



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

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Commission Vice Chair

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Alameda County

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Mayor Jerry Thorne

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Mayor Pauline Cutter

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Arthur L. Dao

Alameda County Technical Advisory Committee

Thursday, April 6, 2017, 1:30 p.m.

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

Mission Statement

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

Public Comments

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

Recording of Public Meetings

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

Reminder

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

Glossary of Acronyms

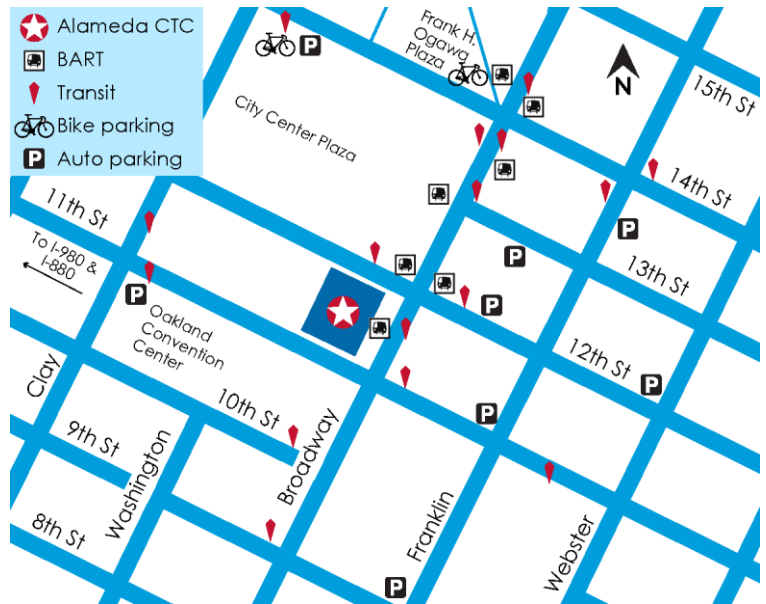
A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.

Location Map

★ Alameda CTC

1111 Broadway, Suite 800
Oakland, CA 94607

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



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

Accessibility

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



Meeting Schedule

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

Paperless Policy

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

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Alameda County Technical Advisory Committee Meeting Agenda Thursday, April 6, 2017, 1:30 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

1. Introductions/Roll Call

Chair: Arthur L. Dao, Alameda CTC Executive Director

2. Public Comment

Staff Liaison: Vivek Bhat

Clerk: Vanessa Lee

3. Administration

Page A/I

3.1. Approve the March 9, 2017 ACTAC Meeting Minutes.

1 A

4. Programs/Projects/Monitoring

4.1. Approve Draft 2018 Comprehensive Investment Plan; Approve Execution of Funding Agreements and/or Cooperative Agreements with Sponsors and Project Partners, Initiation of Contract Procurement to obtain necessary professional services contracts to advance Projects and Programs that are directly managed by Alameda CTC, and Encumbrances for Costs Incurred Directly by the Alameda CTC.

7 A

4.2. Freight Funding Opportunities Update.

23 A

4.3. Alameda County Federal Inactive Projects Update.

31 I

5. Policy and Transportation Planning

5.1. Rail Strategy Study Update.

35 I

6. Member Reports

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

43 I

6.2. Other Reports

I

7. Adjournment/Next Meeting

Thursday, May 4, 2017

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 2016-2017

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, March 9, 2017, 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. A roll call was conducted. All members were present with the exception of Aleida Andrino-Chavez, Miriam Chion, Sergeant Ed Clarke, Kevin Connolly, Matt Davis, Anthony Fournier, Matt Maloney, V. Patel, and Mike Tassano.

Subsequent to the Roll Call:

Aleida Andrino-Chavez arrived during agenda item 5.2

2. Public Comment

There were no public comments.

3. Administration

3.1 Approval of January 6, 2017 ACTAC Meeting Minutes

Tess Lengyel requested a change to the header date on the meeting minutes to read January 5, 2017.

Obaid Khan moved to approve this item with the above correction. Farid Javandel seconded the motion. The motion passed with the following votes:

Yes: Andrishak, Bell, Evans, Gavin, Horvath, Imai, Izon, Javandel, Khan, Lee, Lengyel, Meisner, Midididdi, Ruark, Stella, Veloso, Wegener, Williams, Xu

No: None

Abstain: None

Absent: Andrino-Chavez, Chion, Clarke, Connolly, Davis, Fournier, Maloney, Patel, Tassano

4. Policy and Transportation Planning

4.1. Approve the expansion to the 2017 Congestion Management Program Monitoring Network.

Dan Wu provided an update on this agenda item. He recommended that ACTAC approve the expansion to the 2017 Congestion Management Program Monitoring Network for expanded auto Level of Service monitoring and for the transit performance monitoring starting in 2018.

Ruben Izon asked if a list of roadways may be provided similar to the table on page 21 in the packet. Daniel responded that a table is being generated with the roadways and Alameda CTC will share it with the committee.

Obaid Khan asked if the Express Lanes will be looked at separately from the general purpose lanes from a monitoring perspective. Saravana responded that the data used in the last monitoring cycle did not separate general purpose lanes from express lanes. In the next monitoring cycle, Alameda CTC will consider using in-house express lane data to supplement the current data.

Chris Andrichak moved to approve this item. Thomas Ruark seconded the motion. The motion passed with the following votes:

Yes: Andrichak, Bell, Evans, Gavin, Horvath, Imai, Izon, Javandel, Khan, Lee, Lengyel, Meisner, Midididdi, Ruark, Stella, Veloso, Wegener, Williams, Xu

No: None

Abstain: None

Absent: Andrino-Chavez, Chion, Clarke, Connolly, Davis, Fournier, Maloney, Patel, Tassano

5. Programs/Projects/Monitoring

5.1. Approve the Three-Year Project Initiation Document (PID) Work Plan for Alameda County.

Vivek Bhat recommended that the ACTAC approve the Three-Year Project Initiation Document (PID) Work Plan for Alameda County. Caltrans requested Alameda CTC to update the Three-Year PID Work Plan for Alameda County (FYs 2017-18, 2018-19 and 2019-20). Vivek stated that per Caltrans' Non-SHOPP Workload Guidance, any PSR/PID work that needs Caltrans oversight must be listed in this three-year Work Plan. Project sponsors would be provided an opportunity to re-prioritize projects when this list is revisited in the upcoming fiscal year.

Donna Lee moved to approve this item. Debbie Bell seconded the motion. The motion passed with the following votes:

Yes: Andrichak, Bell, Evans, Gavin, Horvath, Imai, Izon, Javandel, Khan, Lee, Lengyel, Meisner, Midididdi, Ruark, Stella, Veloso, Wegener, Williams, Xu

No: None

Abstain: None

Absent: Andrino-Chavez, Chion, Clarke, Connolly, Davis, Fournier, Maloney, Patel, Tassano

5.2. Alameda County Federal Inactive Projects February 2017 Update

Jacki Taylor provided an update on the February 2017 Federal Inactive List. She requested that the committee review the attached Caltrans inactive list in the packet. Jacki encouraged ACTAC members to stay current with their federal invoicing and to provide her with project status updates for any inactive projects.

Amber Evans asked if projects that are in good standing are removed from the list. Jacki responded yes.

Jennifer Gavin asked if a project is under review does it mean that action may not be taken. Jacki responded that if an invoice is under review by Caltrans, the project will either be taken off the list, if the invoice is approved, or will continue to appear on the list if Caltrans rejects and returns the Invoice to the Local Agency. Sponsors need to regularly monitor this list and work closely with Local Assistance.

6. Information Exchange Forum

Tess Lengyel informed the committee that this is the information exchange forum kick-off and three additional forums will take place in June, September and October. This is an opportunity to share the work being done in the county by Alameda CTC, local jurisdictions and transit agencies. Tess introduced each topic and requested the committee to provide feedback on if the process is meaningful and useful.

6.1. Oakland Technology Initiatives

Michael Ford, Parking and Mobility Programs Manager with Oakland Department of Transportation (OakDOT), which is a new department within the City of Oakland shared technology initiatives taking place in Oakland. Michael briefly discussed two pilot programs that the City is working to implement: the first, a 'smart parking' program will streamline paid parking with smart meter technologies and demand-responsive parking strategies, with the goal of better linking parking with mobile devices and applications while providing real-time information. The second program will expand the City's ongoing efforts to provide curb space to car share services with a new partnership facilitating point-to-point car-sharing, allowing such cars to park throughout the city as opposed to being required to return to designated spaces.

6.2. AC Transit Design Guidelines

Stephen Newhouse with AC Transit and Sean Co with Toole Design Group presented the development process for the AC Transit Design Guidelines, which are intended to establish a basis for collaboration with local city staff and other stakeholders on multimodal corridor projects within the AC Transit service area. AC Transit will develop the guide to support the planning and design of bicycle facilities that will accommodate AC Transit's plans to enhance bus service. The goal is to improve travel times and reliability on routes throughout their service area while also improving bicycle facilities and minimizing conflicts. Stephen and Sean requested input on the process, draft typologies, and how outcomes can have maximum utility for city staff, developers, and elected officials.

6.3. BART Scoop Pilot Program

Robert Franklin, Customer Access & Accessibility Department Manager with BART, discussed the agency's new partnership with Scoop, a carpool matching service, which began as a pilot in January of 2017. The pilot provides reserved spaces at the Dublin/Pleasanton station park-and-ride lot to carpool drivers using Scoop, giving both drivers and carpoolers guaranteed parking at a station that often fills to capacity well before peak commuting hours. By increasing the number commuters per vehicle, the program intends to make existing parking facilities more efficient. The guarantee of

parking similarly increases the effectiveness of carpooling, expanding mobility options for BART riders. Based on the outcome of the Pilot, BART plans to expand the program systemwide.

7. Member Reports

Michael Stella from the City of San Leandro stated that the California Office of Traffic Safety launched a new campaign called *Pedestrians Don't Have Armor*. He noted that the campaign is an initiative by the state and they are asking for assistance from local government.

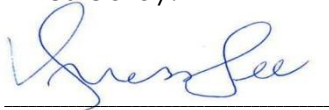
8. Adjournment and Next Meeting

The meeting adjourned at 3:00 p.m. The next meeting is:

Date/Time: Thursday, April 6, 2017 at 1:30 p.m.

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

Attested by:

A handwritten signature in blue ink, appearing to read 'Vanessa Lee', is written over a horizontal line.

Vanessa Lee,
Clerk of the Commission

ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE

March 9, 2017

ROSTER OF MEETING ATTENDANCE

	NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1.	Christy Wegener	LAVTA	925-455-7560	cwegener@lanta.org
2.	Cathy Horvath	ALAMEDA CTC	510-670-6511	cathy.horvath@alameda-ctc.org
3.	Shelehna Meisner	SERC/ACE	209-944-6228	shelehna@acerail.com
4.	Ruben Izon	Alameda County	510-670-5827	rubenieacpwa.org
5.	David Khan	Dublin	925-833-6630	dkhan@dublin-ca.gov
6.	Vannifer Gravin	Piedmont	510-420-3054	vgravin@ci.piedmont-ca.us
7.	Donna Lee	BART	510-464-6282	dlee@bart.gov
8.	Bruce Williams	Oakland	510-238-7229	bwilliams@oakland-ca.gov
9.	Farid Javandel	Berkeley	510-981-7061	fjavandel@cityofberkeley.info
10.	Tess Lengyel	Alameda CTC	510-208-7428	tlengyel@alameda-ctc.org
11.	VIVEK BHAT	ALAMEDA CTC	510-208-7430	vbhat@alamedactc.org
12.	Amber Evans	Emeryville	510-896-4382	aevans@emeryville.org
13.	Chris Andarchuk	AC Transit	510-891-4855	candrichuk@actransit.com
14.	Thomas Ruark	Union City	510-675-5301	tthomasr@unioncity.org
15.	Debbie Bell	Livermore	925-960-4541	dlbell@cityoflivermore.net
16.	Sai Midididdi	Hayward	510-583-4783	sai.midididdi@hayward-ca.gov
17.	MICHAEL STELLA	SAN LEANDRO	510-577-3433	mstella@sanleandro.org
18.	NDE VELOSO	FREMONT	510-494-4774	nveloso@fremont.gov
19.	IRIS STARR	OAKLAND DOT	510-238-6229	ISTARR@OAKLANDNET.COM
20.	SARAVANA SUTHANTHRA	Alameda CTC	510-208-7426	ssuthantha@alamedactc.org

	NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
21.	STEPHEN NEWHOUSE	AC TRANSIT	(510) 891-4867	SNEWHOUSE@ACTRANSIT.ORG
22.	SEAN CO	Tooie Design Group	831 287-4647	sean@toodiegroup.com
23.	Carolyn Clevenger	Alameda CTC	510-208-7496	cclevenger@alamedactc.org
24.	RODNEY PIMENTEL	PARSONS	570 693-2094	RODNEY.PIMENTEL@PARSONS.COM
25.	Kim Francis	WATB	510 206 6439	KFRANCIS@WATB.COM
26.	Tom Wintch	Quincy Engineering	925 416-1500	tomw@quincyeng.com
27.	Erica Trask	Supervisor Haggerty	510-272-6691	erica.trask@acgov.org
28.	Bob Franklin	BART	510-464-6133	BFRANKL@BART.gov
29.	JACKI Taylor	ALAMEDA CTC	510 208 7413	JTAYLOR@ALAMEDACTC.ORG
30.	Kimberly Koempel	Alameda CTC		kkoempel@alamedactc.org
31.	Cathleen Sullivan	Alameda CTC	510-208-7484	csullivan@alamedactc.org
32.	Nikki Foletta	BART	510 874 7346	nfoletta@bart.gov
33.	Daniel Wu	Alameda CTC	510-208-7453	dww@alamedactc.org
34.	Chris Van Alstede	Alameda CTC	510-208-9479	cvan@alamedactc.org
35.	KRYSTIE PASCO	ALAMEDA CTC	510-208-7467	KPASCO@ALAMEDACTC.ORG
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Memorandum

4.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: March 31, 2017

SUBJECT: Draft 2018 Comprehensive Investment Plan (CIP)

RECOMMENDATION: (1) Approve the Draft 2018 Comprehensive Investment Plan;
(2) Approve Execution of Funding Agreements and/or Cooperative Agreements with Sponsors and Project Partners, Initiation of Contract Procurement to obtain necessary professional services and construction contracts to advance Projects and Programs that are directly managed by Alameda CTC, and Encumbrances for Costs Incurred Directly by the Alameda CTC.

Summary

Alameda CTC is responsible for planning, funding and delivering transportation projects and programs within Alameda County. Alameda CTC has programming and allocation authority for a number of federal, state, regional and local transportation funding programs, such as the local, voter-approved measures (Measure B, Measure BB, and Measure F Vehicle Registration Fee), federal One Bay Area Grant Program (OBAG), and Transportation Fund for Clean Air (TFCA) County Program Manager Fund. Alameda CTC consolidates the programming and allocation for funds sources which are under Alameda CTC's purview into a single document, the Alameda CTC Comprehensive Investment Plan (CIP).

The Draft 2018 CIP includes a total programming recommendation of approximately \$405 million over the five-year CIP window; of which \$261 million is recommended for allocation in fiscal years 2017-18 and/or 2018-19. The \$405 million total programming includes funds from the voter-approved measures, OBAG Cycle 2 discretionary and Local Streets and Roads (LSR) formula funds, TFCA, and other Alameda CTC-administered sources.

The complete recommended Draft 2018 CIP is available on the Alameda CTC's website at: http://www.alamedactc.org/app_pages/view/19025. In addition to the complete list of programming and allocation recommendations provided in Attachment A, the posted 2018 CIP document includes CIP-related policies, procedures, programming criteria, and guidelines.

Additionally, it is also recommended that the Commission authorize the Executive Director, or designee of the Executive Director, to execute project funding agreements and/or cooperative agreements with project sponsors, and to initiate contract procurement (such as advertisement, bid process, contract award and contract execution) for professional services and/or construction contractors for the allocations proposed in the 2018 CIP. Encumbrances for new contracts between Alameda CTC and professional service providers and/or construction contractors shall be initiated based on approval of the recommended funding and in accordance with Alameda CTC's approved contracting and procurement policies.

Discussion

Alameda CTC's 2018 CIP is a near-term strategic programming document through which fund sources administered by Alameda CTC are consolidated and programmed through a singular programming cycle. The CIP's purpose is to strategically program available funds towards transportation investments that support the vision and goals of the Alameda CTC's Countywide Transportation Plan, multi-modal plans, and voter-approved transportation expenditure plans.

The CIP establishes a financial investment strategy for Alameda CTC administered funding and targets available funds towards established countywide transportation priorities. The 2018 CIP includes a five-year programming horizon from fiscal years 2017-18 to 2021-22, with a two-year allocation plan for the first two fiscal years of the CIP.

The 2018 CIP includes \$405 million in programming over fiscal years 2017-18 to 2021/22, and allocations of \$261 million in fiscal years 2017/18 and 2018/19 that will be available for encumbrance through project-specific funding agreements between the Alameda CTC and project sponsors. The complete recommended Draft 2018 CIP is available on the Alameda CTC's website at: http://www.alamedactc.org/app_pages/view/19025. In addition to the complete list of programming and allocation recommendations provided in Attachment A, the posted 2018 CIP document includes CIP-related policies, procedures, programming criteria, and guidelines.

As part of the 2018 CIP development, Alameda CTC initiated a 2018 CIP Call for Project Nominations and received approximately 230 applications with funding requests totaling approximately \$2.8 billion against approximately \$161 million in available discretionary funds. Through the 2018 CIP project nomination process, eligible applicants were able to submit requests for funding for projects that are ready to implement during the CIP's five-year horizon and submit federal OBAG 2 LSR projects for their respective OBAG 2 LSR formula-based funds. Sponsors were also requested to submit allocation requests for named Measure BB capital projects identified in the 2014 Transportation Expenditure Plan.

Alameda CTC evaluated the candidate CIP projects and programs based on the Commission-approved CIP programming guidelines and project selection criteria and matched successful candidate projects with the appropriate fund source(s). The 2018 CIP

includes programming and allocation recommendations for projects and programs that are consistent with the Alameda CTC's Countywide Transportation Plan and multi-modal plans, leverage other funding, and are ready to implement planning, pre-construction and/or construction phases.

The recommended programming and allocations in the 2018 CIP were developed from candidate projects proposed for the 2018 CIP that are consistent the Alameda CTC's Countywide Transportation Plan, multi-modal plans, and sponsor application submittals sought through the 2018 CIP Project Nomination process. Selected projects were evaluated based on the CIP Programming Principles and Guidelines established with the prior 2016 CIP Update (approved by the Commission in July 2016). In general, the recommended program of projects were selected based on their implementation readiness, benefits to the transportation system, synergies with countywide priorities, fund leveraging, and in consideration of modal categories and stages of development. The CIP programming coordinates Alameda CTC's administered funds towards highly beneficial transportation projects that address congestion, state of good repair, economic development, access, safety, and connectivity of a multimodal transportation system. Fund source-specific criteria for programs such as the OBAG 2 and TFCA programs required conformance with established program-specific policies and an additional level of project evaluation, as described further in the 2018 CIP guidelines.

The 2018 CIP targets programming investments to a diverse set of projects in various phases of development, transportation modes, and in all planning areas of Alameda County that address local and countywide transportation infrastructure gaps and needs. This establishes a blended portfolio of projects embarking into the construction phases starting as soon as the next fiscal year, and projects that will complete scoping and design phases to ready their projects for future funding and leveraging opportunities. Additionally, the CIP contains countywide investments to all modes including bicycle/pedestrian, transit, paratransit, local streets and roads, freight/rail, and highway facilities to support the efficient movement of goods and people across Alameda County's transportation network. The 2018 CIP also includes priority programming and allocation recommendations to further the implementation of the Alameda CTC's Measure BB Capital Project Delivery Plan, which includes countywide-significant projects implemented directly by the Alameda CTC. Additionally, the 2018 CIP is intended to satisfy the annual strategic plan requirements of the various voter-approved measures administered by the Alameda CTC by confirming the commitments of funding from the measures and updating the timing and amount of the commitments to reflect the current status of the programs and projects included in each of the measures. Furthermore, the recommended 2018 CIP includes tentative programming of local funding to a few projects that may be considered for the upcoming Regional Measure 3 (RM3) program. With the RM3 program still under development, Alameda CTC identified tentative programming to select projects that demonstrated readiness and countywide benefit through the 2018 CIP programming horizon. However, if any of the RM3 candidate projects are selected to receive RM3 funds, the tentatively identified CIP funding for the projects will be reprogrammed in future CIP cycles.

All programming and allocations are subject to the 2018 CIP's timely use of funds policies. Projects must start within six months of the respective allocation fiscal years indicated in the CIP's two-year allocation plan. Alameda CTC's recommended 2018 CIP programming and allocations are based on sponsor's project information provided at the time of the request for funding. Projects receiving allocations from Alameda CTC are subject to the project costs, scope, budgets, and schedules that are proposed in the funding request and subsequently encumbered through a project funding agreement. Funds may be rescinded if a project is not initiated within the established time period or is inconsistent with the agreed upon project funding agreement terms. Failing to meet timely use of funds requirements, fund agreement requirements, funding commitments, project schedules, or applicable regulations could result in loss or withholding of funds. If fund awards are withdrawn, projects and allocations may be removed from or deferred and/or reprogrammed in a future programming action. Rescinded funds will be returned to the program to be distributed in a future CIP cycle.

Next Steps

The 2018 CIP identifies programs and projects ready for implementation in the near-term, including the initial phases of programs and projects that will feed into the pipeline of potential future investments and position the Alameda CTC to leverage funding programmed through the CIP to the extent possible. The funding of an initial project development phase in the CIP does not guarantee the programming of funding for capital phases in future CIP cycles. Upon approval of the 2018 CIP, including the recommended programming and allocations in Attachment A for Alameda CTC-administered funding (such as Measure B, Measure BB, VRF, and TFCA), Alameda CTC will enter into project-specific funding agreements directly with project sponsors. It is recommended that the Commission authorize the Executive Director, or designee of the Executive Director, to execute project funding agreements and/or cooperative agreements with project sponsors and to initiate contract procurement (such as advertisement, bid process, contract award and contract execution) for professional services and/or construction contractors in order to begin project implementation for the allocations proposed through the 2018 CIP. Encumbrances for new contracts between professional service providers and the Alameda CTC shall be initiated based on approval of the recommended actions and in accordance with Alameda CTC's approved contracting and procurement policies.

Projects recommended for federal OBAG 2 funds will be required to comply with the Metropolitan Transportation Commission's (MTC's) OBAG 2 program requirements (MTC Resolution 4202) and deadlines in order to receive the recommended OBAG 2 funds. MTC is scheduled to approve a final OBAG 2 projects list in fall 2017. Once approved by MTC, project sponsors will need to work directly with Caltrans to obligate the OBAG 2 funds.

Fiscal Impact: The recommended actions will result in the allocation, encumbrance and subsequent expenditure of the 2000 Measure B, 2010 Vehicle Registration Fee, 2014 Measure BB, TFCA County Program Manager funds allocated by the Commission per Attachment A.

The corresponding encumbrance amounts will be included in the annual budget of the Alameda CTC for the applicable fiscal year. For federal OBAG 2 funds, the recommended OBAG 2 program will be transmitted to MTC by July 31, 2017.

