



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

Commission Chair

Councilmember At-Large,
Rebecca Kaplan, City of Oakland

Commission Vice Chair

Mayor Bill Harrison, City of Fremont

AC Transit

Director Elsa Ortiz

Alameda County

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Supervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

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Mayor Peter Maass

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Councilmember Laurie Capitelli

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City of Livermore

Mayor John Marchand

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Councilmember Dan Kalb

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Mayor Jerry Thorne

City of San Leandro

Mayor Pauline Cutter

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Arthur L. Dao

Alameda County Technical Advisory Committee

Thursday, June 9, 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.

Recording of Public Meetings

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

Reminder

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

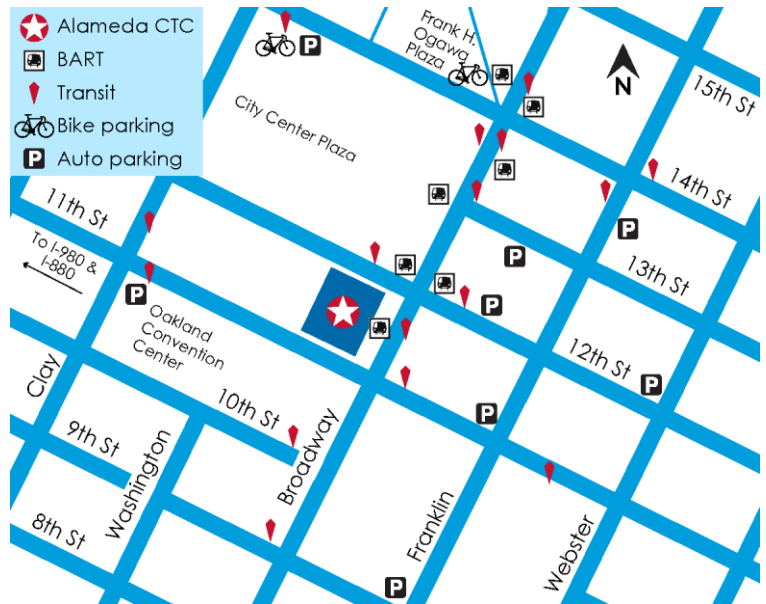
Glossary of Acronyms

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

Location Map

★ Alameda CTC
1111 Broadway, Suite 800
Oakland, CA 94607

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



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

Accessibility

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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.

Paperless Policy

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

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Alameda County Technical Advisory Committee Meeting Agenda Thursday, June 9, 2016, 1:30 p.m.

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***NOTE: COUNTYWIDE MULTIMODAL ARTERIAL PLAN TECHNICAL ADVISORY COMMITTEE MEETS FROM 11:30 A.M. TO 1:00 P.M.**

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

1. Introductions/Roll Call

Chair: Arthur L. Dao, Alameda CTC Executive Director

Staff Liaison: Vivek Bhat

Public Meeting Coordinator: Angie Ayers

2. Public Comment

3. Administration

Page A/I

3.1. May 5, 2016 ACTAC Meeting Minutes

1 A

Recommendation: Approve the May 5, 2016 meeting minutes.

4. Policy and Transportation Planning

4.1. Draft Alameda Countywide Multimodal Arterial Plan: Approval of the Draft Countywide Multimodal Arterial Plan

9 A

4.2. Alameda Countywide Transit Plan: Approval of the Final Countywide Transit Plan

13 A

4.3. 2016 Level of Service Monitoring Study Results

19 I

5. Programs/Projects/Monitoring

5.1. Alameda County Federal Inactive Projects List: May 2016 Update

41 I

6. Member Reports

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

45 I

6.2. Other Reports

I

7. Adjournment/Next Meeting

Thursday, July 7, 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, May 5, 2016, 1:30 p.m.

3.1

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

1. Introductions/Roll Call

Tess Lengyel 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: Aleida Andrino-Chavez, Jean Banker, Miriam Chion, Sergeant Ed Clarke, Kevin Connolly, Anthony Fournier, Jennifer Gavin, Cindy Horvath, Matt Maloney, Gail Payne, and Bruce Williams.

Bruce Williams arrived during agenda item 2. Gail Payne arrived during agenda item 4.2.

Gail Payne, Christy Wegener and Kristie Wheeler were excused after the action was taken for agenda item 4.5.

2. Public Comment

Dave Campbell with Bike East Bay informed the committee that Bike to Work Day is Thursday, May 12, 2016. He thanked the Commission for participating and sponsoring Bike to Work Day and Bike to School Day. He also invited ACTAC members to attend the ribbon-cutting ceremony for the City of Oakland's Telegraph Avenue Bike Lanes project on May 10, 2016.

3. Administration

3.1. Approval of April 7, 2016 Minutes

Farid Javandel moved to approve the April 7, 2016 meeting minutes. Donna Lee seconded the motion. The motion passed with the following votes:

Yes: Andrichak, Bell, Evangelista, Izon, Javandel, Kelley, Khan, Larsen, Lee, Lengyel, Ruark, Schermer, Stella, Taylor, Wegener, Wheeler, Williams

No: None

Abstain: Grindall, Keena

Absent: Andrino-Chavez, Banker, Chion, Clarke, Connolly, Fournier, Gavin, Horvath, Maloney, Payne

4. Policy and Transportation Planning

4.1. Congestion Management Program: 2015 Performance Report Update

Matt Bomberg informed the committee that the full 2015 Performance Report is on the website. He noted that the report tracks trends and progress toward goals in all of Alameda CTC's adopted transportation plans. The performance report supports mandated Congestion Management Program element requirements. Matt reviewed the scope of the report and key findings. He provided statistics on commute patterns, roadways, and transit.

Public comment: Ken Bukowski commented that the reduction of bus ridership could be due to no express bus service on the bridge.

Questions and feedback from the members:

- A member commented that the reduction of bus ridership could also be that bicyclists are riding their bikes instead of taking the bus, along with changes to BART's policies to allow bicycles on trains. Matt stated that the report doesn't look at causal factors. The data does not support a conclusion about why the shift of transit modes occurred.
- A member requested clarification of the Alameda County employment numbers that show an increase of 100,000 jobs from 2010 to 2015 on slide 4 and an increase of 65,000 jobs from 2010 to 2015 on slide 5. Matt said he will check if one number is workers as opposed to jobs.
- As part of the report, does the analysis look at economic impact based on the increase of freeway congestion? Matt said the report doesn't show this.
- A suggestion was made for the report to take into account traffic volume increase and bicycle volume increase that affect total collision rates versus actual collision rates to provide a better picture of more cyclists on the road.

4.2. 2016 Level of Service Monitoring Study Status Update

Daniel Wu gave an update on the study status and requested the committee review the freeways and Tier 1 arterial data from the 2016 Level of Service (LOS) Monitoring Study results and provide comments by May 13, 2016. Daniel informed the committee that the final results for the LOS monitoring elements will be presented to the Commission in June, and the final report will be published in August 2016.

4.3. Countywide Multimodal Arterial Plan Status Update

Saravana Suthanthira gave an update on the Countywide Multimodal Arterial Plan. She reviewed the key concepts of typology, modal priority, and the needs assessment. She provided an update on the current status of the draft multimodal improvements. Saravana informed the committee that comments were received from one-on-one meetings with jurisdictions, transit agencies, and the California Department of Transportation (Caltrans). Agency stakeholders provided over 300 comments on the proposed improvements. Saravana informed the committee that a Countywide Multimodal Arterial Plan Technical Advisory Committee meeting is scheduled prior to the June 9, 2016 ACTAC meeting to review the draft Multimodal Arterial Plan. The draft plan will be presented to the committees and Commission for approval in June 2016.

4.4. Alameda Countywide Transit Plan

Tess Lengyel gave an update on the progress to date on the Countywide Transit Plan. She noted that this plan provides a framework that will allow Alameda CTC to target future transit programs, policies, and investments to better capture the growing demand for transit throughout the County. Tess introduced the consulting team, Judi Craig and Sudhish Verma of WSP | Parsons Brinkerhoff. Judi gave an overview of transit in Alameda County, the importance of a transit plan, the vision and goals, the network recommendations, and opportunities for moving forward. Judi encouraged the committee to provide feedback on the draft plan. Tess acknowledged comments that AC Transit provided and noted that they will be documented and integrated into the plan. Tess recommended that ACTAC approve the draft Countywide Transit Plan.

The committee discussed if a recommendation was made to address the impact of congestion on transit with the Countywide Transit Plan or the Arterial Plan. Judi said that

congestion will be address as part of the Multimodal Arterial Plan. Tess mentioned that bus transit operates on roads shared by all, and working on specific corridors is something that Alameda CTC will embark on by working closely with cities, the County, Caltrans, and transit operators to look at how to support complete streets during the Multimodal Arterial Plan, so that bus transit will not continue to be slowed down.

Obaid Khan moved to approve the draft Countywide Transit Plan. Fred Kelley seconded the motion. The motion passed with the following votes:

Yes: *Andrichak, Bell, Evangelista, Izon, Javandel, Kelley, Khan, Larsen, Lee, Lengyel, Payne, Ruark, Schermer, Stella, Taylor, Wegener, Wheeler, Williams*
No: *None*
Abstain: *None*
Absent: *Andrino-Chavez, Banker, Chion, Clarke, Connoly, Fournier, Gavin, Horvath, Maloney*

4.5. Draft 2016 Countywide Transportation Plan

Tess Lengyel informed the committee that the 2016 Countywide Transportation Plan (CTP) is not very different from the 2012 CTP. She noted that the multimodal plans that are now wrapping up will help identify new projects to move forward. Tess introduced the project manager, Zabe Bent of Nelson\Nygaard Consulting Associates. Zabe reiterated to the committee that the vision and goals adopted for the 2016 CTP were based on the 2012 CTP vision and goals. She informed the committee that the 332 applications received are all in the 2016 CTP. Zabe stated that the modal plans and other transformative planning initiatives have not been captured in the 2016 CTP. She informed the committee about extensive public outreach performed through various methods ranging from public workshops by planning areas, to intercept surveys for focus groups, to online feedback. It was noted that outreach details are in the packet starting on page 71. Tess recommended that ACTAC approve the draft 2016 Countywide Transportation Plan.

Public comment: Dave Campbell, Bike East Bay, said that some cities in Alameda County are doing public surveys while updating their bicycle and pedestrian plans to find out what would it take to get people to ride their bikes. He mentioned cities of Alameda, Berkeley, and Oakland as examples. He encouraged other cities also to perform such surveys while updating their plan to find out what would it take to get more people to walk and bike.

Dave noted that an Environmental Impact Report (EIR) is not required for the CTP and inquired if bicycle and pedestrian plans require an EIR. Tess stated that the CTP is a policy-level document and California Environmental Quality Act (CEQA) analysis is not required; however, the Metropolitan Transportation Commission (MTC) will complete a CEQA document for the Regional Transportation Plan. Obaid Khan noted that a CEQA clearance is needed for the City of Dublin's bicycle and pedestrian plan, but an EIR is not required.

The members discussed the funding eligibility of projects and the issue of poor pavement conditions mentioned in the key intercept survey findings during the outreach activities.

Farid Javandel moved to approve the draft 2016 Countywide Transportation Plan. Obaid Khan seconded the motion. The motion passed with the following votes:

Yes: *Andrichak, Bell, Evangelista, Izon, Javandel, Kelley, Khan, Larsen, Lee, Lengyel, Payne, Ruark, Schermer, Stella, Taylor, Wegener, Wheeler, Williams*
No: *None*
Abstain: *None*
Absent: *Andrino-Chavez, Banker, Chion, Clarke, Connoly, Fournier, Gavin, Horvath, Maloney*

4.6. Affordable Student Transit Pass Program Model Program Sites and Parameters

Tess Lengyel reminded the committee that the Affordable Student Transit Pass Program (Affordable STPP) is for middle- and high-school students. She noted that Alameda CTC and the consultant team have done extensive work to develop pilot program sites that will be ready for implementation at the beginning of the 2016-17 school year. Calli Cenizal of Nelson\Nygaard reviewed the site selection methodology, process, and criteria, along with the pilot model program sites, parameters, and the shortlist of schools.

