



# Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• [www.AlamedaCTC.org](http://www.AlamedaCTC.org)

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City of Oakland

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## **Executive Director**

Arthur L. Dao

## Alameda County Technical Advisory Committee

**Thursday, April 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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### **Reminder**

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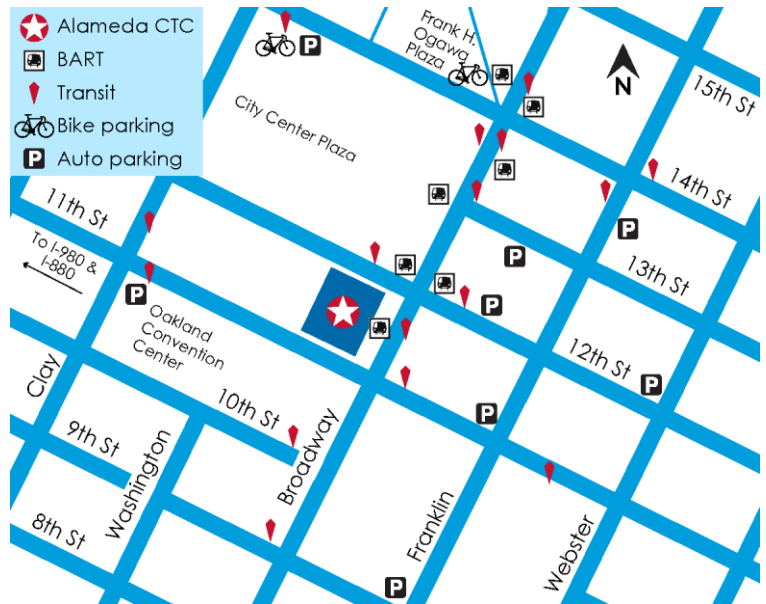
### **Glossary of Acronyms**

A glossary that includes frequently used acronyms is available on the Alameda CTC website at [www.AlamedaCTC.org/app\\_pages/view/8081](http://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](http://www.511.org).

## Accessibility

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## Paperless Policy

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# Alameda County Technical Advisory Committee Meeting Agenda Thursday, April 7, 2016, 1:30 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• [www.AlamedaCTC.org](http://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

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### 3.1. March 10, 2016 ACTAC Meeting Minutes

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Recommendation: Approve the March 10, 2016 meeting minutes.

## 4. Policy and Transportation Planning

### 4.1. 2016 Alameda Countywide Transportation Plan Update

7 I

## 5. Programs/Projects/Monitoring

### 5.1. Alameda County Federal Inactive Projects List: March 2016 Update

17 I

## 6. Member Reports

### 6.1. Metropolitan Transportation Commission Local Streets and Roads Working Group Update

21 I

### 6.2. Other Reports

I

## 7. Adjournment/Next Meeting

Thursday, May 5, 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 2015-2016**

### **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, February 4, 2016, 1:30 p.m.

3.1

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

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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 for the following: Miriam Chion, Kevin Connolly, Soren Fajeau, Anthony Fournier, Jennifer Gavin, Cindy Horvath, Donna Lee, Matt Maloney, Frederick Schermer, and Mike Tassano.

Soren Fajeau arrived at the end of agenda item 2.

Cindy Horvath and Frederick Schermer arrived during agenda item 4.1.

## 2. Public Comment

There were no public comments.

## 3. Administration

### 3.1. Approval of February 4, 2016 Minutes

A correction was requested to remove from the minutes Obaid Khan abstaining from all action items, except from agenda item 3.1.

*Obaid Khan moved to approve the February 4, 2016 meeting minutes with the correction. Bruce Williams seconded the motion. The motion passed with the following votes:*

Yes: Azim, Banker, Bell, Chavez, Dao, Evans, Fajeau, Izon, Javendal, Khan,  
Landau, Parikh, Payne, Stella, Swanson, Veloso, Williams

No: None

Abstain: None

Absent: Chion, Connolly, Fournier, Gavin, Horvath, Lee, Maloney, Schermer, Tassano

## 4. Policy and Transportation Planning

### 4.1. Affordable Student Transit Pass Program Site Selection and Model Program Evaluation Frameworks

Tess Lengyel introduced Calli Cenizal of Nelson\Nygaard Consulting Associates, the consulting team selected to help develop the Affordable Student Transit Pass Program in Alameda County. She introduced the topic and stated that the overall goals of the program are to:

- Reduce barriers to transportation access to and from schools
- Improve transportation options in the County's middle and high school students
- Build support in development for transit in Alameda County
- Develop effective three-year pilot programs

Tess informed the committee that the goal is to implement the pilot program for the 2016-2017 school year. Calli gave a presentation on the Affordable Student Transit Pass Program, providing information on state of the practice and lessons learned from similar

programs around the country. Tess recommended that ACTAC approve the Affordable Student Transit Pass Program site selection and model program evaluation frameworks.

The committee expressed concerns regarding mode shift, once the program is implemented. Suggestions were made to encourage mode shift and to request a mode shift review check.

*Amber Evans moved to approve the Affordable Student Transit Pass Pilot Program site selection and model program evaluation frameworks. Aleida Chavez seconded the motion. The motion passed with the following votes:*

Yes: Azim, Banker, Bell, Chavez, Dao, Evans, Fajeau, Horvath, Izon, Javendal, Khan, Landau, Parikh, Payne, Schermer, Stella, Swanson, Veloso, Williams

No: None

Abstain: None

Absent: Chion, Connolly, Fournier, Gavin, Lee, Maloney, Tassano

## **5. Programs/Projects/Monitoring**

### **5.1. Comprehensive Investment Plan 2016 Update – Draft Programming and Allocation List and Principles and Assumptions**

James O'Brien gave an overview of the Comprehensive Investment Plan (CIP) 2016 update, including its purpose, development schedule, and proposed programming and allocation adjustments. He noted the programming and allocation recommendations are based on an evaluation of needs and readiness of an inventory of projects and programs submitted through the 2016 Countywide Transportation Plan update, countywide modal plans, corridor studies, and in coordination with local agencies. He stated the CIP update also coincides with the programs and projects from the Alameda CTC's Capital Project Delivery Plan for Measure BB.

