



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

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City of Oakland

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Executive Director

Arthur L. Dao

Alameda County Technical Advisory Committee

Thursday, September 5, 2013, 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.

Reminder

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

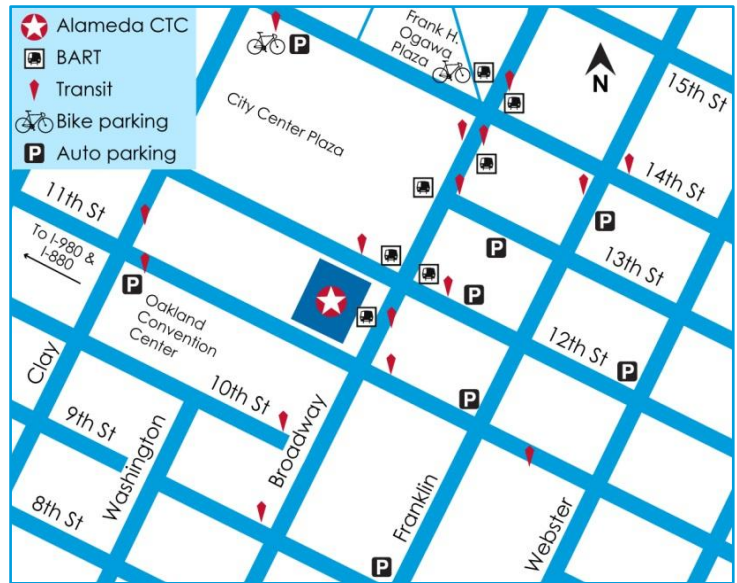
Glossary of Acronyms

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

Location Map

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

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



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

Accessibility

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



Meeting Schedule

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

Paperless Policy

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

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Alameda County Technical Advisory Committee Meeting Agenda Thursday, September 5, 2013, 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: Matt Todd, Principal Transportation Engineer

Public Meeting Coordinator: Angie Ayers

3. Meeting Minutes

- | | | |
|---|---|---|
| 3.1. July 2, 2013 ACTAC Meeting Minutes | 1 | A |
| Recommendation: Approve the July 2, 2013 meeting minutes. | | |

4. Congestion Management Program (CMP)

- | | | |
|--|---|---|
| 4.1. 2014 State Transportation Improvement Program (STIP): Draft Regional Transportation Improvement Program (RTIP) and Interregional Transportation Improvement Program (ITIP) Candidates | 7 | A |
|--|---|---|

Recommendation:

- 1) Approve Draft list of projects to be programmed in the Regional Transportation Improvement Program (RTIP) of the 2014 State Transportation Improvement Program (STIP).
- 2) Approve proposed ITIP candidate to be submitted to Caltrans

- | | | |
|---|----|---|
| 4.2. 2013 Congestion Management Program: Update to Deficiency Plan Guidelines | 27 | A |
|---|----|---|

Recommendation: Approve revised deficiency plan guidelines incorporating procedures for developing Areawide Deficiency Plans

- | | | |
|---|----|---|
| 4.3. 2013 Congestion Management Program (CMP) Update to Land Use Analysis Program | 47 | I |
| 4.4. 2013 Congestion Management Program (CMP) Draft Capital Improvement Program (CIP) Table | 67 | I |
| 4.5. Congestion Management Plan (CMP): Draft 2013 Conformity Requirements | 89 | I |

5. Action Items

- | | | |
|---|----|---|
| 5.1. Countywide Transit Plan | 93 | A |
| Recommendation: Approve the scope of work for development of a Countywide Transit Plan. | | |

5.2.	Integrated Community Based Transportation Plan Recommendation: Approve the scope of work for development of an Integrated Community Based Transportation Plans Update.	101	A
5.3.	Transportation Fund for Clean Air (TFCA) Final FY 13-14 Program Recommendation: Approve the programming of \$90,000 of FY 13-14 TFCA for Alameda County's Fairmont Rd Class 2 Bike Lanes project, including a three-year TFCA expenditure period for the project.	107	A

6. Non-action Items

6.1.	Alameda CTC Work Plan Activities and Implementation Timeline	111	I
6.2.	Goods Movement Collaborative and Plan Update and Project Screening Criteria and List	125	I
6.3.	Fiscal Year 2012-13 Annual Measure B/VRF Program Compliance Workshop	161	I
6.4.	Alameda CTC Workshop on Implementing Complete Streets Policies	163	I
6.5.	Regional Project Delivery Policy, Metropolitan Transportation Commission Resolution 3606	165	I
6.6.	Metropolitan Transportation Commission Freeway Performance Initiative/Ramp Metering Implementation in Alameda County	185	I
6.7.	Transportation Development Act Article 3 Discussion (Verbal)		I
6.8.	Transportation Expenditure Plan Update (Verbal)		I
6.9.	California Transportation Commission August 2013 Meeting Summary	191	I
6.10.	Alameda County Federal Inactive Projects List: August 2013 Update	195	I
6.11.	Metropolitan Transportation Commission's (MTC) Local Streets and Roads Working Group (LSRWG)	201	I
6.12.	Final Plan Bay Area	203	I
6.13.	2013 Transportation Improvement Program (2013 TIP) Update	205	I
6.14.	Safe Routes to Transit Funding Opportunity	219	I

7. Legislation

7.1.	Legislative Update	221	I
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8. Staff and Committee Member Reports (Verbal)

9. Adjournment

Next Meeting: Tuesday, October 1, 2013

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



Alameda County Technical Advisory
Committee Meeting Minutes
Tuesday, July 2, 2013, 1:30 p.m.

3.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

1. Introductions/Roll Call

2. Public Comment

There were no public comments.

3. Consent Calendar

3.1. Approval of Minutes of June 4, 2013

3.2. California Transportation Commission (CTC) May 2013 Meeting Summary

3.3. Alameda County Federal Inactive List of Projects: May 2013 Update

Kunle Odumade (Fremont) made a motion to approve the consent calendar.

Don Frascinella (Hayward) seconded the motion. The motion carried unanimously.

4. Strategic Planning and Programming Policy

4.1. Approach to Using the Most Recent Highway Capacity Manual and Multimodal Level of Service in the Level of Service Monitoring and Land Use Analysis Program Elements of the Congestion Management Program (CMP)

Beth Walukas informed the committee that two chapters of the CMP are being updated. She stated that the Highway Capacity Manual (HCM) and Multimodal Level of Service (MMLOS) are both elements in the CMP. Saravana Suthanthira and Matt Bomberg presented to the committee the considerations and recommendations for applying the 2010 HCM to LOS Monitoring and the Land Use Analysis Program.

5. Action Items

5.1. Transportation Fund for Clean Air (TFCA) Final FY13-14 Program

Jacki Taylor recommended the Commission approve the TFCA FY13-14 Final Program. She stated that the recommended program provides \$1,428,821 of TFCA funding for 12 programs and is based on the required TFCA project evaluation for eligibility and cost-effectiveness.

Obaid Khan (Dublin) made a motion to request Commission approval. Don

Frascinella (Hayward) seconded the motion. The motion carried unanimously.

6. Non-action Items

6.1. Countywide Transit Plan and Integrated Community Based Transportation Plans Update Scope of Work

Beth Walukas informed the Committee that this agenda item is being reviewed first by ACTAC and will go to the Commission in September. Kara Vuicich requested the

Committee provide input on the key objectives, outcomes, and preliminary draft scope of work for the Countywide Transit Plan and the Integrated Community Based Transportation Plans. She encouraged the committee to provide any additional comments via phone or email by July 31, 2013.

6.2. Annual Review of Alameda CTC Responses to Environmental Documents

Matt Bomberg requested that the committee review and provide input on the record of Alameda CTC responses to environmental documents. He noted that the environmental documents are all of the documents that ACTAC reviewed within the last year. Matt informed the committee that the deadline for comments is July 31, 2013.

6.3. Goods Movement Collaborative and Plan Development Update

Tess Lengyel stated that last month staff reviewed this agenda item with ACTAC and the Commission adopted the Goods Movement Collaborative and Plan at its July 25 meeting. She informed the committee that the Leadership Team kick-off meeting will take place later in July. Tess reviewed the approach to the Goods Movement Collaborative and Plan. She discussed the Technical Team participants and the Focus Group with stakeholders. Tess also discussed the purpose and structure of roundtable meetings. She mentioned that Alameda CTC's partners and other congestion management agencies are very interested in development of the collaborative. Tess invited ACTAC members to be involved in the process.

6.4. FY12-13 Coordinated Funding Program Update

Vivek Bhat said the Commission approved the Final Coordinated Funding Program at the June 27 meeting. He thanked committee members for their hard work and support in putting together the final program.

6.5. Local Streets and Roads Working Group (LSRWG) Update

Vivek Bhat requested the committee review the June agenda in the packet. He mentioned that HSIP Cycle 6 applications are due July 6 to Caltrans. Vivek encouraged the committee to clear any red flags on prior cycles. He mentioned that representation from an ACTAC representative is needed to attend the LSRWG meetings. It was noted that staff will provide ACTAC with criteria to select an agency to attend the meetings.

6.6. Countywide Pedestrian and Bicycle Counts Report (2002 to 2012)

Rochelle Wheeler presented an overview on this agenda item, noting that Alameda CTC has been conducting bicycle and pedestrian counts since 2002 at locations throughout the county. She requested that committee members provide comments on the report by July 12, 2013.

7. Legislation

7.1. Legislative Positions and Update

Tess Lengyel gave an update on federal, state, and local legislative activities including updates on the federal budget continuing resolution and federal transportation issues, legislative activities and policies at the state level, and local legislative activities.

8. Staff and Committee Member Reports

Don Frascinella informed the committee that the City of Hayward is recruiting for a senior transportation engineer position. He requested committee members make referrals if they know someone interested in the job.

Beth Walukas informed the committee that Alameda CTC is reorganizing and will bring the Bicycle and Pedestrian Coordinator in-house. She stated that Rochelle developed the Alameda CTC Bicycle/Pedestrian Program and did an excellent job in launching the program and making it very successful. Matt Bomberg will be the new in-house Bike/Ped Coordinator. Rochelle will be available through late August.

The committee was notified that Alameda CTC is moving one block south to 1111 Broadway, Suite 800, effective September 3, 2013. The next ACTAC meeting will be in the new location on September 5, 2013.

9. Adjournment and Next Meeting

The meeting adjourned at 3:45 p.m. The next meeting is:

Date/Time: Thursday, September 5, 2013 @ 1:30 p.m.

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

Attested by:



Angie Ayers,
Public Meeting Coordinator

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ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE

July 2, 2013

ROSTER OF MEETING ATTENDANCE

NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1. <u>Angie Ayala</u>	<u>AlamedaCTC</u>	<u>510.208.7450</u>	
2. <u>Margaret Strubel</u>	<u>AlamedaCTC</u>	<u>510.208.7417</u>	<u>mstrubel@alamedactc.org</u>
3. <u>Tess Lengyel</u>	<u>Alameda CTC</u>	<u>510.208.7428</u>	<u>tlengyel@alamedactc.org</u>
4. <u>Matt Todd</u>	<u>Alameda CTC</u>	<u>7420</u>	<u>mtodd@</u>
5. <u>Art Dao</u>	<u>"</u>	<u>7400</u>	<u>adao@</u>
6. <u>Beth Wulukas</u>	<u>"</u>		<u>bwulukas@</u>
7. <u>Stewart Ng</u>	<u>"</u>	<u>7437</u>	<u>stewartng@</u>
8. <u>David Khan</u>	<u>Dublin</u>	<u>925-833-6630</u>	<u>david.khan@Dublin</u>
9. <u>Don Pasella</u>	<u>Hayward</u>	<u>510-583-4761</u>	<u>don.pasella@hayward-ca.gov</u>
10. <u>Tom Ruark</u>	<u>Union City</u>	<u>510.675-5301</u>	<u>thomasr@unionscity.org</u>
11. <u>SOREN FAJEAU</u>	<u>Newark</u>	<u>510.578.4286</u>	<u>soren.fajean@newark.org</u>
12. <u>Kunle Odumade</u>	<u>Fremont</u>	<u>510.494.4746</u>	<u>Kodumade@fremont.org</u>
13. <u>Kathleen Livermore</u>	<u>City of Alameda</u>	<u>90-747-6885</u>	<u>klivermore@ci.alameda.ca.us</u>
14. <u>Keith P. Cooke</u>	<u>San Leandro</u>	<u>510-577-3439</u>	<u>KCooke@SanLeandro.org</u>
15. <u>BOB ROSEVEAR</u>	<u>CALTRANS</u>	<u>510-186-5544</u>	<u>ROBERT.ROSEVEAR@CALTRANS.CA.GOV</u>
16. <u>Janet Chang</u>	<u>Piedmont</u>	<u>510.420.3050</u>	<u>janetchang@ci.piedmont.ca.us</u>
17. <u>Debbie Bell</u>	<u>Livermore</u>	<u>925.960.4541</u>	<u>dbell@cityoflivermore.net</u>
18. <u>Bruce Williams</u>	<u>Oakland</u>	<u>510-238-7229</u>	<u>bwilliams@oaklandnet.com</u>
19. <u>Heba El-Guendy</u>	<u>Alameda</u>	<u>510.747-7938</u>	<u>helguendy@alamedaca.gov</u>

NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
20. ALEIDA ANDRINO-CHAVEZ	CITY OF ALBANY	510.528.5759	achavez@albayco.org
21. Chi-Han Shao	City Consulting	415 392 9688	chshao@chscsconsulting.net
22. Kara Vuicich	ACTC	510-208-7410	kvuicich@alamedactc.org
23. Rochelle Wheeler	Consultant Alameda CTC	510-208-7471	rwheeler@alamedactc.org
24. John Heming	Alameda CTC	510-208-7414	jheming@alamedactc.org
25. JOHN NGUYEN	ALAMEDA CTC	510-208-7419	JNGUYEN@alamedactc.org
26. Hank Haugse	Alameda CTC	510.208.7466	HHaugse@alamedactc.org
27. Lawrence Lau	Mark Thomas & Co	510.844.5600	llau@markthomas.com
28. Matt Nichols	Berkeley	510-981-7068	mnichols@cityofberkeley.org
29. Cindy Horvath	Alameda County	510-670-6511	cindy.horvath@acgov.org
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Memorandum

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1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 5, 2013

SUBJECT: 2014 State Transportation Improvement Program (STIP): Draft Regional Transportation Improvement Program (RTIP) and Interregional Transportation Improvement Program (ITIP) Candidates

RECOMMENDATION:

1. Approve Draft list of projects to be programmed in the Regional Transportation Improvement Program (RTIP) of the 2014 State Transportation Improvement Program (STIP).
2. Approve proposed ITIP candidate to be submitted to Caltrans

Summary

The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources administered by the California Transportation Commission (CTC). The overall process for the development of the STIP begins with the development of the STIP Fund Estimate. The STIP Fund Estimate serves as the basis for determining the county shares for the STIP and the amounts available for programming each fiscal year during the five-year STIP period. Typically, any new STIP programming capacity is made available in the last two years of the five year STIP period. The 2014 STIP will cover fiscal years 2014/2015 -2018/19.

At the May 2013 meeting, the Commission approved the 2014 STIP Principles for the development of the 2014 STIP. The CTC approved a Final Fund Estimate in August, which includes about \$28.5 million of programming capacity in the 2014 STIP for the Alameda CTC to program to projects.

The California Department of Transportation (Caltrans) is responsible for developing the ITIP list of projects. ITIP funds may be used in any part of the state for Interregional highway, rail and fixed guideway improvements. Staff recommends proposing the project development phase of the I-680 NB HOV/HOT from Route 84 in Alameda County to Route 237/Calaveras Blvd. project for the ITIP.

Background

The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources. Senate Bill 45 (SB 45) was signed into law in 1996 and had significant impacts on the regional transportation planning and programming process.

The statute delegated major funding decisions to a local level and allows the Alameda CTC to have a more active role in selecting and programming transportation projects. SB 45 changed the transportation funding structure; modified the transportation programming cycle, program components, and expenditure priorities.

The STIP is composed of two sub-elements: 75% of the STIP funds going towards the Regional Transportation Improvement Program (RTIP) and 25% going to the Interregional Transportation Improvement Program (ITIP).

The Alameda CTC adopts and forwards a program of RTIP projects to the Metropolitan Transportation Commission (MTC) for each STIP cycle. As the Regional Transportation Planning Agency (RTPA) for the nine-county Bay Area, MTC is responsible for developing the regional priorities for the RTIP. MTC approves the region's RTIP and submits it to the CTC for inclusion in the STIP.

At the August 2013 meeting, the CTC approved a Final 2014 STIP Fund Estimate (Attachment A). The fund estimate assumptions included a statewide negative balance of programming capacity in the first three years (FY 14/15 to FY 16/17) and the majority of new available capacity in the last two years of the STIP period (FY 17/18 and 18/19). In effect, this implies the CTC will be looking to defer some existing programming commitments in the first three years into the outer years, as well as consider new programming in the outer two years.

RTIP

The 2014 STIP Fund Estimate includes a total of about \$32 million RTIP funds for Alameda County. Based on anticipated regional policy (and existing regional commitments) that will be included in a MTC Regional 2014 STIP policy, the Alameda CTC will have about \$28.5 M available to program. The MTC Region 2014 STIP Policy is scheduled to be approved on September 25, 2013. Due to the schedule of the STIP process, we initiate the process in spring and consider items concurrently with MTC and CTC actions. This strategy allows us to meet the CTC mandated schedule.

\$32.0 M	2014 Fund Estimate for Alameda County
\$ 2.0 M	ARRA Backfill (Caldecott Tunnel)*
\$ 0.3 M	Less STIP Administration funds for MTC
<u>\$ 1.2 M</u>	Less STIP Administration funds for Alameda CTC
\$28.5 M	2014 STIP Funds Available to Program

** In 2009, MTC programmed regional ARRA funds on the Caldecott Tunnel project, replacing \$7 million in unavailable RTIP funding (thereby freeing up \$2 million in Alameda County RTIP and \$5 million in Contra Costa County RTIP). The \$2 million deduction in Alameda County will be available to MTC in the 2014 STIP for programming as payback of the regional ARRA funds used to backfill RTIP funding for the Caldecott Tunnel.*

The MTC region's STIP proposal (i.e. the RTIP) is due to the CTC in December 2013. Correspondingly, the counties' proposals are due to the MTC in late October 2013. The 2014 STIP Development Schedule (Attachment B) assumes the Alameda CTC Board considering approval of Alameda County's 2014 RTIP in October 2013.

Staff is requesting Commission approval of a Draft 2014 RTIP Program of projects (Attachment C) consistent with the principles approved by the Commission in May 2014. The principles for developing the 2014 RTIP Project List prioritized consideration of previously approved STIP commitments. A number of commitments related to the programming of Alameda County STIP shares have been approved beginning with funds programmed in the 2008 STIP cycle. These commitments included Resolution 3434 projects and funds required to "payback" Measure B advances for project development work on Proposition 1B Infrastructure Bond funded projects. Local funds committed to the I-Bond project development work helped leverage and deliver approximately \$500 Million of state funded projects.