Attachments

- A. Draft 2018 Comprehensive Investment Plan Programming and Allocations (*Appendix A of the 2018 CIP*)

Staff Contact

[Vivek Bhat](#), Director of Programming and Project Controls

[John Nguyen](#), Senior Transportation Planner

[Jacki Taylor](#), Associate Program Analyst

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Alameda CTC Comprehensive Investment Plan 2018 Programming and Allocation Summary 2018 CIP Five Year Programming and Two-Year Allocation Plan								Programming and Allocations (\$ x 1,000)								
										Prior Allocations	Two-Year Allocation Plan					Total Allocated (Thru 18-19)
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22	
00193	AC Transit	Berkeley Southside Pilot Transit Lanes (including Telegraph, Bancroft)	1-North	Local	2010 VRF	Disc-Transit	Transit	Various	300		300					300
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	Local	2000 MB	Disc-Transit	Transit	PE/Env	536		536					536
			1-North	Local	2000 MB	Disc-Transit	Transit	Final Design (PS&E)	447		447					447
			1-North	Local	2010 VRF	Disc-Transit	Transit	CON-CAP	4,018			4,018				4,018
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	Local	2014 MBB	TEP-14	Transit	Planning / Scoping	450		450					450
			1-North	Local	2014 MBB	TEP-14	Transit	PE/Env	450			450				450
			1-North	Local	2014 MBB	TEP-14	Transit	Final Design (PS&E)	450			450				450
			1-North	Local	2014 MBB	TEP-14	Transit	CON-CAP	7,650				7,650			
00196	Alameda	Central Avenue Complete Street	1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	CON-CAP	3,487				3,487			
00197	Alameda	City Wide Street Resurfacing - Pavement Management	1-North	Federal	STP/CMAQ	LSR	LSR	CON-CAP	827				827			
00198	Alameda	Clement Avenue Complete Street	1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	PE/Env	124		124					124
			1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	443			443				443
			1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	CON-CAP	4,451				4,451			
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	Local	2014 MBB	TEP-26	LSR	Planning / Scoping	244		244					244
			1-North	Local	2014 MBB	TEP-26	LSR	PE/Env	244		244					244
			1-North	Local	2014 MBB	TEP-26	LSR	Final Design (PS&E)	434			434				434
			1-North	Local	2014 MBB	TEP-26	LSR	ROW - Capital	1,097			1,097				1,097
			1-North	Local	2014 MBB	TEP-26	LSR	CON-CAP	6,376				6,376			
00200	Alameda	Seaplane Lagoon Ferry Terminal ¹	1-North	Local	2014 MBB	TEP-45	Transit	CON-CAP	8,200				8,200			
00201	Alameda County	Alameda County Parking Demand and Management Strategy Study	2-Central	Local	2000 MB	Disc-TCD	Transit	Planning / Scoping	88			88				88
00202	Alameda County	East 14th St. Corridor Improvement Project Phase II (San Leandro Area)	2-Central	Local	2014 MBB	TEP-26	LSR	CON-CAP	7,600				7,600			
00203	Alameda County	Meekland Avenue Corridor Improvement Phase II (Cherryland/Ashland Area)	2-Central	Federal	STP/CMAQ	STP/CMAQ	LSR	CON-CAP	9,300					9,300		

Alameda CTC Comprehensive Investment Plan 2018 Programming and Allocation Summary 2018 CIP Five Year Programming and Two-Year Allocation Plan								Programming and Allocations (\$ x 1,000)								
										Prior Allocations	Two-Year Allocation Plan					Total Allocated (Thru 18-19)
										Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22	
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount							
00204	Alameda County	Pavement Preservation - Various Roadways in Central Unincorporated Alameda County	2-Central	Federal	STP/CMAQ	LSR	LSR	PE/Env	100			100				100
			2-Central	Federal	STP/CMAQ	LSR	LSR	CON-CAP	2,071			2,071				2,071
00205	Alameda County	Pavement Preservation - Various Roadways in Rural Unincorporated Alameda County (FAS)	4-East	Federal	STP/CMAQ	LSR	LSR	PE/Env	100			100				100
			4-East	Federal	STP/CMAQ	LSR	LSR	CON-CAP	1,679			1,679				1,679
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	Local	2000 MB	Disc-BP	Bike/Ped	O&M	1,090			1,090				1,090
			Multiple	Local	2000 MB	Disc-BP	Bike/Ped	CON-CAP	1,500				500	500	500	
			Multiple	Local	CMA-TIP	Other	Bike/Ped	CON-CAP	200			100	100			200
			Multiple	Federal	STP/CMAQ	STP/CMAQ	Bike/Ped	O&M	8,372	1,073	7,299				8,372	
00176	Alameda CTC	Countywide SR2S Program (FY 16/17 and FY 17/18)	Multiple	Local	TFCA	Prog Mgr	Multiple	O&M	100	100					100	
00135	Alameda CTC	Ashby (SR 13) Avenue Multi-Modal Corridor Project	1-North	Local	2014 MBB	TEP-26	LSR	Planning / Scoping	1,000	750		250				1,000
00206	Alameda CTC	Comprehensive Multimodal Monitoring	Multiple	Local	2010 VRF	Disc-Transit	Transit	Planning / Scoping	1,250		800	450				1,250
00207	Alameda CTC	Corridor Studies Implementation	Multiple	Local	2010 VRF	Disc-Transit	Transit	Planning / Scoping	2,000			2,000				2,000
			Multiple	Local	2010 VRF	Disc-Transit	Transit	PE/Env	3,000				3,000			
00178	Alameda CTC	Countywide Bicycle and Pedestrian Plan Update	Multiple	Local	2000 MB	Disc-TCD	Bike/Ped	Planning / Scoping	200	200						200
00019	Alameda CTC	Countywide Bicycle Pedestrian Planning/Promotion	Multiple	Local	2000 MB	Disc-BP	Bike/Ped	Various	540	235	61	61	61	61	61	357
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	Multiple	Local	2014 MBB	TEP-42	Bike/Ped	PE/Env	3,500	3,500						3,500
			Multiple	Local	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	12,000				12,000			
00084	Alameda CTC	East-West Connector in Fremont & Union City	3-South	Local	1986 MB	MB226	LSR	CON-CAP	89,000	89,000						89,000
00209	Alameda CTC	Goods Movement Emissions Reduction Program	Multiple	Local	2014 MBB	TEP-27	Freight	O&M	6,000		1,500	1,500	1,500	1,500		3,000
00075	Alameda CTC	I-680 Sunol Express Lanes: SR237 to SR84	Multiple	Local	2014 MBB	TEP-35	HWY	Final Design (PS&E)	5,000	5,000						5,000
			Multiple	Local	2014 MBB	TEP-35	HWY	CON-CAP	15,000	15,000						15,000
00118	Alameda CTC	I-680 Sunol Express Lanes	Multiple	Local	2000 MB	08B	HWY	Final Design (PS&E)	4,500	4,500						4,500
			Multiple	Local	2000 MB	08B	HWY	CON-CAP	100,000	100,000						100,000
			Multiple	Local	2014 MBB	TEP-35	HWY	CON-CAP	20,000		20,000					20,000

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										Prior Allocations	Two-Year Allocation Plan					Total Allocated (Thru 18-19)
										Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22	
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount							
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	Local	2014 MBB	TEP-35	HWY	Planning / Scoping	1,500			1,500				1,500
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	Local	2014 MBB	TEP-29	HWY	PE/Env	3,000	3,000						3,000
			1-North	Local	2014 MBB	TEP-29	HWY	Final Design (PS&E)	3,671		3,671				3,671	
			1-North	Local	2014 MBB	TEP-29	HWY	ROW-CAP	1,475		1,475				1,475	
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	Multiple	Local	2014 MBB	TEP-39	HWY	Planning / Scoping	825	825						825
			Multiple	Local	2014 MBB	TEP-39	HWY	PE/Env	4,750			4,750				4,750
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	Multiple	Local	2014 MBB	TEP-38	HWY	Planning / Scoping	925	925						925
			Multiple	Local	2014 MBB	TEP-38	HWY	PE/Env	4,750			4,750				4,750
00136	Alameda CTC	I-880/23rd-29th Avenue Interchange Improvements	1-North	Local	2014 MBB	TEP-40	HWY	CON-CAP	8,000	5,000	3,000					8,000
00138	Alameda CTC	I-880/Winton Avenue and A Street Interchanges	2-Central	Local	2014 MBB	TEP-40	HWY	Planning / Scoping	1,500	1,500	308					1,808
			2-Central	Local	2014 MBB	TEP-40	HWY	PE/Env	3,500			3,500				3,500
00211	Alameda CTC	NextGen Technology Pilot Initiative	Multiple	Local	2014 MBB	TEP-46	Multi	Planning / Scoping	1,000		1,000					1,000
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	Local	2014 MBB	TEP-26	LSR	Planning / Scoping	4,000	3,000		1,000				4,000
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	Local	2014 MBB	TEP-40	HWY	Planning / Scoping	1,500	1,500						1,500
			3-South	Local	2014 MBB	TEP-40	HWY	PE/Env	7,500			7,500				7,500
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	Local	2014 MBB	TEP-31	HWY	PE/Env	4,000	4,000						4,000
			4-East	Local	2014 MBB	TEP-31	HWY	Final Design (PS&E)	16,500			16,500				16,500
			4-East	Local	2014 MBB	TEP-31	HWY	ROW-CAP	20,000			10,000	10,000			10,000
00133	Alameda CTC	Telegraph Avenue Multi-Modal Corridor Project	1-North	Local	2014 MBB	TEP-26	LSR	Planning / Scoping	3,000	2,250		750				3,000
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	Local	2014 MBB	TEP-45	Transit	O&M	434			255	179			434
			Multiple	Local	TFCA	Prog Mgr.	Transit	O&M	420	105	294	21				420
00033	Alameda CTC	Transportation Services for Hospital Discharge and Wheelchair/Scooter Breakdown	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	495	210	95	95	95			400
00134	Alameda CTC	University Avenue Multi-Modal Corridor Project	1-North	Local	2014 MBB	TEP-26	LSR	Planning / Scoping	2,000	1,500		500				2,000
00213	Albany	Buchanan Bikeway Phase III	1-North	Local	2000 MB	Disc-BP	Bike/Ped	CON-CAP	600			600				600

Alameda CTC Comprehensive Investment Plan 2018 Programming and Allocation Summary 2018 CIP Five Year Programming and Two-Year Allocation Plan								Programming and Allocations (\$ x 1,000)								
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan					Total Allocated (Thru 18-19)
										Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22	
00214	Albany	San Pablo Avenue and Buchanan Street Pedestrian Improvements	1-North	Federal	STP/CMAQ	LSR	Bike/Ped	CON-CAP	340			340				340
00215	BART	BART to Livermore	4-East	Local	2014 MBB	TEP-20	Transit	PE/Env	3,000			3,000				3,000
			4-East	State	TCRP	TCRP	Transit	PE/Env	1,700			1,700				1,700
00216	BART	Bay Fair Connection	2-Central	Local	2014 MBB	TEP-18	Transit	Planning / Scoping	500			500				500
			2-Central	Local	2014 MBB	TEP-18	Transit	PE/Env	5,000			5,000				5,000
00217	BART	Dublin/Pleasanton BART Parking Expansion	4-East	Local	2014 MBB	TEP-19	Transit	Final Design (PS&E)	4,300			4,300				4,300
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	Local	2010 VRF	Disc-BP	Bike/Ped	Planning / Scoping	49			49				49
			1-North	Local	2010 VRF	Disc-BP	Bike/Ped	PE/Env	29			29				29
			1-North	Local	2010 VRF	Disc-BP	Bike/Ped	Final Design (PS&E)	59			59				59
			1-North	Local	2010 VRF	Disc-BP	Bike/Ped	CON-CAP	613			613				613
00184	Berkeley	Berkeley Citywide Bike Parking Program	1-North	Local	TFCA	Prog Mgr	Bike/Ped	CON-CAP	180			180				180
00177	Berkeley	Hearst Ave Complete Streets	1-North	Local	TFCA	Prog Mgr	Bike/Ped	CON-CAP	88	88						88
00220	Berkeley	Milvia Bikeway Project	1-North	Local	2000 MB	Disc-BP	Bike/Ped	PE/Env	350			350				350
00221	Berkeley	North Shattuck Avenue Rehabilitation	1-North	Federal	STP/CMAQ	LSR	LSR	CON-CAP	1,214					1,214		
00222	Berkeley	Railroad Crossing Safety Improvement Project	1-North	Local	2014 MBB	TEP-27	Freight	PE/Env	500			500				500
			1-North	Local	2014 MBB	TEP-27	Freight	Final Design (PS&E)	1,020				1,020			
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	Various	7,121			7,121				7,121
00269	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	Multiple	Local	2014 MBB	TEP-12	Paratransit	O&M	318			318				318
00270	CIL	Community Connections: A Mobility Management Partnership (CoCo)	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	500			500				500
00182	CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Operations (FY 17/18 - 18/19)	2-Central	Local	TFCA	Prog Mgr	Transit	O&M	128	128						128
00274	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program	3-South	Local	2014 MBB	TEP-12	Paratransit	O&M	220			220				220
00224	Dublin	City of Dublin Street Rehab	4-East	Federal	STP/CMAQ	LSR	LSR	CON-CAP	661					661		
00225	Dublin	Dublin Boulevard - North Canyons Parkway Extension ²	4-East	Local	2014 MBB	TEP-26	LSR	PE/Env	2,374			2,374				2,374
			4-East	Local	2014 MBB	TEP-26	LSR	Final Design (PS&E)	5,914			5,914				5,914