Questions and feedback from members:

- Will the 36 schools on the shortlist be part of the pilot program? Tess said 11 of the 36 schools are recommended for the first year of the pilot program.
- In the final selection of the recommended schools, did the fact that 18 schools did not respond impact the decision to not include those schools? Calli said that it was taken into account that the schools did not respond. She noted that a great deal of outreach was done to get the schools to respond.
- How will committee members justify that schools are not selected in their cities? Tess mentioned that the process took into account the readiness of the schools. She noted that the shortlist is recommended for approval to allow expansion during the pilot program.
- Information originally presented may have been incorrect (for example, free and reduced lunch participation) for some of the schools. Once the correct information was submitted, did it impact the selection of the schools for the pilot program? It was noted that many factors were considered to select the schools for the shortlist and for the pilot program. Some criteria taken into account were the amount of transit buses near schools, proximity to transit, and the schools' readiness.

Committee members suggested that if schools are not responding, to contact the ACTAC representative to reach out to the schools. It was noted that schools in Dublin and Hayward did not respond. Committee members also suggested that generic information that may apply to all schools be made available to schools, which may help to minimize the jurisdictions' concerns regarding why schools in their cities are not included in the pilot program.

Tess recommended ACTAC approve the following:

- Four pilot programs at 11 schools;
- Shortlist of schools for expansion during the pilot program period (list of 36 schools).

Alameda CTC will prepare and enter into agreements and contracts to implement the program for the fall 2016-17 school year.

Thomas Ruark moved to approve the Affordable STPP items listed previously. Donna Lee seconded the motion. The motion passed with the following votes:

Yes: Andrichak, Bell, Evangelista, Izon, Javandel, Kelley, Khan, Larsen, Lee, Lengyel, Ruark, Schermer, Stella, Taylor, Williams
No: None
Abstain: Grindall, Keena
Absent: Andrino-Chavez, Banker, Chion, Clarke, Connolly, Fournier, Gavin, Horvath, Maloney, Payne, Wegener, Wheeler

5. Programs/Projects/Monitoring

5.1. Alameda County Federal Inactive Projects List: April 2016 Update

Vivek Bhat provided an update on the April 2016 federal inactive projects list. The version in the packet was updated by Caltrans on April 21, 2016. He encouraged the committee to visit the Caltrans local assistance website to review the May 2, 2016 updated version.

6. Member Reports

6.1. Other Reports

Donna Lee mentioned that she placed BART literature on the materials table and encouraged the committee to pick up the information on their way out.

Matt Bomberg informed the committee that MTC released a call for projects for a Bike Share Capital Program. This is for bike share capital equipment purposes. An email was distributed to ACTAC on May 2, 2016. Letters of interest are due on June 17, 2016.

7. Adjournment and Next Meeting

The meeting adjourned at 3:50 p.m. The next meeting is:

Date/Time: Thursday, June 9, 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****May 5, 2016****ROSTER OF MEETING ATTENDANCE**

	NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1.	Christy Wegener	LAFTA	925-455-7560	cwegener@lafca.org
2.	Ed Evangelista	City of Pleasanton	925 931-5667	eevangelista@cityofpleasanton.ca.gov
3.	Ruben Izon	Alameda County	510 670-5827	rubeni@acpwa.org
4.	MICHAEL STELLA	CITY OF SAN LEANDRO	510-577-3433	mstella@sanleandro.org
5.	Diana Keena	City of Emeryville	510-576-4335	dkeena@emeryville.org
6.	Hans Larsen	City of Fremont	510-494-4722	hlarsen@fremont.gov
7.	Kristic Wheeler	City of Fremont	(510) 494-4454	kwheelers@fremont.gov
8.	Donna Lee	BART	(510) 464-6282	dlee@bart.gov
9.	Fred Kelley	City of Hayward	(510) 583-4781	fred.kelley@hayward.ca.gov
10.	Farid Javandel	City of Berkeley	510-981-7061	fjavandel@cityofberkeley.info
11.	Tess Longuel	Alameda CTC	510-208-7428	tlonguel@alamedactc.org
12.	VIVEK BHAT	ALAMEDA CTC	510-208-7430	vbhat@alamedactc.org
13.	Chris Andrichak	ACTransit	510 891 4855	candrichak@actransit.org
14.	Terrence Grindall	Newark	510-578-4208	terrencegrindall@Newark.org
15.	Thomas Ruark	Union City	510-675-5301	thomasr@unioncity.org
16.	Fredrick Schermer	Caltrans	510 286-5557	fschermer@dot.ca.gov
17.	Gary Taylor	STREC	209 944 6242	garyt@userail.com
18.	Obaid Khan	Dublin	725-833-6630	obaid.khan@dublin.ca.gov
19.	Debbie Bell	Livermore	925-960-4541	dlbell@cityoflivermore.net
20.	Bruce Williams	Oakland	510-238-7279	bwilliams@oaklandunion
	Geeil Payne	Alameda	747-6892	gpayne@alameda.gov

	NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
21.	Dave Campbell	BIKE EAST BAY	dave@bikeeastbay.org	
22.	Ken Bukowski	Regional Nelson	KB@EPOA.US	
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24.	Josh Karlin-Resnick	Nelson/Nyggaard	415-281-6948	jkarlin-resnick@nelsonnygaard.com
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27.	Trinity Nguyen	Alameda CTC	510.208.7441	trnguyen@alamedactc.org
28.	SORABANA SATHANATHAN	Alameda CTC	510 208 7426	ssathan@alamedactc.org
29.	Daniel Wu	Alameda CTC	510-208-7435	dwu@alamedactc.org
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31.	SUDHISH VERMA	WSP/PB	415-243-4681	vermas@pbworld.com
32.	Tam Tran	"		trantb@pbworld.com
33.	MIKA MIYASATO	AC Transit	510-891-7138	mmiyasato@actransit.org
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35.	Tamara Halbritter	Alameda CTC	510.208.7475	thalbritter@alamedactc.org
36.	Chwen Siripocant	Alameda CTC	510 208-7425	csiripocant@alamedactc.org
37.	Hatun Barber	Alameda CTC	510 208 7439	hbarber@alamedactc.org
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41.	Brett Hondorp	Alta Planning	510 540 5008	bhondorp@altaplanning.com
42.	JOHUU NGUYEN	ALAMEDA CTC	510 208-7419	jnguyen@alamedactc.org
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Memorandum

4.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: June 6, 2016

SUBJECT: Draft Countywide Multimodal Arterial Plan

RECOMMENDATION: Approve Draft Countywide Multimodal Arterial Plan

Summary

Arterial roadways are the backbone of Alameda County's transportation system, moving people and goods within the county and the region. These roadways provide regional and local mobility for multiple transportation modes, access to surrounding land uses, and connectivity between employment and activity centers that is essential for Alameda County's economy and quality of life. Alameda CTC has been working since Fall 2014 developing a Countywide Multimodal Arterial Plan (MAP), a first of its kind that will provide a framework for addressing needs for all modes on the county's arterials.

The MAP development has been closely coordinated with local jurisdictions, the California Department of Transportation (Caltrans), transit operators, Metropolitan Transportation Commission, and non-agency members representing all modes. It developed typology, a classification of the arterials based on the modes they support and the land uses they serve, for the major arterials and identified modal priorities, and ultimately provides recommendations for potential short and long-term multimodal transportation infrastructure improvements, based on the multimodal needs estimated to accommodate the multimodal travel demand growth in Alameda County. This staff report presents the draft Plan Multimodal Arterial Plan, including short- and long-term multimodal improvements and complementary operational and demand management strategies. The final Plan is scheduled for Commission approval in July 2016.

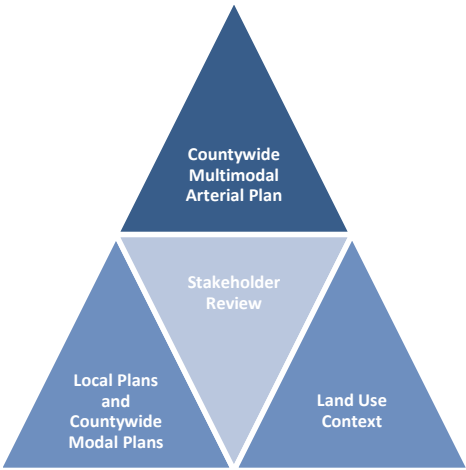
Discussion

The Arterials Plan that studied 1,200 miles of major arterials, essentially provides a high-level framework for a Complete Streets Network that the jurisdictions can use and build upon to meet the state and regional complete streets requirements. In February 2015, the Commission approved the vision, goals, and multimodal performance measures for the MAP. The Vision of the MAP aims 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. The Plan

ultimately intends to provide a connected and continuous countywide network for all modes.

The Plan development adopted a bottom-up approach (see Figure 1) by building on the existing related efforts locally and at the county level and by closely working with the stakeholders throughout the Plan development process. This Plan coordinates with and supports the outcome of the Countywide Goods Movement and Transit Plans.

Figure 1 – Building on Existing Efforts



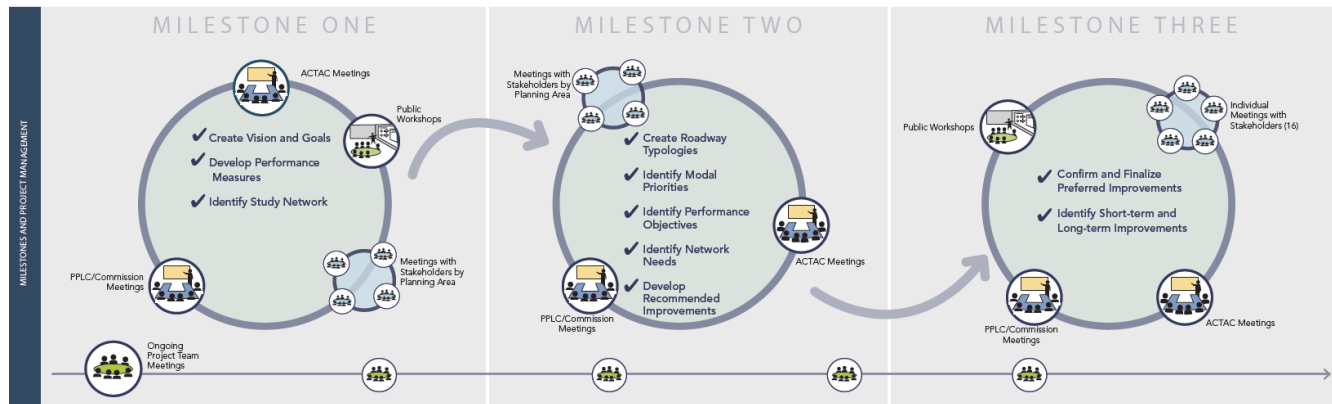
After adoption of the Vision and Goals, the project team worked with agency and non-agency stakeholders to develop a typology framework (Figure 2) – a classification of the arterials that reflected the surrounding land use context and identified the role and needs of various modes on these roads. This typology framework informed prioritization of various modes on the arterials. The Typology and Modal Priority development process received about 700 comments from the stakeholders strengthening the value of the Plan for the local agencies. The Commission approved the MAP's typology framework and modal priorities in October 2015.

Figure 2 – Typology – A Review of All Modes and Integrating Land Use



Using the adopted performance measures and the modal priorities for the arterials, the project team identified needs of various modes on the arterial roadways. This needs assessment informed the development of draft proposed improvements for various modes on 510 miles of core arterials, known as the Arterial Network. The plan development process including the improvements identification are illustrated in Figure 3 below.