Certain previous STIP commitments have been fulfilled, but many remain for consideration in the upcoming 2014 STIP cycle. The summary attached to the proposed principles provides a status of the previously approved STIP commitments. It is anticipated that the previously approved STIP commitments, or portions of those commitments, may also be fulfilled by the programming of funds other than STIP funds in the context of the proposed uniform approach to programming all sources of transportation funding available through the Alameda CTC.

A call for projects for the 2014 STIP was not issued since the programming needs of the existing STIP commitments far exceed the programming capacity made available through the 2014 STIP program. This approach is consistent with the 2014 STIP principles approved by the Commission in May 2014. Any STIP commitments that are not addressed as a part of the 2014 STIP cycle will be considered in future STIP programming cycles.

ITIP

The California Department of Transportation (Caltrans) is responsible for developing the ITIP list of projects. ITIP funds may be used in any part of the state for Interregional highway, rail and fixed guideway improvements. The CTC does not have any fixed methodology / formula distribution for ITIP. In 2012, the MTC Region received \$35.5 Million of \$281.2 Million available statewide (Approximately 12.6%) MTC Region's Population share compared to state is about 20%. The 2014 STIP FE indicates \$289.2 Million ITIP available statewide.

MTC's Proposed 2014 ITIP Principles include:

- Support high cost-benefit ratio projects on the State Highway System (i.e. Freeway Performance Initiative)
- Support HOV gap closures, Regional Express Lanes
- Support High speed rail early investments and intercity/commuter rail

- Support future goods movement and trade corridors

Staff considered Potential ITIP candidates within Alameda County including:

1. I-680 NB HOV/HOT from Route 84 in Alameda County to Route 237/Calaveras Blvd. project
2. I-680 HOV/ HOT gap closure (between SR-84 and I-580 Express lanes); and
3. I-580/680 Interchange Project.

Staff recommends proposing the project development phase of the I-680 NB HOV/HOT from Route 84 in Alameda County to Route 237/Calaveras Blvd. project for the ITIP. The project is consistent with MTC's 2014 ITIP Policy (Supports HOV Gap Closures) and with initial project development work underway it has a more definitive scope, schedule and cost information compared to the other ITIP candidates considered.

Although the I-680 HOV /HOT gap closure project (between SR-84 and I-580 Express lanes) and the I-580/680 Interchange projects are regionally significant improvements, based on the funding need and project development schedule, staff recommends deferring these candidates to the next round of ITIP funds.

Fiscal Impact: There is no fiscal impact.

Attachments:

- A. Final 2014 STIP Fund Estimate
- B. 2014 STIP Development Schedule
- C. Draft 2014 RTIP Program of projects
- D. Resoultion 08-018
- E. Resolution 08-006 Rev.

Staff Contact:

[Stewart Ng](#), Deputy Director of Programming and Projects

[Matt Todd](#), Principal Transportation Engineer

[Vivek Bhat](#), Senior Transportation Engineer

2014 STIP Fund Estimate
County and Interregional Shares
 Table 2. Summary of Targets and Shares
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County	2014 STIP Programming		
	Total Target	Maximum	TE Target
	Target through 2018-19	Estimated Share through 2019-20	Target through 2018-19
Alameda	32,031	49,551	0
Alpine	2,147	2,668	0
Amador	2,377	3,559	0
Butte	18,480	21,976	0
Calaveras	2,415	3,823	0
Colusa	2,407	3,343	0
Contra Costa	25,552	37,542	0
Del Norte	0	0	0
El Dorado LTC	0	0	0
Fresno	15,872	29,067	0
Glenn	3,483	4,463	0
Humboldt	423	3,946	0
Imperial	17,405	23,626	0
Inyo	18,461	23,303	0
Kern	28,350	46,137	0
Kings	0	0	0
Lake	7,520	9,050	0
Lassen	5,391	7,631	0
Los Angeles	167,168	273,126	0
Madera	0	0	0
Marin	0	0	0
Mariposa	3,111	4,027	0
Mendocino	6,720	10,009	0
Merced	19,080	23,412	0
Modoc	3,653	4,849	0
Mono	14,770	18,367	0
Monterey	14,102	20,338	0
Napa	6,606	8,763	0
Nevada	0	916	0
Orange	62,339	95,004	0
Placer TPA	0	0	0
Plumas	5,214	6,550	0
Riverside	66,804	95,687	0
Sacramento	46,577	63,174	0
San Benito	0	0	0
San Bernardino	51,066	84,274	0
San Diego	34,490	71,613	0
San Francisco	12,414	21,306	0
San Joaquin	23,713	32,708	0
San Luis Obispo	7,372	13,995	0
San Mateo	20,239	29,287	0
Santa Barbara	1,927	9,386	0
Santa Clara	17,074	37,888	0
Santa Cruz	5,534	9,118	0
Shasta	14,204	18,041	0
Sierra	2,251	2,885	0
Siskiyou	7,286	9,916	0
Solano	10,564	15,995	0
Sonoma	0	0	0
Stanislaus	14,697	21,351	0
Sutter	3,955	5,489	0
Tahoe RPA	2,981	3,795	0
Tehama	6,244	8,194	0
Trinity	3,016	4,399	0
Tulare	8,316	16,535	0
Tuolumne	11,245	12,774	0
Ventura	29,858	40,956	0
Yolo	13,148	16,353	0
Yuba	5,116	6,290	0
Statewide Regional	905,168	1,386,455	0
Interregional	292,229	460,942	0
TOTAL	1,197,397	1,847,397	0

	New Capacity
Statewide Flexible Capacity	1,909,730
Statewide PTA Capacity	(378,695)
Statewide TE Capacity	(333,638)
Total STIP Capacity	1,197,397

2014 Fund Estimate
County and Interregional Shares
Table 3. Calculation of New Programming Targets and Shares - Total
(\$1,000's)

County	Net Carryover		2014 STIP Share through 2018-19			
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Add Back Lapses 11-12/12/13	Net Share (Total Target)	Net Advance
Alameda	2,000	0	30,031	0	32,031	0
Alpine	1,255	0	892	0	2,147	0
Amador	350	0	2,027	0	2,377	0
Butte	12,488	0	5,992	0	18,480	0
Calaveras	0	0	2,415	0	2,415	0
Colusa	673	0	1,604	130	2,407	0
Contra Costa	5,000	0	20,552	0	25,552	0
Del Norte	0	(11,560)	1,497	0	0	(10,063)
El Dorado LTC	0	(9,478)	4,203	0	0	(5,275)
Fresno	0	(8,176)	22,618	1,430	15,872	0
Glenn	1,802	0	1,680	1	3,483	0
Humboldt	0	(5,655)	6,038	40	423	0
Imperial	6,741	0	10,664	0	17,405	0
Inyo	9,824	0	8,299	338	18,461	0
Kern	0	(2,711)	30,488	573	28,350	0
Kings	0	(17,941)	4,474	0	0	(13,467)
Lake	4,665	0	2,623	232	7,520	0
Lassen	652	0	3,839	900	5,391	0
Los Angeles	0	(17,809)	181,619	3,358	167,168	0
Madera	0	(14,078)	4,162	0	0	(9,916)
Marin	0	(39,820)	5,617	245	0	(33,958)
Mariposa	1,541	0	1,570	0	3,111	0
Mendocino	1,081	0	5,639	0	6,720	0
Merced	11,655	0	7,425	0	19,080	0
Modoc	1,373	0	2,048	232	3,653	0
Mono	8,439	0	6,166	165	14,770	0
Monterey	0	(6,844)	10,690	10,256	14,102	0
Napa	2,678	0	3,698	230	6,606	0
Nevada	0	(4,118)	3,179	0	0	(939)
Orange	0	(1,653)	55,992	8,000	62,339	0
Placer TPA	0	(45,878)	7,625	0	0	(38,253)
Plumas	2,925	0	2,289	0	5,214	0
Riverside	15,380	0	49,508	1,916	66,804	0
Sacramento	17,630	0	28,447	500	46,577	0
San Benito	0	(6,819)	1,969	0	0	(4,850)
San Bernardino	0	(5,969)	56,920	115	51,066	0
San Diego	0	(29,142)	63,632	0	34,490	0
San Francisco	0	(2,827)	15,241	0	12,414	0
San Joaquin	7,957	0	15,418	338	23,713	0
San Luis Obispo	0	(4,624)	11,354	642	7,372	0
San Mateo	3,728	0	15,511	1,000	20,239	0
Santa Barbara	0	(12,288)	12,785	1,430	1,927	0
Santa Clara	0	(19,262)	35,676	660	17,074	0
Santa Cruz	0	(611)	6,145	0	5,534	0
Shasta	7,628	0	6,576	0	14,204	0
Sierra	1,043	0	1,087	121	2,251	0
Siskiyou	2,470	0	4,509	307	7,286	0
Solano	1,256	0	9,308	0	10,564	0
Sonoma	0	(21,840)	11,444	1,204	0	(9,192)
Stanislaus	3,292	0	11,405	0	14,697	0
Sutter	1,327	0	2,628	0	3,955	0
Tahoe RPA	1,585	0	1,396	0	2,981	0
Tehama	2,422	0	3,343	479	6,244	0
Trinity	586	0	2,370	60	3,016	0
Tulare	0	(6,022)	14,088	250	8,316	0
Tuolumne	8,626	0	2,619	0	11,245	0
Ventura	9,335	0	19,023	1,500	29,858	0
Yolo	6,739	0	5,494	915	13,148	0
Yuba	3,004	0	2,012	100	5,116	0
Statewide Regional	169,150	(295,125)	867,563	37,667	905,168	(125,913)
Interregional	0	(13,246)	289,188	16,287	292,229	0
TOTAL	169,150	(308,371)	1,156,751	53,954	1,197,397	(125,913)
Statewide Flexible Capacity					1,909,730	
Statewide PTA Capacity					(378,695)	
Statewide TE Capacity					(333,638)	
Total					1,197,397	

2014 STIP Development Schedule

Alameda CTC Activity	Date	MTC/ CTC Activity
<ul style="list-style-type: none"> • Approve 2014 STIP Schedule 	April 2013	
<ul style="list-style-type: none"> • Alameda CTC Approve 2014 STIP Principles 	May 2013	<ul style="list-style-type: none"> • CTC Approve Final Fund Estimate Assumptions
	June 2013	<ul style="list-style-type: none"> • CTC Releases Draft Fund Estimate (June 11th) • CTC Releases Draft STIP Guidelines
	July 2013	<ul style="list-style-type: none"> • MTC Reviews Draft RTIP Policies
	August 2013	<ul style="list-style-type: none"> • CTC Approves Fund Estimate • CTC Adopts STIP Guidelines
<ul style="list-style-type: none"> • Draft RTIP Proposal to Alameda CTC Commission 	September 2013	<ul style="list-style-type: none"> • MTC Approves Final RTIP Policies
<ul style="list-style-type: none"> • Final RTIP Proposal to Alameda CTC Committees and Commission 	October 2013	
	November 2013	<ul style="list-style-type: none"> • MTC Approves RTIP
	December 2013	<ul style="list-style-type: none"> • RTIP due to CTC
	April 2014	<ul style="list-style-type: none"> • CTC Adopts 2014 STIP

1. Sponsors of existing STIP programming in future years of the STIP as well as Caltrans sponsored projects with open Expenditure Authorization authority (or with a close out pending) will also be required to submit a project application for funding consideration.

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Alameda County - Draft 2014 STIP Program

Index #	Project	Previously Approved Priorities Amount (\$ x 1,000)	Proposed for 2014 STIP (\$ x 1,000)	Notes
1	Alameda County I-Bond Projects	8,000	8,000	<ul style="list-style-type: none"> \$8M of local funds approved by Alameda CTC July 2012. Prioritized programming included in previous ACCMA Board actions See Note 1
2	Route 84 Expressway (South Segment)	12,000	12,000	<ul style="list-style-type: none"> Includes R/W acquisition, utility relocation, etc. Prioritized programming for I-Bond shortfall See Note 1
3	Route 24 Corridor – Caldecott Settlement Projects	4,000	2,000	<ul style="list-style-type: none"> \$8M included with Resolution 08-006 Rev. \$2M fulfilled by MTC ARRA Exchange \$2M fulfilled in 2012 STIP
4	Dumbarton Rail Project	91,000	0	<ul style="list-style-type: none"> The Dumbarton Rail Corridor Project (DRC) is included in the Plan BayArea as “environmental only,” No priority for future capital funding is identified in the long range plan. The environmental phase of the DRC is fully funded by existing fund sources Will continue discussions with project partners regarding project delivery strategy
5	BART Warm Springs Extension	65,500	0	<ul style="list-style-type: none"> \$69M included with Resolution 08-018 Dec. 2008 \$3.5M fulfilled in 2012 STIP (Warm Springs Station Access Improvement – Automall Project) The capital phase of the Warm Springs Extension Project (WSX) is fully funded by existing sources. Will continue discussions with project partners regarding project delivery strategy

Alameda County - Draft 2014 STIP Program

Index #	Project	Previously Approved Priorities Amount (\$ x 1,000)	Proposed for 2014 STIP (\$ x 1,000)	Notes
6	AC Transit Bus Rapid Transit Project	35,300	6,300	<ul style="list-style-type: none"> \$40M included with Resolution 08-018 Dec. 2008 \$3.0 M fulfilled in 2012 STIP (combined with Lifeline Backfill commitment) \$1.5M fulfilled with Lifeline/MB Express Bus funding \$200K MB Express Bus funds through FY12-13 coordinated Program Need to account for “credit” applied based on programming “other” grants / funds
7	I-880 Broadway/Jackson Interchange	3,000	0	<ul style="list-style-type: none"> \$3M included with Resolution 08-018 Dec. 2008 \$2.5M fulfilled in 2012 STIP No additional STIP funds required at this time
8	I-880 Corridor Project	1,900	0	<ul style="list-style-type: none"> \$1.9M included with Resolution 08-018 Dec. 2008 \$1M fulfilled in 2012 STIP Included under Index #1 (Alameda County I-Bond Projects)
9	I-880/Mission Blvd. (Rte 262) Landscaping	3,500		<ul style="list-style-type: none"> \$3.5M included with Resolution 08-018 Dec. 2008 \$3.5M fulfilled in 2012 STIP Caltrans has identified \$4.871 M additional need
10	Grand Boulevard Streetscape project on El Camino Real (SR 82) in 15/16 FY or Station Enhancement project in FY 17/18 (San Mateo- CCAG)	200	200	<ul style="list-style-type: none"> 2008 STIP TE-Reserve Exchange payback
	Total		28,500	

Summary of Previously Adopted Alameda County STIP-RIP Commitments

Notes:

1. Resolution 08-018 identified projects in Alameda County funded by CMIA, TCIF or TLSP I-Bond funding collectively as “Infrastructure Bond Projects,” including the construction phase, and committed prioritized programming for the commitment to the Infrastructure Bond Projects.
2. Resolution 08-018 identified three projects collectively referred to as “Reso 3434 Projects:” 1) BART Warm Springs Extension; 2) AC Transit Bus Rapid Transit (BRT) Project; and 3) Dumbarton Rail Project. Resolution 08-018 requires that up to fifty percent (50%) of any new STIP programming capacity be programmed to the Reso 3434 Projects; and that a minimum of twenty-five percent (25%) of any new STIP programming capacity be programmed to the BART Warm Springs Extension Project if all programming requirements are met.

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**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY
RESOLUTION 08-018**

AC Transit
Director
Greg Harper

Alameda County
Supervisors
Nate Milley
Scott Haggerty

City of Alameda
Mayor
Beverly Johnson
Vice Chair

City of Albany
Councilmember
Farid Javandel

BART
Director
Thomas Blalock

City of Berkeley
Councilmember
Kris Worthington

City of Dublin
Mayor
Janet Lockhart

City of Emeryville
Vice-Mayor
Ruth Atkin

City of Fremont
Councilmember
Robert Wieckowski

City of Hayward
Councilmember
Olden Henson

City of Livermore
Mayor
Marshall Kamena

City of Newark
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Luis Freitas

City of Oakland
Councilmember
Larry Reid

City of Piedmont
Councilmember
John Chiang

City of Pleasanton
Mayor
Jennifer Hosterman

City of San Leandro
Councilmember
Joyce R. Starosciak

City of Union City
Mayor
Mark Green
Chair

Executive Director
Dennis R. Fay

State Transportation Improvement Program (STIP) Commitments

WHEREAS, SB 45 (Chapter 622, Statutes 1997) substantially revised the process for estimating the amount of state and federal funds available for transportation projects in the state and for appropriating and allocating the available funds to these projects; and

WHEREAS, as part of this process, the Alameda County Congestion Management Agency (ACCMA) is responsible for programming projects eligible for Regional Improvement Program funds, pursuant to Government Code Section 14527 (a), for inclusion in the Regional Transportation Improvement Program (RTIP), and submission to the Metropolitan Transportation Commission (MTC) and then to the California Transportation Commission (CTC), for inclusion in the State Transportation Improvement Program (STIP); and

WHEREAS, the MTC adopted Revised Resolution 3434 on September 23, 2008, that requests that the ACCMA commit funding to certain transit projects that are included in the 25-year Countywide Transportation Plan (CWTP); and

WHEREAS, the ACCMA has included the following three projects in the Draft 2008 CWTP: 1) \$160 million for BART Warm Springs Extension (WSX) Project; 2) \$85 million for the AC Transit Bus Rapid Transit (BRT) Project; 3) \$14.8 million for the Dumbarton Rail Project (three projects collectively referred to as the RESOLUTION 3434 Projects); and

WHEREAS, MTC Revised Resolution 3434 specifies that the transfer of \$91 million of RM2 funds, previously identified for the Dumbarton Rail Project, to the WSX Project is conditioned on the ACCMA adopting a board resolution committing the like amount of RTIP funding to the Dumbarton Rail Project detailed above; and

WHEREAS, to accomplish the MTC request, the Final 2008 CWTP will need to be amended to reflect a reduction to the BART WSX Project from \$160 million to \$69 million of funding, with the balance of the funding assigned to the Dumbarton Rail Corridor Project and increasing the funding from \$14.8 million to \$105.8 million; and

WHEREAS, MTC has committed \$35 million in CMAQ funds to the BRT Project contingent upon the ACCMA adopting a funding commitment plan (and exploring a strategy to advance the funding) for \$40 M of RTIP funds; and

WHEREAS, the Backfill of Lifeline Program Funds Project (\$2 million), Mission/880 Project (Landscaping Component) (\$3.5 million), Broadway/Jackson Interchange Project (\$3 million), and the 880 Corridor Project (\$1.9 million), which are collectively referred to as PREVIOUS STIP COMMITMENT Projects, were proposed in the 2008 STIP but not included in the final 2008 STIP approved by the CTC; and

WHEREAS, Proposition 1B was approved by the voters of California in November of 2006 and included approximately \$20 billion for infrastructure improvements, including multiple transportation programs; and

WHEREAS, projects in Alameda County that have been programmed with Corridor Mobility Improvement Account (CMIA), Trade Corridor Improvement Fund (TCIF) Account, Traffic Light Synchronization Program (TLSP), and Infrastructure Bond Funding Programmed by the CTC through the STIP, are all components of the Proposition 1B Program, with this set of projects collectively referred to as the INFRASTRUCTURE BOND Projects; and

WHEREAS, the ACCMA was awarded/programmed approximately \$500 million of Infrastructure Bond funding for multiple projects on I-80, San Pablo Avenue, I-880, I-580, and I-680; and

WHEREAS, the CTC has indicated that project sponsors are responsible to fund any cost increases on the Infrastructure Bond Program projects.