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										Prior Allocations	Two-Year Allocation Plan					Total Allocated (Thru 18-19)
										Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22	
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount							
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	Local	2014 MBB	TEP-42	Bike/Ped	PE/Env	166			166				166
			4-East	Local	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	1,128			1,128				1,128
00227	EBRPD	San Francisco Bay Trail - Albany Beach to Buchanan	1-North	Local	2014 MBB	TEP-42	Bike/Ped	CON-CAP	642			642				642
00228	EBRPD	San Francisco Bay Trail - Doolittle Drive	1-North	Local	2014 MBB	TEP-42	Bike/Ped	CON-CAP	2,833				2,833			
00273	Eden I&R	Mobility Management Through 211 Alameda County	3-South	Local	2000 MB	Disc-PT	Paratransit	O&M	296			296				296
00271	Emeryville	8-To-Go: A City Based Door-to-Door Paratransit Service	Multiple	Local	2014 MBB	TEP-12	Paratransit	O&M	70			70				70
00185	Emeryville	Bay Area Bike Share (BABS) Expansion to Emeryville	1-North	Local	TFCA	Prog Mgr	Bike/Ped	CON-CAP	180			180				180
00230	Emeryville	Emery Go Round General Benefit Operations	1-North	Local	2014 MBB	TEP-45	Transit	O&M	2,500			500	500	500	500	1,000
00231	Emeryville	Frontage Road, 65th Street and Powell Street Slurry Seal	1-North	Federal	STP/CMAQ	LSR	LSR	CON-CAP	225					225		
00232	Emeryville	North Hollis Parking and Transportation Demand Management (TDM) Program	1-North	Local	2000 MB	Disc-TC	Transit	CON-CAP	930			930				930
00141	Emeryville	South Bayfront Bridge	1-North	Local	2000 MB	Disc-BP	Bike/Ped	CON-CAP	2,000			2,000				2,000
00233	Fremont	City of Fremont Pavement Rehabilitation Project	3-South	Federal	STP/CMAQ	LSR	LSR	CON-CAP	2,760					2,760		
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	Federal	STP/CMAQ	STP/CMAQ	LSR	PE/Env	386			386				386
			3-South	Federal	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	799			799				799
			3-South	Federal	STP/CMAQ	STP/CMAQ	LSR	CON-CAP	6,510				6,510			
00235	Fremont	East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail)	3-South	Local	2014 MBB	TEP-42	Bike/Ped	PE/Env	1,901			1,901				1,901
			3-South	Local	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	3,553			3,553				3,553
00186	Fremont	Fremont Signal Timing Optimization: Paseo Padre Pkwy, Fremont Blvd, Decoto Rd, and Auto Mall Pkwy	3-South	Local	TFCA	Prog Mgr	LSR	CON-CAP	646			646				646
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	Local	2014 MBB	TEP-26	LSR	PE/Env	443			443				443
			3-South	Local	2014 MBB	TEP-26	LSR	Final Design (PS&E)	1,328			1,328				1,328
			3-South	Local	2014 MBB	TEP-26	LSR	CON-CAP	7,525				7,525			
00179	Fremont	South Fremont Arterial Management (FY 17/18 - 18/19)	3-South	Local	TFCA	Prog Mgr	LSR	CON-CAP	425		425					425
00272	Fremont	Tri-City Mobility Management and Travel Training Program	3-South	Local	2000 MB	Disc-PT	Paratransit	O&M	298			298				298
00238	Fremont	Walnut Avenue Protected Bikeway in City Center/Downtown PDA	3-South	Local	2014 MBB	TEP-45	Bike/Ped	CON-CAP	5,000				5,000			5,000

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										Prior Allocations	Two-Year Allocation Plan					
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22	Total Allocated (Thru 18-19)
00240	Hayward	First Mile/Last Mile BART Shuttle Operations	2-Central	Local	2014 MBB	TEP-45	Transit	O&M	550		110	110	110	110	110	220
00241	Hayward	Main Street Complete Street Project	2-Central	Federal	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	175		175					175
			2-Central	Federal	STP/CMAQ	STP/CMAQ	LSR	CON-CAP	1,500			1,500				1,500
00126	Hayward	Mission Blvd. Phases 2 & 3 (Complete Streets)	2-Central	Local	2014 MBB	TEP-26	LSR	CON-CAP	21,500	9,500	12,000					21,500
00242	Hayward	SR-92 Clawiter-Whitesell Interchange	2-Central	Local	2014 MBB	TEP-26	HWY	Planning / Scoping	440		440					440
00243	Hayward	Winton Avenue - Complete Street Project	2-Central	Federal	STP/CMAQ	LSR	LSR	Final Design (PS&E)	88		88					88
			2-Central	Federal	STP/CMAQ	LSR	LSR	CON-CAP	1,662			1,662				1,662
00183	LAVTA	LAVTA Rte 30R Operations (FY 17/18 - 18/19)	4-East	Local	TFCA	Prog Mgr	Transit	O&M	318	318						318
00244	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	4-East	Local	2000 MB	Disc-Transit	Transit	Final Design (PS&E)	152		152					152
			4-East	Local	2000 MB	Disc-Transit	Transit	CON-CAP	1,262		1,262					1,262
00245	LAVTA	Wheels Forward/2020 Plan	4-East	Local	2000 MB	Disc-Transit	Transit	Planning / Scoping	220				220			
00276	LAVTA	Para-Taxi Program	4-East	Local	2014 MBB	TEP-12	Paratransit	O&M	40		40					40
00275	LIFE ElderCare	VIP Rides Program	Multiple	Local	2014 MBB	TEP-12	Paratransit	O&M	275		275					275
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta)	4-East	Local	2014 MBB	TEP-42	Bike/Ped	Planning / Scoping	30		30					30
			4-East	Local	2014 MBB	TEP-42	Bike/Ped	PE/Env	20		20					20
			4-East	Local	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	160		160					160
			4-East	Local	2014 MBB	TEP-42	Bike/Ped	CON-CAP	1,407			1,407				1,407
			4-East	Local	TFCA	Prog Mgr.	Bike/Ped	CON-CAP	193			193				193
00246	Livermore	Livermore Annual Pavement Maintenance - MTS Routes	4-East	Federal	STP/CMAQ	LSR	LSR	CON-CAP	1,382				1,382			
00247	Livermore	Vasco Road/I-580 Interchange Improvements	4-East	Local	2014 MBB	TEP-34	HWY	PE/Env	1,380		1,380					1,380
00116	Newark	Central Avenue Overpass	3-South	Local	2000 MB	025	LSR	Final Design (PS&E)	2,765	2,765						2,765
			3-South	Local	2000 MB	025	LSR	ROW-CAP	2,155		2,155					2,155
			3-South	Local	2000 MB	025	LSR	CON-CAP	11,134			11,134				11,134
00248	Newark	Thornton Avenue Pavement Rehabilitation (I-880 to Olive Street)	3-South	Federal	STP/CMAQ	LSR	LSR	CON-CAP	592			592				592

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CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan					Total Allocated (Thru 18-19)
										Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22	
00125	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	1-North	Local	2014 MBB	TEP-26	LSR	Final Design (PS&E)	1,300	1,300						1,300
			1-North	Local	2014 MBB	TEP-26	LSR	CON-CAP	5,300		5,300					5,300
00249	Oakland	27th Street Complete Streets	1-North	Local	2014 MBB	TEP-45	LSR	PE/Env	776		776					776
			1-North	Local	2014 MBB	TEP-45	LSR	Final Design (PS&E)	1,174			1,174				1,174
00180	Oakland	Broadway Shuttle Operations	1-North	Local	2014 MBB	TEP-45	Transit	O&M	1,650		330	330	330	330	330	660
		Broadway Shuttle Operations (FY 17/18 - 18/19)	1-North	Local	TFCA	Prog Mgr	Transit	O&M	367	367						367
00257	Oakland	Coliseum Transit Hub	1-North	Local	2010 VRF	Disc-Transit	Transit	Planning / Scoping	968		968					968
			1-North	Local	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	3,878			3,878				3,878
00251	Oakland	E 12th Street Bikeway	1-North	Local	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	250		250					250
			1-North	Local	2000 MB	Disc-BP	Bike/Ped	CON-CAP	1,250			1,250				1,250
00252	Oakland	East Oakland Community Streets Plan	1-North	Local	2014 MBB	TEP-45	LSR	Planning / Scoping	100		100					100
00253	Oakland	Fruitvale Ave Gap Closure	1-North	Local	2014 MBB	TEP-44	Bike/Ped	CON-CAP	1,634				1,634			
00137	Oakland	I-880/42nd-High Street Access Improvements	1-North	Local	2014 MBB	TEP-40	HWY	CON-CAP	10,000			10,000				10,000
00254	Oakland	Lakeside Family Streets	1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	PE/Env	80		80					80
			1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	320		320					320
			1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	CON-CAP	4,392				4,392			
00255	Oakland	Laurel Access to Mills, Maxwell Park and Seminary (LAMMPS) Streetscape	1-North	Local	2010 VRF	Disc-BP	Bike/Ped	CON-CAP	2,500		2,500					2,500
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	1-North	Local	2014 MBB	TEP-46	LSR	Final Design (PS&E)	1,500			1,500				1,500
			1-North	Local	2014 MBB	TEP-46	LSR	CON-CAP	9,500				9,500			
00122	Oakland	Oakland Army Base Infrastructure Improvements - Truck Parking	1-North	Local	2014 MBB	TEP-26	Freight	CON-CAP	5,000	1,000	4,000					5,000
00187	Oakland	Oakland Citywide Bike Parking Program, Phase 13	1-North	Local	TFCA	Prog Mgr	Bike/Ped	CON-CAP	100		100					100
00258	Oakland	Oakland LSR Paving Program	1-North	Federal	STP/CMAQ	LSR	LSR	PE/Env	734		734					734
			1-North	Federal	STP/CMAQ	LSR	LSR	CON-CAP	4,161			4,161				4,161

Alameda CTC Comprehensive Investment Plan 2018 Programming and Allocation Summary 2018 CIP Five Year Programming and Two-Year Allocation Plan								Programming and Allocations (\$ x 1,000)								
										Prior Allocations	Two-Year Allocation Plan					
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22	Total Allocated (Thru 18-19)
00259	Oakland	OakMob Transportation Demand Management (TDM)	1-North	Local	2014 MBB	TEP-45	Transit	O&M	215		215					215
00260	Piedmont	Oakland Avenue Improvements	1-North	Federal	STP/CMAQ	LSR	LSR	CON-CAP	168			168				168
00181	Pleasanton	Bernal Ave Park and Ride Lot	4-East	Local	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	136		136					136
			4-East	Local	2010 VRF	Disc-Transit	Transit	CON-CAP	776			776				776
			4-East	Local	TFCA	Prog Mgr	Transit	CON-CAP	189	189					189	
00261	Pleasanton	Hacienda PDA	4-East	Local	2000 MB	Disc-TCO	Transit	Planning / Scoping	100		100					100
00262	Pleasanton	Pavement Rehabilitation Hacienda Business Park	4-East	Federal	STP/CMAQ	LSR	LSR	CON-CAP	1,095				1,095			
00188	Pleasanton	Pleasanton Trip Reduction Program (FY 17/18 - 18/19)	4-East	Local	TFCA	Prog Mgr	Bike/Ped	O&M	130		130					130
00263	Pleasanton	Stoneridge at I-680 Interchange improvements	4-East	Local	2014 MBB	TEP-26	HWY	CON-CAP	5,200					5,200		
00268	Port of Oakland	Adeline Street Bridge Reconstruction	1-North	Local	2014 MBB	TEP-41	Freight	Planning / Scoping	50		50					50
00264	San Leandro	E.14th St/Hesperian Blvd/150th Ave Intersection Improvements	2-Central	Local	2014 MBB	TEP-26	LSR	CON-CAP	1,821				1,821			
00190	San Leandro	LINKS Shuttle (FY 17/18 - 18/19)	2-Central	Local	TFCA	Prog Mgr	Transit	O&M	130	104	26					130
	San Leandro	LINKS Shuttle Operations	2-Central	Local	2014 MBB	TEP-45	Transit	O&M	1,020		220	200	200	200	200	420
00067	San Leandro	San Leandro Streets Rehabilitation	2-Central	Local	2014 MBB	TEP-26	LSR	CON-CAP	30,000	3,000	6,000	7,000	7,000	7,000		16,000
00265	San Leandro	Washington Avenue Rehabilitation	2-Central	Federal	STP/CMAQ	LSR	LSR	PE/Env	73			73				73
			2-Central	Federal	STP/CMAQ	LSR	LSR	CON-CAP	975				975			
00277	SSPTV	Volunteer Assisted Senior Transportation Program	Multiple	Local	2014 MBB	TEP-12	Paratransit	O&M	212		212					212
00266	Union City	Dyer Road Pavement Rehabilitation	3-South	Federal	STP/CMAQ	LSR	LSR	CON-CAP	872			872				872
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	Local	2014 MBB	TEP-44	Bike/Ped	PE/Env	5		5					5
			3-South	Local	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	780		780					780
			3-South	Local	2014 MBB	TEP-44	Bike/Ped	CON-CAP	5,779		5,779					5,779
			3-South	Local	CMA-TIP	Other	Bike/Ped	CON-CAP	1,100		1,100					1,100
			3-South	Local	TFCA	Prog Mgr.	Bike/Ped	CON-CAP	136		136					136

Alameda CTC Comprehensive Investment Plan 2018 Programming and Allocation Summary 2018 CIP Five Year Programming and Two-Year Allocation Plan								Programming and Allocations (\$ x 1,000)								
										Prior Allocations	Two-Year Allocation Plan					Total Allocated (Thru 18-19)
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22	
00267	Union City	Bicycle and Pedestrian Master Plan Update	3-South	Local	2000 MB	Disc-BP	Bike/Ped	Planning / Scoping	150		150					150
								Totals	666,931	262,357	113,634	147,192	115,554	26,801	1,701	523,183

Notes
1. Conditional programming for City of Alameda's Seaplane Lagoon Ferry Terminal. Identified funds will be reprogrammed to other eligible projects if this project is funded through RM3.
2. City of Dublin's Dublin Boulevard - North Canyons Parkway Extension Project is being implemented in conjunction with Alameda CTC and the City of Livermore.

