CURB RAMPS	2/19/2015	1/23/2012	2/19/2015	2/19/2015	\$564,062.00	\$485,100.00	\$58,689.20	\$426,410.80
5178012	Future	Submit invoice to District by 02/20/2016	CML	Albany	BUCHANAN/MARIN STREET FROM PIERCE ST. TO SAN PABLO, BIKE LANE & PED. WALKWAY	3/5/2015	6/1/2012	3/5/2015	3/5/2015	\$2,484,942.00	\$1,702,000.00	\$1,524,222.60	\$177,777.40
5354038	Future	Invoice under review by Caltrans. Monitor for progress.	HSIPL	Union City	ALVERADO BLVD./DYER ST., ALVERADO NILES RD/ALMEDAN BLVD., ALVERADO NILES RD/MED-, UPGRADE TRAFFIC SIGNALS, INSTALL LIGHTING	1/6/2015	1/6/2015		1/6/2015	\$110,115.00	\$99,103.00	\$0.00	\$99,103.00
5432018	Future	Submit invoice to District by 02/20/2016	STPL	Dublin	DUBLIN BLVD.- SAN RAMON RD. AND VILLAGE PKW, DUBLIN, PAVEMENT PRESERVATION	2/26/2015	2/26/2015		2/26/2015	\$789,612.00	\$470,000.00	\$0.00	\$470,000.00
6273065	Future	Invoice under review by Caltrans. Monitor for progress.	STPCML	Alameda County Congestion Management Agency	COUNTY WIDE, IMPLEMENT A COUNTYWIDE SR2S PROGRAM	3/5/2015	3/29/2011	3/5/2015	3/5/2015	\$3,604,000.00	\$3,189,000.00	\$2,656,757.48	\$532,242.52

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