Figure 3 – Arterial Plan Development Process



These draft proposed improvements were discussed and reviewed during a series of small group and one-on-one meetings with the jurisdictions, transit agencies, and Caltrans from February 29th through March 7th. Agency stakeholders provided more than 300 comments regarding the MAP's draft proposed improvements. The project team addressed these comments and the updated draft improvements (grouped into short- and long-term improvements) are being presented to the Committees and the Commission for approval as part of the draft Multimodal Arterial Plan in June 2016. The following are the highlights of the proposed multimodal improvements in the draft Plan on the 510 miles of the arterial network:

- Transit Network improvements primarily focused on the AC Transit and LAVTA major corridors. About 38 miles of transit lanes and 52 miles of Rapid Bus improvements are proposed that will support the Transit outcomes as described above in the Countywide Transit Plan.
- About half of the Arterial Network (230 miles) was identified as having high bicycle priority, and over 140 miles of separated or protected bicycle lanes are proposed, advancing connections to transit, improving safety and increasing non-motorized share of transportation.
- Over 230 miles of pedestrian improvements are proposed including new sidewalk or widening of existing sidewalks, streetscape improvements for improved safety, and crosswalk enhancements. These improvements focus on high-pedestrian emphasis areas (downtowns and large commercial districts) and around BART station areas and high capacity transit corridors 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 improve 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 Plan.

The draft Plan also presents operational and demand management strategies regarding Transportation Demand Management (TDM), parking, and climate change and resiliency. Finally, the Plan is one of - if not the first - plan in the Bay Area and beyond to suggest strategies for responding to technological changes such as connected and autonomous vehicles and Transportation Network Companies.

Fiscal Impact: There is no fiscal impact.

Attachments:

- A. [Draft Countywide Multimodal Arterial Plan](#) *(hyperlinked to the website)*

Staff Contact

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

[Saravana Suthanthira](#), Senior Transportation Planner

[Daniel Wu](#), Assistant Transportation Planner



Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: June 6, 2016

SUBJECT: Alameda Countywide Transit Plan

RECOMMENDATION: Approve the Final Alameda Countywide Transit Plan.

Summary

The first stand-alone Countywide Transit Plan identifies a vision for a comprehensive countywide transit network designed to support Alameda County's needs now and in 2040. The Countywide Transit Plan provides a framework for bringing a fast, frequent, and reliable transit network to fruition. This framework will allow Alameda CTC to target future transit programs, policies, and investments to better capture the growing demand for transit throughout the County.

Alameda County has a mature transit network, with robust service coverage to most of Alameda County communities. Therefore, Transit Plan network recommendations were not intended to focus on identifying new routes; rather, based on market analyses, these recommendations intend to identify a framework to guide investments in the transit corridors that have the potential to capture the greatest market share of transit riders throughout the county.

The Transit Plan targets a set of improvements in 14 corridors that are most likely to carry some of the strongest future demand for transit. The identification of these corridors was based upon a market analyses and is intended to serve primarily as a guidepost for maximizing future transit investments in the county. The Transit Plan also outlines a set of network recommendations with the types of improvements that can enable fast, frequent, and reliable service to capture ridership demand and address the unique needs of each corridor. All recommendations will require extensive further development and evaluation by operating agencies and local jurisdictions before implementation.

The Plan has been informed by ongoing interagency coordination, stakeholder input, and extensive public outreach efforts. The Countywide Transit Plan is designed to build upon and relate to a variety of recent and ongoing planning activities in the county and region.

On May 26, 2016 the Commission unanimously adopted the Draft plan.

R:\AlaCTC_Meetings\Community_TACs\ACTAC\20160609\4.2_TransitPlan\4.2_TransitPlan.docx

Background

Alameda County's mature transit network is critical to supporting the economy, the environment and the quality of life. To strengthen this transit network the Countywide Transit Plan employed a market-based approach to identify the most critical needs, challenges and opportunities for our existing and future transit network.

Since March 2014, when development of the plan got underway, Alameda CTC has:

- (1) Identified transit needs and opportunities through an assessment of existing trends and forecasted future conditions;
- (2) Defined a vision and goals for the plan;
- (3) Identified transit service tiers and corridors for transit investments through performance-based planning and evaluation;
- (4) Approved Draft Network Recommendations and performance measures;
- (5) Completed a quantitative and qualitative evaluation of network recommendations using adopted performance measures;
- (6) Developed a complementary paratransit strategy;
- (7) Developed complementary guidelines for building transit-oriented communities; and finally
- (8) Developed a financial plan and a set of strategies for moving the Final Network Recommendations forward.

The Countywide Transit Plan will position the county, its jurisdictions and transit operators to pursue upcoming funding opportunities, including the FAST Act, Cap and trade grants, and other funding opportunities that may become available in the planning horizon to support the network recommendations, fulfilling the vision and goals of the Transit Plan.

Vision and Goals

Alameda CTC adopted a focused transit vision: *Create an efficient and effective transit network that enhances the economy and the environment while improving the quality of life in Alameda County.* This vision led to the development of seven goals focused on the issues that are central to creating an effective transit system. These goals are also intended to help Alameda CTC determine where transit investments will go farthest in serving transit needs. The goals include:

- **Increase Transit Mode Share:** The goal supports increasing per capita transit ridership, and reducing dependence on auto travel on a per capita basis.
- **Increase System Effectiveness:** This goal supports achieving a more financially sustainable transit system whereby supply matches demand by location, service type, frequency, time of day and day of week.
- **Increase the Effectiveness of Inter-Regional Transit Travel:** Alameda County is a key gateway to and from the San Francisco Bay Area with a significant portion of inter-regional trips beginning or ending in, or passing through Alameda County. This goal supports more effective inter-regional transit service to shift some of these inter-regional trips from roads and highways onto rail, bus and shuttle transit services by making transit more competitive.

- **Increase Cost Efficiency:** The cost of transit service is outpacing service and ridership growth. This goal supports using funds as efficiently as possible to maintain current transit service levels, as well as to increase frequency and service hours.
- **Improve Access to Work, Education, Services, and Recreation:** The transit system should make it easy for all people to travel without reliance on private automobiles. This goal supports improving transit with development of a coordinated transit network that integrates modes, routes, schedules, service periods, fares and fare payment types to provide fast, reliable connections between major residential populations and activity centers. Additionally, the potential to capture more trips on transit can be improved by promoting land use patterns that provide a mix of uses and greater density around transit hubs and or activity centers. A focus on improving pedestrian and bicycle access from the catchment area of transit stops and stations is also important in improving access.
- **Reduce Emissions:** Transportation is the single largest contributor to emissions (greenhouse gases and air pollutants¹). This goal supports creating an accessible, reliable, safe and efficient transit network, so that transit can capture a larger mode share, resulting in less reliance on SOV driving. Shifting travel from cars to transit can help reduce emissions, provide a more environmentally sustainable transportation system, and enhance the quality of life and the environment in Alameda County.
- **Achieve a State of Good Repair:** To provide a safe and reliable transit experience for the user, the transit system needs to be in good working condition. This goal support both the maintenance of existing transit facilities and fleets.

Regional and County Planning Context

The Countywide Transit Plan is designed to build upon planning efforts in the county and region. Among the most relevant efforts are:

- Metropolitan Transportation Commission's (MTC) Transit Sustainability Project (TSP)
- AC Transit's Major Corridors Study (MCS)
- LAVTA/Wheels' Comprehensive Operations Analysis
- Alameda CTC's Countywide Multimodal Arterial Plan
- Alameda CTC's Countywide Goods Movement Collaborative and Plan

In addition, the Countywide Transit Plan recognizes that there are many other transit studies and plans underway, including those sponsored by MTC (e.g., Core Capacity Study), Bay Area Rapid Transit (BART), Altamont Corridor Express (ACE), San Francisco Municipal Transportation Agency (MTA), Capitol Corridor and WETA. The Countywide Transit Plan acknowledges these efforts, but will not make recommendations on these specific studies, because independent detailed analyses of these potential improvements are underway.

¹ Sustainable Communities and Climate Protection Act of 2008.

Challenges and Opportunities

The county's land use characteristics, population density, economic vitality, and travel patterns provide strong market conditions for transit. The robust and mature transit network, and the presence of strong transit markets, however, has not translated to high transit ridership. More than half of all trips take place in transit competitive markets, yet only 14 percent of commute trips currently take place on transit. Trends of population and employment growth point towards an increasing demand for transit in future. Increasing transit mode share will be critical for accommodating forecasted growth and for serving mobility needs in an environmentally sustainable manner.

While Alameda County has market conditions supportive of a greater share of transit trips, there are significant obstacles to overcome. The following indicate that improvements are necessary system-wide:

- **Transit mode share is not consistent with market analysis of demand:** Despite the high overall transit competitive markets identified in the plan, transit currently captures only 11% of commute trips in the county.
- **Transit ridership has remained flat for intra-county trips:** Where transit markets are strong and transit service is frequent, reliable, and highly competitive with vehicle travel times, such as the East Bay-San Francisco Transbay corridor, transit ridership has grown significantly. However, bus ridership within Alameda County declined between 2006 and 2012 and then remained relatively flat through 2015.
- **System-wide operating costs are increasing faster than ridership:** This trend will inevitably result in a lack of sustainability for operators to continue to provide high levels of service. However, the county's ability to accommodate new residents and support environmental goals requires that transit stay competitive and grow its share of the overall transportation market.
- **Congestion affects on-time performance and bus operating speeds:** Buses stuck in traffic causes longer travel times and unreliable service for customers; this affects both ridership and the financial sustainability of the bus operators. As operating speeds get slower, more vehicles and drivers are required merely to maintain current frequencies. Simultaneously the service becomes less attractive, resulting in lower ridership and worse productivity. Close coordination between local jurisdictions and transit operators is critical to address this challenge.

Transit Network Recommendations

The Countywide Transit Plan's network recommendations and strategies were developed based on an extensive assessment of the underlying market conditions and location characteristics and are intended to address the challenges described above. The resulting recommendations identify a network of transit corridors throughout the county that have the potential to capture the greatest market share of transit riders.

The 14 corridors that are included in the Vision Network were developed in response to

the evaluation of current transit service, current and forecasted transit market conditions. The evaluation was also informed by other on-going planning studies. It is important to note that Alameda County is a mature transit network, with robust service coverage to most of Alameda County communities. Therefore, Transit Plan network recommendations were not intended to focus on identifying new routes; rather, based on market analyses, these recommendations intend to identify a framework to guide investments in the transit corridors that have the potential to capture the greatest market share of transit riders throughout the county. This information helps to inform where transit funding investments can be made to capture increases in the transit rideshare market.

Further, network capital improvements are identified that can facilitate improved frequency and reliability of services. These recommendations focus on a network of corridors, and this plan recognizes that a critical next step to moving forward will be to focus on specific corridor improvements that can be linked to arterials improvements as identified in Alameda CTC's Multi-modal Arterial Plan and to projects identified in the 2014 Transportation Expenditure Plan. Agency partnerships and public and business outreach will be essential for moving forward any of the recommendations included in this plan. The Plan includes complementary strategies for addressing needs of paratransit services, and design guidelines for transit oriented communities.

In order to accommodate anticipated population and job growth in Alameda County and achieve greenhouse gas emission goals, the efficient and effective transit network envisioned by the Transit Plan is an absolute necessity. Achieving this will require ongoing efforts and partnerships to address the following topics as detailed in the Plan:

- **Improve the efficiency** so that cost increases do not exceed the rate of inflation and that the benefit of dollars invested in transit operations and capital is maximized.
- **Increase investment in transit** to fully develop the corridors identified in the Countywide Transit Plan and to provide the highest levels of service (frequency, span, and coverage) that population and employment densities can support throughout the County.
- **Improve integration of transit service among operators** to provide a truly seamless travel experience for all transit customers regardless of their origin or destination. This includes coordinated routes and schedules, easy to access information of all services provided regardless of operator or mode, and a single payment system using smart cards and mobile payment that do not penalize a customer who needs to transfer between vehicles or providers.
- **Improve integration between transit providers and local, regional, and state government** to construct and maintain infrastructure that provides for fast and reliable transit service supported by high quality pedestrian and bicycle access to transit stations and stops.