Total 2-year Allocations	\$ 260,826
Total 5-year Programming	\$ 404,882

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Memorandum

4.2

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• www.AlamedaCTC.org

DATE: March 30, 2017

SUBJECT: Update on State and Federal Freight Funding Opportunities

RECOMMENDATION: Approve the Alameda County Goods Movement Project list

Summary

One of the primary implementation activities identified in the Countywide Goods Movement Plan (Plan) is on-going and active advocacy for funding for goods movement priorities in Alameda County. Alameda CTC is currently participating in the development of a number of funding opportunities to best position our county to receive funding to advance the goals adopted in the Plan.

In addition to external funding opportunities, the draft 2018 Comprehensive Investment Plan (CIP) includes recommendations for funding for a number of goods movement investments. This item provides an update on the upcoming funding opportunities and demonstrates how the agency will continue to seek to leverage our local funds to the greatest extent possible.

Staff recommends the Commission approve the freight project list (Attachment A) to submit via Metropolitan Transportation Commission (MTC) for funding to the California Transportation Commission Freight Investment Program or other freight funding opportunities as they arise. Because of the tight and still-fluctuating deadlines and process for project submittals, it is important that staff have an approved short project list to work from. Staff will then submit those projects from the list that best meet the requirements of each funding program for submittal.

Upcoming Funding Opportunities

There are currently multiple funding programs in development which include funding for goods movement projects.

Federal: The Fixing America's Surface Transportation (FAST) Act was signed into law in December 2015. The FAST Act included a competitive grant program, the FASTLANE grants, as well as a formula program administered by the states. Alameda CTC re-submitted the GO Port project for the second round of the FASTLANE grants in December 2016. No update has been provided by the federal government regarding when, or if, they will award funding based on that call for projects.

State: The state is currently finalizing guidelines for allocating the federal formula funding dedicated to goods movement projects. The National Highway Freight Program in the FAST Act provides approximately \$582 million of apportionments to California over a 5-year period. In June 2016, the Governor signed Senate Bill 826, which directs the California Transportation Commission (CTC) to allocate the federal formula funds. The CTC initiated a six-month process to work with stakeholders throughout the state to develop guidelines for the California Freight Investment Program (CTC FIP). Alameda CTC has actively participated in this process to ensure that our projects can be competitive and that we are ready for project submittals.

The CTC has released draft guidelines, with the goal of finalizing guidelines in May and issuing a call for projects with a deadline of June 30th. While still under development, a few key elements of the framework appear likely to be included in the final guidelines.

- State and regional framework: The CTC FIP guidelines build from the 2007 Trade Corridors Improvement Fund, which provided \$2 billion to goods movement projects statewide. In Alameda County, that program provided funding for the I-880 improvements at 23rd and 29th Avenues, the I-580 truck climbing lane, and the Outer Harbor Intermodal Terminal at the Port of Oakland. The framework includes a regional/corridor-based focus that aligns with the state's major trade corridors. In Northern California, the Bay Area works closely with the Central Valley to prioritize projects for funding. The CTC is establishing programming targets for each major trade corridor, as well as a statewide target for Caltrans. The targets assume \$556.2 million in funding is available for allocation.

Draft Programming Targets

Statewide Target		
Caltrans		\$222,480,000
Regional Corridor Targets		
	Low	High
Bay Area/Central Valley	\$63,000,000	\$90,000,000
Central Coast	\$0	\$7,000,000
Los Angeles/Inland Empire	\$164,000,000	\$190,000,000
San Diego/Border	\$53,000,000	\$90,000,000
Other	\$0	\$10,000,000

- Eligibility: Projects must meet certain eligibility requirements, most of which were determined by the federal government. Key eligibility restrictions include:
 - Projects must be located on the Primary Highway Freight System or a designated Critical Rural Freight Corridor or Critical Urban Freight Corridor. A map of the Primary Highway Freight Network is included as

Attachment B; the Critical Rural and Critical Urban Freight Corridors are expected to be designated late this summer.

- Projects must be in the adopted California Freight Mobility Plan and an adopted Regional Transportation Plan.
- Projects must award construction by December 31, 2022.
- Criteria: projects that meet with eligibility criteria will then be evaluated based on three categories: freight system factors, transportation system factors, and community impact factors.
- Match: Projects must provide a minimum 30 percent match to be nominated by the regions. Caltrans is able to nominate projects for the statewide portion of the program with no match. Projects must be fully funded or demonstrate they can reasonably expect to receive full funding in order to award construction by December 31, 2022.
- Nomination process: The Metropolitan Planning Organizations are responsible for compiling and submitting project nominations to the CTC. MTC is currently finalizing their process for nominations. Staff anticipates project submittals will be due to MTC as early as mid-May. The CTC is currently anticipated to require final project submittals via the MPOs by June 30th, with the CTC adopting the program at its August meeting. Project sponsors may also work with Caltrans to seek funding from the Caltrans portion of the program.

In addition, the current transportation package discussions include potential on-going state funding for goods movement projects. To date the discussions have focused on having the freight funding flow through the same framework as the CTC FIP, with many of the same guidelines. In addition, the Cap and Trade program has also included funding for emission reduction programs in the past, often working directly with the local air districts.

Regional: At the regional level, MTC has included freight as one of the draft principles for Regional Measure 3 (RM3), and this Commission included goods movement projects in the RM3 advocacy project list. Discussions regarding RM3 are expected to ramp up later this spring. The primary goods movement projects on Alameda CTC's RM3 advocacy list are included here as well.

Local: Alameda CTC is currently completing the 2018 CIP process. The draft CIP presented to the Programs and Projects Committee this month includes recommendations for funding for a number of freight projects. Alameda CTC will continue to seek full funding, where necessary, for these projects and look for opportunities to leverage our local dollars with other state, regional and federal funding. Specifically regarding the Emission Reduction Program proposed by Alameda CTC, staff will seek to work directly with the Bay Area Air Quality Management District, MTC, and the Port of Oakland to advance a coordinate program that can leverage other funding to reduce impacts on our local communities. Draft 2018 CIP recommendations include:

- City of Berkeley Railroad Crossing Safety Improvement Project
- I-80 Gilman Street Interchange Project
- I-880 Winton Avenue Interchange Improvements
- I-880 Industrial Parkway Interchange Reconstruction
- Goods Movement Emissions Reduction Program
- Route 84/I-680 Interchange and Route 84 Widening
- Adeline Street Bridge Project

In addition, a number of projects received funding in the previous CIP and are in development. These projects include:

- 7th Street Grade Separation and Port Arterial Improvements (GO Port)
- Oakland Army Base Infrastructure Improvements
- Oakland Army Base Truck Parking

Goods Movement Project List (Attachment A)

Given these upcoming opportunities for funding, Alameda CTC reviewed the Countywide Goods Movement Plan, the Regional Goods Movement Plan and draft Plan Bay Area 2040, and the 2018 CIP applications to identify a list of goods movement projects that best meet the eligibility criteria of the programs. Staff proposes to work off of this list to identify projects to submit for funding. As the program guidelines are finalized, staff will evaluate how well each project meets the criteria and requirements, and submit the project(s) that best meet the program. Should a program emerge that is significantly different than those described above, staff will return to the Committee to identify additional projects for consideration. The primary criteria used to develop this list were: project eligibility based on the draft CTC guidelines; project readiness; and inclusion in the Countywide Goods Movement Plan.

Recommendation: Staff recommends the Commission approve the freight project list (Attachment A) for consideration for submission to MTC and the CTC FIP or other freight funding programs as appropriate.

Fiscal Impact: There is no fiscal impact.

Attachments:

- A. Goods Movement Project List
- B. Map of the Primary Highway Freight System

Staff Contact

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

[Carolyn Clevenger](#), Director of Planning

[Vivek Bhat](#), Director of Programming

Attachment A: Alameda County Freight Projects

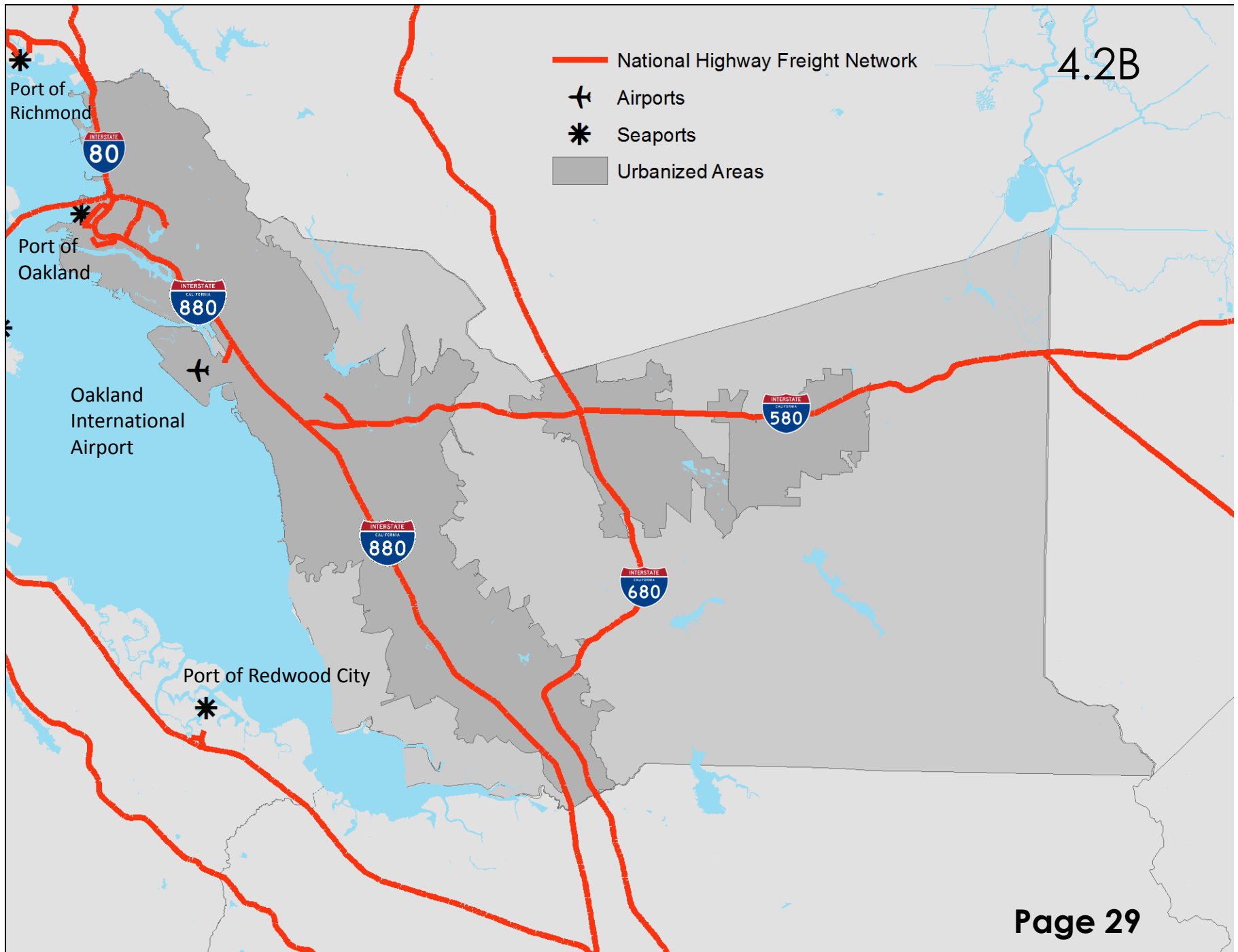
Project	Eligibility					
	PHFS	Proposed CUFC/CRFC	Construction Award 12/2022	30% Match	Included in Plans	Total Cost (\$000s)
7th Street Grade Separation (East and West) and Port Arterial Improvements	X		X	O	X	\$ 585,000
City of Berkeley Railroad Crossing Safety Improvement Project		O	X	O		\$ 13,153
City of Fremont Railroad Quiet Zones		O	X	O		\$ 5,275
City of Berkeley Gimán Street Multimodal Railroad Grade Separation		O	O	O		\$ 77,392
I-80 Gilman Interchange	X		X	X	X	\$ 35,000
I-80 Ashby Interchange	X		X	X	X	\$ 55,000
I-880 Winton Avenue Interchange	X		X	X	X	\$ 43,410
I-880 Whipple Road and Industrial Blvd Interchange Improvements	X		X	X	X	\$ 116,650
Oakland International Airport Perimeter Dike	X		X	O		\$ 19,200
SR 84 Expressway and SR84/I-680 Interchange	X		X	X	X	\$ 220,000
Adeline Street Bridge Improvements	O		O	O	X	TBD
Grade Crossing and Separation Program		O	X	O	X	\$ 25,000
Emission Reduction Pilot*			O	X	X	TBD

X = confirmed

O = under review

*Equipment purchases are not eligible for the federal formula funding per initial guidelines. Included here in case guidelines change and to consider for submittal to cap and trade programs under development.