James recommended that ACTAC approve the draft programming and allocation list and the principles and assumptions for the CIP 2016 update. He also noted that the Alameda CTC Commission will approve the full CIP 2016 update document in May 2016. Staff noted that the adoption of the 2016 update may occur earlier than May 2016.

Public comment: Dave Campbell with Bike East Bay wanted to know the process for public engagement for the multimodal arterial projects. James O'Brien said most of the multimodal corridor projects are in the scoping phase, and the next step is to go to the environmental phase. James stated that public involvement will occur during the environmental phase.

Discussion took place on the CIP process along with the program amounts on various projects.



Bruce Williams moved to approve the 2016 Comprehensive Investment Plan update draft programming and allocation list and principles and assumptions. Obaid Khan seconded the motion. The motion passed with the following votes.

Yes: Azim, Banker, Bell, Chavez, Dao, Evans, Fajeau, Horvath, Izon, Javendal, Khan, Landau, Parikh, Payne, Schermer Stella, Swanson, Veloso, Williams  
No: None  
Abstain: None  
Absent: Chion, Connolly, Fournier, Gavin, Lee, Maloney, Tassano

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

Trinity Nguyen gave a presentation on Measure BB Community Development Investments Program (CDIP). She stated that initial draft CDIP guidelines were presented in September 2015, and a total of 19 comments were received. The comments were condensed and segregated into three categories. Comments on categories 1 and 2 are specific to the CDIP and are addressed in the revised CDIP Program Guidelines. The primary revisions include a change to a two-year award and the removal of the \$2 million five-year funding cap. Trinity recommended that ACTAC approve the Measure BB CDIP Guidelines. The committee requested that project type include sidewalk projects.

Public comment: Ken Bukowski made a comment stating that this program should not limit the amount of funding for shuttles.

Obaid Khan moved to approve the Measure BB Community Development Investments Program Guidelines. Ruben Izon seconded the motion. The motion passed with the following votes:

Yes: Azim, Banker, Bell, Chavez, Dao, Evans, Fajeau, Horvath, Izon, Javendal, Khan, Landau, Parikh, Payne, Schermer Stella, Swanson, Veloso, Williams  
No: None  
Abstain: None  
Absent: Chion, Connolly, Fournier, Gavin, Lee, Maloney, Tassano

## **5.3. Development of the 2017 Transportation Improvement Program (TIP)**

Vivek Bhat gave an update on the development of 2017 TIP program. He suggested that the committee review the Metropolitan Transportation Commission (MTC) memo included in the packet and requested ACTAC members to coordinate the 2017 TIP update for their respective agencies. He stated April 8th was the deadline for agencies to submit their projects to Alameda CTC.

## **5.4. 2016 State Transportation Improvement Program Update**

Vivek Bhat gave an update on the 2016 State Transportation Improvement Program (STIP). He stated per direction from the California Transportation Commission (CTC), MTC staff has proposed to delay \$71.3 million in projects regionally, to an unfunded future year of the STIP. The proposal included two projects totaling \$6.7 million within Alameda County: BART's Station Modernization Program (\$3.726 million) and the Alameda County component of a regional project, the Improved Bike/Ped Connectivity to East Span Bay Bridge (\$3.063 million). Vivek concluded by stating that Alameda CTC staff will work with

MTC and CTC staff on any new proposed delays as part of the STIP recommendation process to minimize the impact to projects within Alameda County.

#### **5.5. Alameda County Federal Inactive Projects List: February 2016 Update**

Vivek Bhat provided an update on the February 2016 federal inactive projects list. He encouraged committee members to stay current with their invoicing activity.

#### **5.6. Presentation on MTC/ABAG Merger Study and Discussion**

Dan Marks with Management Partners discussed the MTC/Association of Bay Area Governments (ABAG) merger study. He stated that MTC and ABAG hired Management Partners to study the policy, management, financial, and legal issues associated with a merger between the agencies and determine an integration model that may work. Dan stated that there is not an agreement on the merger to date. He requested ACTAC members to provide input/feedback on the merger process between MTC and ABAG.

Dan requested ACTAC members send comments as soon as possible via email to [dmarks@managementpartners.com](mailto:dmarks@managementpartners.com) or to <http://www.mtcabagmergerstudy.com/#!comments/c24vq>.

Public comment: Ken Bukowski stated that the issue with the MTC/ABAG merger is determining who will control the money. He also said that he attends the ABAG meetings.

### **6. Member Reports**

#### **6.1. Metropolitan Transportation Commission Local Streets and Roads Working Group Update**

Obaid Khan gave an update on the February 11, 2016 MTC Local Streets and Roads Working Group meeting. He told the committee that MTC is requesting the jurisdictions to update their needs assessment report by March 18, 2016. Obaid stated that MTC discussed the MTC Partnership Board. He mentioned the Partnership Board is a good forum for local jurisdictions to bring various issues.

#### **6.2. Other Reports**

None

### **7. Adjournment and Next Meeting**

The meeting adjourned at 4:00 p.m. The next meeting is:

Date/Time: Thursday, April 7, 2016 at 1:30 p.m.

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

Attested by:



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Angie Ayers,  
Public Meeting Coordinator

**ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE****March 10, 2016****ROSTER OF MEETING ATTENDANCE**

NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1. ALBERTA ANDERSON	CITY OF BERKELEY	510 528-5759	achung@alameda.org
2. MICHAEL STELLA	CITY OF SAN LEANDRO	510 577 3433	mstella@sanleandro.org
3. Ruben Izor	Alameda Co	510-670-5827	ruben@acpwa.org
4. Al Shihab Parvich	Hayward	510-553-4291	alshihab.parvich@hayward-ca.gov
5. Obaid Khan	Dublin	925-833-6630	obaid.khan@dublin.ca.gov
6. Nohm Landa	AC Trust	510-891-4292	nlanda@actrust.org
7. Amber Evans	Emeryville	510-596-4382	aevans@emeryville.org
8. Farid Javandel	Berkeley	510-981-7061	fjavandel@cityofberkeley.info
9. Bruce Williams	Oakland	510-238-7279	bwilliams@oaklandnet.com
10. JEAN BANKER	Port of Oakland	510 627-1325	jbanker@Portoakland.com
11. Tess Lengyel	Alameda CTC	510-208-7428	tlengyel@alamedactc.org
12. ARTHUR DAO	Alameda CTC	510.208.7400	adao@alamedactc.org
13. James O'Brien	Alameda CTC	510 208 7464	john@alamedactc.org
14. Angela Swanson	LAFTA	925-455-7561	aswanson@lavta.org
15. Debbie Bell	Livermore	925.960.4541	dlbell@cityoflivermore.net
16. Gail Payne	City of Alameda	510 747-6892	gpayne@alamedaca.gov
17. Fredrick Schermer	Celtrans	510 286 5557	fschermer@dot.ca.gov
18. NOE VELOSO	FREMONT	510.494.4774	nveloso@fremont.gov
19. FAROOR AZIM	UNION CITY	(510)675-5368	FAZIM@unioncity.org
20. CINDY HORVATH	ALAMEDA CO PLNG.		CINDY.HORVATH@acgov.org
21. Soren Fajean	City of Newark	(510)578-4286	Soren.Fajean@Newark.org
22. Angie Myers	Alameda CTC	(510) 208.7450	amyers@alamedactc.org



	NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
47.	Daniel Wu	alameda.ctc	510-208-7453	danielwu@alameda.ctc.org
48.	Matthew Bonberg	Alameda CTC	510-208-7444	mbonberg@alameda.ctc.org
49.	SARAYAMA SUTHANTHIRAN	Alameda CTC	510-208-7426	ssuthanthiran@alameda.ctc.org
50.	VWEK BHAT	ALAMEDA CTC	510-208-7430	vhat@alamedactc.org
51.	JOHN NGUYEN	ALAMEDA CTC	510-208-7429	jnguyen@alamedactc.org
52.	Trinity Nguyen	Alameda CTC	510-208-7441	trnguyen@alamedactc.org
53.	Simon Kim	AECOM	510 893 3600	Simon.Kim@aecom.com
54.	SCOTT KELSEY	AECOM	(510) 893-3600	scott.kelsey@aecom.com
55.	Laurel Poeton	Alameda CTC	510.208.7415	lpoeton@alameda.ctc.org
56.	Don Martz	Mgmt Partner	510 206 6466	dmartz@mgmtpartner.com
57.	Tamara Hasbriber	Alameda CTC	510.208.7445	thasbriber@alameda.ctc.org
58.	Mollie Cohen-Rosenthal	Alameda CTC	510.208.7471	mrosenthal@alamedactc.org
59.	Brett Hondorp	Alta Planning + Design	510 540-5008	bhondorp@alta-planning.com
60.	IRISH REAVES	ALAMEDA CTC	510-208-7422	preaves@alamedactc.org
61.	MARCELO VARGAS	HNTB	510-208-4544	mrvargas@hntb.com
62.	LILLIE LAM	HNTB	510-581-8657	llam@hntb.com
63.	FRANCIS LO	BAYPAZ CONSULT. INC.	510-517-3680	FL@BAYPAZCONSULT.COM
64.	Tom Wintel	Quincy	925 416-1500	tomw@quincyeng.com
65.	MARK WOOD	JACOBS	510 305 2528	mark.wood2@jacobs.com
66.	SHRUTI MALIK	ALAMEDA CTC	510-208-7460	smalik@alameda.ctc.org
67.	CHUNYI SURIPONAVONT	ALAMEDA CTC	510-208-7452	csuriponavont@alameda.ctc.org
68.	Dave Campbell	BIKE EAST BAY		dave@bikeeastbay.org
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# Memorandum

4.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** April 4, 2016

**SUBJECT:** 2016 Alameda Countywide Transportation Plan Update

**RECOMMENDATION:** Receive an update on the financially constrained plan and performance measurement results for 2016 Countywide Transportation Plan (CTP)

## Summary

Alameda CTC is currently developing the 2016 Countywide Transportation Plan (CTP), the long-range document that sets the vision and goals and guides the County's future transportation investments for the next 24 years through 2040. Significant work has been done to date to develop the plan, including Commission adoption of the goals and vision (July 2015), performing call for projects and programs, and identifying performance measures (January 2016). This memo reaffirms the financially constrained projects and programs for the CTP that were approved by the Commission in October 2015, and presents the results from the CTP performance evaluation including the transformational integrated multimodal strategies developed as part of the three modal plans that provide a framework for directing future investments for the county's multimodal transportation system. The results overall show that the county is moving in the right direction, and that the visionary planning work that has been done for the modal plans that will inform future project development will be the cornerstone for advancing the county's vision and goals. These projects were not submitted as part of the call for projects and will be under development in the coming year; therefore, their performance is cannot be quantified as part of this evaluation. As the modal plans and other strategic, integrated planning work is further advanced, performance results are expected to show marked improvement.

## Background

The Alameda Countywide Transportation Plan is a long-range planning and policy document that guides future transportation investments for all transportation modes and users in Alameda County. It 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 the following key milestones have been accomplished to date:

2015:

- February – March: Public workshops around the county seeking ideas for future multimodal transportation in Alameda County.
- June-July: Call for projects held to inform the 2016 CTP and Plan Bay Area 2040 (PBA 2040)
- July: Commission reaffirmed the Vision and Goals from the 2012 CTP
- August: Project team screened the 332 applications that were received as part of the call for projects
- October: Commission approved final list of projects, programs, and plans for Plan Bay Area 2040 (forwarded to the Metropolitan Transportation Commission on October 30)

2016:

- January: Commission adopted the performance measures for the 2016 CTP
- January-February: Public workshops were held to get community input on transportation priorities
- February-March: Project team conducted intercept surveys to get input from underrepresented communities
- February-March: Team conducted performance evaluation

This memorandum explains and reaffirms the financially constrained projects and programs for the 2016 CTP, presents the results of the 2016 CTP performance evaluation and outlines the multimodal improvements envisioned in the three modal plans that are either completed or nearing completion. The Draft CTP will be presented to the Commission in May 2016 and the Final CTP is slated for adoption in June 2016.

## **Discussion**

### ***CTP Performance Evaluation Introduction***

Alameda County and the broader Bay Area region have been moving toward a performance-based planning approach for the past decade. Alameda CTC adopted its first performance-based CTP in 2012, which was the basis for the Transportation Expenditure Plan supported by Measure BB, approved by voters in 2014. Performance-based planning allows policies and goals to be expressed in quantifiable terms and creates an analytical framework to determine the degree to which investment choices help meet goals. Ongoing monitoring of multimodal system performance helps inform future decision-making and highlights necessary adjustments to be made for future updates.