The Alameda County transit market shows potential for transit use that is significantly

higher than actual ridership. Population and employment growth will only make this potential higher. The Transit Plan has outlined transit improvements that allow transit to fulfill its promised potential. This approach is fundamental to meeting Alameda CTC and the region's economic and environmental goals.

Staff recommends approval of the Final Countywide Transit Plan.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. [Final Countywide Transit Plan](#) *(hyperlinked to the website)*

Staff Contacts

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

[Mollie Cohen-Rosenthal](#), Assistant Transportation Planner



Memorandum

4.3

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• www.AlamedaCTC.org

DATE: June 6, 2016

SUBJECT: 2016 Level of Service Monitoring Study Results

RECOMMENDATION: Receive information on the 2016 Level of Service Monitoring Study results

Summary

As required by the Congestion Management Program (CMP) legislation, the Level of Service (LOS) on CMP roadways in Alameda County is monitored biennially. The last LOS monitoring was completed in 2014. The current 2016 monitoring cycle collected speed data between March and May of 2016. Similar to the 2014 cycle, two types of data collection methodologies are used – floating car and commercially available data. This provides a cost effective approach for LOS monitoring and an opportunity for additional monitoring due to robust data, which can allow for more analysis options. Alameda CTC continues to explore expanding the use of new data and technology for the transportation system monitoring. Maps showing final results for each CMP network components are attached to this memorandum. Generally, the monitoring results show that speed has declined on the Alameda County CMP network, particularly freeway speed in the afternoon peak commute hours has decreased by 7 percent from an average of 49 to 46 miles per hour. Detailed analysis of these results is presented in this memorandum. Alameda CTC is performing evaluation to determine any CMP deficiency, and the outcome will be either reported at the meeting or soon after. The 2016 LOS Monitoring report will be published in August 2016.

Background

The Level of Service on CMP roadways in Alameda County is monitored biennially for both the morning and the evening peak periods. The data for the evening peak period on the CMP network (Tier 1) is subject to CMP Conformity and is used to identify deficiency as required by statute. All other data collected, such as for the morning peak period on Tier 1 and both periods on Tier 2, is used for informational purposes only.

The CMP network, shown in Attachment A, contains 239 miles of Tier 1 and 89 miles of Tier 2 roadways. Of the total 239 miles of Tier 1 roads, 140 miles (59 percent) are interstate freeways, 70 miles (29 percent) are conventional state highways, and 29 miles (12 percent) are city/county arterials. In addition, Tier 1 roadways also include 23 freeway-to-freeway

connector ramps. All Tier 2 roadways are arterials. The following table provides a summary of the types of data collected in 2016 for various parts of the CMP roadway network and other roadways.

CMP Network	Miles/ Number	Data Source
Tier 1 Freeways	140	Commercial Data
Tier 1 Arterials	99	Floating Car Surveys
Tier 1 Ramp Connectors	23 ramps	Commercial Data*
Tier 2 Arterials	89	71 miles Commercial Data 18 miles Floating Car Surveys
Bay Crossing Bridges	3 bridges	Commercial Data
HOV/Express Lanes	84**	Floating Car Surveys/Express Lane Data**

* Three segments did not have adequate commercial data coverage and were monitored using floating car surveys.

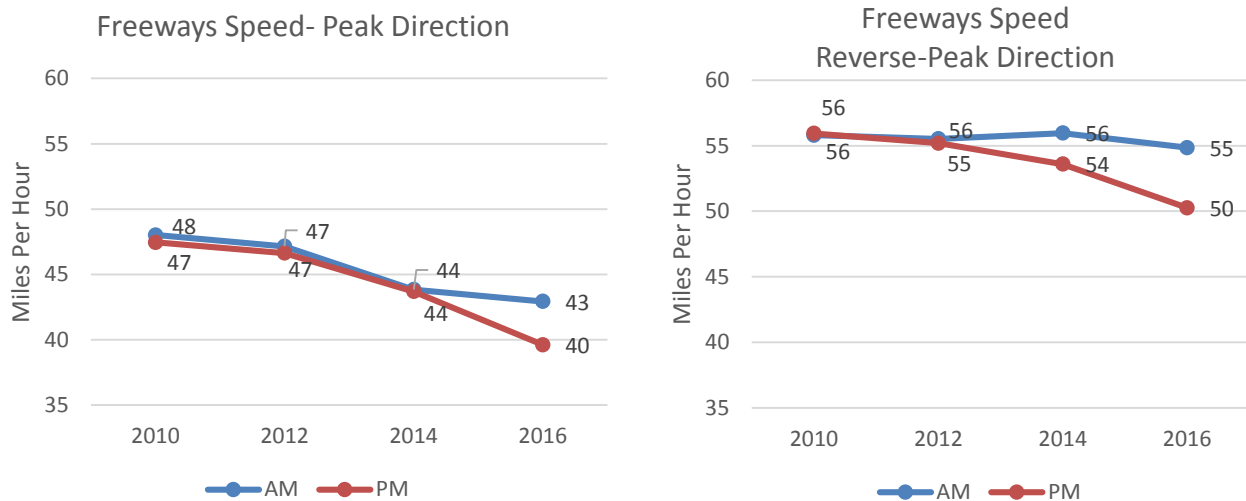
**Directional miles are shown for HOVs and Express Lanes;

In May, Alameda CTC provided ACTAC with preliminary results for the Tier 1 Freeways and Arterials, and Tier 2 Arterials for review. LOS data collection was completed in the third week of May. The final 2016 LOS results for various CMP network components are presented in Attachment B through H. Detailed results including information on the CMP segments and prior year results are available on the Alameda CTC website at http://www.alamedactc.org/app_pages/view/8091. Data for certain road segments were not reported where normal traffic flow was impacted either by construction or opening of new operations such as I-580 Express Lanes.

Analysis of 2016 LOS Results

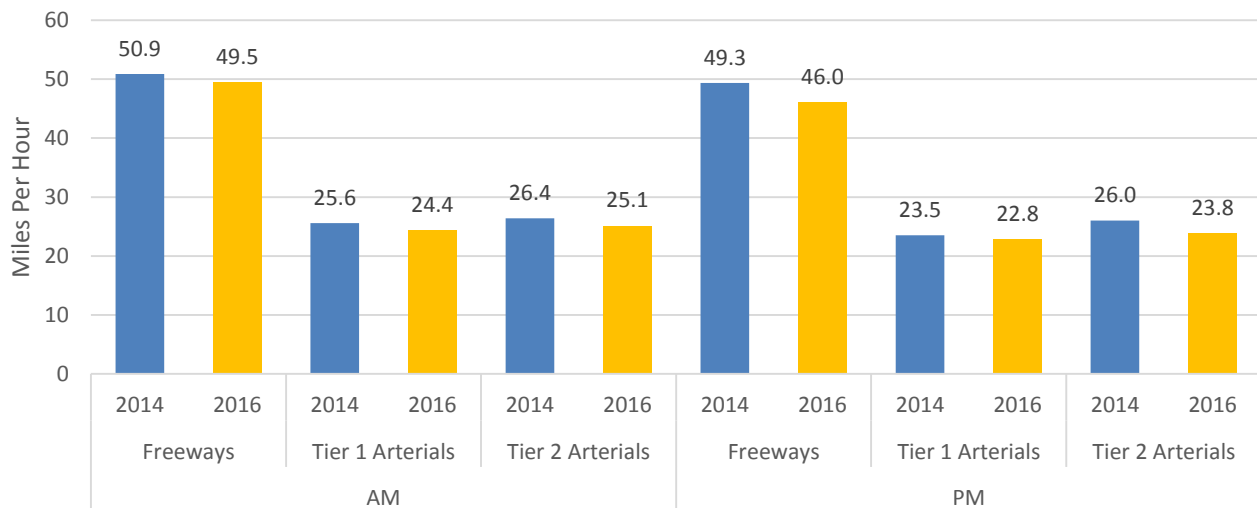
In recent years, Alameda County's roadway segments have generally shown decreasing speed. In particular, freeway speed decreases have been substantial since 2010, particularly in the peak commute direction. As shown below in Figures 1 and 2, the average freeway peak commute direction speed during the morning and afternoon peak periods have decreased by five and seven miles per hour, respectively between 2010 and 2016. During the same time period, average freeway speed in the reverse peak commute direction has decreased by 6 miles per hour in the afternoon peak period. Reverse peak direction speed in the morning peak period has dipped slightly since 2010.

Figures 1 and 2. Freeway Speed by Peak Period (2010-2016) – Peak vs. Reverse-Peak Direction



Comparison with the prior 2014 monitoring data for the entire CMP network shows that Alameda County's roadway segments generally show speed decreases since 2014 (Figure 3). These decreases are more pronounced in the afternoon peak period (4:00 to 6:00 PM) as compared to the morning peak period (7:00 to 9:00 AM). This speed decrease corroborates with the population and job growth experienced by the County since 2014. From 2014 to 2015, Alameda County added more than 20,000 residents and created more than 35,000 new jobs. This growth placed additional burden on Alameda County's roadway network and contribute to overall congestion.

Figure 3. Speed by CMP Roadway Type and Peak Period (2014 vs 2016)



A few roadway segments experienced moderate speed increases from 2014 to 2016, which could be attributed to roadway improvements completed on the CMP network since 2014 cycle:

- I-880 Southbound HOV Lanes (Hegenberger Road to Marina Boulevard)
- I-880 Davis street and Marina Boulevard Interchange Improvements
- I-580 Westbound and Eastbound Express Lanes
- I-580 Eastbound Auxiliary Lanes
- SR-84 North Segment (Jack London Boulevard to South of Stanley Boulevard) Widening

In addition, many projects are under construction in various parts of the County and these likely would impact speeds on the CMP roads:

- I-580 Altamont Pass Eastbound Truck Climbing Lane
- I-880 North Safety and Operational Improvements at 23rd and 29th Avenues
- SR-84 South Segment (South of Stanley Boulevard to Ruby Hills Drive) Widening

Based on the final LOS results, deficiency will be determined in the first or second weeks of June for the Tier1 CMP network and ACTAC will be informed. The study report will be published in August 2016.

Fiscal Impact: There is no fiscal impact.