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Memorandum

4.3

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• www.AlamedaCTC.org

DATE: March 30, 2017

SUBJECT: Alameda County Federal Inactive Projects: March 2017 Update

RECOMMENDATION: Receive an update on the Federal Inactive Projects in Alameda County

Summary

Federal regulations require agencies receiving federal funds to invoice against each federal obligation at least once every six months. Caltrans maintains a list of inactive obligations and projects are added to the list when there has been no invoice activity for six months. If Caltrans and the Federal Highway Administration (FHWA) do not receive an invoice during the subsequent six-month period the project's federal funds will be at risk for deobligation. ACTAC is requested to review the latest inactive projects list, provided as Attachment A, which indicates the federal funds at risk and the actions required to avoid deobligation.

Background

In response to FHWA's requirements for processing inactive obligations, Caltrans Local Assistance proactively manages federal obligations, as follows:

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

Next Steps

Agencies with inactive projects must resolve their inactive status promptly to avoid deobligation and restrictions on future federal funds. Per the Metropolitan Transportation Commission's (MTC) Regional Project Delivery Policy, MTC Resolution 3606, *"Agencies with projects that have not been invoiced against at least once in the previous six months or have not received a reimbursement within the previous nine months have missed the invoicing /reimbursement deadlines and are subject to restrictions placed on future regional discretionary funds and the programming of additional federal funds in the federal TIP until the project receives a reimbursement."* In light of MTC's restrictions, agencies with inactive projects identified in the attached report are requested to provide periodic status updates to Alameda CTC programming staff until the inactive status is cleared and the project is removed from the Caltrans report. Email status updates to Jacki Taylor, jtaylor@alamedactc.org.

Fiscal Impact: There is no fiscal impact.

Attachment

- A. Alameda County List of Federal Inactive Projects, dated March 24, 2017

Staff Contacts

[Vivek Bhat](#), Director of Programming and Project Controls

[Jacki Taylor](#), Associate Program Analyst

Updated on 03/24/2017

Project No.	Status	Agency Action Required	Prefix	Agency	Description	Latest Date	Authorization Date	Last Expenditure Date	Last Action Date	Total Cost	Federal Funds	Expenditure Amount	Unexpended Balance
5014038	Inactive	Invoice overdue. Contact DLAE.	HSIPL	Alameda	PARK STREET, PARK STREET DRAW BRIDGE TO ENCINAL AVE, INSTALL LEFT TURN LANES PHASE, UPGRADE SIGNALS	3/10/2016	1/18/2012	3/10/2016	3/10/2016	\$964,300	\$733,400	\$34,617	\$698,782.72
6204105	Inactive	Carry over project. Provide status update to DLAE immediately.	HPLUL	Caltrans	I-580 LIVERMORE; GREENVILLE RD TO ISABEL AVE, CONSTRUCT W/B HOV LANE	12/28/2015	7/10/2012	12/28/2015	12/28/2015	\$73,055,000	\$6,187,759	\$6,186,753	\$1,006.00
5012121	Inactive	Carry over project. Project is in final voucher process.	BPMP	Oakland	HEGENBERGER RD. OVER SAN LEANDRO STREET- BRIDGE # 33C0202, BRIDGE PREVENTIVE MAINTENANCE	8/11/2015	4/29/2013	8/11/2015	8/11/2015	\$761,250	\$673,935	\$429,241	\$244,693.57
5012100	Inactive	Carry over project. Provide status update to DLAE immediately.	ESPLE	Oakland	7TH STREET FROM UNION TO PERALTA STREETS, PEDESTRAIN STREETSCAPE IMPROVE	5/26/2015	8/4/2009	5/26/2015	5/26/2015	\$4,070,044	\$3,630,000	\$3,590,000	\$40,000.00
5012133	Inactive	Carry over project. Provide status update to DLAE immediately.	CMLNI	Oakland	CITYWIDE, OAKLAND CARSHARE AND OUTREACH PROGRAM	9/8/2015	9/8/2015		9/8/2015	\$384,631	\$320,526	\$0	\$320,526.00
5012027	Inactive	Records indicate project is in Final Voucher. District to contact Final Voucher Unit to check status of project closure.	STPLZ	Oakland	HEGENBERGER ROAD OH (WPRR) (BR NO 33C-0202), SEISMIC RETROFIT	5/14/2015	9/1/1996	5/14/2015	5/14/2015	\$7,511,271	\$6,640,876	\$6,111,785	\$529,091.30
5041041	Inactive	Invoice under review by Caltrans. Monitor for progress.	HSIPL	San Leandro	WASHINGTON AVE @ MONTEREY BLVD./BRADRIK DR. SIGNAL IMPROVEMENT	3/18/2016	12/15/2011	3/18/2016	3/18/2016	\$385,131	\$346,618	\$133,386	\$213,231.71
6073030	Inactive	Carry over project. Invoice under review by Caltrans. Monitor for progress.	VPPL	University Of California	WITHIN CITY OF BERKELEY, STUDY ON-CAMPUS PARKING PRICING	9/10/2015	9/10/2015		9/10/2015	\$211,585	\$169,185	\$0	\$169,185.00
6073028	Inactive	Carry over project. Provide status update to DLAE immediately.	LTAP	University Of California	UNIVERSITY OF CALIFORNIA, BERKELEY TECHNOLOGY TRANSFER CENTER, LOCAL TECHNICAL ASSISTANCE PROGRAM	5/1/2015	5/1/2015		5/1/2015	\$199,726	\$99,863	\$0	\$99,863.00
5933129	Future	Submit invoice to District by 05/19/2017	HSIPL	Alameda County	REDWOOD RD., LAKE CHABOT RD., MIRAMAR AVE., KENT AVE., GRANT AVE., BLOSSOM WAY, HEYER AVE BULB OUT AND FLASHING BEACON	5/27/2016	12/4/2014	5/27/2016	5/27/2016	\$1,600,011	\$1,023,333	\$83,700	\$939,633.00
6273056	Future	Submit invoice to District by 05/19/2017	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	6/22/2016	12/4/2009	6/22/2016	6/22/2016	\$10,750,000	\$8,500,000	\$8,460,300	\$39,700.18
6480003	Future	Submit invoice to District by 05/19/2017	TGR2DGL	Alameda County Transportation Commission	SAN LEANDRO ST. OAKLAND COLISEUM BART TO 85TH AVE., BICYCLE AND PEDESTRIAN PATH	6/9/2016	9/17/2012	6/9/2016	6/9/2016	\$2,409,154	\$1,378,400	\$1,224,148	\$154,251.96
5057044	Future	Submit invoice to District by 05/19/2017	STPL	Berkeley	ON HEARST AVE. BTW HENRY ST. AND LALOMA AVE./GAYLEY RD. ROAD WAY REHABILITATION AND STRIPPING, BIKE LANES, SIDEWALK, CURB RAMPS, BIORETENTION POND FACILITY, DRAINAGE AND TRAFFICS SIGNAL WORK.	5/3/2016	5/3/2016		5/3/2016	\$3,509,902	\$2,156,000	\$0	\$2,156,000.00
5050043	Future	Submit invoice to District by 05/19/2017	HSIPL	Hayward	AT MISSION BLVD/BLANCHE ST. HUNTWOOD WAY/GADING ROAD INSTALL TRAFFIC SIGNALS	4/5/2016	4/5/2016		4/5/2016	\$488,890	\$440,000	\$0	\$440,000.00
5053028	Future	Submit invoice to District by 05/19/2017	STPL	Livermore	IN LIVERMORE AT THE SOUTHERN PACIFIC RAILROAD DEPOT RELOCATE AND REHABILITATE HISTORIC DEPOT (TC)	6/1/2016	6/1/2016		6/1/2016	\$2,500,000	\$2,500,000	\$0	\$2,500,000.00
5012118	Future	Submit invoice to District by 05/19/2017	HSIPL	Oakland	ON 98TH AVE. BETWEEN MACARTHUR BLVD. & EDES AVE., TRAFFIC SIGNALS, PED. CROSSING	4/15/2016	10/22/2013	4/15/2016	4/15/2016	\$827,745	\$656,900	\$66,941	\$589,958.73
5012119	Future	Submit invoice to District by 05/19/2017	HSIPL	Oakland	MARKET ST BETWEEN 45TH AVE. & ARLINGTON AVE., TRAFFIC SIGNALS, RESTRIPIING & RECONFIGURE INTERSEC	4/15/2016	10/22/2013	4/15/2016	4/15/2016	\$1,089,347	\$643,700	\$65,803	\$577,896.73
5012122	Future	Submit invoice to District by 05/19/2017	HP21L	Oakland	IN OAKLAND: ADJACENT TO LAKE MERITT PROJECT AREA BORDERED BY HARRISON ST, GRAND AVE., LAKESHORE AVE., AND LAKESIDE DRIVE. RECONFIGURE ROADWAYS AND CONSTRUCT PATH AT THE PLAY AREA, INSTALL WALLS STRUCTURES, LIGHTING, PARKING AND LANDSCAPING, NO ADDED CAPACITY.	5/23/2016	5/23/2016		5/23/2016	\$1,547,945	\$827,758	\$0	\$827,758.00
5012129	Future	Submit invoice to District by 05/19/2017	HSIPL	Oakland	9TH ST/MADISON, 8TH ST/JACSON, 8TH/MADISON, 8TH ST/OAK ST, 7TH ST/MADISON UPGRADE TRAFFIC SIGNALS	5/17/2016	9/2/2014	5/17/2016	12/7/2016	\$936,439	\$606,000	\$58,200	\$547,800.00

Alameda County Inactive Obligations
Updated by Caltrans, 3/24/17

Updated on 03/24/2017

Project No.	Status	Agency Action Required	Prefix	Agency	Description	Latest Date	Authorization Date	Last Expenditure Date	Last Action Date	Total Cost	Federal Funds	Expenditure Amount	Unexpended Balance
5156003	Future	Invoice returned to agency. Resubmit to District by 05/19/2017	STPL	Piedmont	MORAGA AVE: PALA AVE-CITY LIMIT & HIGHLAND AVE: SIERRA AVE-MOUNTAIN AVE, REHABILITATE PAVEMENT	4/21/2016	8/13/2015	4/21/2016	4/21/2016	\$523,557	\$129,000	\$881	\$128,118.95

Color Key

	Project is inactive for more than 12 months and is carried over from last quarter inactive project list.
	Invoice / Final invoice is under review
	Project is in final voucher process. District can contact Final voucher unit to verify and get an update.
	Invoice is returned and agency needs to contact DLAE to resubmit the invoice.
	Invoice is overdue.