For the purposes of the CTP, performance evaluation is done for the system as a whole and is not done on a project-specific basis. This process allows the Alameda CTC to understand the degree to which the CTP's projects and programs together advance the county towards meeting the adopted vision and goals, and identify where additional efforts are needed. The specific metrics represent issues that are important to measure at a system level, such as,

mode share, travel time reliability for all modes, and job accessibility. Performance measures for the 2016 CTP were drawn from industry best practices, the 2012 CTP, and the performance measures that were adopted for the countywide modal plans. The measures were adopted by the Commission in January 2016.

#### Financially Constrained CTP Projects and Programs

In response to the Call for Projects and Programs held in June and July 2016, Alameda CTC received 332 applications for a project cost of \$26.2 billion and a funding request of \$21.3 billion. Following the PBA2040 guidelines released by MTC on April 29, 2015 and based upon the Commission approval in October 2015, Alameda CTC submitted a list of projects and programs, shown in Attachment A to inform development of Plan Bay Area 2040 for the Alameda County portion of transportation investments. This list identified a total of \$9.47 billion as the funding need for Alameda County. The funding need identified is towards local discretionary funds for \$6.82 billion, which will include local sales tax measures (Measures B and BB and Vehicle Registration Fee) and \$2.65 billion of Alameda County share allocated by MTC for the PBA 2040. Based upon the funding estimates developed for the local sales tax funding, it became clear that the identified funding need of \$9.47 billion for the Alameda County projects and programs listed in Attachment A will be met with the estimated local funding plus the \$2.65 billion county share of federal and state funding identified for the Plan period. Therefore, the list of projects and programs that was adopted by the Commission last fall and submitted to MTC can be reaffirmed as the list for the financially constrained 2016 CTP. Hence, the full list was carried forward into the evaluation process with no changes.

#### Performance Results for the 2016 CTP

The results of the CTP evaluation process will be presented at the Committee meeting. The results presented will be generated through the Alameda County travel demand model and other off-model processes, and will be for two model scenarios:

1. Current Baseline (2015)
2. Financially Constrained/CTP Projects (2040) – Committed projects and CTP projects

Committed Projects were identified based on MTC's Resolution 4182 for the Plan Bay Area 2040 that defines committed projects as projects that have a certified Environmental Impact Report or Record of Decision for Environmental Impact Statement before September 30, 2015, and a full funding plan.

With the 2012 CTP update, Alameda CTC launched a new paradigm of transformative transportation planning initiatives that are performance-driven and take an integrated, system-wide multimodal approach. This new paradigm affects all areas of how transportation planning is done in the county, and sets a framework for future investments as described in the next section below. A change of this magnitude takes time to fully integrate into policies and daily practices of how transportation funding is allocated and how projects are planned and implemented.

Since 2012, an enormous amount of strategic smart growth and multimodal planning integrating complete streets concepts has been done at the countywide level, by cities, and by other agencies. Initial analysis indicates that these changes should have big impacts on the efficiency, sustainability, equity, and effectiveness of the transportation system. However, this planning work is largely not yet reflected in the projects that were submitted to the CTP and therefore cannot be modeled in the performance evaluation. The CTP project submissions were much the same as in 2012; many of the new projects submitted that are different from 2012 submissions are programmatic and therefore are either more difficult or not able to be analyzed in the travel demand model, as discussed further below. The 2016 CTP illustrates that some progress occurred in the last four years, and represents a large step towards the vision taken by Alameda CTC, local jurisdictions and transit agencies.

Some key context that is critical to understand for interpreting the evaluation results:

- **Major growth is projected:** The 2040 results include the growth projections from Plan Bay Area which anticipates nearly half a million new residents (470,000) in Alameda County and over a quarter of a million (286,000) new jobs. This growth means a significant increase in demand and a lot more people using the transportation infrastructure – so a result of no change or minor changes from 2015 to 2040 on indicators like travel time and reliability for auto and transit trips mean that efficiency in investments that are planned can have a big effect.
- **Transportation system is mature:** Alameda County's transportation system is largely built out; the projects that are being proposed represent a fraction of the built value of the existing system and this poses limitations in the magnitude of impact that any capital project can have.
- **Travel demand model does not measure programmatic investments:** The countywide travel demand model, which is used for the performance measurement, focuses on modeling capital projects, and is limited in how it can account for programmatic investments (i.e. countywide bicycle plan and pedestrian plan implementation) Programmatic investments by their nature are not defined as specific capital projects, and therefore, cannot be modeled. Once specific projects are defined from programmatic investments then they can be modeled. However 60% of Measure BB is programs, and these programs are anticipated to make large changes in how the transportation system functions. So, the model is limited in how it can capture the impacts of a large portion of the investments. Further, the model does not capture regular fluctuations in the economy or fuel prices, both of which are known to have major impacts on travel behavior.
- **Modal plans and other innovative work will be captured in future updates:** Development of countywide modal plans (Goods Movement Plan, Multimodal Arterials Plan, and Transit Plan) were a major outcome of the 2012 CTP. Alameda CTC and its partners have done significant and innovative work in the past three years to develop these plans, however project development work still needs to be completed to submit projects for funding. Therefore these projects are not reflected in these results. Other partner agencies have also been doing innovative planning work, such



as the AC Transit Major Corridors Study, interagency corridor-planning work, and complete streets planning and implementation at cities throughout Alameda County. Most of this work is also not reflected in these results, but will be captured in future CTP updates.

### ***Vision for the Future***

The three countywide modal plans – Goods Movement Plan, Transit Plan and Multimodal Arterial Plan - envision a new way of conceptualizing and addressing the multimodal transportation system problems which is more integrated and holistic and go far beyond transportation capital projects included in the 2016 CTP update. The Commission adopted the Goods Movement Plan in February 2016 and the other two plans are scheduled to be adopted in Summer of 2016. Much of the change that is envisioned is going to come about through programmatic investments that are focused on maximizing the efficiency and effectiveness of our existing multimodal infrastructure and shifting travel behavior to different modes and times of day while supporting economic development. Examples include advanced and integrated corridor management, allocating capacity to high capacity transit services, implementation of complete streets, new rail strategies for passenger and freight rail, and ultimately ensuring countywide complete and connected network for all modes.