Attachments

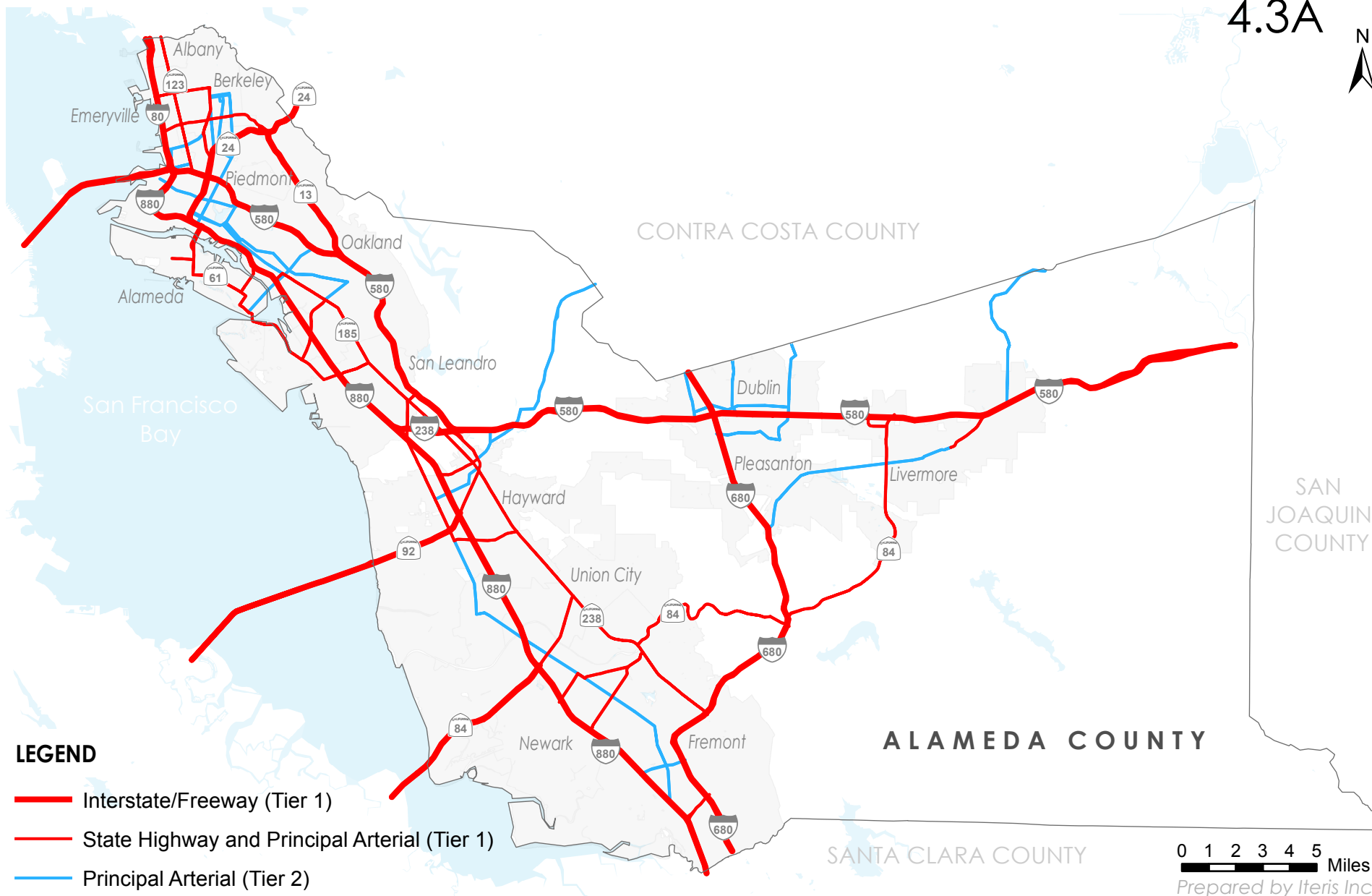
- A. Congestion Management Program Roadway Network
- B. Tier 1 Freeways and Bridges – PM Peak Period
- C. Tier 1 Freeways and Bridges – AM Peak Period
- D. Tier1 and Tier 2 Arterials – PM Peak Period
- E. Tier1 and Tier 2 Arterials – AM Peak Period
- F. LOS F Segments – AM and PM Peak Periods
- G. HOV and Express Lanes – PM Peak Period
- H. HOV and Express Lanes – AM Peak Period
- I. Tier 1 Freeways and Bridges - Weekend

Staff Contacts

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

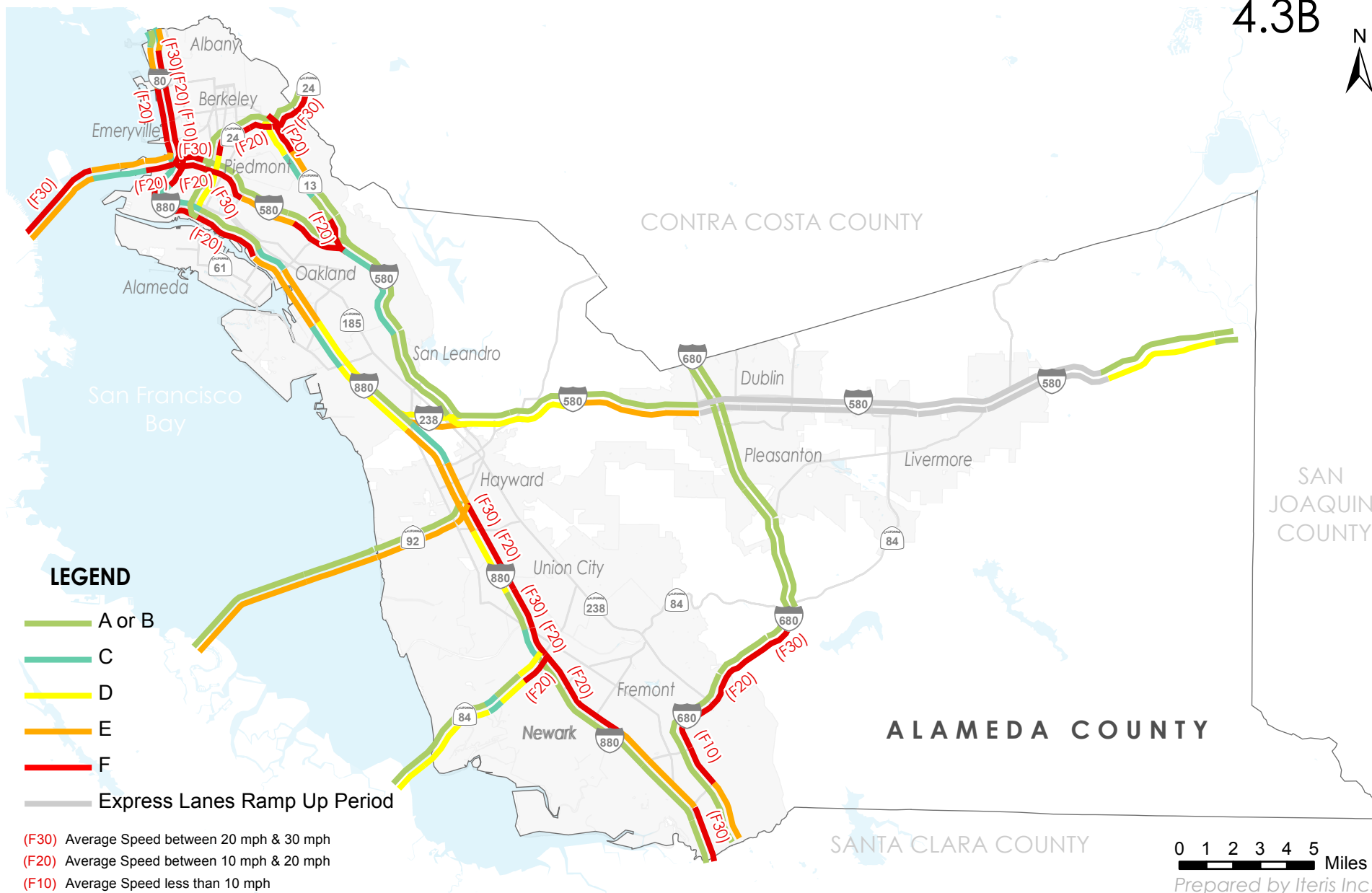
[Saravana Suthanthira](#), Senior Transportation Planner