Memorandum

5.1

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DATE: March 30, 2017

SUBJECT: Introduction to Alameda CTC Rail Strategy Study

RECOMMENDATION: Receive update on the Rail Strategy Study

Summary

This memo provides an introduction to the Alameda County Transportation Commission's Rail Strategy Study. The Study will include a technical analysis of opportunities to improve the inter-regional rail access to and from the Port of Oakland, including understanding the needs of passenger rail services that share the railroad rights of way with freight, and propose a prioritization framework for advancing grade crossing improvements along key rail corridors. The Study is an outgrowth of recommendations contained in the Countywide Goods Movement Plan and the Countywide Transit Plan and will transition from high-level planning to a document with discrete, implementable improvements with defined cost, scope, and schedule. The Study is a one-year effort, and is expected to be complete in December 2017.

This update focuses on preliminary information from the Existing Conditions analysis. The memo provides an overview of freight and passenger rail operations in the County, describes key features and conditions of the infrastructure, and identifies some of the major operational and infrastructure challenges for the rail system. Preliminary data on at-grade crossing issues is also provided. The memo concludes with a summary of next steps that will be undertaken to complete the Study.

Background

The rail system in Alameda County is a critical transportation link playing a unique role for both people and goods movement. Alameda County contains the core of the Bay Area/Northern California freight and passenger rail system. Two Class 1 freight railroads (the Union Pacific Railroad and the BNSF Railway) and two intercity regional railroads (Capitol Corridor and Altamont Commuter Express) operate on this system. The intercity rail services provide an alternative to autos for intercity and longer distance commuter trips and will eventually be integrated with the California High Speed Rail (CHSR) system. Efficient freight rail service is critical to the success of the Port of Oakland as well as providing the most cost-effective long haul transportation option for certain commodities produced or used by Bay Area industries. Given the extensive rail network in the county, there are also numerous community considerations where rail infrastructure and operations abut communities.

The Countywide Goods Movement Plan identified significant economic, congestion, safety, and potential air quality benefits of a program that would create improved rail connections between the Port of Oakland and the Central Valley/national rail network. Such a program, if properly implemented, could complement efforts of regional intercity rail providers to expand and improve their services. The program could reduce conflicts between freight and passenger rail by expanding capacity in key corridors and allowing passenger and freight railroads to operate on separate tracks in certain corridors. The Alameda CTC Rail Strategy Study is taking the next step in implementing the recommendations of the Goods Movement Plan and the Transit Plan by examining specific improvements that would meet the goals laid out in the plans. Specifically, the objectives of the Rail Strategy Study include:

- Develop a more detailed understanding of future freight and passenger rail train volumes and implications of integration with statewide rail planning efforts.
- Identify key freight rail corridors and specific rail capital improvements needed to ensure adequate capacity and operational performance of the freight and passenger rail systems and to address community impacts.
- Develop conceptual engineering, cost estimates and preliminary understanding of implementation considerations for a subset of rail improvements for key rail corridors.
- Develop an approach to prioritize grade crossing improvements and identify improvement concepts that can reduce impacts of rail operations on communities.
- Identify funding needs and phasing of improvements.

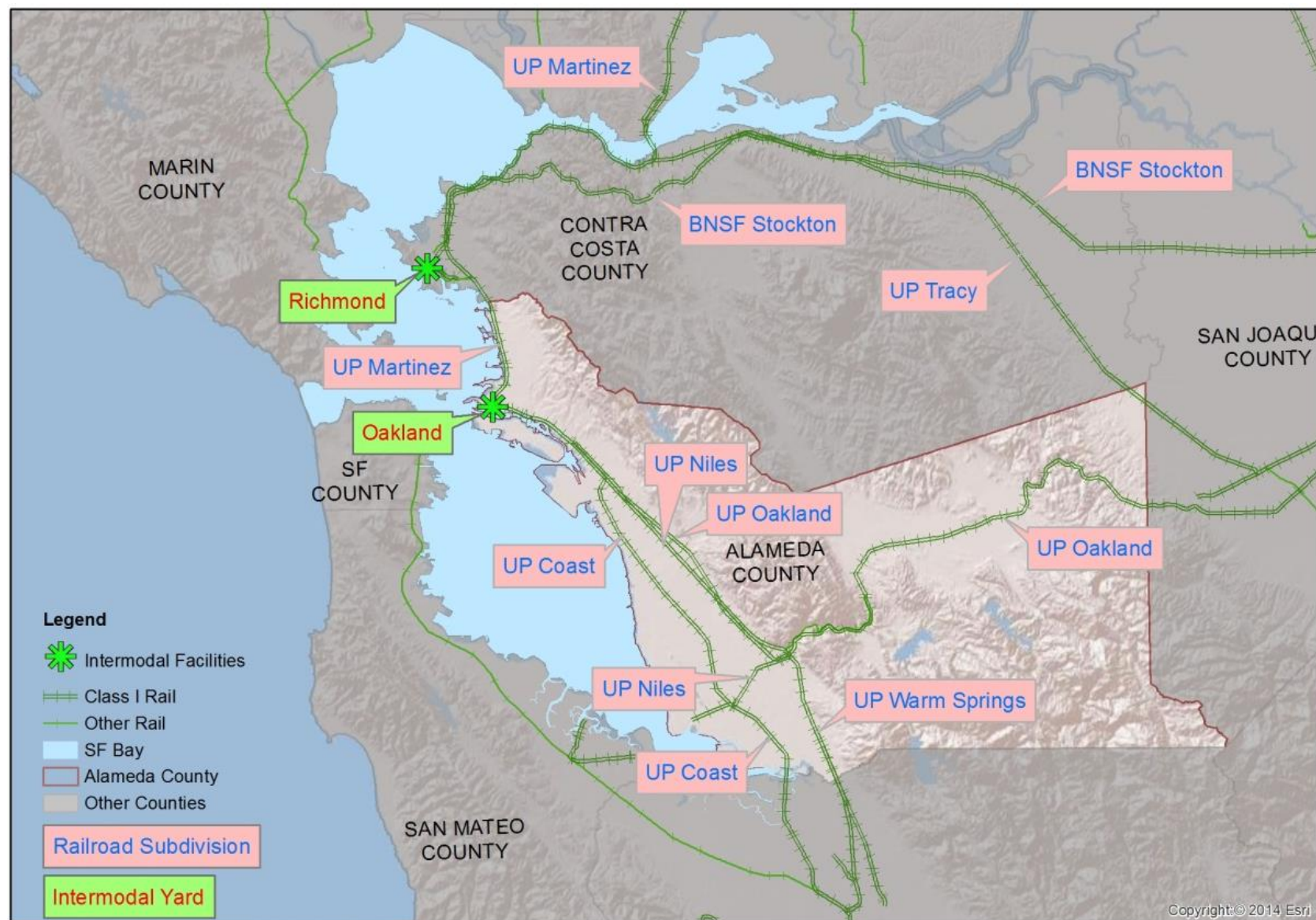
Rail Infrastructure

The rail infrastructure in Alameda County consists of track and rail yards owned and maintained by private freight railroads. The Union Pacific Railroad (UP) owns the vast majority of the rail lines in the County. BNSF does not own any rail mainline track in the County; instead the railroad operates on one of the UP's tracks between Oakland and the County boundary.

The UP rail infrastructure in Alameda County consists of five primary subdivisions as illustrated in Figure 1. There is also a very short section of the Tracy subdivision which runs through the northeast corner of Alameda County connecting Contra Costa County to San Joaquin County.

Alameda County is also home to the Niles Canyon Railway which is a historic railway running through Niles Canyon between Niles Junction and the City of Sunol. This historic railway offers passenger tours during weekends with a special Train of Lights service that operates during the Christmas period.

Figure 1. Rail Network in Alameda County and Surrounding Areas



The Capitol Corridor provides passenger service between San Jose, the East Bay, and the Sacramento region. Capitol Corridor is the third busiest Amtrak route in the United States with almost 1.5 million passengers served in 2015. The Capitol Corridor operates over a total of 169 miles and runs the following services:

- Seven daily roundtrips between Oakland and San Jose
- Fifteen weekday roundtrips between Sacramento and Oakland
- One daily roundtrip between Sacramento and Auburn.

The Capitol Corridor runs along the UP Martinez and Niles subdivisions through most of Alameda County switching to the Coast subdivision at the southern end of the County in Newark. The Capitol Corridor Joint Power Authority has developed a Vision Plan that includes increasing the frequency and speed of service between to achieve peak period headways as low as every 15 minutes at major stops and speeds as high as 150 mph.

The Altamont Commuter Express (ACE) offers service from Stockton to San Jose via Livermore and Fremont. ACE runs on the UP Oakland subdivision in the eastern portion of Alameda County and switches to the Niles subdivision along the Centerville line through Fremont and then switches to the Coast subdivision in the southern portion of the County in Newark. ACE and the Capitol Corridor share the track with UP on the Fremont Centerville Line to the Coast Subdivision, and then south on the Coast until San Jose.

ACE ridership was approximately 1.4 million in FY 2014-15.¹ There are about 5,000 daily riders on ACE, accessing its ten stations.² Many ACE riders work in Silicon Valley and live in the eastern portion of Alameda County or in the Central Valley. ACE operates the following passenger rail services:

- Four westbound trips in the morning
- Four eastbound trips in the evening

ACEforward is the plan under development by the San Joaquin Regional Rail Commission to improve ACE services over the near and long term. This plan includes increasing service from the current four daily round trips to six daily round trips in the near-term and ten daily round trips in the long-term, construction of new stations along the current line, and expanding the line to Downtown Modesto and ultimately to Downtown Merced.

Rail Network and Infrastructure Issues

The rail network in Alameda County connects to infrastructure in Contra Costa County, San Joaquin County, and Santa Clara County that links to broader rail networks. When considering how freight rail traffic is routed through the system in Alameda County, it is important to understand the larger multi-state system context in which routing decisions are made. Routing decisions on the freight railroad infrastructure are made by the railroads to

¹ State Controller's Office Open Data web site, <https://bythenumbers.sco.ca.gov>, accessed October 12, 2016.

² American Public Transportation Association, *Transit Ridership Report: First Quarter 2016*, May 2016. Accessed 2016. <http://www.apta.com/resources/statistics/Documents/Ridership/2016-q1-ridership-APTA.pdf>.

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best serve their customers and to meet their system-wide business needs. Because both Capitol Corridor and ACE operate on rail infrastructure owned by UP, they are limited in their options for growth and operating changes by agreements with the railroad.

One notable feature of rail infrastructure in Alameda County is the presence of three options for moving trains from East Oakland to Fremont. This redundant capacity creates flexibility in how trains can be routed both in response to real time operating conditions and creates options regarding how future train traffic – both freight and passenger – can be configured and operated in Alameda County.

At the present time, the most heavily used portion of the Alameda County rail network is the Martinez subdivision between Oakland and Richmond. The majority of the trains operating on the Martinez subdivision are Capitol Corridor passenger trains, along with a more limited number of UP and BNSF freight trains. This is one of the few portions of the network that is fully double-tracked; even with this available capacity, this line can only accommodate limited growth before it would become a system bottleneck. The Martinez subdivision runs through a number of residential/commercial areas with heavily used at-grade crossings.