The Goods Movement Plan, which the Commission recently adopted, is a good illustration of this new approach. The recommendations are presented in the form of opportunity themes which contain projects, programs, and policies that are implemented in concert to maximize synergies and co-benefits. The plan contains targeted capital investments that are complemented by programs and policies aimed at changing behavior and incentivizing efficient use of the system. Plans like this represent the progressive future that is envisioned for Alameda County's transportation system. Highlights of the adopted or potential strategies or outcome of these plans include:

#### Goods Movement Plan:

The Alameda County Goods Movement Plan outlines a long-range strategy for how to move goods effectively within, to, from and through Alameda County by roads, rail, air and water. It developed short- and long-term strategies and project lists to support goods movement in Alameda County. The adopted plan, if implemented as described in the opportunity packages will support these outcomes:

- Elimination of 21 million truck vehicle miles traveled (VMT) per year.
- Annual savings to shippers in reduced trucking costs of approximately \$59.2 million.
- Elimination of more than 1,280 truck trips per day on I-580 and I-880. Assuming that each truck is the equivalent to 2.5 passenger cars (PCE), the reduction in PCE from this strategy would be approximately 3,200 per day.
- Creation of middle-wage jobs from transloading and associated value-added activities.

## Countywide Transit Plan

The Countywide Transit Plan's vision is to create an efficient and effective transit network that enhances the economy and the environment and improves quality of life. The Transit Plan identified 13 corridors as potential transit focus corridors across the county to provide or invest for a comprehensive transit improvement. While the Transit Plan draft network recommendations focus on where investments are needed to create fast, frequent transit service in the future, the Plan also considers how different types of transit service or transit tiers work together to create a complete transit network that serves different travel needs. Initial assessment of the draft improvement recommendations for the Plan period of 2040 support these outcomes:

- Doubling of daily passenger trips
- Over 40% increase of households within half mile of transit stops
- Over 50% increase in number of jobs located within half mile of transit jobs

## Countywide Multimodal Arterial Plan:

The Countywide Multimodal Arterial Plan's vision is to develop a network of efficient, safe and accessible arterials that facilitate the multimodal movement of people and goods, and help create a strong economy, healthy environment and vibrant communities, considering local context. This Plan coordinates with and supports the outcome of the Countywide Goods Movement and Transit Plans. In this context, this Plan ensures a connected and continuous network for all modes across the county. It identified over 500 miles of major arterials as a core Arterial Network for the county and proposed initial multimodal improvements.

- Transit Network improvements primarily focused on the AC Transit and LAVTA major corridors. About 38 miles of dedicated transit lane and 52 miles of Rapid Bus improvements are proposed that will support the Transit outcomes as described above in Transit Plan.
- About half of the Arterial Network (250 miles) was identified as having high bicycle priority. About 121 miles of Class 4 protected bicycle lanes are proposed advancing connections to transit, improving safety and increasing non-motorized share of transportation.
- For pedestrian improvements, about 50 miles of either new sidewalk or widening of existing sidewalks are proposed along with nearly 150 miles of crosswalk enhancements. These improvements focus on high-pedestrian emphasis areas (downtowns and large commercial districts) and around BART station areas to increase safety and improve access to transit and activity centers.
- Advanced Intelligent Transportation System including connected vehicles option has been identified for nearly 150 miles, which will support goods movement and transit improvements described above, and improving travel efficiency and reliability.
- Accommodation of truck traffic proposed on top tier arterial goods movement routes, supporting innovative goods movement delivery identified in the Goods Movement Plans.

Additionally, we are in a significant transition or disruptive period for transportation with new technologies and approaches changing the nature of mobility in vast, and often unexpected, ways. Change will continue to happen not only in terms of the availability of a broader array of modal choices, but the availability of new tools to understand more accurately and at a finer-grained level how changes will impact the system (i.e. utilizing “big data” and innovative partnerships with the tech sector).

This future vision will require embracing new perspectives, models, and tools, and embarking on new ways of working together with different and new stakeholders, particularly the new technology based private transportation sector stakeholders. Key steps for advancing partnerships and moving modal plan initiatives forward include:

- Project development to advance projects recommended by the modal plans
- Strengthened partnerships with existing agencies and non-traditional partnerships, (i.e. with the private sector)
- Implementation of complete streets policies through the Alameda CTC's grant programs and the DLD Local Streets and Roads program (i.e. the Central County Complete Streets implementation project, currently underway, is intended to serve as a model for the rest of the county when completed)
- New ways of integrating projects with programs and policies
- Piloting and embracing technological innovations

### **Next Steps**

Following Commission review of the performance results, the project team will complete the draft CTP for consideration and comment in May 2016.

**Fiscal Impact:** There is no fiscal impact.

### **Attachments**

- A. Table 1 – Final Alameda County Submittal to PBA 2040 – Applications Summary (October 2015)

### **Staff Contact**

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

[Saravana Suthanthira](#), Senior Transportation Planner

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**Table 1 - Final Alameda County Submittal to PBA 2040  
Applications Summary (October 2015)**