[Daniel Wu](#), Assistant Transportation Planner



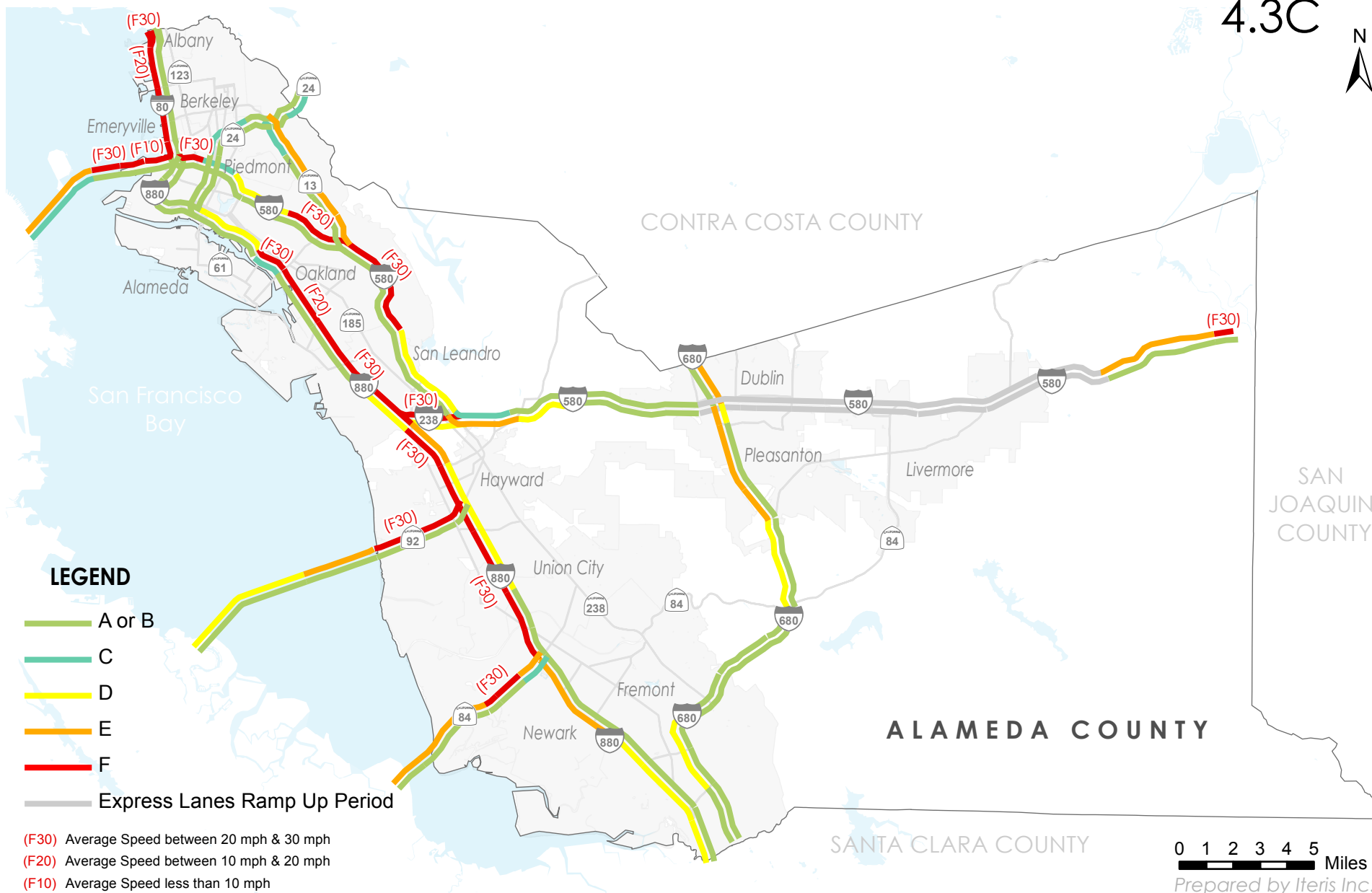
2016 LEVEL OF SERVICE MONITORING: CONGESTION MANAGEMENT PROGRAM ROADWAY NETWORK

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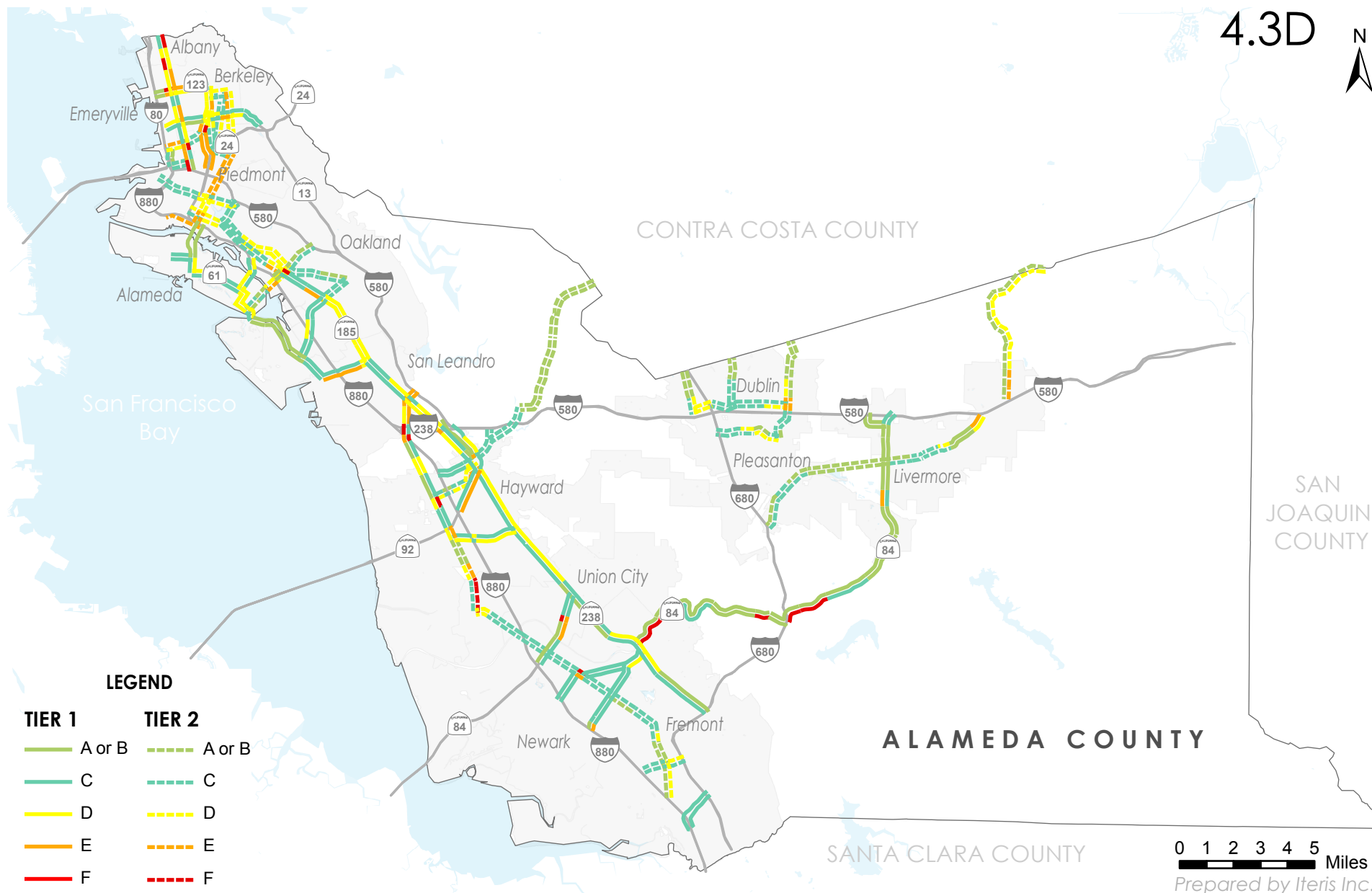
2016 LEVEL OF SERVICE MONITORING RESULTS: TIER 1 FREEWAYS & BRIDGES - PM PEAK PERIOD

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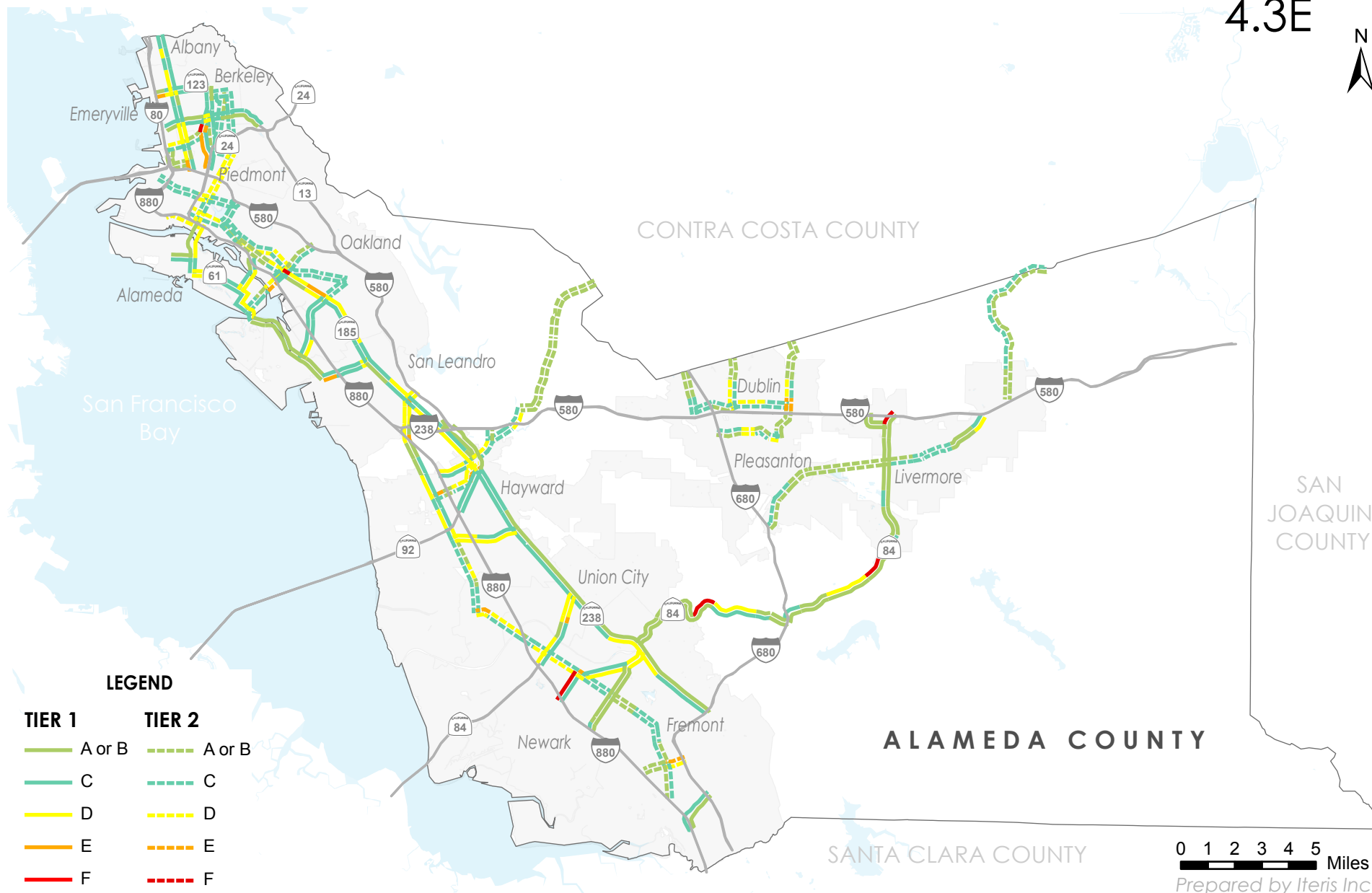
2016 LEVEL OF SERVICE MONITORING RESULTS: TIER 1 FREEWAYS & BRIDGES - AM PEAK PERIOD

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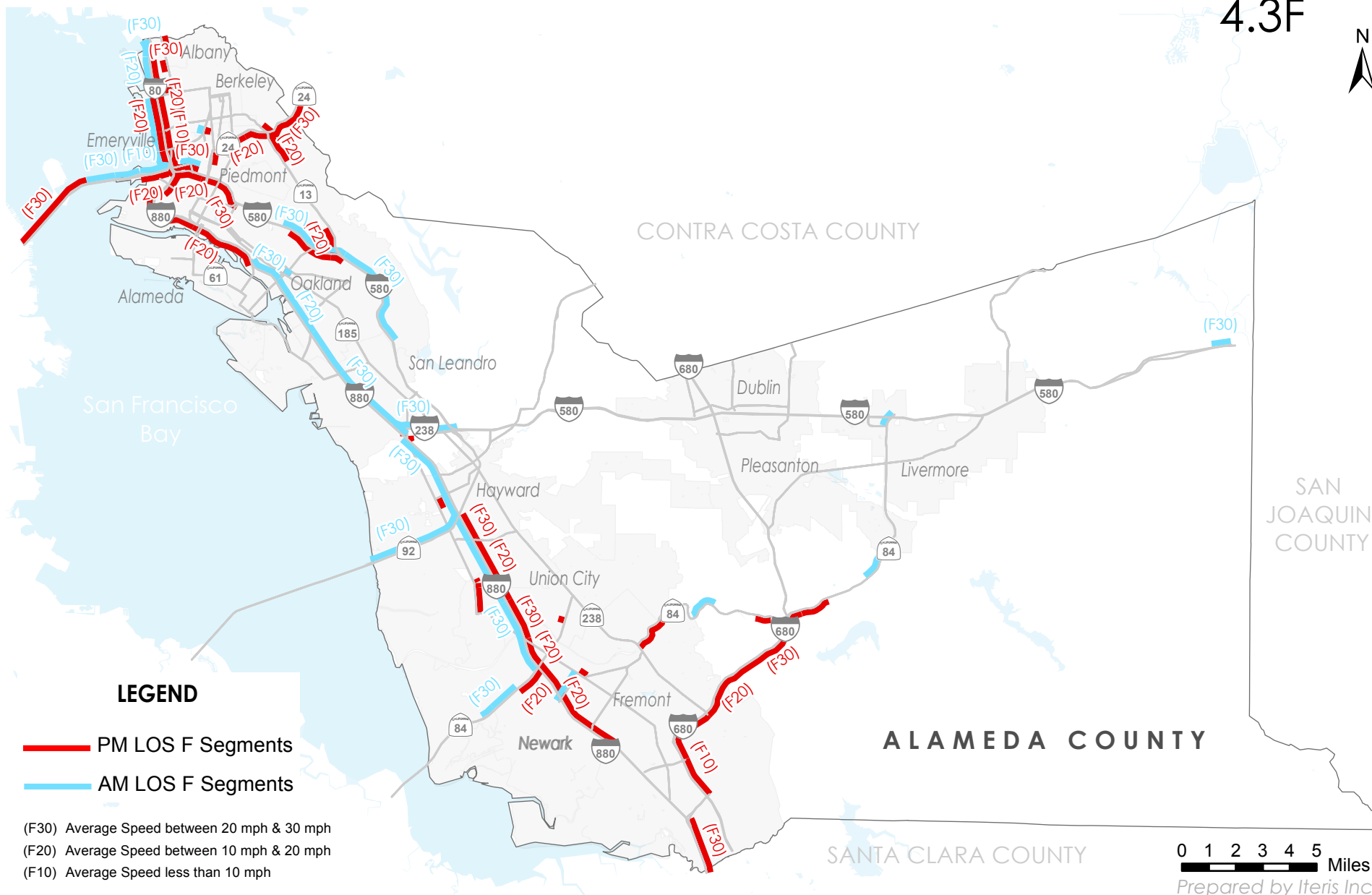
2016 LEVEL OF SERVICE MONITORING RESULTS: TIER 1 & TIER 2 ARTERIALS - PM PEAK PERIOD

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2016 LEVEL OF SERVICE MONITORING RESULTS: TIER 1 & TIER 2 ARTERIALS - AM PEAK PERIOD