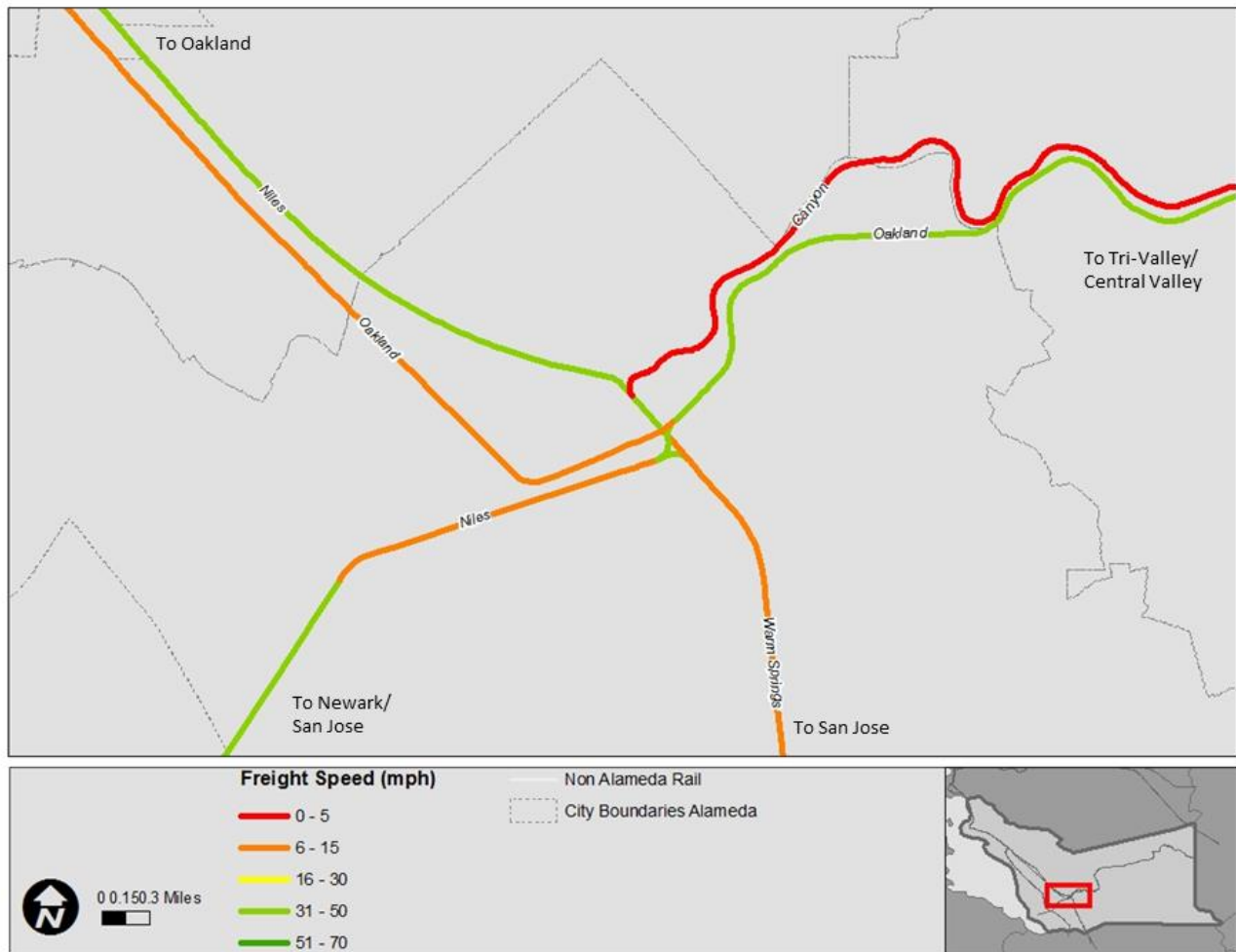
The UP also reports that they see potential for growth in rail traffic in and out of Northern California connecting to markets in the Southwest. As a result of the potential capacity bottlenecks along the Martinez subdivision and the growth in demand to the Southwest, UP anticipates growth along the southern routes in and out of Oakland. Capitol Corridor and ACE also operate along the same rail subdivisions in the southern and eastern parts of the county. In short, there will be a need to ensure capacity and fluidity on both the northern and southern routes in and out of Oakland to efficiently serve future freight rail demand and support economic development at the Port of Oakland and remaining industrial users in the county while at the same time accommodating the desired growth plans for both Capitol Corridor and ACE.

There are, however, some critical infrastructure issues reducing the current operating efficiencies and restricting growth on both the northern and southern routes. As stated above, the Martinez subdivision running north out of the Port of Oakland is currently carrying the highest volumes of trains in the county. While the freight railroads are not currently operating at their peak historical volumes, any significant increase in train volumes or any increases in passenger service would likely require infrastructure improvements to increase capacity. South of the Port of Oakland, two key bottlenecks are the Jack London area and the connections at Niles Junction along the Centerville Line. The area around Jack London Square has maximum allowable speed of 15 mph. This is primarily due to the high frequency of at-grade rail crossings along this stretch, the lack of safety devices used at these crossings, and the relatively high number of pedestrians at these locations.

Another critical infrastructure issue along the southern route involves the connections at Niles Junction and along the Centerville line connecting the Niles and Coast subdivisions between Niles Junction and Newark. The track configuration in this area is shown in Figure 2. At the present time, the only active route between Oakland and the San Joaquin Valley uses the Coast Subdivision connecting to the Niles subdivision in Newark (Centerville Line) and then connecting to the Oakland Subdivision at Niles Junction in Fremont. That is because there is no way to connect from the Niles Subdivision directly to the Oakland Subdivision to go through Niles Canyon given the current track configuration at Niles Junction. This makes the

Centerville line a very heavily used line, with freight, Capitol Corridor, and ACE all operating on the line. It also means that although there is theoretically much capacity between Oakland and Fremont/Newark, the track configurations that prohibit certain turning movements and the condition of the Oakland subdivision result in these lines being used less efficiently than they could be.

Figure 2. Niles Junction Subarea Map



Grade Crossings and Community Impacts

The density of the rail network in Alameda County results in a large number of locations where roadways and the rail system cross each other at-grade. Major problems tend to occur at rail crossings, including collisions, congestion, noise, and emissions. Collisions occur when an auto or truck stops on or near the tracks or a pedestrian is crossing the tracks and the oncoming train does not have the ability to stop. Congestion develops due to the extended period of time at which truck and auto traffic must come to a halt due to the time it takes for the long and slow trains to pass. Vehicles idling at crossings contribute to local air

pollution hot spots and train warning horns create noise as trains move through certain types of crossings.

Alameda County has 277 at-grade rail-highway crossings, 248 of these crossings are open to the public. The County also has 121 grade separated crossings. The 248 at-grade public crossings are of most concern because these are locations that are used by trains, cars, trucks, and pedestrians with potential impacts on safety and the efficient movement of people and goods. Table 1 shows the number of public at-grade rail crossings for each city in Alameda County.

Table 1. Public At-Grade Rail Crossings by City in Alameda County

City	Number of At-Grade Public Crossings	Percentage of Alameda County Total
Oakland	88	35%
San Leandro	37	15%
Hayward	32	13%
Union City	25	10%
Alameda County	20	8%
Fremont	15	6%
Newark	13	5%
Berkeley	7	3%
Pleasanton	5	2%
Emeryville	3	1%
Livermore	3	1%
Grand Total	248	100%

The locations with the highest roadway traffic volumes and train volumes are located in Berkeley. This is followed by locations in East Oakland and Fremont. Select locations in San Leandro and Hayward also have high volumes of trains and roadway vehicles at rail crossings. Emeryville has locations with large train volumes, but much lower roadway vehicle counts relative to Berkeley, Oakland, San Leandro, and Hayward. Additional analysis is being conducted to identify crossings used heavily by emergency vehicles and school buses and crossings and rail lines adjacent to sensitive land uses. This information will be used to develop corridor-based impact reduction and safety strategies.

Next Steps

The consultant team is currently completing an analysis of existing conditions in the rail system and developing forecasts of future train volumes.

Using the information about current and projected rail demand and considering potential for expanded services that could support economic development opportunities, help reduce roadway congestion and related air pollution, the Study will evaluate various infrastructure improvements and operational strategies to better understand the impacts on system performance. We will then identify a subset of projects, or packages of projects, for further project development and cost estimates. Concurrently, we are collecting additional data regarding land use conflicts and opportunities and identifying potential strategies and projects to improve safety and reduce impacts at grade crossing and adjacent to the tracks. This analysis will both inform any discussions of future rail investments and establish an ongoing prioritization framework for grade crossing improvements. The Study is anticipated to be complete in December 2017.

Fiscal Impact: There is no fiscal impact.

Staff Contact

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

[Carolyn Clevenger](#), Director of Planning



**METROPOLITAN
TRANSPORTATION
COMMISSION**

**JOINT PARTNERSHIP LOCAL STREETS AND ROADS /
PROGRAMMING AND DELIVERY WORKING GROUP MEETING
BAY AREA METROCENTER, 1ST FLOOR, YERBA BUENA
Monday, March 20, 2017
9:30 a.m. – 12:00 p.m.**

AGENDA

Topic	Estimated Time
1. Introductions (<i>Lisa Petersen, Town of Los Gatos, LSRWG Chair</i>)	9:30 a.m.
<hr/>	
<u>LSRWG - Focused Items</u>	9:40 a.m.
1. Discussion Items:	
A. 2017 Work Plan** (Theresa Romell, tromell@mtc.ca.gov)	10 min
B. P-TAP Update: P-TAP 18* (Christina Hohorst, chohorst@mtc.ca.gov)	5 min
C. 2016 Regional Pavement Condition Report and PCI Impact** (Sui Tan, stan@mtc.ca.gov)	10 min
<hr/>	
<u>Joint LSRPDWG Items</u>	10:05 a.m.
1. Review of LSRPDWG Minutes – January 12, 2017* (<i>Lisa Petersen, LSRWG Chair</i>)	5 min
2. Informational Items: (<i>"Memo Only" unless otherwise noted</i>)	
A. PMP Certification Status* (Current PMP Certification status is available online at: http://mtc.ca.gov/sites/default/files/PMP_Certification_Status_Listing.xlsx)	
B. TIP Update* (The current TIP can be found online at: http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program)	5 min
C. Caltrans Updates:	
i. Local Assistance Technical Assistance Program (Caltrans will be hosting a series of Federal Aid Series and Resident Engineers Academy training sessions. Registration is open until one week prior to the date of training. Registration information is available online at: http://www.californiatap.org/index.cfm?pid=1077)	
D. Other Information Items:	
3. Discussion Items:	
A. Federal Performance Rulemaking and Implementation*	30 min
• Pavement and Bridge Final Rule (Sui Tan; stan@mtc.ca.gov)	
• System Performance Final Rule (Mallory Atkinson; matkinson@mtc.ca.gov)	
• Transit Safety Final Rule (Mallory Atkinson; matkinson@mtc.ca.gov)	
• TIP Performance Implementation – Phase I (Mallory Atkinson; matkinson@mtc.ca.gov)	
B. Other Discussion Items (<i>All</i>)	5 min

PDWG - Focused Items

11:00 a.m.

1. Discussion Items:

- | | |
|--|--------|
| A. Active Transportation Program Update (Karl Anderson, kanderson@mtc.ca.gov) | 10 min |
| B. OBAG 2 Upcoming Deadlines and Requirements* (Mallory Atkinson; matkinson@mtc.ca.gov) | 10 min |
| C. FFY 2016-17 FHWA Delivery Status* (Ross McKeown; rmckown@mtc.ca.gov / Marcella Aranda; maranda@mtc.ca.gov) | 20 min |
- (CMAs with sponsors that have failed to meet the specified delivery deadline should be prepared to provide a verbal update on the delivery status of their projects.)*
-

Recommended Agenda Items for Next Meeting: (All)

5 min

CONFERENCE CALL-IN:

Dial in: 877.873.8017

Passcode: 9045636

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

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

Partnership Board, TAC and Working Groups

2017 Tentative Meeting Calendar

March 10, 2017

(Subject to change. See agendas for final meeting date, time and location)

Month	Regional Advisory Working Group (RAWG) Yerba Buena, Room 109 (9:30a - 11:35a)	Partnership Transit Finance (TFWG) Yerba Buena, Room 109 (10:00a - 12:00p)	Partnership Local Streets & Roads (LSRWG) Ohlone Room 109, (9:30a - 11:30a)	Partnership Programming & Delivery (PDWG) Ohlone Room 109, (9:30a - 11:30a)	Joint Partnership (LSRPDWG) Yerba Buena, Room 109, (9:30a - 12:00p)	Partnership Technical Advisory Committee (PTAC) Yerba Buena, Room 109, (1:30p – 3:30p)	Partnership Board Location TBD Time TBD
January		Wed, Jan 4			Thu, Jan 12		
February	Tue, Feb 7	Wed, Feb 1	Thu, Feb 9			Mon, Feb 13	
March	Tue, Mar 7	Wed, Mar 1			Mon, Mar 20	Mon, Mar 20	Fri, Mar 3
April	Tue, Apr 4	Wed, Apr 5	Thu, Apr 13	Mon, Apr 17		Mon, Apr 17	
May	Tue, May 2	Wed, May 3			Thu, May 11	Mon, May 22	
June	Tue, Jun 6	Wed, Jun 7	Thu, Jun 8	Mon, Jun 19		Mon, Jun 19	
July	TBD*	Wed, Jul 5			Mon, Jul 17	Mon, Jul 17	
August		Wed, Aug 2	NO AUGUST PARTNERSHIP MEETINGS				
September	Tue, Sep 5	Wed, Sep 6			Mon, Sep 18	Mon, Sep 18	
October	Tue, Oct 3	Wed, Oct 4	Thu, Oct 12	Mon, Oct 16		Mon, Oct 16	
November	Tue, Nov 7	Wed, Nov 1			Thu, Nov 9	Mon, Nov 20	
December	Tue, Dec 5	Wed, Dec 6	Thu, Dec 14	Mon, Dec 18		Mon, Dec 18	

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Changes are highlighted.

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

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