	Total Cost (\$ 000s)	Total Programmed Funding (\$ 000s)	Total Funding Requests (\$ 000s)	Requested Local Discretionary Funding (\$ 000s)	Funding Proposed for "Regional Discretionary" (\$ 000s)
<b>MTC Programmatic Categories</b>					
Intersection Improvements	\$63,948	\$12,259	\$51,689		\$452
Intersection Improvements (Grade Separations)	\$631,067	\$7,715	\$623,352		\$26,775
Management Systems	\$132,647	\$45,649	\$86,998		\$774
Minor Freight Improvements	\$183,281	\$1,812	\$181,469		\$50,257
Minor Transit Improvements	\$362,177	\$120,716	\$241,461	Specific Local	\$76,409
Multimodal Streetscape Improvements	\$1,127,942	\$70,699	\$1,057,242	Fund allocations	\$137,519
New Bicycle and Pedestrian Facilities	\$1,733,258	\$72,931	\$1,660,327	to be made based	\$443,627
Other	\$510,000	\$0	\$510,000	upon local	\$145,196
Planning	\$219,158	\$6,225	\$212,933	discretionary	\$77,465
Preservation Rehabilitation	\$1,109,760	\$340,443	\$769,317	actions	\$6,901
Routine Operation and Maintenance	\$1,452,560	\$96,900	\$1,355,660		\$133,367
Safety and Security	\$159,371	\$13,777	\$145,594		\$22,457
Travel Demand Management	\$327,202	\$55,086	\$272,116		\$17,374
<b>TOTAL Programmatic</b>	<b>\$8,012,371</b>	<b>\$844,212</b>	<b>\$7,168,158</b>	<b>\$3,277,087</b>	<b>\$1,138,574</b>
<b>Transportation Project Categories</b>					
Arterial Projects (Improvements)	\$409,854	\$27,202	\$382,652	\$191,326	\$191,326
Arterial Projects (Gap Closures)	\$310,103	\$26,954	\$283,149	\$141,575	\$141,575
Highway Projects (Interchanges & Crossings)	\$601,218	\$301,992	\$299,226	\$87,065	\$212,162
Transit Oriented Development Projects	\$570,712	\$12,850	\$557,862	\$60,000	\$497,862
Transit Projects	\$252,878	\$10,020	\$242,858	\$4,781	\$238,078
Three Major Trail Development Program	\$206,551	\$12,780	\$193,771	\$96,886	\$96,886
Local Arterial Network Gap Closure	\$38,562	\$1,100	\$37,462	\$18,731	\$18,731
I-580 Corridor TEP Freeway Improvements	\$267,377	\$157,345	\$110,032	\$55,016	\$55,016
I-880 Corridor TEP Freeway Improvements	\$57,002	\$12,418	\$44,584	\$22,292	\$22,292
Union City Rail Program	\$75,000	\$0	\$75,000	\$37,500	\$37,500
<b>TOTAL Alameda County Projects</b>	<b>\$2,789,257</b>	<b>\$562,661</b>	<b>\$2,226,596</b>	<b>\$715,170</b>	<b>\$1,511,426</b>
<b>TOTAL Regional</b>	<b>\$14,871,817</b>	<b>\$3,013,859</b>	<b>\$11,857,959</b>	<b>\$2,824,617</b>	<b>\$9,033,342</b>
<b>TOTAL Committed</b>	<b>\$547,844</b>	<b>\$505,971</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>GRAND TOTAL</b>	<b>\$26,221,289</b>	<b>\$4,926,703</b>	<b>\$21,252,713</b>	<b>\$6,816,874</b>	<b>\$11,683,342</b>
Current Request for Regional Allocation					<b>\$2,650,000</b>
Percent Programmatic					43%
Percent Projects					57%
<b>Regional Allocation for Alameda CTC</b>					<b>\$2,650,000</b>

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# Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** April 4, 2016

**SUBJECT:** Alameda County Federal Inactive Projects List: March 2016 Update

**RECOMMENDATION:** Receive an update on the March 2016 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 03/30/16

**Staff Contact**

[Vivek Bhat](#), Senior Transportation Engineer

[James O'Brien](#), Projects Controls Team



# ALAMEDA COUNTY LIST OF INACTIVE OBLIGATIONS

5.1A

UPDATED BY CALTRANS ON 03/30/2016

Updated on 03/30/2016

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
5178012	Inactive	Invoice returned to agency. Contact DLAE.	CML	Albany	BUCHANAN/MARIN STREET FROM PIERCE ST. TO SAN PABLO, BIKE LANE & PED. WALKWAY	03/05/2015	06/01/2012	03/05/2015	03/05/2015	\$2,484,942.00	\$1,702,000.00	\$1,524,222.60	\$177,777.40
5432018	Inactive	Invoice under review by Caltrans. Monitor for progress.	STPL	Dublin	DUBLIN BLVD.- SAN RAMON RD. AND VILLAGE PKW, DUBLIN PAVEMENT PRESERVATION	02/26/2015	02/26/2015		12/14/2015	\$533,183.00	\$470,000.00	\$0.00	\$470,000.00
5012027	Future	Submit invoice to District by 05/20/2016	STPLZ	Oakland	HEGENBERGER ROAD OH (WPRR) (BR NO 33C-0202), SEISMIC RETROFIT	05/14/2015	09/01/1996	05/14/2015	05/14/2015	\$7,511,271.00	\$6,640,876.00	\$6,111,784.70	\$529,091.30
5012100	Future	Final invoice under review by Caltrans. Monitor for progress.	ESPLE	Oakland	7TH STREET FROM UNION TO PERALTA STREETS, PEDESTRAIN STREETSCAPE IMPROVE	05/26/2015	08/04/2009	05/26/2015	05/26/2015	\$4,070,044.00	\$3,630,000.00	\$3,590,000.00	\$40,000.00
5012103	Future	Invoice under review by Caltrans. Monitor for progress.	BHLO	Oakland	ADELINE STREET BRIDGE OVER UPRR AMTRAK, BRIDGE# 33C0028, SEISMIC RETROFIT	05/12/2015	05/04/2011	05/12/2015	05/12/2015	\$632,000.00	\$559,510.00	\$212,707.96	\$346,802.04
5012115	Future	Invoice under review by Caltrans. Monitor for progress.	HSIPL	Oakland	SAN PABLO @ WEST GRAND AVE. AND @ WEST STREET, UPGRADE SIGNALS/MODIFY INTERSECTIONS	05/05/2015	01/23/2012	05/05/2015	05/05/2015	\$489,326.00	\$415,800.00	\$77,905.69	\$337,894.31
5012118	Future	Invoice under review by Caltrans. Monitor for progress.	HSIPL	Oakland	ON 98TH AVE. BETWEEN MACARTHUR BLVD. & EDES AVE., TRAFFIC SIGNALS, PED. CROSSING	05/14/2015	10/22/2013	05/14/2015	08/11/2015	\$827,745.00	\$656,900.00	\$64,042.01	\$592,857.99
5012119	Future	Invoice under review by Caltrans. Monitor for progress.	HSIPL	Oakland	MARKET ST BETWEEN 45TH AVE. & ARLINGTON AVE., TRAFFIC SIGNALS, RESTRIPIING & RECONFIGURE INTERSEC	06/18/2015	10/22/2013	06/18/2015	08/18/2015	\$1,089,347.00	\$643,700.00	\$64,632.92	\$579,067.08
5041044	Future	Invoice under review by Caltrans. Monitor for progress.	STPL	San Leandro	SAN LEANDRO BLVD FROM WILIAMS ST TO HUDSON LN, RECONSTRUCT ROADWAY	04/15/2015	04/15/2015		04/15/2015	\$1,442,000.00	\$804,000.00	\$0.00	\$804,000.00
5178013	Future	Submit invoice to District by 05/20/2016	SRTSLNI	Albany	ELEMENTARY SCHOOLS IN CITY OF ALBANY, SAFE ROUTES TO SCHOOL PROGRAM	06/18/2015	08/16/2012	06/18/2015	06/18/2015	\$200,000.00	\$185,000.00	\$69,270.34	\$115,729.66
5354035	Future	Submit invoice to District by 05/20/2016	HSIPL	Union City	ALVERADO-NILES ROAD: BETWEEN DECOTO ROAD TO MANN AVE., PEDESTRIAN SAFETY IMPROVMENTS	04/06/2015	11/27/2013	04/06/2015	04/06/2015	\$286,480.00	\$257,832.00	\$43,588.44	\$214,243.56
5933126	Future	Invoice under review by Caltrans. Monitor for progress.	HPLUL	Alameda County	EAST 14TH ST/MISSION BLVD FROM 162ND AVE TO RUFUS CT, CONSTRUCT BULB OUTS WITH STREETSCAPE	06/18/2015	04/09/2014	06/18/2015	06/18/2015	\$674,940.00	\$539,940.00	\$3,736.29	\$536,203.71
6073028	Future	Submit invoice to District by 05/20/2016	LTAP	University Of California	UNIVERSITY OF CALIFORNIA, BERKELEY TECHNOLOGY TRANSFER CENTER, LOCAL TECHNICAL ASSISTANCE PROGRAM	05/01/2015	05/01/2015		05/01/2015	\$199,726.00	\$99,863.00	\$0.00	\$99,863.00