NOW, THEREFORE BE IT RESOLVED, the ACCMA amends the CWTP to move \$91 million of funding commitment from the WSX Project to the Dumbarton Corridor Project; and

BE IT FURTHER RESOLVED, the ACCMA will prioritize programming for RESOLUTION 3434, PREVIOUS STIP COMMITMENT and INFRASTRUCTURE BOND Projects in future STIPs; and

BE IT FURTHER RESOLVED, the ACCMA will first commit up to fifty percent (50%) of new programming capacity in a STIP cycle to the RESOLUTION 3434 Projects collectively; and

BE IT FURTHER RESOLVED, the ACCMA will commit at least twenty five percent (25%) of new programming capacity in a STIP cycle to the WSX project if programming and financing criteria have been met; and

BE IT FURTHER RESOLVED, the Timing of Funding Requests and Financing Issues Associated with Limited Programming Capacity are further discussed in Attachment A; and

BE IT FURTHER RESOLVED, the ACCMA will work with project sponsors, funding agency partners, and elected officials and consider financing options such as bonding, advance construction authority, and exchanges to identify methods to advance funding; and

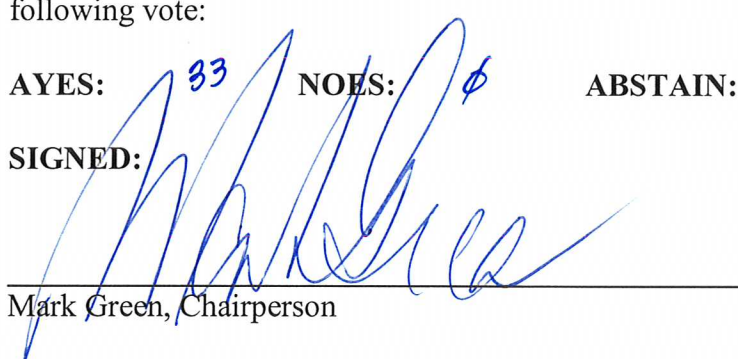
BE IT FURTHER RESOLVED, the ACCMA will not commit to a year of programming for RESOLUTION 3434, PREVIOUS STIP COMMITMENT and INFRASTRUCTURE BOND Projects prior to a STIP programming cycle; and

BE IT FURTHER RESOLVED, the ACCMA will require project sponsors to submit a request for funding that includes information that demonstrates that certain milestones are met, as detailed in Attachment B, to determine if a programming action is appropriate.

DULY PASSED AND ADOPTED by the Alameda County Congestion Management Agency at the regular meeting of the Board on Thursday, December 11, 2008 in Oakland, California, by the following vote:

AYES: 33 **NOES:** 0 **ABSTAIN:** 1 **ABSENT:** 1

SIGNED:



Mark Green, Chairperson

ATTEST:



Gladys V. Parmelee, Board Secretary

ATTACHMENT A

Timing of Funding Requests and Financing Issues Associated with Limited Programming Capacity

The RESOLUTION 3434 Projects are likely to include requests larger than the funding available in an individual STIP cycle, and are expected to require non-standard programming arrangements. MTC Revised Resolution 3434 states that the financing costs of the RESOLUTION 3434 Projects are the responsibility of the project sponsor. The ACCMA Board may consider alternative financing proposals, including:

- Considering financing costs within the funding proposed
- Considering financing costs in addition to the funding proposed
- Accepting only a portion of the overall financing

The financing for the three RESOLUTION 3434 Projects will be considered on a case by case basis at the time of programming. The RESOLUTION 3434 Projects, with respect to financing, will be treated equally.

A request for funding for the PREVIOUS STIP COMMITMENT Projects could be accommodated within a single STIP cycle and financing issues are not expected to be an issue.

The INFRASTRUCTURE BOND Projects funding needs may occur between the traditional STIP Cycle call for projects and may need to be addressed between STIP programming cycles.

ATTACHMENT B

Programming Requirements

The ACCMA will require project sponsors to submit a request for funding that includes information that demonstrates that certain milestones are met to determine if a programming action is appropriate.

All projects will be required to:

- Have a detailed project schedule that demonstrates that all timely use of funds provisions can be met,
- Have a full funding plan to complete the project, and
- Have a detailed cost estimate (including supporting assumptions).

RESOLUTION 3434 Projects will also be required to:

- Submit an application for the proposed funding at the time of the call for projects of the funding cycle, and
- Have a legally certified environmental document for CEQA and NEPA (if required) prior to the programming of funds, and
- Have a clearly defined locally preferred alternative that has received formal approval from the governing bodies of the responsible local jurisdiction(s) where the improvements will be constructed.

PREVIOUS STIP COMMITMENT Projects will also be required to:

- Submit an application for the proposed funding at the time of the call for projects of the funding cycle, and
- Have a legally certified environmental document for CEQA and NEPA (if required) prior to the programming of funds.

INFRASTRUCTURE BOND Projects will also be required to:

- Provide documentation on the project funding and reason for the cost increase for review and discussion prior to consideration.

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ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

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E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY
RESOLUTION 08-006 REVISED**

**STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COMMITMENT TO ROUTE 24 CORRIDOR ENHANCEMENTS**

AC Transit
Director
Greg Harper

Alameda County
Supervisors
Nate Miley
Scott Haggerty
Chair

City of Alameda
Mayor
Beverly Johnson

City of Albany
Councilmember
Farid Javandel

BART
Director
Thomas Blalock

City of Berkeley
Councilmember
Kris Worthington

City of Dublin
Mayor
Janet Lockhart

City of Emeryville
Vice-Mayor
Ruth Atkin

City of Fremont
Vice-Mayor
Robert Wieckowski

City of Hayward
Mayor
Michael Sweeney

City of Livermore
Mayor
Marshall Kamena

City of Newark
Councilmember
Luis Freitas

City of Oakland
Councilmember
Larry Reid

City of Piedmont
Councilmember
John Chiang

City of Pleasanton
Mayor
Jennifer Hosterman

City of San Leandro
Councilmember
Joyce R. Starosciak

City of Union City
Mayor
Mark Green
Vice Chair

Executive Director
Dennis R. Fay

WHEREAS, SB 45 (Chapter 622, Statutes 1997) substantially revised the process for estimating the amount of state and federal funds available for transportation projects in the state and for appropriating and allocating the available funds to these projects; and

WHEREAS, as part of this process, the Alameda County Congestion Management Agency (ACCMA) is responsible for programming projects eligible for Regional Improvement Program funds, pursuant to Government Code Section 14527(a), for inclusion in the Regional Transportation Improvement Program, and submission to the Metropolitan Transportation Commission (MTC) and then to the California Transportation Commission (CTC), for inclusion in the State Transportation Improvement Program (STIP); and

WHEREAS, the ACCMA has included \$8 million in its 25-year Countywide Transportation Plan for enhancements along and in the vicinity of the Route 24 Corridor in Oakland associated with the Caldecott Tunnel 4th Bore project; and

WHEREAS, the ACCMA included the first \$2 million for the Route 24 Corridor in its submittal for the 2008 STIP that was approved by the CTC on June 26, 2008; and

WHEREAS, the Contra Costa Transportation Authority (CCTA) has agreed to exchange the \$2 million in 2008 STIP funding with its local sales tax funding in order to expedite delivery of the enhancements; and

WHEREAS, the CCTA has agreed to exchange another \$2 million to be included in 2010 Alameda County STIP submittal with its local sales tax funding in order to further expedite delivery of the enhancements; and

WHEREAS, the Route 24 Corridor enhancements have been proposed by the ACCMA for the MTC's update of its regional transportation plan, expected to be completed in 2009; and

WHEREAS, the City of Oakland has identified a tentative package of enhancements to be funded with the above-referenced \$8 million in ACCMA's 25-year Countywide Transportation Plan; and

WHEREAS, the City of Oakland and Caltrans are finalizing a settlement agreement regarding the environmental document for the Caldecott Tunnel 4th Bore project; and

WHEREAS, the ACCMA Board, at the regular ACCMA Board meeting on April 24, 2008, adopted Resolution 08-006 setting forth a commitment on the part of the ACCMA Board to program up to \$6 million in the 2010 and 2012 STIPs to effectuate certain provisions of the above-referenced settlement agreement, subject to certain conditions; and

WHEREAS, to account for the CCTA commitments described above, the ACCMA Board has considered and has determined to adopt this Resolution 08-006 Revised, which amends and restates in its entirety the previously adopted Resolution 08-006.

NOW, THEREFORE BE IT RESOLVED, that the ACCMA Board intends to program \$2 million in the 2010 STIP to a project(s) to be identified by the CCTA; and

BE IT FURTHER RESOLVED, the CCTA agreed, at its June 18, 2008 meeting, to exchange this \$2 million commitment of ACCMA 2010 STIP funding with an advance of its local transportation sales tax funds in order to further expedite delivery of the enhancements along and in the vicinity of the Route 24 Corridor in Oakland associated with the Caldecott Tunnel 4th Bore project; and

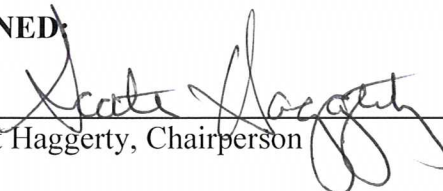
BE IT FURTHER RESOLVED, that the ACCMA Board intends to program additional STIP funding, up to \$4 million collectively, in the 2010 and 2012 STIPs for transportation enhancements along and in the vicinity of the Route 24 corridor in Oakland to effectuate certain provisions of the above-referenced settlement agreement, subject to the necessary applications and documents being prepared by the City of Oakland and/or Caltrans as required by law and the policies of the MTC and CTC, and subject to the enhancements being included in MTC's update of its regional transportation plan; and

BE IT FURTHER RESOLVED, that the ACCMA Board authorizes the Executive Director to enter into fund transfer agreements and other agreements with the City of Oakland, CCTA and Caltrans as may be required to develop and implement the Route 24 Corridor enhancements.

DULY PASSED AND ADOPTED by the ACCMA at the regular ACCMA Board meeting held on Thursday, July 31, 2008 in Oakland, California, by the following vote:

AYES: 33 NOES: 0 ABSTAIN: 0 ABSENT: 0

SIGNED:



Scott Haggerty, Chairperson

ATTEST:



Gladys V. Parmelee, Board Secretary



Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 5, 2013

SUBJECT: 2013 Congestion Management Program: Update to Deficiency Plan Guidelines

RECOMMENDATION: Approve revised deficiency plan guidelines incorporating procedures for developing Areawide Deficiency Plans

Summary

Alameda CTC as the Congestion Management Agency (CMA) for Alameda County is required by the Congestion Management Program (CMP) legislation to biennially monitor the Level of Service (LOS) on the CMP roadway network, and make a deficiency determination based on the LOS results. If a CMP roadway is identified as not meeting the required LOS Standard E and determined as deficient, a deficiency plan is required to be prepared to improve the performance of the deficient segment. Since 1991, six deficiency plans have been prepared to improve the performance of the Alameda County CMP network, and all of these plans focused on improving the deficient segment through the identification of specific localized improvements. By considering the option of improving overall multimodal performance over a larger area, areawide deficiency plans could provide alternative solutions, particularly if the segment deficiency cannot be mitigated. This memorandum outlines the draft guidelines on developing Areawide Deficiency Plans, including identifying the project study area and options for multimodal improvement measures and actions, and recommends updates to the existing deficiency plan guidelines. Upon approval of the 2013 CMP in December, the updated deficiency plan guidelines will be applied to future deficiencies identified on the CMP roadway network based on the future LOS Monitoring results.

Background

As a result of the required biennial LOS Monitoring on the Alameda County CMP roadway network and subsequent deficiency determination, six deficiency plans have been prepared since 1991. Implementation of three deficiency plans has been completed and the LOS on the deficient segments has been restored: 1) westbound I-580 from between Center Street and I-238; 2) northbound San Pablo Avenue between Allston Way and University Avenue; and 3) southbound University Avenue between San Pablo Avenue and 6th Street. Three deficiency plans are currently active and being implemented:

- Eastbound Mowry Avenue between Peralta Boulevard and SR 238/Mission Boulevard (Lead jurisdiction–City of Fremont; Participating jurisdiction – City of Newark)
- Freeway Connection between eastbound SR 260 (Posey Tube) and northbound I-880 (Lead jurisdiction– City of Oakland; Participating jurisdictions – Cities of Alameda and Berkeley)
- Northbound SR 185 (East 14th Street) between 46th and 42nd Streets (Lead jurisdiction– City of Oakland; Participating jurisdiction – City of Alameda)

All of these deficiency plans are location-specific plans, which mean that the proposed improvement measures or actions in these plans aim to improve the performance of the specific deficient CMP segment. However, in certain cases, location-specific mitigation may not be feasible or may not be desirable, such as Priority Development or infill development areas. In those circumstances, improvements in performance of alternative modes including transit, bicycle and pedestrian along with additional programs for an overall improvement in network performance over a larger area can be considered. This type of deficiency plan with actions for multimodal system performance improvement over a large area is referred to in this memorandum as an Areawide Deficiency Plan.

While the existing Alameda County CMP identifies the type of deficiency plans as Localized Deficiency Plan and Areawide Deficiency Plan, the deficiency plan guidelines do not include details or guidance specific to the development of an Areawide Deficiency Plan. Therefore, in line with the current Alameda CTC's efforts to continue to emphasize a multimodal approach in its planning efforts, the 2011 CMP identified developing guidance for implementing areawide deficiency plans as part of the 2013 CMP update. This memorandum makes recommendations for developing an Areawide Deficiency Plan, specifically on how to identify the study areas and improvement measures and actions to be considered. Attachment A provides updated deficiency plan guidelines incorporating modified language for developing an Areawide Deficiency Plan.

Study Area Identification for an Areawide Deficiency Plan

Based on a review of other planning efforts, particularly the preparation of areawide deficiency plans in Santa Clara County, and a review of the literature, it is recommended that the study area for an Areawide Deficiency Plan should generally be an area where improvements made to the multimodal network in one location of the study area will provide overall improved performance of the larger network in that area. The study area should include or be served by one or more alternative transportation modes. The study area can be:

- An administrative jurisdiction such as a city/county or part of a city/county
- An area comprising parts of multiple adjacent jurisdictions in which case it will be a multi-jurisdictional deficiency plan

Multimodal Improvement Measures to be considered in the Action Plan of the Areawide Deficiency Plan

The legislation requires that the improvements, programs and actions proposed in the Action Plan or Implementation Plan of the Deficiency Plan consider using the most recent Deficiency Plan Action List (Attachment A-Appendix 3) developed by the Air Quality Management District, which is Bay Area Air Quality Management District (BAAQMD) for the Bay Area. The Air District's Deficiency Plan Action List includes measures to improve use of alternative modes, improve traffic flow and reduce trips. While additional measures not on the Air District's list can be considered, they must be approved by the Air District prior to their adoption in the Action Plan. Improvement measures for non-CMP network can also be considered if they improve the overall performance of the system.

In addition, the proposed improvement measures and actions for the Action Plan of the Deficiency Plan can be coordinated with the outcome of the upcoming countywide modal plans (i.e., Countywide Goods Movement Plan, Countywide Community Based Transportation Plan, Countywide Transit Plan, and Countywide Multimodal Arterial Corridor Mobility Plan) and the adopted Comprehensive Countywide Travel Demand Management Strategy to effectively improve the multimodal transportation network performance by implementing measures that are already identified through a comprehensive plan development process. Alameda CTC will develop a list of multimodal improvement measures based on the outcome of these modal plans and work with the Air District to get their acceptance so that an expanded list of improvement options are readily available should an areawide deficiency plan be required to be developed.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Updated Deficiency Plan Guidelines

Staff Contact

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DEFICIENCY PLAN GUIDELINES

Background and Purpose

Deficiency Plans are plans that include various measures to improve transportation conditions on a Congestion Management Program (CMP) roadway that does not meet the established CMP level of service standard set forth in the California Government Code Section 65089 (b) (1) (B). The state legislation requires:

In no case shall the LOS standards for roads established be below the LOS E or at the current level, whichever is further from LOS A. When the LOS on a segment or at an intersection fails to attain the established LOS standard, a Deficiency Plan shall be adopted pursuant to Section 65089.4.

Deficiency Plans are a way for jurisdictions to remain in compliance with the CMP. Deficiency Plans should be developed with consideration of the countywide transportation planning process, including forecasts of travel needs and planned capital improvements. Likewise, existing deficiencies should influence future countywide transportation planning and programming decisions. If the Deficiency Plan involves system-wide improvements, Alameda CTC staff, transit agencies, the BAAQMD, and the California Department of Transportation may also be involved.

Process Overview

When the LOS on a given CMP-network segment deteriorates below the established state standard, the responsible jurisdiction(s) must prepare a Deficiency Plan, or additional gasoline tax subventions (pursuant to Section 2105 of the Streets and Highways Code) will be withheld. During even number years, when the LOS Monitoring is performed, the Alameda CTC Commission determines whether a jurisdiction is required to prepare a Deficiency Plan based on the LOS Monitoring results. If any CMP segment is identified to be deficient, the respective jurisdiction(s) must prepare a Deficiency Plan within 12 months of the determination to prevent its forfeiting of additional gasoline tax subventions. Appendix 1 includes the relevant sections of the CMP legislation related to the Deficiency Plan requirements.

Deficiency Identification

Biennially, the Alameda CTC identifies potentially deficient roadway segments based on LOS monitoring. Only trips originating inside Alameda County in the p.m. peak period are included in determining LOS conformity with the established LOS standard exempting many types of travel. After applying the required exemptions, if a CMP roadway segment is still found to operate at LOS F, it will be determined as deficient and the respective local jurisdiction(s) will be informed.

Exemptions

The State statute requires several types of travel to be exempted from the deficiency determination, including:

- Interregional travel;
- Construction, rehabilitation, or maintenance of facilities that impact the system;

- Freeway ramp metering;
- Traffic signal coordination by the state or a multi-jurisdictional agency;
- Traffic generated by the provision of low and very low income housing;
- Traffic generated by high-density residential development within one-fourth mile of a fixed rail passenger station; and
- Traffic generated by any mixed use development located within one-fourth mile of a fixed rail passenger station; and if more than half of the land area or floor area of the mixed use development is used for high density residential housing.