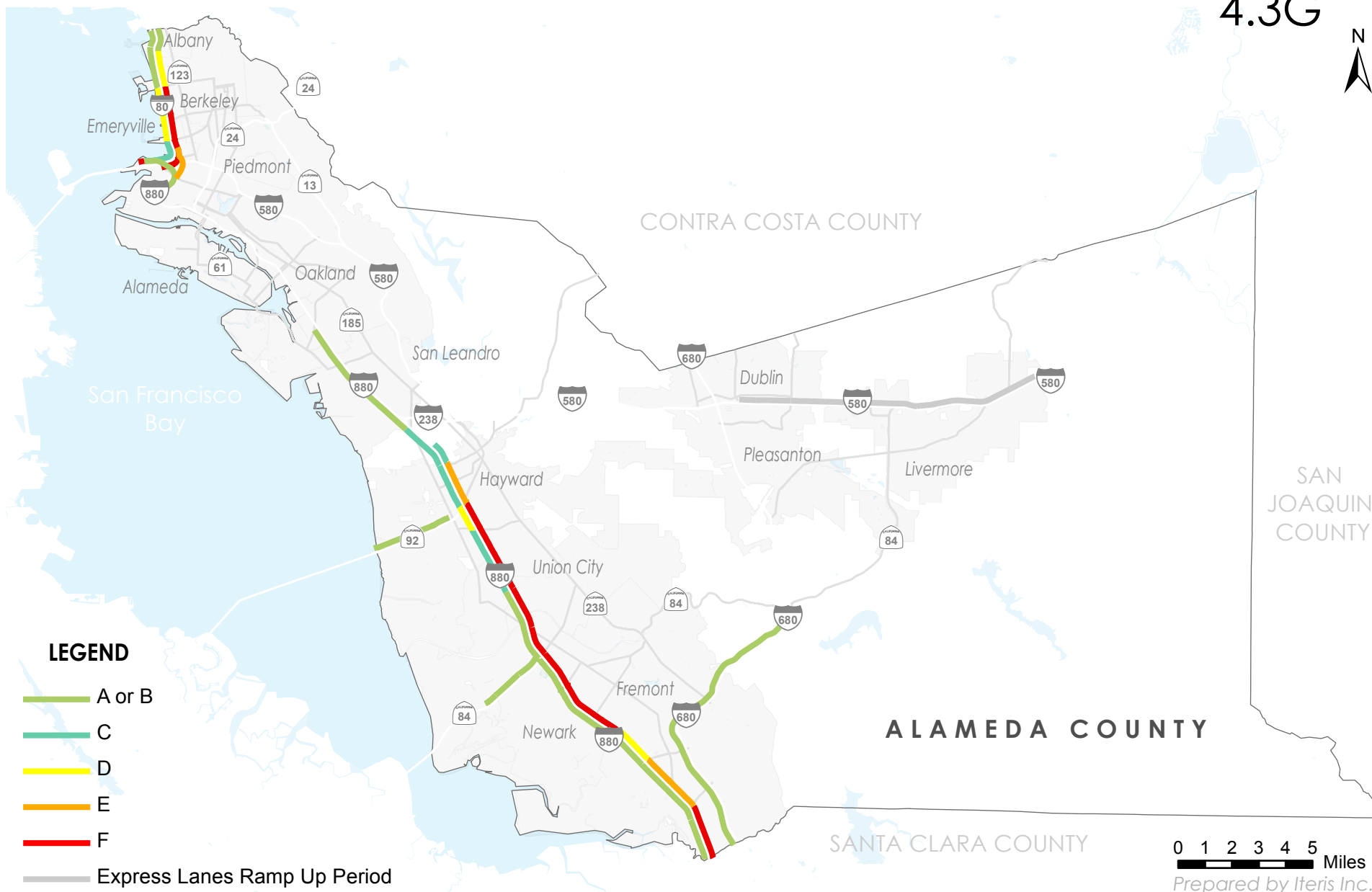
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2016 LEVEL OF SERVICE MONITORING RESULTS: LOS F SEGMENTS - AM & PM PEAK PERIODS

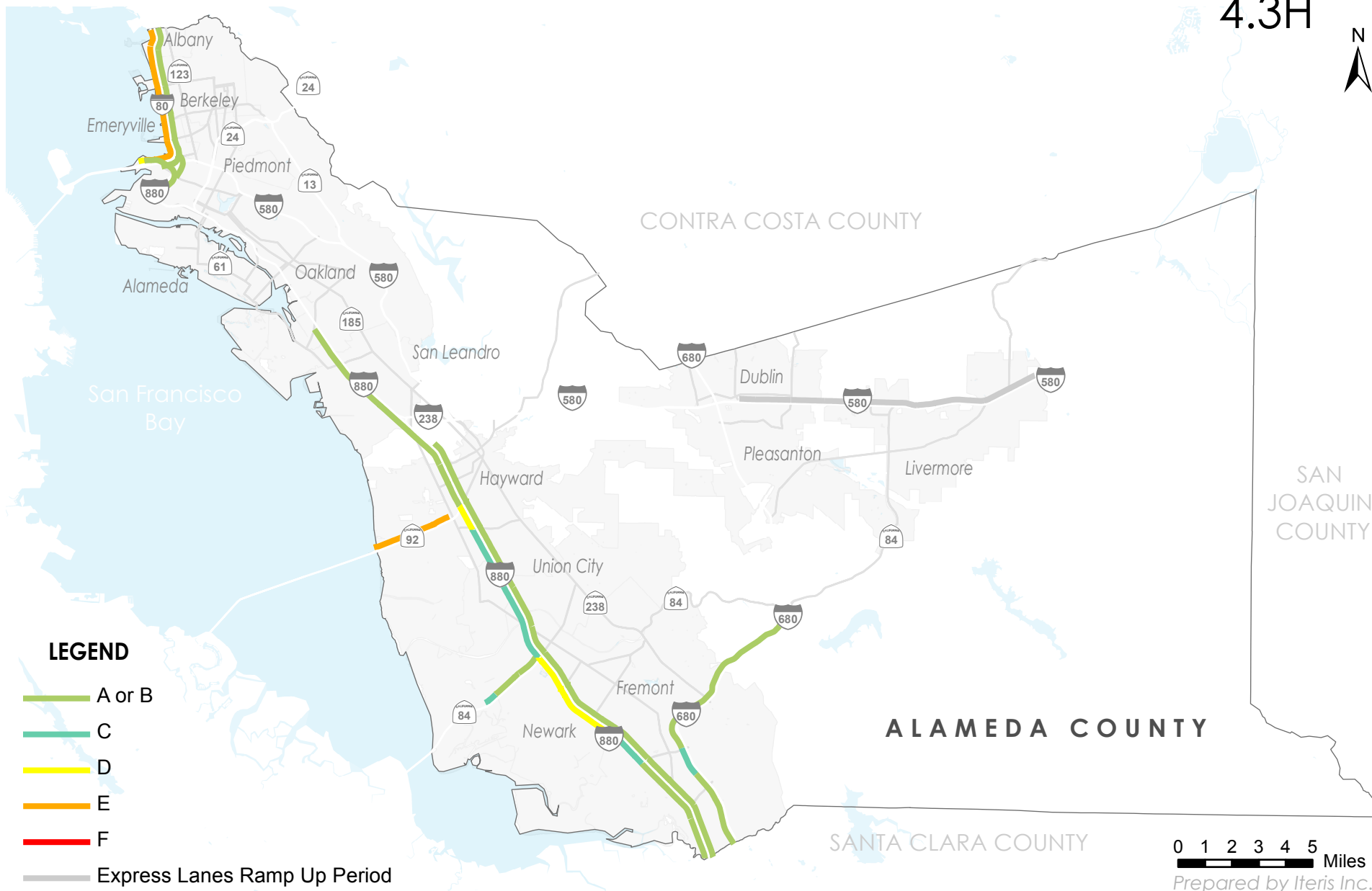
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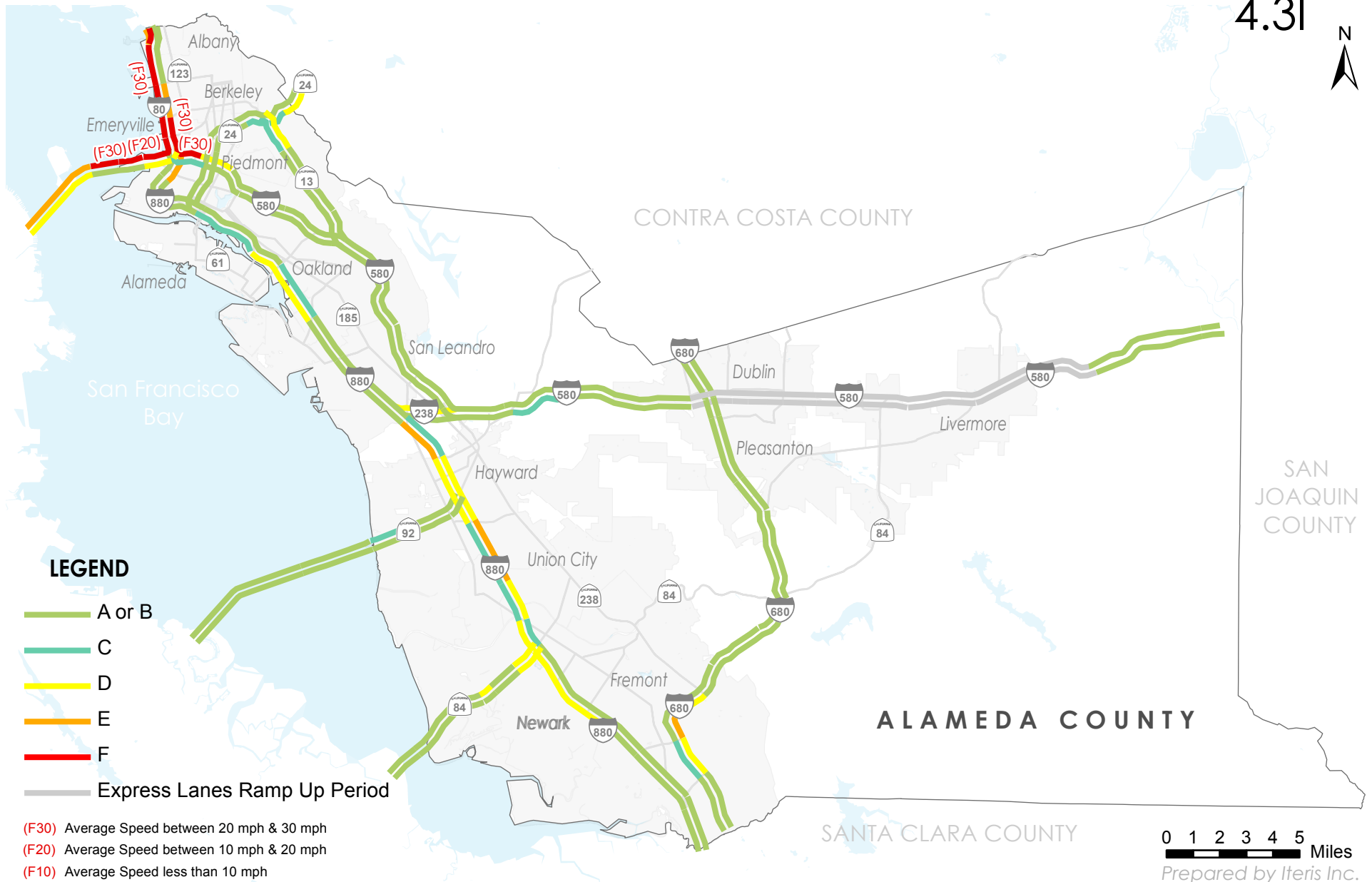
2016 LEVEL OF SERVICE MONITORING RESULTS: HOV & EXPRESS LANES - PM PEAK PERIOD