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METROPOLITAN  
TRANSPORTATION  
COMMISSION

JOINT PARTNERSHIP LOCAL STREETS AND ROADS /  
PROGRAMMING AND DELIVERY WORKING GROUP MEETING  
101 - 8<sup>th</sup> St., 1<sup>st</sup> Floor, Room 171  
Monday, March 21, 2016  
9:30 a.m. – 12:00 p.m.

### AGENDA

<u>Topic</u>	<u>Estimated Time</u>
<b>1. Introductions</b> ( <i>Patrick Rivera, LSRWG Chair/ Joel Goldberg, PDWG Chair</i> )	<b>9:30 a.m.</b>
<hr/>	
<b><u>LSRWG - Focused Items</u></b>	<b>9:40 a.m.</b>
<b>1. Discussion Items:</b>	
A. Review of LSRWG Minutes – February 11, 2016* ( <i>Patrick Rivera, LSRWG Chair</i> )	5 min
B. 2016 LSRWG Work Plan Discussion* ( <i>All</i> )	10 min
C. Partnership Board Representation** ( <i>Theresa Romell; <a href="mailto:tromell@mtc.ca.gov">tromell@mtc.ca.gov</a></i> )	5 min
D. 2015 Regional Pavement Condition Report* ( <i>Sui Tan; <a href="mailto:stan@mtc.ca.gov">stan@mtc.ca.gov</a>/ Nicholas Richter; <a href="mailto:nrichter@mtc.ca.gov">nrichter@mtc.ca.gov</a></i> )	15 min
E. P-TAP Update ( <i>Christina Hohorst; <a href="mailto:chohorst@mtc.ca.gov">chohorst@mtc.ca.gov</a></i> )	5 min
<hr/>	
<b><u>Joint LSRPDWG Items</u></b>	<b>10:15 a.m.</b>
<b>1. Informational Items:</b> (“Memo Only” unless otherwise noted)	
A. PMP Certification Status* ( <i>Current PMP Certification status is available online at: <a href="http://mtc.ca.gov/sites/default/files/PMP_Certification_Status_Listing.xlsx">http://mtc.ca.gov/sites/default/files/PMP_Certification_Status_Listing.xlsx</a></i> )	
B. Federal Programs Delivery Update** ( <i>Adam Crenshaw; <a href="mailto:acrenshaw@mtc.ca.gov">acrenshaw@mtc.ca.gov</a>/ Marcella Aranda; <a href="mailto:maranda@mtc.ca.gov">maranda@mtc.ca.gov</a></i> )	5 min
C. TIP Update* ( <i>Adam Crenshaw; <a href="mailto:acrenshaw@mtc.ca.gov">acrenshaw@mtc.ca.gov</a></i> ) ( <i>View the Final 2015 TIP at <a href="http://mtc.ca.gov/sites/default/files/final_air_quality_conformity_analysis.pdf">http://mtc.ca.gov/sites/default/files/final_air_quality_conformity_analysis.pdf</a></i> )	5 min
i. 2017 TIP Development*	
D. Legislative Report ( <i>The Legislative Update can be found online at: <a href="http://mtc.ca.gov/file/44801/download?token=g5Me5YC8">http://mtc.ca.gov/file/44801/download?token=g5Me5YC8</a></i> )	
E. Other Information Items:	
i. Call for Applications for Systemic Safety Analysis Report Program (SSARP)* ( <i>The Systemic Safety Analysis Report Program announced a call for applications on February 16, 2016. The deadline to submit applications is <b>Friday, March 25, 2016.</b> <a href="http://www.dot.ca.gov/hq/LocalPrograms/HSIP/apply_now.htm">http://www.dot.ca.gov/hq/LocalPrograms/HSIP/apply_now.htm</a></i> )	
ii. COIN 16-01 Timely Approval of Contract Change Orders* ( <i>COIN 16-01 reinforces key aspects for the timely and successful approval of a Contract Change Order. <a href="http://www.dot.ca.gov/hq/LocalPrograms/COIN/COIN16-01.pdf">http://www.dot.ca.gov/hq/LocalPrograms/COIN/COIN16-01.pdf</a></i> )	
iii. DLA OB 16-02 Period of Performance* ( <i><a href="#">Office Bulletin 16-02</a> defines the Period of Performance End Date and Agreement End Date and procedures</i> )	

for establishing them for your federally funded project. [http://www.dot.ca.gov/hq/LocalPrograms/DLA\\_OB/DLA\\_OB.htm](http://www.dot.ca.gov/hq/LocalPrograms/DLA_OB/DLA_OB.htm) )