Roadway Capacity Standards

For the purposes of determining deficiency, the following standards for roadway capacity will be used unless a local jurisdiction can demonstrate an alternative capacity:

Freeways	: 2,000 vehicles per lane per hour
Two-lane highways	: 1,400 vehicles per lane per hour
Arterials	: 800 vehicles per lane per hour

Jurisdictional Participation

If a deficient CMP roadway segment is located entirely in one jurisdiction and all other jurisdictions contribute less than 10% traffic, then the deficiency should be addressed through a local single-jurisdiction deficiency plan. However, if a deficient CMP roadway segment crosses jurisdiction boundaries, borders two jurisdictions, or if the following conditions are met that are considered to be contributing to the deficiency or for effective planning purposes, then the deficiency should be addressed through a multi-jurisdiction deficiency plan.

- A jurisdiction shall participate in a deficiency plan if traffic to or from that jurisdiction, either an origin or destination at the deficient segment, represents ten percent (10%) of the capacity of the freeway/roadway, as estimated by the countywide travel demand model.
- In some cases, (in order to eliminate any gaps and to ensure continuity in the planning process) a jurisdiction that does not meet the ten percent threshold shall be required to participate in the deficiency plan process if it is surrounded by jurisdictions which meet the threshold for participation.

Additional features of the multi-jurisdictional deficiency plan in terms of participation are:

- All owners/operators of a deficient segment of freeway or roadway along with transit operators shall be invited to participate in the deficiency plan process
- The percent contribution of traffic specifically does not imply a commensurate financial share of the Deficiency Plan actions identified.
- All participating jurisdictions shall adopt identical deficiency plan action plans. A local jurisdiction shall have the right to appeal as depicted in the Multi-jurisdiction Deficiency Plan Appeal Process, (Appendix 2) or to invoke the established Conflict Resolution Process to address conflicts or

disputes that arise between the local jurisdictions in developing the multi-jurisdiction Deficiency Plan.

- If a local jurisdiction responsible for participating in a multi-jurisdictional deficiency plan does not adopt the deficiency plan in accordance with the schedule and requirements outlined above, that jurisdiction shall be considered in non-conformance with the CMP.

Types of Deficiency Plans

The Deficiency Plan process allows a local jurisdiction to choose one of two types of Deficiency Plans.

Localized Deficiency Plan

This type of plan is appropriate for addressing transportation impacts to a single CMP segment or roadway that has been identified as or is anticipated to become deficient based on the LOS Monitoring. This plan focuses on analyzing the cause of deficiency by including the immediate surrounding area as the project area and identifying the list of improvements or mitigation measures that are necessary to meet LOS standards, and estimates the costs and implementation schedule of the proposed improvements.

Areawide Deficiency Plan

An Areawide Deficiency Plan is appropriate when a CMP segment or roadway has been identified as or is anticipated to become deficient based on the LOS Monitoring and it cannot be improved to meet LOS standards and mitigated back to conformance if considered solely within a localized area. The jurisdiction must designate the segment as deficient, and develop and implement actions to measurably improve the performance of the larger network LOS in the study area and contribute to significant air quality improvements. Such actions may not necessarily directly pertain to or have a measurable impact on the deficient segment itself but must show system-wide improvement. This plan focuses on offsetting the deficiency by including the broader surrounding area as the project area and identifying a list of improvements, programs or actions to improve the performance of the larger multimodal network. The plan should contain an estimate of the costs and implementation schedule of the proposed improvements, programs or actions.

The study area for an Areawide Deficiency Plan should generally be an area where improvements made to the multimodal network in one place of the study area provide improved overall performance of the larger network in that area. The study area should include or be served by one or more alternative transportation modes. The study area can be:

- An administrative jurisdiction such as a city/county or a part of a city/county
- An area comprising parts of multiple adjacent jurisdictions in which case it will be a multi-jurisdiction deficiency plan

Plan Development and Approval

Required Components

The scope of a Deficiency Plan should match the severity of the problem. Extreme deficiencies will need more significant actions. Action plans must be incorporated into future CMP documents. State law requires a Deficiency Plan contain the following:

- an analysis of the deficiency
- a list of improvements and related costs to mitigate the deficiency in that facility itself;
- a list of possible actions and costs that would result in improvements to the CMP system's LOS and be beneficial to air quality; and
- an action plan, including a schedule, to implement improvements from one of the two above lists.

In developing the deficiency plan addressing the required components, the following format should be used:

- *Introduction and Setting.* A short description of the facility, including a map showing its location.
- *Deficiency Analysis.* Analysis and assessment of deficiency in terms of likely causes and the magnitude.¹
- *Screening of Actions.* An array of suitable actions evaluated at a sketch-planning level for potential effects on system-wide traffic congestion and air quality (traffic operations analyses or model forecasts may be required). For this purpose, actions listed in the BAAQMD guidelines (described in more detail in the following section) and other actions identified and approved by the BAAQMD should be used.
- *Evaluation of Suitable Actions.* Selected actions from the screening process further evaluated to demonstrate how these actions when implemented contribute to improving the CMP network LOS conditions.
- *Implementation.* A detailed implementation plan should be developed, including description of the selected actions, anticipated costs, related funding sources and schedule.

Suitable Implementation Actions

Implementation actions fall into one of two categories:

- *Mitigation of Deficiency.* These types of improvements are designed to directly mitigate the specific deficiency such as highway, transit and other mode improvements, typically included in the localized deficiency plan.

¹ The magnitude of the deficiency shall be defined as:

The capacity constraint that prevents a roadway from operating at its appropriate level of speed. It is typically assessed in terms of facility specific LOS as relationship between volume and speed based on the data from the LOS monitoring program.,

- *Overall System Performance and Air Quality Improvement.* These actions are intended to provide overall measurable improvements to system performance and air quality, in cases where deficiencies cannot be mitigated directly. This will occur from implementing an areawide deficiency plan.

Areawide deficiency plans facilitate implementation of coordinated improvements to the multimodal transportation network and promote reduction of overall percentage of trips made by the single occupant vehicles while increasing the percentage of trips made by transit, pedestrian and bicycle and resulting in improvements to air quality. For these types of plans, the legislation requires identifying an array of actions improving multimodal performance. In addition, the legislation requires the air quality management district, which is Bay Area Air Quality Management District (BAAQMD) for the Bay Area, to develop a list of improvements, programs and actions for this purpose as follows:

The deficiency plan shall include....a list of improvements, programs, or actions, and estimates of costs, that will (A) measurably improve multimodal performance, using measures defined in paragraphs (1) and (2) of subdivision (b) of Section 65089, and (B) contribute to significant improvements in air quality, such as improved public transit service and facilities, improved nonmotorized transportation facilities, high occupancy vehicle facilities, parking cash-out programs, and transportation control measures. The air quality management district or the air pollution control district shall establish and periodically revise a list of approved improvements, programs, and actions that meet the scope of this paragraph. If an improvement, program, or action on the approved list has not been fully implemented, it shall be deemed to contribute to significant improvements in air quality. If an improvement, program, or action is not on the approved list, it shall not be implemented unless approved by the local air quality management district or air pollution control district.

The BAAQMD has developed a list of actions Appendix 3, which are considered beneficial for air quality and congestion management and includes measures to improve use of alternative modes, improved traffic flow and reducing trips. Jurisdictions may include actions other than those on this list, provided the BAAQMD reviews and approves the list prior to plan adoption. The most current BAAQMD list of actions should always be consulted.

In addition, the proposed improvement measures and actions for the Action Plan of the Deficiency Plan in Alameda County can be coordinated with the outcome of the upcoming countywide modal plans – (i.e., Countywide Goods Movement Plan, Countywide Transit Plan, and Countywide Multimodal Arterial Corridor Mobility Plan) and the adopted Comprehensive Countywide Travel Demand Management (TDM) Strategy to effectively improve the multimodal transportation network performance. This could support measures including but not limited to the potential improvement measures related to the priority transit routes, bicycle and pedestrian locations, priority roadways, and freight as identified in the modal plans. Alameda CTC will develop a list of multimodal improvement measures based on the outcome of these modal plans and work with the Air District to get their approval, so that more improvement options are readily available should an areawide deficiency plan be required.

Review and Evaluation

An acceptable Deficiency Plan will contain all of the required components listed above and will be evaluated on the following technical criteria:

- Completeness as required in California Government Code Section 65089.5;
- Appropriateness of the Deficiency Plan actions in relation to the magnitude of the deficiency;
- Reliability of the funding sources;
- Ability to implement the proposed actions (including jurisdictional control issues); and
- Reasonableness of the implementation plan schedule.

Alameda CTC staff and ACTAC members will review the draft Deficiency Plan and provide technical input to assist the respective local jurisdiction(s) in developing and finalizing the Deficiency Plan.

Adoption

A final plan must be adopted by the affected local jurisdiction(s) at a noticed public hearing no later than 12 months following identification of Deficiency by Alameda CTC. The Alameda CTC Commission will approve or reject a Deficiency Plan within 60 days of receipt of the Deficiency Plan from the local jurisdiction(s). If the plan is rejected, Alameda CTC will notify the local jurisdiction(s) of the reasons for that rejection, and the local jurisdiction must submit a revised plan within 90 days. Once a plan is adopted, written notification of the conformance findings of the Alameda CTC Commission (presently scheduled to occur at the November/December Alameda CTC Commission meeting) is required annually.

Updates

To facilitate the implementation process, the Alameda CTC Commission will accept minor updates to Deficiency Plans. The affected jurisdictions(s) may submit a notice to the Alameda CTC stating the reason for and content of the update. The Alameda CTC Commission will approve or reject the request for the update. Should the Alameda CTC Commission reject the request, the existing Deficiency Plan will remain in place.

Monitoring

Annually, the Alameda CTC will monitor implementation of the Deficiency Plans prior to the annual conformance determination, to establish whether:

- They are being executed according to the schedule detailed in the implementation plan; or
- Changes have occurred that require modifications of the original Deficiency Plan or schedule.

Jurisdictions that have prepared and are implementing a Deficiency Plan must prepare annual status report updates for the Annual Conformity Findings. Participating jurisdictions that did not prepare the Deficiency Plan must also review the annual status report updates and submit a letter to the Alameda CTC stating they are in concurrence with the annual update from the lead jurisdiction. This information is required for the Commission to make a determination whether the jurisdictions are in conformance with the CMP.

Compliance

Once the action plan identified in the Deficiency Plan is implemented, the local jurisdiction determines whether a measurable improvement in LOS has occurred or whether the plan needs to be further updated. Evaluation of the action plan may result in recommended changes to other elements of the CMP, such as the Capital Improvement Program or Travel Demand Management Element, if related improvement measures are included in these elements

A jurisdiction (lead or participating), which is either not implementing the actions or not adhering to the stated schedule in the approved Deficiency Plan may be found in non-conformance, if the deficiency still exists.

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California Code Sections 65089.4 and 65089.5 Regarding the Congestion Management Program Deficiency Plan Process

65089.4.

(a) A local jurisdiction shall prepare a deficiency plan when highway or roadway level of service standards are not maintained on segments or intersections of the designated system. The deficiency plan shall be adopted by the city or county at a noticed public hearing.

(b) The agency shall calculate the impacts subject to exclusion pursuant to subdivision (f) of this section, after consultation with the regional agency, the department, and the local air quality management district or air pollution control district. If the calculated traffic level of service following exclusion of these impacts is consistent with the level of service standard, the agency shall make a finding at a publicly noticed meeting that no deficiency plan is required and so notify the affected local jurisdiction.

(c) The agency shall be responsible for preparing and adopting procedures for local deficiency plan development and implementation responsibilities, consistent with the requirements of this section. The deficiency plan shall include all of the following:

(1) An analysis of the cause of the deficiency. This analysis shall include the following:

(A) Identification of the cause of the deficiency.

(B) Identification of the impacts of those local jurisdictions within the jurisdiction of the agency that contribute to the deficiency. These impacts shall be identified only if the calculated traffic level of service following exclusion of impacts pursuant to subdivision (f) indicates that the level of service standard has not been maintained, and shall be limited to impacts not subject to exclusion.

(2) A list of improvements necessary for the deficient segment or intersection to maintain the minimum level of service otherwise required and the estimated costs of the improvements.

(3) A list of improvements, programs, or actions, and estimates of costs, that will (A) measurably improve multimodal performance, using measures defined in paragraphs (1) and (2) of subdivision (b) of Section 65089, and (B) contribute to significant improvements in air quality, such as improved public transit service and facilities, improved nonmotorized transportation facilities, high occupancy vehicle facilities, parking cash-out programs, and transportation control measures. The air quality management district or the air pollution control district shall establish and periodically revise a list of approved improvements, programs, and actions that meet the scope of this paragraph. If an improvement, program, or action on the approved list has not been fully implemented, it shall be deemed to contribute to significant improvements in air quality. If an improvement, program, or action is not on the approved list, it shall not be implemented unless approved by the local air quality management district or air pollution control district.

(4) An action plan, consistent with the provisions of Chapter 5 (commencing with Section 66000), that shall be implemented, consisting of improvements identified in paragraph (2), or improvements, programs, or actions identified in paragraph (3), that are found by the agency to be in the interest of the public health, safety, and welfare. The action plan shall include a specific implementation schedule. The action plan shall include implementation strategies for those jurisdictions that have contributed to the cause of the deficiency in accordance with the agency's deficiency plan procedures. The action plan need not mitigate the impacts of any exclusions identified in subdivision (f). Action plan strategies shall identify the most effective implementation strategies for improving current and future system performance.

(d) A local jurisdiction shall forward its adopted deficiency plan to the agency within 12 months of the identification of a deficiency. The agency shall hold a noticed public hearing within 60 days of receiving the deficiency plan. Following that hearing, the agency shall either accept or reject the deficiency plan in its entirety, but the agency may not modify the deficiency plan. If the agency rejects the plan, it shall notify the local jurisdiction of the reasons for that rejection, and the local jurisdiction shall submit a revised plan within 90 days addressing the agency's concerns. Failure of a local jurisdiction to comply with the schedule and requirements of this section shall be considered to be nonconformance for the purposes of Section 65089.5.

(e) The agency shall incorporate into its deficiency plan procedures, a methodology for determining if deficiency impacts are caused by more than one local jurisdiction within the boundaries of the agency.

(1) If, according to the agency's methodology, it is determined that more than one local jurisdiction is responsible for causing a deficient segment or intersection, all responsible local jurisdictions shall participate in the development of a deficiency plan to be adopted by all participating local jurisdictions.

(2) The local jurisdiction in which the deficiency occurs shall have lead responsibility for developing the deficiency plan and for coordinating with other impacting local jurisdictions. If a local jurisdiction responsible for participating in a multi-jurisdictional deficiency plan does not adopt the deficiency plan in accordance with the schedule and requirements of paragraph (a) of this section, that jurisdiction shall be considered in nonconformance with the program for purposes of Section 65089.5.

(3) The agency shall establish a conflict resolution process for addressing conflicts or disputes between local jurisdictions in meeting the multi-jurisdictional deficiency plan responsibilities of this section.

(f) The analysis of the cause of the deficiency prepared pursuant to paragraph (1) of subdivision (c) shall exclude the following:

(1) Interregional travel.

(2) Construction, rehabilitation, or maintenance of facilities that impact the system.

(3) Freeway ramp metering.

(4) Traffic signal coordination by the state or multi-jurisdictional agencies.

(5) Traffic generated by the provision of low-income and very low income housing.

(6)

(A) Traffic generated by high-density residential development located within one-fourth mile of a fixed rail passenger station.

(B) Traffic generated by any mixed use development located within one-fourth mile of a fixed rail passenger station, if more than half of the land area, or floor area, of the mixed use development is used for high density residential housing, as determined by the agency.

(g) For the purposes of this section, the following terms have the following meanings:

(1) "High density" means residential density development which contains a minimum of 24 dwelling units per acre and a minimum density per acre which is equal to or greater than 120 percent of the maximum residential density allowed under the local general plan and zoning ordinance. A project providing a minimum of 75 dwelling units per acre shall automatically be considered high density.

(2) "Mixed use development" means development which integrates compatible commercial or retail uses, or both, with residential uses, and which, due to the proximity of job locations, shopping opportunities, and residences, will discourage new trip generation.

65089.5.

(a) If, pursuant to the monitoring provided for in Section 65089.3, the agency determines, following a noticed public hearing, that a city or county is not conforming with the requirements of the congestion management program, the agency shall notify the city or county in writing of the specific areas of nonconformance. If, within 90 days of the receipt of the written notice of nonconformance, the city or county has not come into conformance with the congestion management program, the governing body of the agency shall make a finding of nonconformance and shall submit the finding to the commission and to the Controller.

(b)

(1) Upon receiving notice from the agency of nonconformance, the Controller shall withhold apportionments of funds required to be apportioned to that nonconforming city or county by Section 2105 of the Streets and Highways Code.