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2016 LEVEL OF SERVICE MONITORING RESULTS: HOV & EXPRESS LANES - AM PEAK PERIOD

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2016 LEVEL OF SERVICE MONITORING RESULTS: TIER 1 FREEWAYS & BRIDGES - WEEKEND

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Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

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DATE: June 6, 2016

SUBJECT: Alameda County Federal Inactive Projects List: May 2016 Update

RECOMMENDATION: Receive an update on the May 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 06/02/16

Staff Contact

[Vivek Bhat](#), Senior Transportation Engineer

ALAMEDA COUNTY LIST OF INACTIVE OBLIGATIONS

5.1A

UPDATED BY CALTRANS ON 06/02/2016

Updated on 06/02/2016

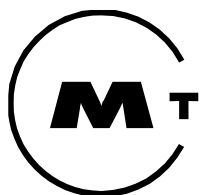
Project No.	Status	Agency Action Required	Prefix	Agency	Description	Latest Date	Authorization Date	Last Expenditure Date	Last Action Date	Total Cost	Federal Funds	Expenditure Amt	Unexpended Bal
5012027	Inactive	Invoice Overdue. Provide status update to DLAE.	STPLZ	Oakland	HEGENBERGER ROAD OH (WPRR) (BR 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
5178013	Inactive	Invoice Overdue. Provide status update to DLAE.	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
6073028	Inactive	Invoice Overdue. Provide status update to DLAE.	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
5012100	Inactive	Invoice returned to agency. Contact DLAE	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
5178012	Inactive	Invoice under review by Caltrans. Monitor for progress.	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
5012121	Future	Final Invoice under review by Caltrans. Monitor for progress.	BPMP	Oakland	HEGENBERGER RD. OVER SAN LEANDRO STREET- BRIDGE # 33C0202, BRIDGE PREVENTIVE MAINTENANCE	08/11/2015	04/29/2013	08/11/2015	08/11/2015	\$761,250.00	\$673,935.00	\$429,241.43	\$244,693.57
5354036	Future	Invoice returned to agency. Resubmit to District by 08/20/2016	STPL	Union City	WHIPPLE ROAD- AMARAL ST. TO ITHACA ST., PAVEMENT REHABILITATION	07/24/2015	11/27/2013	07/24/2015	07/24/2015	\$1,015,273.00	\$669,000.00	\$582,307.18	\$86,692.82
5012133	Future	Invoice under review by Caltrans. Monitor for progress.	CMLNI	Oakland	CITYWIDE, OAKLAND CARSHARE AND OUTREACH PROGRAM	09/08/2015	09/08/2015		09/08/2015	\$384,631.00	\$320,526.00	\$0.00	\$320,526.00
5106008	Future	Invoice under review by Caltrans. Monitor for progress.	SRTSL	Emeryville	SAN PABLO AVE (SR 123) BETWEEN 43RD & 47TH AVE., PEDESTRIAN WALKWAY	08/18/2015	05/04/2012	08/18/2015	08/18/2015	\$617,290.00	\$617,290.00	\$69,203.31	\$548,086.69
6273056	Future	Invoice under review by Caltrans. Monitor for progress.	ESPL	Alameda County Congestion Management Agency	WEST OF HOPYARD ROAD/DOUGHERTY ROAD TO EAST OF GREEN VALLEY ROAD, E/B I-580 HOT LANES - CONVERT HOV LANE	07/16/2015	12/04/2009	07/16/2015	09/25/2015	\$10,749,999.98	\$8,499,999.98	\$7,499,999.98	\$1,000,000.00
6480003	Future	Invoice under review by Caltrans. Monitor for progress.	TGR2DGL	Alameda County Transportation Commission	SAN LEANDRO ST. OAKLAND COLISEUM BART TO 85TH AVE., BICYCLE AND PEDESTRIAN PATH	08/28/2015	09/17/2012	08/28/2015	08/28/2015	\$2,409,154.00	\$1,378,400.00	\$963,875.17	\$414,524.83

ALAMEDA COUNTY LIST OF INACTIVE OBLIGATIONS

UPDATED BY CALTRANS ON 06/02/2016

Updated on 06/02/2016

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
5012125	Future	Submit invoice to District by 08/20/2016	STPL	Oakland	CITYWIDE STREETS - SEE STATE COMMENT SCREEN FOR ELIGIBLE LOCATIONS, ROAD REHAB & DIETING, BIKE LANES, AND ADA UPGRADES	07/14/2015	06/08/2014	07/14/2015	07/14/2015	\$5,568,845.00	\$4,422,000.00	\$263,617.64	\$4,158,382.36
5014040	Future	Submit invoice to District by 08/20/2016	TCSPL	Alameda	INTERSECTIONS OF PARK ST/LINCOLN AVE AND PARK ST/BUENA VISTA AVE, PEDESTRIAN SAFETY TRANSPORTATION IMPROVEMENTS	09/22/2015	03/22/2013	09/22/2015	09/22/2015	\$319,633.00	\$282,885.00	\$4,218.00	\$278,667.00
5041042	Future	Submit invoice to District by 08/20/2016	HSIPL	San Leandro	BANCROFT AVE./ SYBIL AVE., UPGRADE TRAFFIC SIGNALS	07/24/2015	07/16/2013	07/24/2015	07/24/2015	\$77,000.00	\$69,300.00	\$4,983.66	\$64,316.34
5354027	Future	Submit invoice to District by 08/20/2016	STPLZ	Union City	DECOTO ROAD BRIDGE ; BRIDGE # 33C-0111, SEISMIC RETROFIT	08/13/2015	08/05/2013	08/13/2015	08/13/2015	\$4,913,055.00	\$4,345,101.00	\$4,026,298.70	\$318,802.30
5933090	Future	Submit invoice to District by 08/20/2016	SRTSL	Alameda County	MAUDE AVE.IN VICINITY OF FAIRVIEW ELEM. SCHL, CLOSE GAPS BTWN D.ST. & KELLY	07/06/2015	01/29/2009	07/06/2015	07/06/2015	\$1,042,310.00	\$967,310.00	\$792,149.01	\$175,160.99
6000025	Future	Submit invoice to District by 08/20/2016	STPLZ	San Francisco Bay Area Rapid Transit District	VARIOUS BART AERIAL STRUCTURES IN 4 COUNTIES. , RETROFIT OF BART AERIAL STRUCTURES	07/24/2015	08/03/2005	07/24/2015	07/24/2015	\$30,242,133.00	\$24,756,014.00	\$19,843,944.75	\$4,912,069.25
6073030	Future	Submit invoice to District by 08/20/2016	VPPL	University Of California	WITHIN CITY OF BERKELEY, STUDY ON-CAMPUS PARKING PRICING	09/10/2015	09/10/2015		09/10/2015	\$211,585.00	\$169,185.00	\$0.00	\$169,185.00
6480008	Future	Submit invoice to District by 08/20/2016	STPL	Alameda County Transportation Commission	ALAMEDA COUNTY- VARIOUS LOCATION, PLANNING ASSISTANCE PASS THROUGH TO LACAL JURIDIC	07/14/2015	10/29/2013	07/14/2015	07/14/2015	\$4,411,000.00	\$3,905,000.00	\$112,278.67	\$3,792,721.33



METROPOLITAN
TRANSPORTATION
COMMISSION

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

AGENDA

<u>Topic</u>	<u>Estimated Time</u>
1. Introductions (<i>Patrick Rivera, LSRWG Chair/ Joel Goldberg, PDWG Chair</i>)	9:30 a.m.
<hr/>	
<u>LSRWG - Focused Items</u>	9:40 a.m.
1. Discussion Items:	
A. P-TAP Update (<i>Christina Hohorst, chohorst@mtc.ca.gov</i>)	5 min
B. FHWA NPRM: National Performance Management Measures** (<i>Theresa Romell, tromell@mtc.ca.gov</i>) (https://www.gpo.gov/fdsys/pkg/FR-2016-04-22/pdf/2016-08014.pdf)	10 min
<hr/>	
<u>Joint LSRPDWG Items</u>	10:00 a.m.
1. Review of LSRPDWG Minutes – March 21, 2016* (<i>Joel Goldberg, PDWG Chair</i>)	5 min
2. Informational Items: (“Memo Only” unless otherwise noted)	
A. PMP Certification Status* (<i>Current PMP Certification status is available online at: http://mtc.ca.gov/sites/default/files/PMP_Certification_Status_Listing.xlsx</i>)	
B. Federal Programs Delivery Update** (<i>Adam Crenshaw; acrenshaw@mtc.ca.gov/ Marcella Aranda; maranda@mtc.ca.gov</i>)	5 min
i. FY15-16 Annual Obligation Plan – April Revise**	
C. TIP Update* (<i>Adam Crenshaw; acrenshaw@mtc.ca.gov</i>) (<i>View the Final 2015 TIP at http://mtc.ca.gov/sites/default/files/final_air_quality_conformity_analysis.pdf</i>)	5 min
D. Legislative Report (<i>The Legislative Update can be found online at: http://mtc.ca.gov/file/44801/download?token=g5Me5YC8</i>)	
E. Other Information Items:	
3. Discussion Items:	
A. Caltrans Updates:	15 min
i. SSARP Phase 2 Call for Applications and Local HSIP Cycle 8 Webinar - May 19, 2016* (http://www.dot.ca.gov/hq/LocalPrograms/HSIP/apply_now.htm)	
ii. New Caltrans Web Page: Consultant Selection and Procurement* (http://www.dot.ca.gov/hq/LocalPrograms/AE/index.htm)	
iii. Caltrans 2015 Construction Contract Standards Webinar – May 18, 2016* (https://www.eventbrite.com/e/2015-construction-contract-standards-tickets-24663596481)	
iv. Caltrans Quarterly Reports Update – (<i>Waddah Al-Zireeni, CDLA</i>)	
B. PBA2040: Updated County Project/ Program Targets* (<i>William Bacon; wbacon@mtc.ca.gov</i>)	5 min
C. Statewide Needs Assessment Update (<i>Theresa Romell; tromell@mtc.ca.gov</i>)	10 min
D. Other Discussion Items (<i>All</i>)	5 min

PDWG - Focused Items

11:15 a.m.

1. Informational Items:

- A. Active Transportation Program (ATP) Cycle 3 Update (*Kenneth Kao; kkao@mtc.ca.gov*) 5 min
(Staff will provide an update on the ATP Cycle 3 development and timeline. Workshop materials distributed at the May regional application workshops are available online at: <http://mtc.ca.gov/our-work/invest-protect/investment-strategies-commitments/protect-our-climate/active-transportation> under http://mtc.ca.gov/sites/default/files/ATP3_Workshops_2016-05_final_presentation.pdf)

2. Discussion Items:

- A. Proposed Annual Obligation Plan Requirements* (*Ross McKeown; rmckeown@mtc.ca.gov*) 10 min
B. 2016 STIP Update* (*Kenneth Kao; kkao@mtc.ca.gov*) 10 min
C. Earmark Repurposing* (*Mallory Atkinson; matkinson@mtc.ca.gov*) 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. 4/8/16							
(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	Tue, Feb 2	Wed, Feb 3	Thu, Feb 11				
March	Tue, Mar 1	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	
May	Tue, May 3	Wed, May 4			Thu, May 12	Mon, May 16	AD HOC
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	
J:\COMMITTE\Partnership\[_ Meeting Calendar_WG_PTAC.xlsx]2016							
*** 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							
J:\COMMITTE\Partnership_ Meeting Calendar_WG_PTAC.xlsx							

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

Contact Marcella Aranda at maranda@mtc.ca.gov if you have questions regarding this agenda.

Public Comment: The public is encouraged to comment on agenda items at committee meetings by completing a request-to-speak card (available from staff) and passing it to the committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

Record of Meeting: MTC meetings are recorded. Copies of recordings are available at nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site for public review for at least one year.

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

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