- iv. LPP 16-01 Technical Changes\*  
 (This Local Programs Procedure (LPP) has been issued to incorporate miscellaneous clarifications and corrections made by previous LPP's and Office Bulletins. <http://www.dot.ca.gov/hq/LocalPrograms/lpp/lpp1r1.htm> )
- v. CDLA New Revision of Federal Master Agreement\*  
 (The federal Master Agreement has been revised to reflect the recent changes created by the "Supercircular," otherwise known as 2 CFR 200. <http://www.dot.ca.gov/hq/LocalPrograms/hooles-rules/documents/FEDERAL-MASTER-AGREEMENT-FINAL-revisedzc-Cliff-Vose-wintons-brandons-comments-final-as-of-8-27-15.pdf> )
- vi. Regional Transportation Safety Summits\*  
 (The California Strategic Highway Safety Plan (SHSP) was approved in the fall of 2015. Six Regional Strategic Highway Safety Plan Implementation Summits are being held in February and April of 2016. Register at: <http://goo.gl/forms/x01W0UAv9y> )
- vii. DLA OB 16-03 Capital Subvention Reimbursement Allocation and De-allocation\*  
 (OB 16-03 provides updated procedures for requesting fund allocations and de-allocations for capital outlay costs for Caltrans-administered projects on the State Highway System. [http://www.dot.ca.gov/hq/LocalPrograms/DLA\\_OB/2016/ob16-03.pdf](http://www.dot.ca.gov/hq/LocalPrograms/DLA_OB/2016/ob16-03.pdf) )

## 2. Discussion Items:

- A. Statewide Needs Assessment\*\* (Theresa Romell; [tromell@mtc.ca.gov](mailto:tromell@mtc.ca.gov)) 10 min
- B. OBAG2 Update\*\* (Mallory Atkinson; [matkinson@mtc.ca.gov](mailto:matkinson@mtc.ca.gov)) 10 min
- C. PBA2040: State of Good Repair Performance Assessment Draft Results\*\* (Dave Vautin; [dvautin@mtc.ca.gov](mailto:dvautin@mtc.ca.gov)) 20 min
- D. Other Discussion Items (All) 5 min

## PDWG - Focused Items

11:15 a.m.

- 1. Review of LSRPDWG Minutes – January 14, 2016\* (Joel Goldberg, PDWG Chair) 5 min
- 2. Informational Items:
  - A. Active Transportation Program (ATP) Cycle 3 Development (Kenneth Kao; [kkao@mtc.ca.gov](mailto:kkao@mtc.ca.gov)) 5 min
- 3. Discussion Items:
  - A. Proposed Annual Obligation Plan Requirements\* (Ross McKeown; [rmckeown@mtc.ca.gov](mailto:rmckeown@mtc.ca.gov)) 15 min
  - B. 2016 STIP Update\* (Ross McKeown; [rmckeown@mtc.ca.gov](mailto:rmckeown@mtc.ca.gov)) 10 min
  - C. Earmark Repurposing\* (Mallory Atkinson; [matkinson@mtc.ca.gov](mailto:matkinson@mtc.ca.gov)) 10 min
  - D. FES Discussion (Joel Goldberg, PDWG Chair) 10 min

## Recommended Agenda Items for Next Meeting: (All)

5 min

**CONFERENCE CALL-IN:**  
**Dial in: 877.873.8017**  
**Passcode: 9045636**

Partnership Board, TAC and Working Groups							
2016 Tentative Meeting Calendar							
rev. 2/19/2016							
(Subject to change. See agendas for final meeting date, time and location)							
Month	Regional Advisory Working Group (RAWG) 1st Floor, Auditorium (9:30a - 11:35a)	Partnership Transit Finance (TFWG) 2nd Floor, Claremont 10:00a - 12:00p)	Partnership Local Streets & Roads (LSRWG) 1st Floor, Room 171, (9:30a - 11:30a)	Partnership 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)	Partnership Board  Location TBD Time TBD
January	Tue, Jan 26	Wed, Jan 6			Thu, Jan 14	Mon, Jan 25	Fri, Jan 29
February	<del>Tue, Feb 2</del>	Wed, Feb 3	Thu, Feb 11				
March	<del>Tue, Mar 1</del>	Wed, Mar 3	Changed to LSRPDWG		Mon, Mar 21	Mon, Mar 21	Fri, Mar 25
April	Tue, Apr 5	Wed, Apr 6	Thu, Apr 14	Mon, Apr 18		Mon, Apr 18	AD HOC
May	Tue, May 3	Wed, May 4			Thu, May 12	Mon, May 16	
June	Tue, Jun 7	Wed, Jun 1	Thu, Jun 9	Mon, Jun 20		Mon, Jun 20	
July	TBD*	Wed, Jul 6	Thu, Jul 14	Mon, Jul 18		Mon, Jul 18	
August	No Meeting Scheduled	Wed, Aug 3	NO AUGUST PARTNERSHIP MEETINGS				
September	Tue, Sep 6	Wed, Sep 7			Thu, Sep 8	Mon, Sep 19	
October	Tue, Oct 4	Wed, Oct 5	Thu, Oct 13	Mon, Oct 17		Mon, Oct 17	
November	Tue, Nov 1	Wed, Nov 2	Thu, Nov 10	Mon, Nov 21		Mon, Nov 21	
December	Tue, Dec 6	Wed, Dec 7			Thu, Dec 8	Mon, Dec 19	
S:\Project\Pavement Management\PMPC Certification\[_PMP Certification Status Listing.xlsx]PMP Certification							
*** Meeting room locations subject to change upon move to SF***							
Changes are highlighted.							
*NOTE: The July RAWG meeting date is TBD due to the Independence Day Holiday							
Please email the appropriate meeting manager if you would like to be added or removed from the distribution list							
RAWG Meeting Manager: Martha Silver, msilver@mtc.ca.gov							
TFWG Meeting Manager: Theresa Hannon, thannon@mtc.ca.gov							
LSRWG/PDWG/PTAC Meeting Manager: Marcella Aranda , marand@mtc.ca.gov							
PARTNERSHIP BOARD: Meeting Manager: Beba Jimenez, bjimenez@mtc.ca.gov							

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

Contact Marcella Aranda at [maranda@mtc.ca.gov](mailto: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](http://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.

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