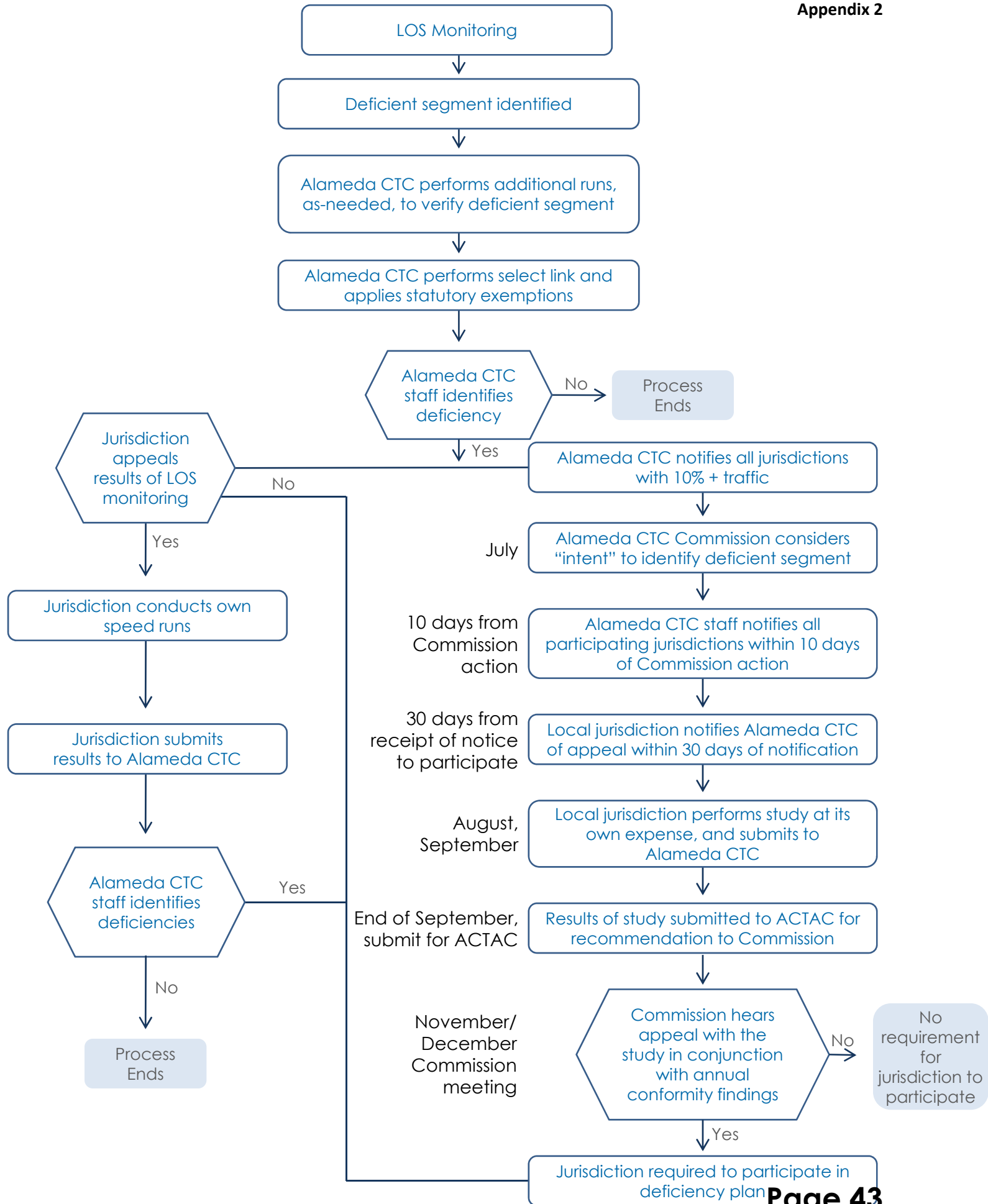
(2) If, within the 12-month period following the receipt of a notice of nonconformance, the Controller is notified by the agency that the city or county is in conformance, the Controller shall allocate the apportionments withheld pursuant to this section to the city or county.

(3) If the Controller is not notified by the agency that the city or county is in conformance pursuant to paragraph (2), the Controller shall allocate the apportionments withheld pursuant to this section to the agency.

(c) The agency shall use funds apportioned under this section for projects of regional significance which are included in the capital improvement program required by paragraph (5) of subdivision (b) of Section 65089, or in a deficiency plan which has been adopted by the agency. The agency shall not use these funds for administration or planning purposes.

Multijurisdictional Deficiency Plan Appeal Process

Appendix 2



Note: Assumes timely reporting of LOS Monitoring results in the spring.

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Table 1 - System-wide Deficiency Plan Actions List from BAAQMD*

Action A - BICYCLE AND PEDESTRIAN MEASURES	
A1	Improved Roadway Bicycle Facilities and Bike Paths
A2	Transit and Bicycle Integration
A3	Bicycle Lockers and Racks at Park and Ride Lots
A4	Bicycle Facilities and Showers at Developments
A5	Improved Pedestrian Facilities
A6	Pedestrian Signals
A7	Lighting for Pedestrian Safety
Action B - TRANSIT	
B1	Improvement of Bus, Rail, and Ferry Transit Service
B2	Expansion of Rail Transit Service
B3	Expansion of Ferry Services
B4	Preferential Treatment for Buses and In-Street Light Rail Vehicle (LRVs)
B5	Transit Information and Promotion
B6	Transit Pricing Strategies to Encourage Ridership and Reduce Transit Vehicle Crowding
B7	Transit Fare Subsidy Programs
B8	Transit Centers
B9	Improved and Expanded Timed Transfer Programs
B10	Improved and Expanded Fare Coordination
B11	Signal Preemption by Transit Vehicles
B12	Bus Stop Bulbs
B13	School Bus Transit Service
Action C - CARPOOLING, BUSPOOLING, VANPOOLING, TAXIPOOLING, JITNEYS, CASUAL CARPOOLING AND OTHER SHARED RIDES (Ridesharing)	
C1	Preferential Treatment for Shared Ride Vehicles
C2	Increased Use of Commuter/Employer Services
Action D - HIGH OCCUPANCY VEHICLE (HOV) FACILITIES	
D1	Preferential Treatment for HOVs
D2	Bus and Carpool/Buspool/Vanpool/Taxi-pool Priority Lanes on Local Arterials
D3	Accelerated Implementation of the 2005 HOV Master Plan
D4	HOV to HOV Facilities
D5	Direct HOV Lane Entrance/Exit Ramps to Arterials and Space Generators
Action E - OTHER TCMs, RELATED MEASURES	
E1	Stricter Travel Demand Management/Trip Reduction Ordinance
E2	Expanded Public Education Programs
E3	Child Care Facilities at or close to Employment Sites, Transit Centers and Park and Ride Lots
E4	Retail Services at or close to Employment Sites, Transit Centers and Park and Ride Lots
E5	Telecommuting Centers and Work-at-Home Programs
E6	Parking Management
Action F - TRAFFIC FLOW IMPROVEMENTS	
F1	Preferential Treatment of HOVs (See measures B4 and C1)
F2	Ramp Metering
F3	Auxiliary Lanes
F4	Signalization Improvements

* BAAQMD has not updated the list since November 1992. Staff will work with the Air District to develop an expanded and appropriate list of actions based on the outcome of the countywide modal plans.

F5	Computerized Traffic and Transit Control/Management on Arterials
F6	Turn Lanes at Intersections
F7	Turn Restrictions at intersections
F8	Reversible Lanes
F9	One-Way Streets
F10	Targeted Traffic Enforcement Programs
F11	Restrictions on Curb Side Deliveries and On-Street Parking



Memorandum

4.3

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DATE: September 5 , 2013

SUBJECT: 2013 Congestion Management Program (CMP) Update to Land Use Analysis Program

RECOMMENDATION: Provide input on proposed changes to the CMP Land Use Analysis Program including:

- 1) Creation of an approved list of alternative trip generation methodologies for use in impact analyses in Priority Development Areas (PDAs) or infill developments.
- 2) Update to policy for use of subarea travel demand models.
- 3) Creation of a database of land use development approvals.
- 4) Incorporation of the Alameda County PDA Investment and Growth Strategy by reference.

Summary

The Land Use Analysis program is one of the required elements of the Alameda CTC's Congestion Management Program (CMP). The goal of the Land Use Analysis Program is to assess impacts of local land development decisions on the regional transportation system and to coordinate local land use decisions and transportation investments. Activities performed as part of this program include the review of traffic impact analysis from environmental documents for large land use projects as well as monitoring of performance in coordinating transportation infrastructure and land use development.

This memorandum addresses four proposed modifications to the Land Use Analysis Program. First, it proposes an approved list of alternative trip generation rate methodologies that could be used by sponsors for projects in settings where Institute of Transportation Engineers (ITE) rates potentially over-estimate impacts on the transportation system such as Priority Development Area (PDAs) and other infill development areas. Second, it provides clarification on the policy for use of subarea travel demand models including the procedure and required documentation if local jurisdictions wish to develop a subarea model for use in CMP activities, rather than using the Alameda Countywide Travel Demand Model. Third, to strengthen the Alameda CTC's monitoring of coordination of transportation and land use, the memorandum proposes creation of a database of land use approvals; this database would be populated using lists of development approvals issued during the previous year submitted by local jurisdictions during the annual CMP conformity finding process. Finally, the memorandum proposes to incorporate the Alameda County PDA Investment and Growth Strategy

adopted in March 2013 as part of the Alameda CTC's transportation and land use coordination monitoring activities by reference. This is required by MTC in the CMP Guidance.

Background

Alternative Trip Generation Rate Methodologies

Need for Guidelines on Alternative Trip Generation Rate Methodologies

Trip generation estimates are a standard component of a transportation impact analysis. Currently, most impact analyses reviewed through the Land Use Analysis Program for the Alameda County CMP make use of Institute of Transportation Engineers (ITE) trip generation rates. ITE trip generation rates work by relating vehicle trip generation to a single characteristic describing the size of a land use (e.g. square feet, dwelling units, gas pumps).

A number of studies have determined that ITE rates result in overestimates of vehicle trip generation when applied to certain types of projects because they are largely based on national level data collected at developments with poor multimodal access, single use formats, and plentiful, free parking. In response to this, a White Paper on Barriers to Infill Development commissioned for the 2011 CMP recommended that the Alameda CTC consider alternative trip generation rates as part of its 2013 CMP update. These rates are methods for adjusting ITE rates to account for the fact that developments in dense, transit accessible areas with a mix of land uses are served by fewer vehicle trips.

Select impact analyses performed for the Land Use Analysis Program have used alternative trip generation methodologies or adjusted ITE rates to more accurately reflect project characteristics for some time now. The Alameda CTC has evaluated the appropriateness of these trip generation estimates on a case-by-case basis. Formalizing a policy regarding the use of alternative trip generation rate methodologies for the CMP Land Use Analysis Program would provide greater ease and flexibility for project sponsors to use these rates when applicable.

Review of Alternative Trip Generation Rate Methodology Options

A number of alternative trip generation methodologies have been developed in recent years. Alameda CTC staff reviewed seven of these methodologies:

- ITE internal trip capture methodology
- EPA's Trip Generation Tool for Mixed Use Development (MXD model)
- CARB's Urban Emissions (URBEMIS) model
- The NCHRP 8-51
- MTC's Station Area Residents Study (STARS) analysis (mode split based adjustment method)
- Caltrans/UC Davis' Smart Growth Trip Generation Rates
- Caltrans Division of Transportation Planning and Research's Trip Generation Rates for Urban Infill Land Uses study

The seven alternative trip generation rate methodologies were assessed for how they perform in terms of:

- Inputs, including whether they capture all determinants of trip generation in dense, transit oriented settings and whether data are readily available,
- Sample size and representativeness,
- Outputs, and
- Validation to actual developments

Attachment A provides the findings of this comparison.

In addition, staff reviewed Transportation Impact Analysis guidelines from other CMAs in the Bay Area. Policies on use of urban trip generation rates include:

- Santa Clara Valley Transportation Authority (VTA): allows use of ITE, SANDAG (same as EPA's Trip Generation Tool for Mixed Use Development [MXD model]) rates, and the City of San Jose's custom rates. Also allows percentage reductions from these rates for mixed-use projects, existing TDM programs, and project location near transit, with specified percentage reductions based on literature reviews.
- Contra Costa Transportation Authority (CCTA): provides table with range of expected reductions in trip generation estimates (from ITE) for project characteristics including transit usage, TDM, pass-by trips, mixed-use development, multi-use commercial sites, and surrounding uses.

Proposed approved list of alternative trip generation rate methodologies

The Alameda CTC proposes to consider the following alternative trip generation rate methodologies approved for use in the CMP Land Use Analysis program:

- EPA's Trip Generation Tool for Mixed Use Development (MXD model)
- Caltrans/UC Davis Smart Growth Trip Generation Adjustment Method
- MTC's Station Area Residents (STARS) study method: adjusting ITE rate based on mode split for a given level of transit proximity and density.

Attachment B provides a description of the approved methodologies.

If an EIR preparer wishes to use another urban trip generation methodology, the Alameda CTC would assess the appropriateness of this methodology on a case-by-case basis.

The above methodologies all work by adjusting ITE rates and are designed such that if they are applied in a setting with little transit or lower density, they produce an unadjusted ITE trip generation estimate. Therefore, there is no need to limit the methodologies to certain geographic areas or types of development.

Sub-Area Travel Demand Model Policy

The CMP statute specifies that CMAs should “approve transportation computer models of specific areas within the county that will be used by local jurisdictions...that are based on the countywide model and standardized modeling assumptions and conventions.” This approval is intended to ensure that the sub-area models demonstrate consistency with the countywide model, in the same way that the countywide model must demonstrate consistency with the regional model.

The Alameda CTC’s current sub-area travel demand model guidelines require updating to reflect the current MTC model consistency guidelines for CMAs. Attachment C presents clarification on the existing model consistency guidelines for sub-area travel demand models used by local jurisdictions for CMP analysis purposes. The guidelines are based on the requirements the Alameda CTC must meet in demonstrating that the Alameda Countywide Model is consistent with the MTC model. Where the CMA guidelines require consistency at the county-level, the proposed sub-area model guidelines require consistency at the planning-area level.

Land Use Approval Database

During the 2011 CMP update, the Alameda CTC identified a need for improved tracking of land use developments throughout the county to strengthen its land use analysis program. A review of other large CMAs revealed that two of three (Santa Clara VTA and San Francisco County Transportation Authority) have access to a database of recently approved development projects. Access to such a database would provide many benefits to the Alameda CTC including:

- Enhanced monitoring of how well transportation investments are being coordinated with new developments and demands for mobility
- Ability to compare land use projections with historic trends
- Ability to comply with new requirements that CMAs assess local jurisdiction efforts at approving (but not producing) sufficient housing for all income levels from the One Bay Area Grant Program
- Availability of a consistent database for multi-jurisdictional planning efforts

The Alameda CTC proposes that local jurisdictions submit as part of annual conformity findings:

- A list of land use development projects approved during the previous fiscal year.
- A copy of the most recent Housing Element Annual Progress Report submitted to the state Department of Housing and Community Development.

The list of land use development approvals would be limited to approvals that result in a net change in housing units or commercial, industrial, or institutional square footage. A minimum size threshold may be included depending on local input. Attachment D provides an example of the report on development approvals the Alameda CTC might

receive. Information regarding the Department of Housing and Community Development's Housing Element Annual Progress Report can be found at:

http://www.hcd.ca.gov/hpd/housing_element2/OR_apr.php

These new items would be submitted beginning with the 2014 conformity findings process (for the FY13/14 year and 2013 calendar year).

PDA Investment and Growth Strategy

As part of the One Bay Area Grant program process, the Alameda CTC was required to develop a PDA Investment and Growth Strategy. The Strategy was adopted by the Commission in March 2013 and forwarded to MTC in April 2013. The PDA Investment and Growth Strategy establishes a process for prioritizing OBAG transportation funds in a way that supports and encourages residential and commercial development in the region's PDAs in both the near- and long-term. As required by MTC's CMP guidance, the Alameda County adopted PDA Investment and Growth Strategy will be incorporated into the 2013 CMP by reference. It can be found on the Alameda CTC website at:

http://www.alamedactc.org/app_pages/view/10385

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Review of Alternative Trip Generation Methodologies
- B. Description of Approved Alternative Trip Generation Methodologies
- C. Clarification on Sub-Area Travel Demand Model Policy
- D. Sample Report on Local Development Approvals

Staff Contact

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Attachment A: Review of Alternative Trip Generation Methodologies

Alameda CTC staff reviewed seven alternative trip generation methodologies for applicability in the CMP Land Use Analysis Program. Considerations include:

- Inputs considered – what different variables does the methodology consider when estimating trip generation (e.g. land use factors, multimodal accessibility, TDM measures), and how readily available are data needed for these variables?
- Sample size and representativeness – how robust and California specific/Alameda County specific is the sample that the rates are estimated based on?
- Outputs – does the methodology simply produce a reduction of auto trips, or does it tell what modes non-auto trips utilize? Does the methodology work for peak hours or just daily rates?
- Validation – has the methodology been demonstrated to produce reasonable estimates of trip generation for development projects such as PDA or infill type developments and/or has the methodology been demonstrated to outperform ITE rates?

Table 1 below contains a detailed summary of how the methodologies reviewed perform in the above areas. To summarize:

- ITE internal trip capture methodology – is based on a very limited sample size (none of which is in California). Furthermore, the methodology only accounts for land use mixing, excluding other critical factors like transit access, density, etc.
- EPA's Trip Generation Tool for Mixed Use Development (MXD model) – is based on a robust sample size and applies elasticities from the peer-reviewed literature on transportation-land use connections. The tool is well-validated, considers many factors including density, land use mixing, distance to transit, and is implemented in an easily usable spreadsheet tool.
- CARB's Urban Emissions (URBEMIS) – considers many different factors that impact urban trip generation rates and has withstood legal challenges in California; however, the tool does not provide peak hour specific estimates so it would not work for typical impact analysis
- The NCHRP 8-51 method – is an enhanced version of the ITE internal trip capture methodology. The sample size is still relatively limited and many required inputs may not be readily available as part of a typical impact analysis.
- MTC's Station Area Residents Study (STARS) analysis (mode split based adjustment method) – is described in Attachment B. This method is the most Bay Area and Alameda County specific. STARS looks at how mode share differs based on density and transit access, and this analysis implicitly accounts for land use mixing, parking pricing, etc. as these tend to be near more dense, transit

accessible areas. The mode share estimates from STARS can be easily adapted for trip generation adjustment. An analyst would merely need to look-up and multiply by a trip generation rate percentage reduction factor.

- Caltrans/UC Davis' Smart Growth Trip Generation Rates Study – produced ITE rate adjustment factors based on a fairly robust sample size that is very California specific. The rates are based on density, land use mixing, regional location, transit service, and parking, and the study included a validation component. The methodology is implemented in an easily usable tool that points to publically available data sources.
- Caltrans Division of Transportation Planning and Research's Trip Generation Rates for Urban Infill Land Uses study – produced alternative ITE rates for use in urban, infill settings. However, the rates have not yet been validated.

Of the methodologies reviewed, the following three are recommended for use in CMP Land Use Analysis Program transportation impact analyses if project sponsors find them applicable:

- EPA's MXD model
- Caltrans/UC Davis Smart Growth Trip Generation Adjustment Method
- MTC's Station Area Residents (STARS) mode split adjustment method

Table 1: Detailed Summary of Alternative Trip Generation Methodologies for PDAs and Infill Development Areas

Methodology	Developed By	How it works	Inputs Considered	Sample Size & Representativeness	Outputs	Validation
1 ITE Internal Trip Capture Methodology ¹	ITE	<ul style="list-style-type: none"> Provides percentage reductions to be applied to ITE rates 	<ul style="list-style-type: none"> Land use mixing 	<ul style="list-style-type: none"> Three case studies all in Florida 	<ul style="list-style-type: none"> Internal trip capture during PM peak hour 	<ul style="list-style-type: none"> Outperforms ITE but still tends to overestimate trips²
2 MXD Model ³	EPA	<ul style="list-style-type: none"> Reductions to ITE rates based on elasticities from literature Spreadsheet tool Required data relatively easily gathered 	<ul style="list-style-type: none"> Density Land use mixing Design Distance to transit Destination accessibility 	<ul style="list-style-type: none"> National sample of 239 multi-use developments in six metro areas 	<ul style="list-style-type: none"> Internal trip capture External trip mode split AM peak, PM peak, and Daily periods 	<ul style="list-style-type: none"> Outperforms ITE rates² Validated at 40 sites, mostly in California
3 URBEMIS (URBan EMIssions) model ⁴	CARB	<ul style="list-style-type: none"> Reductions to ITE rates Downloadable software Must reference documentation to see calculations 	<ul style="list-style-type: none"> Density Land use mixing Transit Street connectivity Bike/ped facilities TDM measures 	<ul style="list-style-type: none"> Reductions based on SANDAG trip generator data 	<ul style="list-style-type: none"> Internal trip capture No peak hour trip estimates 	<ul style="list-style-type: none"> Outperforms ITE rates² Has withstood several legal challenges⁵
4 NCHRP 8-51 Method ⁵	NCHRP/ TxDOT	<ul style="list-style-type: none"> Enhanced version of ITE Internal Trip Capture Methodology 	<ul style="list-style-type: none"> Requires mode split and vehicle occupancy as inputs Distance between uses 	<ul style="list-style-type: none"> Based on data collected at six sites 	<ul style="list-style-type: none"> Internal trip capture External trip mode split AM and PM peak periods 	<ul style="list-style-type: none"> Outperforms ITE rates² Validated at two sites in Texas and one site in Georgia

¹ ITE Trip Generation Handbook, 2nd Edition. June 2004

² Lee, R. et al. (2011). Evaluation of the Operation and Accuracy of Five Available Smart Growth Trip Generation Methodologies. Research Report – UCD-ITS-RR-11-12

³ Environmental Protection Agency (EPA) Trip Generation Tool for Mixed-Use Developments Project Website.

⁴ http://www.epa.gov/smartgrowth/mxd_tripgeneration.html. Accessed on 16 April 2013.

⁵ URBEMIS 2007 (version 9.2.4) <http://urbemis.com/>

⁵ Bochner, B. et al. (2011). Enhancing Internal Trip Capture Estimation for Mixed-Use Developments. NCHRP Report 684.

Table 1, Continued: Detailed Summary of Alternative Trip Generation Methodologies for PDAs and Infill Development Areas

Methodology	Developed By	How it works	Factors Considered	Sample Size & Representativeness	Outputs	Validation
5 MTC Transit Station Area Residents Survey (STARS) ⁶	MTC	<ul style="list-style-type: none"> Lookup table of mode split for given land use characteristics 	<ul style="list-style-type: none"> Density Transit access 	<ul style="list-style-type: none"> Based on analysis of Bay Area Travel Survey 2000 at county-level 	<ul style="list-style-type: none"> Trips by mode for different locations and purposes 	<ul style="list-style-type: none"> Outperforms ITE rates²
6 California Smart-Growth Trip Generation Rates Study ⁷	Caltrans/UC Davis	<ul style="list-style-type: none"> Reductions to ITE rates for common ITE categories Clear criteria for when appropriate to use Required data easily gathered from public sources Spreadsheet tool 	<ul style="list-style-type: none"> Density, Regional location Building setbacks Transit service Parking 	<ul style="list-style-type: none"> Estimated based on 50 "smart growth" sites in California 	<ul style="list-style-type: none"> Reduction to ITE rate Adjustment can be applied to AM peak, PM peak, and Daily rates 	<ul style="list-style-type: none"> Validated on 11 (AM) and 13 (PM) mixed use sites in California
7 Trip-Generation Rates for Urban Infill Land Uses in California ⁸	Caltrans Divisions of Transportation Planning and Research & Innovation	<ul style="list-style-type: none"> Alternative ITE rates for 10 common ITE categories Clear criteria for when rates could be applied 	<ul style="list-style-type: none"> Rates based on single dependent variable, similar to ITE 	<ul style="list-style-type: none"> Intercept surveys of 26 urban infill sites 	<ul style="list-style-type: none"> Trips by mode No way to estimate internal/external 	<ul style="list-style-type: none"> Data collection methodology reviewed by Technical Advisory Committee No validation

⁶ Station Area Residents Survey (STARS), 2006: http://www.mtc.ca.gov/planning/smart_growth/stars/ - Appendix K, Table K9

⁷ Handy, S. et al. (2013). Smart Growth Trip Generation Project Website. <http://ultrans.its.ucdavis.edu/projects/smart-growth-trip-generation>. Accessed on 16 April 2013.

⁸ Kimley-Horn & Associates, et.al. (2009). Trip-Generation Rates for Urban Infill Land Uses in California. Final Report, June, 2009.

Attachment B: Description of Approved Alternative Trip Generation Methodologies

EPA's Trip Generation Tool for Mixed Use Development (MXD model):

A description of this method can be found online at:

http://www.epa.gov/smartgrowth/mxd_tripgeneration.html

Caltrans/UC Davis Smart Growth Trip Generation Adjustment Method

A description of this method can be found online at:

<http://ultrans.its.ucdavis.edu/projects/smart-growth-trip-generation>

MTC's Station Area Residents (STARS) Mode Split Based Adjustment Method

This method uses household travel survey data to determine how mode share varies by land use characteristics and then use this information to reduce ITE trip generation rates. The key assumption is that ITE rates produce a reasonably accurate estimate of *person-trips*, but that in a more dense, transit accessible setting, many of these person-trips may use modes other than driving, so the *vehicle-trip* rate will be lower.

In the Bay Area, MTC conducted extensive analysis of the 2000 Bay Area Travel Survey (BATS 2000), the most recent household travel survey, as part of its Station Area Residents Study (STARS). This analysis looked at how mode shares differ as a function of proximity to transit and land use density. The findings of this study are well-suited to producing urban trip generation rate estimates.

Table 1 below reproduces a table from the STARS analysis. This table illustrates how the mode shares of residents living in Alameda County differ based on the location of their residence. For instance, the driving mode share of residents living within a half-mile of transit is only 48.2%, while for residents living more than a mile from transit, in a lower density area, this share is 87.0%.

This information can be used to adjust ITE trip generation rates. For instance, for a development located more than a mile from transit in a high-suburban density area, an adjusted ITE rate could be computed as:

$$\text{Adjusted Rate} = \text{ITE Rate} * 0.82$$

Note that the STARS analysis examined mode share for specific trip purposes (e.g. school trips, shopping trips, social/recreation trips) and depending on the type of development project, an analyst may wish to use this information instead of the mode share for all trips to adjust ITE rates.

Table 1: BATS2000 Mode Shares by Trip Purpose and Proximity to Rail and Ferries - Alameda County Residents (MTC STARS study Table K-9)

Travel Characteristic	Proximity of Household to Rail Stations and Ferry Terminals						Total
	Within 1/2 mile	1/2 mile to 1 mile	Greater than 1 mile				
			Urban	High-Sub	Low-Sub	Rural	
MODE SHARES							
Home-Based Work							
In-Vehicle Person	56.3%	69.4%	78.0%	86.3%	82.7%	94.5%	78.5%
Vehicle Driver	46.6%	57.6%	68.9%	77.0%	77.3%	84.2%	69.5%
Vehicle Passenger	9.7%	11.8%	9.1%	9.3%	5.4%	10.3%	9.1%
Total Transit	26.5%	18.3%	17.1%	10.0%	13.5%	3.8%	15.0%
Rail and Ferry	23.7%	12.7%	11.1%	6.7%	11.4%	3.8%	10.9%
Bus	2.8%	5.6%	6.0%	3.3%	2.2%	0.0%	4.2%
Bicycle	7.3%	5.2%	1.1%	1.1%	1.0%	1.1%	2.2%
Walk	8.1%	5.2%	2.8%	2.4%	2.4%	0.6%	3.3%
Other	1.8%	1.9%	1.0%	0.2%	0.4%	0.0%	0.9%
Non-Work Trips							
In-Vehicle Person	46.7%	65.5%	77.1%	80.8%	85.0%	85.1%	75.6%
Vehicle Driver	33.0%	40.5%	47.8%	51.5%	55.6%	55.2%	48.2%
Vehicle Passenger	13.7%	25.0%	29.3%	29.3%	29.5%	29.8%	27.4%
Total Transit	25.6%	7.1%	5.7%	3.7%	2.4%	0.4%	6.2%
Rail and Ferry	5.3%	3.8%	1.6%	1.5%	1.2%	0.3%	2.1%
Bus	20.3%	3.3%	4.1%	2.2%	1.2%	0.2%	4.1%
Bicycle	2.6%	4.5%	2.4%	1.1%	1.0%	0.8%	2.1%
Walk	21.7%	21.1%	13.6%	13.0%	10.3%	12.8%	14.6%
Other	3.4%	1.8%	1.2%	1.4%	1.3%	0.9%	1.5%
Total Trips							
In-Vehicle Person	48.2%	66.5%	77.3%	82.0%	84.6%	87.0%	76.2%
Vehicle Driver	35.2%	44.9%	52.6%	57.0%	60.1%	61.0%	52.8%
Vehicle Passenger	13.0%	21.6%	24.8%	25.0%	24.4%	25.9%	23.4%
Total Transit	25.7%	10.0%	8.3%	5.1%	4.7%	1.1%	8.1%
Rail and Ferry	8.2%	6.1%	3.7%	2.7%	3.3%	1.0%	4.0%
Bus	17.5%	3.9%	4.5%	2.4%	1.4%	0.1%	4.1%
Bicycle	3.3%	4.7%	2.1%	1.1%	1.0%	0.9%	2.1%
Walk	19.5%	17.0%	11.2%	10.7%	8.7%	10.4%	12.2%
Other	3.2%	1.8%	1.2%	1.2%	1.1%	0.7%	1.4%

Source:
http://www.mtc.ca.gov/planning/smart_growth/stars/Appendix_K_Alameda_County_Residents_Walkable_Buffer.pdf ,
 Page K-7

Category	Population Density	Example Cities
Urban	10,000 or more persons/mi ²	San Francisco, Berkeley, Oakland
High-Suburban	6,000 to 9,999 persons/mi ²	Palo Alto, Vallejo, Richmond, San Leandro
Low-Suburban	500 to 5,999 persons/mi ²	Lafayette, Walnut Creek, Sausalito
Rural	Less than 500 persons/mi ²	Oakland Hills, Point Reyes Station, Guerneville

Attachment C: Clarification of Subarea Travel Demand Model Guidelines

General Policy Statement

The Alameda CTC maintains a Countywide Travel Demand Model (Countywide Model) which is in conformance with MTC's Regional Travel Demand Model and land use database and can therefore be used to satisfy Congestion Management Program (CMP) requirements in Alameda County. The Master Transportation Demand Model Agreements made between the Alameda County Congestion Management Agency and local jurisdictions detail the process through which local jurisdictions can have access to the Countywide Model and use its results for CMP conformance purposes.

An alternative to use of the Countywide Model which local jurisdictions or groups of local jurisdictions may wish to pursue is the development of subarea travel demand models (subarea models) for the purpose of satisfying CMP requirements. Subarea models may be more effective than the Countywide Model for the evaluation of certain local conditions or CMP applications.

Local jurisdictions may use a subarea model for CMP purposes so long as the subarea model demonstrates consistency with the Countywide Model. Results from subarea models which are not consistent with the Countywide Model will not be accepted by the Alameda CTC for CMP purposes.

Consistency Guidelines

A two-step process has been established to determine consistency of a subarea model with the Countywide Model. The two-step process includes an initial evaluation of subarea model compatibility by the Alameda CTC (step one) and, if required, additional data and information to be submitted to the Alameda CTC to verify consistency (step two).

Step One:

- A.** Local jurisdictions apply to the Alameda CTC for a consistency finding. The application shall consist of the following:
 - i. A written communication to the Alameda CTC requesting a model consistency finding.
 - ii. A completed model consistency checklist.
- B.** In the case of new/proposed subarea models, Alameda CTC staff must be part of the Local Technical Advisory/Oversight Committee/Taskforce for model development.

Step Two:

- C. If additional information is required to determine consistency, Alameda CTC staff will review modeling procedures and land use database issues with local modeling staff.

Acceptable CMP Related Uses of a Consistent Subarea Model

A subarea model that has been found to be consistent with the Countywide Model may be used for the following CMP related uses:

1. Forecasting of operating conditions on roadway segments.
2. Development impact analysis performed for the CMP Land Use Analysis Program.
3. Testing of mitigation measures or deficiency plan recommendations to address degradation of Level of Service (LOS) on CMP roadway segments operating below LOS E.

Annual Recertification

Annual recertification of subarea models is required by the Alameda CTC.

Recertification requires a written request. The request must clearly explain why the subarea model should be recertified on the basis of one of the following two conditions:

1. All changes to the model specifications of the land use database (1) were reported to the Alameda CTC previously or (2) are changes done in coordination with the land use database update process of the Countywide Model.

OR

2. Recertification request must include a completed consistency checklist.

Development and Operation of Subarea Models

It is assumed that subarea models will be developed by local jurisdictions who will have responsibility for their operation, maintenance, and the costs associated with them. As a condition for delegation of Alameda CTC modeling responsibilities, it is assumed that local jurisdictions will commit to providing adequate ongoing technical support for all model applications in support of a CMP requirement (e.g. land use analysis or deficiency analysis). It is assumed that consultant assistance would normally be required for model development and maintenance.

Dispute Resolution

Disputes regarding consistency or appropriate use of a subarea model shall be brought to the Alameda County Technical Advisory Committee.

Alameda CTC Checklist for Modeling Consistency for Local Jurisdictions

This checklist guides local jurisdictions wishing to develop a subarea model through their model development and consistency review process by providing an inventory of specific products to be developed and submitted to the Alameda CTC, and by describing standard practices and assumptions.

A. General approach:

Discuss the general approach to travel demand modeling by the local jurisdiction and the subarea model's relationship to the Alameda Countywide Travel Demand Model.¹

PRODUCT

1. Description of the subarea model's general approach.

B. Demographic/economic/land use forecasts:

Both base and forecast year demographic/economic/land use ("land use") inputs must be consistent - though not identical - to the census tract-level data provided to the Alameda CTC by ABAG. Specifically, if local jurisdictions wish to reallocate land use within their own jurisdiction, they must consult with the Alameda CTC. Further, the resulting deviation in the subject jurisdiction (or jurisdictions) should be no greater than plus or minus one percent from the jurisdiction-level totals in the Alameda CTC land use database for the following variables: population, households, jobs, and employed residents.

Outside the subject jurisdiction (or jurisdictions) and within Alameda County, the land use variables in the travel analysis zones used by the jurisdiction's model must match the Alameda CTC model or another adopted subarea model (e.g. the City of Hayward could adopt the land use from within the City of Dublin if the City of Dublin's model for use in the TAZs within the City of Dublin had an approved subarea model).

Outside of Alameda County, the land use variables in the travel analysis zones used by the jurisdiction's model must match the Alameda CTC model exactly.

¹ Alameda Countywide Travel Demand Model Documentation is found here:
http://www.alamedactc.org/files/managed/Document/9608/AlamedaCTC_Model_P09_112712.pdf

PRODUCTS

2. A statement establishing that the differences between key Alameda CTC land use variables and those of the sub area model do not differ by more than one percent at the jurisdiction level for the subject jurisdiction. A statement establishing that no differences exist at the census-tract-level outside the jurisdiction between the Alameda CTC forecast or the forecast contained within an adopted subarea model.
3. A table comparing the Alameda CTC land use estimates with the subarea model land use estimates by jurisdiction for population, households, jobs, and employed residents for both the base year and the horizon year.
4. If land use estimates within the jurisdiction are modified from the Alameda CTC model's projections, agendas, discussion summaries, and action items from each meeting held with the Alameda CTC at which the redistribution was discussed, as well as before/after census-tract-level data summaries and maps.

C. Pricing Assumptions:

Use Alameda CTC's automobile operating costs, transit fares, and bridge tolls or provide an explanation for the reason such values are not used.

PRODUCT

5. Table comparing the assumed automobile operating cost, key transit fares, and bridge tolls to Alameda CTC's values for the horizon year.

D. Network Assumptions:

Use Alameda CTC's regional highway and transit network assumptions for the other Bay Area counties and other jurisdictions within Alameda County. Local jurisdictions should include more detailed network definition relevant to their own jurisdiction in addition to the regional highway and transit networks. For the CMP horizon year, to be compared with the TIP interim year, regionally significant network changes in the base case scenario shall be limited to the current Transportation Improvement Program (TIP) for projects subject to inclusion in the TIP.

PRODUCT

6. Statement establishing satisfaction of the above.

E. Automobile ownership:

Use Alameda Countywide Travel Demand Model automobile ownership models or forecasts or submit alternative models to Alameda CTC for review and comment.

PRODUCT

7. Planning Area-level table comparing estimates of households by automobile ownership level (zero, one, two or more automobiles) to Alameda CTC's estimates for the horizon year.

F. Trip generation:

Use Alameda Countywide Travel Demand Model trip generation models or submit alternative models to Alameda CTC for review and comment.

PRODUCT

8. County-level tables comparing estimates of trip and/or tour frequency by purpose to MTC's estimates for the horizon year.

G. Trip distribution:

Use Alameda Countywide Travel Demand Model trip distribution models or submit alternative models to Alameda CTC for review and comment.

PRODUCTS

9. County-level tables comparing estimates of average trip distance by tour/trip purpose to Alameda CTC's estimates for the horizon year.
10. Planning area-to-planning area comparison of journey-to-work or home-based work flow estimates to MTC's estimates for the horizon year.

H. Travel mode choice:

Use Alameda Countywide Travel Demand Model mode choice models or submit alternative models to Alameda CTC for review and comment.

PRODUCT

11. County-level tables comparing travel mode share estimates by tour/trip purpose to Alameda CTC's estimates for the horizon year.

I. Traffic Assignment

Use Alameda Countywide Travel Demand Model models, or submit alternative models to Alameda CTC for review and comment.

PRODUCTS

12. County-level, time-period-specific comparison of vehicle miles traveled and vehicle hours traveled estimates by facility type to Alameda CTC's estimates for the horizon year.

13. County-level, time-period-specific comparison of estimated average speed on freeways and all other facilities, separately, to Alameda CTC's estimates for the horizon year.

Attachment D: Sample Report on Local Development Approvals

Development	Date Approved	Address	Assessor's Parcel number	Estimated Completion	Net Single Family Units	Net Multifamily Units	Net Commercial Square Feet	Net Industrial Square Feet	Net Institutional Square Feet
Green Acres	July 17, 2012	123 Oak Drive	505 01463589	2014	35	0	0	0	0
The Spot Mixed Use Development	April 15, 2013	385 Main St	404 0789366	2016	0	200	30,000	-60,000	15,000

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Memorandum

4.4

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 5, 2013

SUBJECT: 2013 Congestion Management Program (CMP) Draft Capital Improvement Program (CIP) Table

RECOMMENDATION: Provide input on the 2013 Congestion Management Program (CMP) Draft Capital Improvement Program (CIP) Table and provide comments and corrections to Alameda CTC staff by Friday, September 13, 2013.

Summary

The Alameda CTC is legislatively required by the California Government Code 65088.0 to 65089.10 to develop and update a Congestion Management Program (CMP) every two years. As part of the CMP, a 7-year Capital Improvement Program (CIP) is prepared that identifies a list of projects that are intended to implement the CMP's policies and congestion relief strategies. Capital improvement projects must conform to Regional Transportation Plan, Countywide Transportation Plan, and air quality mitigation measures for transportation-related vehicle emissions.

The Congestion Management Program (CMP), Chapter 8, addresses the Capital Improvement Program (CIP). The CIP chapter of the 2013 CMP includes the CIP table, which details the planned investment that is intended to benefit the CMP network over the next seven fiscal years, 2013/14 through 2019/20. The CIP should be consistent with the adopted Regional Transportation Plan (RTP) and include projects (both on and off the CMP network) that are intended to maintain or improve the level of service on the designated system and to meet transit performance standards. The attached table represents the information collected from local agencies for the update of the CMP for 2013. The table includes information for specific projects as well as listings representing the level of investment anticipated through multiple smaller projects, referred to as "Lump Sum".

Background

On July 26th, staff distributed to ACTAC representatives a request to update the CIP Table for incorporation into the CIP Chapter of the 2013 CMP. Sponsors were requested to include projects that are anticipated to begin within the seven-year period, and to include ongoing projects if construction is less than 50 percent complete.

ACTAC is requested to review the attached draft CIP tables. The draft CIP table includes the listing of larger individual projects (generally over \$1.5 million). The draft table also includes totals (for each of the CIP table's six project categories) for the lump sum projects, which represent the value of the multiple smaller projects submitted for the CMP's CIP table. Although it will not be included in the final CMP, we have also attached for review a second table that includes the specific projects that make up the value of the lump sum totals. Sponsors are also requested to clarify whether the funding is anticipated or programmed and to identify funding shortfalls, if they have not provided that information in the initial submittal.

Submit comments or corrections to the attention of John Hemiup, jhemiup@alamedactc.org, by Friday September 13, 2013. A draft version of Chapter 8 of the 2013 CMP, including the CIP table, will be presented to the Commission in October 2013.

In 2013, the Alameda CTC initiated a new process for a future Strategic Plan/CMP that includes a Capital Improvement Program/Programs Investment Plan (CIP/PIP) and Allocation Plan. The timing of this CMP-CIP element update will not coincide with the development of Alameda CTC's Strategic Plan/CMP. We anticipate resuming discussions regarding the Strategic Plan (including the CIP/PIP) in early 2014. The information you provide for this CMP Project Inventory update will be an initial starting point for next year's comprehensive process. As such, projects incorporated (and projects not incorporated) as part of the CMP Inventory update will not limit status in the future Strategic Plan/CMP.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. 2013 CMP – Draft CIP Table
- B. 2013 CMP - Lump Sum Detail of the Draft CIP Table

Staff Contact

[John Hemiup](#), Senior Transportation Engineer

2013 CMP - Draft CIP Table

Lump Sum Projects

Sponsor	Project Name / Description	Project Funding (\$ x 1000's)			
		Federal	State	Local	Total
All Alameda Jurisdictions	Roadway Capital Improvements	28,860	5,870	177,492	212,222
All Alameda Jurisdictions	Roadway Operations Improvements	470	2,800	32,158	35,428
All Alameda Jurisdictions	Bicycle Pedestrian	17,174	17,460	48,006	82,640
All Alameda Jurisdictions	Transit Capital Investment	250	241	825	1,316
All Alameda Jurisdictions	Other Capital Improvments	1,929	0	61,450	63,379

Roadway Capital Improvement - Freeway

Sponsor	Project Name / Description	Project Funding (\$ x 1000's)			
		Federal	State	Local	Total
Alameda CTC	I-80/Gilman Interchange Improvements	1,383		12	1,395
Alameda CTC	I-80 ICM	3,243	67,600	9,157	80,000
Alameda CTC	I-580 Express Lanes	8,500	6,000	40,480	54,980
Alameda CTC	I-580 Westbound HOV Lane - East Segment	6,337	63,053	13,512	82,902
Alameda CTC	I-580 Westbound HOV Lane - West Segment	100	52,674	8,201	60,975
Alameda CTC	I-580 Corridor ROW Preservation		4,700	114,000	118,700
Alameda CTC	I-680 Northbound HOT Lane (PA/ED)			15,500	15,500
Alameda CTC	I-880 Southbound HOV Lane - North Segment	2,723	29,765	4,222	36,710
Alameda CTC	I-880 Southbound HOV Lane - South Segment	5,057	52,846	11,881	69,784
Alameda CTC	Route 84 South Segment		37,000	48,000	85,000
Alameda CTC	I-880 North Safety and Operational Improvements at 23rd and 29th Avenues	1,800	85,000	15,000	102,000
Alameda	Stargell Avenue Extension/Interchange		3,100	10,400	13,500
Alameda	I-880 / Broadway Jackson			3,900	3,900
Dublin	I-580 Interchange Improvements at Hacienda and Fallon Road - Phase 2	15,000		24,000	39,000
Emeryville	Ashby/Shellmound Interchange Modification			50,000	50,000

Sponsor	Project Name / Description	Project Funding (\$ x 1000's)			
		Federal	State	Local	Total
Emeryville	I-80 Powell Street offramp Widening for Bus Stop Pull out			2,000	2,000
Hayward	I-880/SR-92 Reliever Route			15,477	15,477
Hayward	Dixon Street Improvements		1,800	250	2,050
Hayward	Route 238 Corridor Improvement Project			61,840	61,840
San Leandro	E. 14th St/Hesperian Bl/150th St Channelization Improvements			5,383	5,383
San Leandro	I-880 Davis Street Interchange	600	9,600		10,200
San Leandro	I-880 Marina Boulevard Interchange			31,800	31,800

Roadway Capital Improvement - Non-freeway Rehab

Sponsor	Project Name / Description	Project Funding (\$ x 1000's)		
		Federal	State	Local
Dublin	Dublin Boulevard Widening (Sierra Lane to Dublin Court)	1,670		1,400
				3,070
Dublin	I-580 Interchange Improvements at Hacienda and Fallon Road - Phase 2	15,000		24,000
				39,000
Dublin	Dublin Boulevard Extension From Fallon Road to Doolan Road in Livermore (Project Development and ROW phases Only)	6,000	4,000	5,000
				15,000
Dublin	Realign Tassajarra Road between Fallon and City/County limits	16,000		8,000
				24,000
Dublin	Fallon Road extension from Cydonia to Tassajarra	1,000		700
				1,700
Dublin	Scarlett Drive Extension from Dougherty Road to Dublin Boulevard			14,500
				14,500
Fremont	Route 262 Mission Blvd Cross Connector Improvements between I-680 and Warm Springs Blvd/SR 262 Mission Blvd Improvements		20,000	
				20,000
Fremont	Kato Road widening from Warren Ave to Milmont Dr		13,000	
				13,000
Fremont	Auto Mall Parkway Cross Connector widening between I-680 and I-880		25,000	
				25,000
Fremont	Upgrade Relinquished Route 84 in Fremont		45,000	
				45,000
Fremont	Widen Fremont Blvd from I-880 to Grimmer Blvd		5,000	
				5,000
Fremont	Warm Springs Station Improved Access - Auto Mall Parkway Project		3,500	
				3,500
Newark	Central Avenue Railroad Overpass		2,765	
				2,765

Sponsor	Project Name / Description	Project Funding (\$ x 1000's)			
		Federal	State	Local	Total
Oakland	42nd/High St. Access Improvements to I-880		7,736	2,000	9,736
Oakland	New Access Road and realigned Burma Road for Oakland Army Base		32,000	3,200	35,200
Oakland	Wake Avenue Roadway Improvements - OAB		2,000	200	2,200
Oakland	Maritime Street Reconstruction - OAB		30,000	3,000	33,000
Oakland	W. Grand and Maritime Intersection Improvements - OAB		1,500	150	1,650
Port of Oakland/Oakland	7th Street Grade Separation	110,000	110,000	3,250	223,250
San Leandro	Lake Chabot Road Stabilization			1,000	1,000

Roadway Operations Improvements

Sponsor	Project Name / Description	Project Funding (\$ x 1000's)		
		Federal	State	Local
Alameda County/ACTIA	I-580/Strobridge Off-Ramp modification in Castro Valley		21,000	
				21,000
Alameda County	Patterson Pass Road Safety Improvements	800	3,200	2,000
				6,000
Alameda County	Crow Canyon Road Safety Improvements	11,700	1,000	3,000
				15,700
Alameda County	East County Roadways Shoulder Improvements Phase I		10,000	5,000
				15,000
Alameda County	Vasco Road Safety Improvements- Phase IB	14,000	4,000	
				18,000
Alameda County	Vasco Road Safety Improvements- Phase II	1,000	20,000	
				21,000
Alameda County	Grant Line Road Safety Improvements		10,000	
				10,000
Alameda County	Tesla Road Safety and Streetscape Improvements	1,500	5,000	4,500
				11,000
Alameda County	Altamont Pass Safety Improvement	7,392	504	504
				8,400
Alameda County	Redwood Road Safety Improvement	41,360	2,820	2,820
				47,000
Alameda	Park Street Corridor Safety and Operations Improvement between Park Street draw bridge and Encinal Avenue (SR61).	733		231
				964
Dublin	ITS Technology implementation to achieve higher capacities without street expansion	2,000		200
				2,200
Emeryville	Powell Street Bridge Widening			5,000
Fremont	Safety Improvements at UPRR - Fremont Blvd, Maple, Dusterberry, Nursery			3,000

Sponsor	Project Name / Description	Project Funding (\$ x 1000's)			Total
		Federal	State	Local	
Fremont	Vargas Road Safety Improvement Project				5,000
Union City	Whipple Road Widening	8,800		1,200	10,000

Bicycle/Pedestrian Improvements

Sponsor	Project Name / Description	Project Funding (\$ x 1000's)			
		Federal	State	Local	Total
Alameda County	Castro Valley Blvd. Streetscape Improvements Phase II		15,000	3,000	18,000
Alameda County	E.14th/Mission Pedestrian/Transit/Streetscape Improvements-Phase II		5,000	5,000	10,000
Alameda County	Mission Boulevard Pedestrian/Transit/ Streetscape Improvements Phase III		5,000	5,000	10,000
Alameda County	Grant Avenue Streetscape Improvement		1,000	1,000	2,000
Alameda County	Hesperian Streetscape Improvements		13,100	1,500	14,600
Alameda County	East Lewelling Blvd. Improvements Phase II		11,700		11,700
Alameda County	Sunol Area Circulation Improvements		10,000		10,000
Alameda County	Pedestrian and Streetscape Improvements in Cherryland/Ashland	3,100	5,000		8,100
Alameda County	A Street Pedestrian and Bicycle Improvements		3,000		3,000
Alameda County/ Fremont/Union City	Niles Canyon Corridor Pedestrian and Bicycle Pathway	50,000	50,000		100,000
Alameda County	San Lorenzo Creek Trail	8,800	600	600	10,000
Alameda	Park Street Streetscape	1,490		353	1,843
Dublin	Dougherty Road Widening to provide bike lanes and transit access	8,531		11,999	20,530
Dublin	Feasibility Studies for Iron Horse Trail, Downtown Bike and Ped upgrade, other planning studies	1,500		500	2,000

Sponsor	Project Name / Description	Project Funding (\$ x 1000's)		
		Federal	State	Total
Dublin	Amador Plaza Road Complete Street Improvements between Amador Valley Boulevard and St. Patrick Way	4,813	624	5,437
Dublin	Village Parkway Bicycle and Pedestrian Improvements between the Alamo Canal Trail and north City limit	2,533	329	2,862
Emeryville	Christie Avenue Bay Trail Gap Closure Class 1 path and Bike and Pedestrian Intersection Imp.		550	550
Emeryville	South Bayfront Bicycle and Pedestrian Bridge		12,000	12,000
Emeryville	I-80 Bike and Pedestrian Bridge at 65th Street		15,000	15,000
Fremont	Greenbelt Gateway on Grimmer Blvd		9,000	9,000
Fremont	Sullivan Road overcrossing, ped/bike safety and trail improvements		2,000	2,000
Fremont	Bicycle/Pedestrian grade separation on Blacow Rd at UPRR and future BART line in Irvington		6,000	6,000
Fremont	Rails to Trails: Fremont UPRR/BART Corridor Trail		44,000	44,000
Fremont	BART Warm Springs Station West Side Access		20,000	20,000
Oakland	MLK/Peralta Streetscape Phase 1	5,452	707	6,159
Oakland	7th St West Oakland Transit Village Phase 2	3,280	456	3,736
Oakland	Lakeside Green Streets	7,000	3,540	10,540
Oakland	Lake Merritt Bikeways	422	2,218	2,640
Oakland	Lake Merritt Channel Bike Ped Bridge - Project Development		2,500	2,500

Transit Capital Replacement/Rehabilitation Improvements

Sponsor	Project Name / Description	Project Funding (\$ x 1000's)		
		Federal	State	Local
AC Transit	East Bay Bus Rapid Transit (BRT)	79,000	44,400	54,600
				178,000
AC Transit	Revenue Vehicle Replacement	201,675	23,318	27,101
				252,094
AC Transit	Broadway College (Route 51) Corridor Improvements	10,516		124
				10,640
AC Transit	Facilities Rehabilitation and Maintenance	40,100	8,300	89,800
				138,200
AC Transit	Grand MacArthur BRT	2,880		720
				3,600
AC Transit	Zero Emission Bus Delta	148,625		29,725
				178,350
AC Transit	Contra Flow Lanes/SF-Oak Bay Bridge			5,100
				5,100
Alameda	Transit and Access Plan and Implementation of Shuttle Service Improvements.	1,668		417
				2,085
BART	BART Metro Program -		625,000	
				625,000
BART	BART Bay Fair Connection -		150,000	
				150,000
BART	BART Station Capacity (Alameda County portion) -		294,700	
				294,700
BART	BART System Capacity (Alameda County portion) -		78,300	
				78,300
BART	BART Rail Vehicle Capacity Expansion (Alameda County portion) -		444,000	
				444,000
BART	BART Security Program (Alameda County portion) -		86,400	
				86,400

Sponsor	Project Name / Description	Project Funding (\$ x 1000's)			
		Federal	State	Local	Total
BART	BART Hayward Maintenance Complex (HMC) -			585,000	585,000
BART	BART to Livermore Extension, Phase 1 -			1,250,000	1,250,000
BART	Secure Bike Parking		237	2,635	2,872
Fremont/BART	Irvington BART Station				127,000
Fremont	Altamont Commuter Express/Capitol Corridor Station at Auto Mall Parkway			11,000	11,000
LAVTA	Fixed Route Vehicle Replacement	13,008		3,252	16,260
LAVTA	Paratransit Vehicle Replacement	1,094		274	1,368
LAVTA	Facilities Planning & Construction	367		29,633	30,000
LAVTA	Capital Improvements subsequent to Tri-Valley Multi-Modal Access and PDA Connectivity Study	10,000			10,000

Other Capital Improvements

Sponsor	Project Name / Description	Project Funding (\$ x 1000's)			
		Federal	State	Local	Total
Alameda County	Castro Valley Transit Village	38,720	2,640	2,640	44,000
Alameda County	Miller Sweeney (Fruitvale Avenue) Roadway Bridge (Lifeline)	35,904	2,448	2,448	40,800
Alameda County	Fruitvale Avenue Railroad Bridge	9,680	660	660	11,000
Alameda County	Park Street Bridge Replacement	40,744	2,778	2,778	46,300
Alameda County	High Street Bridge Replacement	35,464	2,418	2,418	40,300
Fremont	Fremont City Center multi-Modal Improvements (Downtown Project)	5,853			5,853
Livermore	Relocation and Restoration of Railroad Depot	2,500		500	3,000
Livermore	Livermore Transit Oriented Development Study at I-580/SR84	286		359	645
Livermore	Modify I-580/Vasco Road Interchange	10,900		53,000	63,900
Oakland	Adeline Street Bridge Seismic Retrofit	3,742	485		4,227
Oakland	Embarcadero Street Bridge Seismic Retrofit	13,979	11	1,790	15,780
Oakland	23rd Avenue Bridge Seismic Retrofit	5,490		711	6,201
Oakland	Leimert Bridge Seismic Retrofit	4,528		587	5,115

2013 CMP - Lump Sum Detail of the Draft CIP Table

Roadway Capital Improvement - Non-freeway Rehab

Sponsor	Project Name / Description	Project Funding (\$ x 1000's)		
		Federal	State	Local
Alameda County	Pavement Rehabilitation	13,376	912	912
				15,200
Alameda	Mariner Square Drive Transit Hub/Park and Ride Lot		1,400	
				1,400
Alameda	Street Resurfacing Buena Vista	350		100
				450
Alameda	Resurfacing Phase 29	300	1,912	1,053
				3,265
Alameda	Resurfacing FY 2013/14	636	586	2,551
				3,773
Alameda	Resurfacing FY 2014/15		860	1,640
				2,500
Dublin	Park and Ride Lots at various locations (Project Development and ROW only)	2,000		3,000
				5,000
Emeryville	Annual Street Rehabilitation	100		2,500
				2,600
Fremont	Pavement Rehabilitation			10,630
				10,630
Fremont	Pavement Maintenance			13,000
				13,000
Hayward	Pavement Rehab and reconstruction			32,400
				32,400
Hayward	Industrial Boulevard rehab	1,400		200
				1,600
Livermore	Local Street and Road Maintenance	1,053		313
				1,366

Sponsor	Project Name / Description	Project Funding (\$ x 1000's)			
		Federal	State	Local	Total
Livermore	Local Street Resurfacing 2013-2019			16,135	16,135
Newark	Enterprise Drive Pavement Rehabilitation	454		306	760
Newark	Lump Sum - Annual Roadway Rehabilitation Projects			7,000	7,000
Oakland	Street Resurfacing Lump Sum	3,851	0	27,000	30,851
Oakland	Emergency Roadway Repair-Annual projects-Lump Sum			5,000	5,000
Oakland	HSIP Projects Lump Sum (6 projects total)	3,801		1,157	4,958
Oakland	Local Streets and Roads Measure B Lump Sum			17,300	17,300
Oakland	Roadway Operations- Lump Sum			9,100	9,100
City of Piedmont	Median/Intersection Improvements			314	314
San Leandro	Local Streets and Roads Rehabilitation			14,000	14,000
Union City	Overlay Program 13/14 thru 19/20			8,110	8,110
Union City	Slurry Seal Program 13/14 thru 19/20			3,320	3,320
Union City	Central Ave Rehab			430	430
Union City	Whipple Road Rehab	669		91	760
Union City	Decoto Road Rehab	870		130	1,000
Lump Sum Total - Roadway Capital Improvements		28,860	5,870	177,492	212,222

Roadway Operations Improvements

Sponsor	Project Name / Description	Project Funding (\$ x 1000's)			
		Federal	State	Local	Total
Alameda County	Traffic Signal Projects within Unincorporated Alameda County		2,000		2,000
Dublin	Annual Street Overlay Program / Resurfacing City streets with AC overlay and restriping.	470		4,914	5,384
Hayward	New Streetlights		270		270
Hayward	Curb and Gutter Repair		270		270
Hayward	Traffic Signal Energy		722		722
Hayward	Traffic Signal Maintenance		2,419		2,419
Hayward	Streetlight Energy		3,759		3,759
Hayward	Streetlight Maintenance		2,391		2,391
Hayward	Safety Light LED conversion		250		250
Hayward	Streetlight LED conversion		3,500		3,500
Hayward	Wheelchair Ramps		120		120
Hayward	Wheelchair Ramps		960		960
Hayward	Controller Cabinet Replacement		235		235
Hayward	Misc Intersection Improvements		1,200		1,200
Hayward	Speed Lumps		630		630

Sponsor	Project Name / Description	Project Funding (\$ x 1000's)			
		Federal	State	Local	Total
Hayward	Misc			495	495
Oakland	Roadway Operations- Lump Sum			9,100	9,100
Piedmont	Median/Intersection Improvements			314	314
San Leandro	Traffic Signal Systems Upgrade		800	80	880
Union City	Union City Boulevard Right turn at Rocklin			529	529
Lump Sum Total - Roadway Operations Improvements		470	2,800	32,158	35,428

Bicycle/Pedestrian Improvements

Sponsor	Project Name / Description	Project Funding (\$ x 1000's)			
		Federal	State	Local	Total
Alameda County	Sidewalk Improvement	16,544	1,128	1,128	18,800
Alameda	Sidewalk repair program (FY 2013/14)		100	767	867
Alameda	Sidewalk repair program (FY 2014/15)			667	667
Alameda	Shore Line Drive Bikeway	416	46	509	971
Alameda	Cross Alameda Trail			991	991
Emeryville	Bike Plan Implementaion			200	200
Fremont	Various Bicycle & Pedestrian Projects			4,660	4,660
Hayward	Bike and Ped lump sum			11,115	11,115
Livermore	Safe Routes to School		163	27	190
Livermore	Various Bike/Ped Projects			2,500	2,500
Newark	Lump Sum - Annual Bicycle/Pedestrian Improvements			1,750	1,750
Oakland	Measure B Bike/Ped Projects Lump Sum			18,270	18,270
Oakland	Bay Trail Projects Lump Sum			2,500	2,500
Oakland	Caldecott Settlement Improvements - Bike and Ped lump sum		16,000		16,000

Sponsor	Project Name / Description	Project Funding (\$ x 1000's)			
		Federal	State	Local	Total
Piedmont	Bicycle and Pedestrian Improvements	214	23	1,779	2,016
San Leandro	Bay Trail			100	100
San Leandro	San Leandro Bikeways - East			343	343
San Leandro	San Leandro Bikeways - West			300	300
San Leandro	W. Juana Pedestrian Improvements - SR2T Downtown San Leandro BART Pedestrian and Bicycle Access Project			400	400
Lump Sum Total - Bicycle/Pedestrian Improvements		17,174	17,460	48,006	82,640

Transit Capital Replacement/Rehabilitation Improvements

Sponsor	Project Name / Description	Project Funding (\$ x 1000's)			
		Federal	State	Local	Total
LAVTA	Bus Stop Improvement Program	125	241	300	666
LAVTA	Fixed Route Vehicle Rehabilitation	125		25	150
LAVTA	Facilities Rehabilitation			500	500
Lump Sum Total - Transit Capital		250	241	825	1,316

Other Capital Improvements

Sponsor	Project Name / Description	Project Funding (\$ x 1000's)			
		Federal	State	Local	Total
Alameda County	Estuary Bridges Operations			60,000	60,000
Oakland	Bridge Preventive Maintenance (Lump Sum)	1,929		250	2,179
San Leandro	E. 14th St. Streetscape Improvements			200	200
San Leandro	San Leandro Street Circulation and Capacity Improvements (Marina Bl., MacArthur/Superior Traffic Circle, etc.)			1,000	1,000
Lump Sum Total - Other Capital Improvements		1,929	0	61,450	63,379



Memorandum

4.5

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 5, 2013

SUBJECT: Congestion Management Plan (CMP): Draft 2013 Conformity Requirements

RECOMMENDATION: Review local jurisdictions' status in meeting the Congestion Management Program (CMP) conformity requirements (summarized in Attachment A). This item is for information only and no action is requested.

Summary

Local jurisdictions are required to comply with the CMP as follows:

1. (a) Tier 1 Land Use Analysis Program – submit to Alameda CTC all Notice of Preparations, EIRs, and General Plan amendments;
(b) Tier 2 Land Use Forecasts – review ABAG Projections by traffic analysis zones;
2. Traffic Demand Management (TDM) – complete Site Design Checklist;
3. Payment of fees; and
4. Deficiency Plans and Deficiency Plan Progress Reports, as needed in some jurisdictions.

Letters were sent to the jurisdictions on August 1, 2013 requesting a response for items 1(a) Tier 1 Land Use Analysis Program and 2) TDM Site Design Checklist. Deficiency Plan Progress Reports were requested on August 2, 2013 for those jurisdictions discussed below. All responses are due by September 6, 2013.

Discussion

Regarding the requirement for some jurisdictions to submit Deficiency Plans or Deficiency Plan Progress Reports, no additional CMP roadway segments were found to be deficient in 2012 based on the select link analysis conducted using the Countywide Travel Demand Model and 2012 LOS Monitoring survey data and after applying all applicable CMP exemptions. Therefore, the preparation and submission of Deficiency Plans for 2013 is not required. However, there are three ongoing Deficiency Plans from previous years, for which jurisdictions are required to send progress reports:

1. SR 260 Posey Tube eastbound to I-880 northbound freeway connection – City of Oakland

2. SR 185 northbound freeway connection – City of Oakland
3. Mowry Avenue – City of Fremont

Requests have been sent to the cities of Oakland and Fremont and the participating jurisdictions of Newark, Alameda and Berkeley to submit their Deficiency Plan Progress Reports and letters of concurrence by September 6, 2013.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. 2013 CMP Conformance: Land Use Analysis, Site Design Guidelines, Payment of Fees, and Deficiency Plans

Staff Contact

[Beth Walukas](#), Deputy Director of Planning

[Kara Vuicich](#), Senior Transportation Planner

[Tess Lengyel](#), Deputy Director of Policy, Public Affairs and Legislation

Attachment A: 2013 CMP Conformance: Land Use Analysis, Site Design Guidelines, Payment of Fees, and Deficiency Plans

2013 CMP CONFORMANCE

Land Use Analysis, Site Design, Payment of Fees and Deficiency Plans

	Land Use Analysis Program			Site Design	Payment of Fees	Deficiency Plans/LOS Standards	Meets All Requirements
	Tier 1 - Ordinance Adoption	Tier 1: GPA & NOP Submittals	Tier 2- Land Use Forecasts*			Deficiency Plan Progress Reports and Concurrence	
Jurisdiction				Checklist Complete	Payments thru 4th Qts FY 12/13		
Alameda County	Yes		Yes		Yes	N/A	
City of Alameda	Yes		Yes		Yes		
City of Albany	Yes		Yes		Yes	N/A	
City of Berkeley	Yes		Yes		Yes		
City of Dublin	Yes		Yes		Yes	N/A	
City of Emeryville	Yes		Yes		Yes	N/A	
City of Fremont	Yes		Yes		Yes	Yes	
City of Hayward	Yes	Yes	Yes	Yes	Yes	N/A	Yes
City of Livermore	Yes	Yes	Yes	Yes	Yes	N/A	Yes
City of Newark	Yes		Yes		Yes	Yes	
City of Oakland	Yes		Yes		Yes		
City of Piedmont	Yes	Yes	Yes	Yes	Yes	N/A	Yes
City of Pleasanton	Yes		Yes		Yes	N/A	
City of San Leandro	Yes		Yes		Yes	N/A	
City of Union City	Yes		Yes		Yes	N/A	

N/A indicates that the city is not responsible for any deficiency plan in the past fiscal year.

* This requirement has been met through the CWTP process to provide input on the development of the Sustainable Communities Strategy and in the land use and socio-economic data distribution as part of the current countywide travel demand model update.

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Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 5, 2013

SUBJECT: Countywide Transit Plan

RECOMMENDATION: Approve the scope of work for development of a Countywide Transit Plan.

Summary

The Countywide Transit Plan will enable Alameda County's jurisdictions and transit providers to better align transit, land use and economic development goals and objectives and will ultimately identify near- and long-term transit capital and operating priorities in the county. It will also address ADA paratransit needs and services. By developing consensus on a vision for future transit service in Alameda County as well as funding priorities, the Countywide Transit Plan will enable the Alameda CTC, its member jurisdictions and transit operators to leverage existing and advocate for additional resources to improve local, regional and inter-regional transit serving Alameda County. The Countywide Transit Plan will build on recent transit planning efforts led by MTC as part of the Transit Sustainability Project (TSP) and will be closely coordinated with the Integrated Community Based Transportation Plans Update (which is being considered under a separate agenda item) as well as the Goods Movement Plan and Multimodal Arterial Corridor Plan.

This memo summarizes the key outcomes and objectives, scope of work and schedules for the Countywide Transit Plan. The draft scope of work was reviewed by ACTAC at its July 2, 2013 meeting. The scope of work has also been reviewed by staff from BART, AC Transit, LAVTA, Union City Transit, ACE, Capitol Corridor, and WETA.

Background

Nine different transit operators provide service in Alameda County as well as a number of public and private shuttles that connect BART stations with local employment, medical and commercial centers. Additionally, East Bay Paratransit as well as other city-based services provide mobility for seniors and disability populations throughout the county. The great majority of transit trips are made on BART and AC Transit; however, LAVTA/Wheels and County Connection (which primarily serves Contra Costa County) are the primary bus service providers in Eastern Alameda County. Union City Transit and VTA (which primarily serves Santa Clara County) provide additional bus service in Southern Alameda

County. Capitol Corridor and ACE both provide commuter rail services, and WETA provides ferry service between Oakland and San Francisco, Oakland and South San Francisco, and Alameda and San Francisco.

Transit Needs, Challenges and Opportunities

Key needs, challenges and opportunities for transit service in Alameda County were identified in the Briefing Book and Issue Papers developed as part of the 2012 Countywide Transportation Plan. Socio-demographic trends as well as economic and environmental factors indicate that both the demand and need for transit services will grow in the future. Key needs include the following:

- Improving transit connectivity;
- Addressing the needs of transit system expansion vs. system maintenance/enhancement;
- Providing rapid and high-quality transit service that is frequent and reliable;
- Integrating with and facilitating land use and economic development goals and objectives;
- Ensuring the financial sustainability of transit operations; and
- Providing adequate capacity.

Critical challenges include limited funding for capital investments and operations, the lack of physical integration of transit services, multiple transit operators, and the diverse needs that exist throughout the county. One of the primary objectives of the Countywide Transit Plan is to address these needs and challenges as well as others that may be identified during the planning process by bringing together transit operators and the jurisdictions they serve, who also provide critical transit-supportive infrastructure and who have land use planning and development authority, to develop effective strategies and align investment policies and priorities in both the near and long term. Doing so will better enable the county's investments in transit service and facilities to support our land use and economic development goals and objectives, and will help the county's jurisdictions make land use and other policy decisions that can lead to more effective, productive and sustainable transit service. The near and long term capital and operating priorities that will be identified in the Countywide Transit Plan will feed into the Countywide Transportation Plan and Regional Transportation Plan. Establishing clear priorities and an implementation strategy will enable the Alameda CTC and its member agencies to more effectively compete for state and federal discretionary funds and leverage local funds.

The 2012 Countywide Plan Briefing Book and Transit Issue Paper also identified specific ways to potentially address the needs and challenges the county faces with regard to transit service. These included improving the coordination of fares and schedules among multiple operators, prioritizing investments that improve connectivity and reduce operating costs, and working with transit providers to identify cost-effective means of providing ADA paratransit service. There is also a need to address how new technologies may impact the provision, management and use of transit services.

Another important opportunity is the ability to build on the work completed and recommendations made as part of the recently completed Inner East Bay Comprehensive Operations Analysis (COA), BART Metro, and the Tri-City/Tri-Valley Transit Study that is currently underway. These projects stemmed from MTC's Transit Sustainability Project (TSP) which sought to address significant transit capital and operating budget shortfalls throughout the region by focusing on improving financial conditions for transit operators, improving customer service, and attracting new riders to transit.

Governance and Advisory Structure

Similar to the approach used for the Goods Movement Collaborative and Plan, staff proposes using a combination of a Leadership Team, Technical Team, and focused public outreach to guide and develop the Countywide Transit Plan and Integrated Community Based Transportation Plans Update which is being considered under a separate agenda item. Leadership by elected officials will be through the Alameda CTC and its partner agency elected and appointed officials.

Leadership Team: This team will include Executive Directors or General Managers, or their designees, from Alameda County's primary transit providers, including BART, AC Transit, LAVTA, Union City Transit, ACE, Capitol Corridor, and WETA. Representatives from MTC, Caltrans, County Connection and the Valley Transportation Authority will also be asked to participate.

Technical Team: This team will include staff members that represent each of the Leadership Team agencies as well as one or more city/county staff representatives from each planning area within the county and regulatory agencies such as FTA and Caltrans, as appropriate.

Focus Groups and Meetings: Alameda CTC will conduct a series of focus groups and meetings with businesses, special interests, and environmental and community-based organizations (and other organizations or groups as appropriate) to identify issues, needs, priorities, and strategies for addressing all modes of transit serving Alameda County. The information from these focus groups and meetings will feed into the work of the Leadership and Technical Teams and will inform relevant planning tasks and milestones. A more robust outreach and engagement approach will be developed once a consultant team is selected.

Scope of Work and Deliverables

The following tasks summarize the general scope of services needed for development of a Countywide Transit Plan in Alameda County.

1. Inventory of Existing Plans, Studies, Data, and Potential New Technologies

Working with MTC and each transit operator providing service in Alameda County, develop a comprehensive inventory of existing plans, studies and data including but not limited to short and long range transit plans from all operators providing service within Alameda County, relevant traffic and transit operations data, rider/on-board surveys,

boarding and alighting data, etc. Identify any additional data collection efforts that may be needed. Identify potential new technologies that should be further explored or considered during the planning process.

Deliverables:

- Technical memorandum documenting the inventory of plans, studies and data including source, date, and summary as well as a description of potential new technologies that should be further explored or considered during the planning process. The memo will also recommend any additional data collection that may be needed, based on the findings of the inventory.

2. Existing and Future Conditions and Needs Analysis

Document existing conditions with regard to transit use (origin-destination), transit ridership, transit rider characteristics (with particular attention to the needs of youth, seniors, and other transit-dependent populations as well as low-income workers), characteristics of potential future transit riders and travel markets (particularly as they relate to land use and economic development needs and demands), demographic and socioeconomic characteristics, land use, transportation demand management (TDM) programs, worker flows, and other travel patterns. Identify primary travel corridors and markets, and key areas of roadway congestion where transit improvements may have the potential to help reduce automobile trips. Consider the impacts of private employer shuttle operations on transit needs and demand. To the extent possible, this task will rely on existing conditions analyses completed as part of the Inner East Bay COA and other recent planning efforts and recently conducted on-board surveys. It will also rely on various demographic, socioeconomic, and employment data available from the U.S. Census Bureau and on LOS data collected by Alameda CTC.

Deliverables:

- Technical memorandum documenting existing conditions and needs with respect to transit and more general travel.

3. Develop Vision, Goals and Objectives for the Countywide Transit Plan

In conjunction with plan partners, other stakeholders and the public, develop the vision, goals and objectives for the Countywide Transit Plan. The vision, goals and objectives will be informed by the analysis of existing and future conditions and needs, as well as previous planning efforts. The vision, goals and objectives will address all transit modes as well as land use, economic development, social equity, environmental sustainability, and financial sustainability. They will address both long-term (25-year) and near-term (10-15 year) planning horizons. They will also be developed in consideration of the vision, goals and performance measures of the Countywide Transportation Plan, the goals and objectives of the TSP and Inner East Bay COA, and the goals and objectives of jurisdictions and transit operators.

Deliverables:

- Technical memorandum documenting the vision, goals and objectives and describing the rationale behind their development.

4. Develop Performance Measures and Standards for Assessing Transit Performance and Level of Service

Using performance measures currently used by transit operators and those identified by the Transit Sustainability Project, develop a common set of performance measures for assessing transit performance and level of service for different transit service types, including ongoing performance monitoring. Identify potential tools and technologies that can be used for efficiently collecting data and monitoring performance.

Deliverables:

- Technical memorandum summarizing transit performance measures currently used and recommending a set of measures to be incorporated into the Countywide Transit Plan to assess current and future transit performance and level of service.

5. Develop Initial Recommendations for an Integrated Transit Network in Alameda County

Building on the work already completed as part of the Inner East Bay COA, other short- and long-range transit plans, the existing conditions and needs analysis, and future land use plans and development patterns, develop initial recommendations for a near- and long-term transit network in Alameda County that includes local, regional and inter-regional/inter-city services across all transit modes. Network recommendations will include addressing transit connections to the new Warm Springs and Berryessa BART extensions and long-term Silicon Valley extension and other new services as necessary, improving connectivity between different transit modes and operators (including “last mile” connections to high-frequency transit), reducing transit travel times, facilitating land use and economic development goals and objectives, and improving access, particularly for low-income communities. It will also address emerging technologies and the potential role that public and private shuttles might play in the transit network. This task will be closely coordinated with AC Transit Major Corridors planning efforts.

Deliverables:

- Preliminary recommendations for an integrated near- and long-term transit network (for all transit modes) within Alameda County.

6. Develop a Policy Framework and Performance-Based Methodology for Prioritizing Corridors and Transit Investments

Develop and implement a methodology for prioritizing corridors and transit investments (capital and operating) to build the network over time that is based on ridership, operating and capital cost, constraints, equity, connectivity and network functionality, congestion, land use, business and economic development needs, travel markets and origin/destination demands, as well as other potential factors. Incorporate MTC TSP

recommendations regarding performance targets and monitoring and AC Transit's strategic plan. Identify and assess any trade-offs or prioritization of modal performance. Transit coverage and "lifeline" type service should also be addressed.

Deliverables:

- Technical memorandum documenting the policy rationale and performance-based methodology.

7. Develop Final Near- and Long-Term Transit Network Recommendations

Using the policy framework and performance-based methodology developed in the previous task, evaluate the recommended alternatives for the near- and long-term transit network and select a final network alternative. This may be an iterative process in terms of evaluating different corridors and transit modes and their effects on various performance measures. This task will include use of the countywide and/or regional travel model to evaluate the effects on future transit ridership of different capital and operating investments.

Deliverables:

- Technical memorandum documenting the analysis of the initial network recommendations and the final recommendations.

8. Develop a Complementary ADA Paratransit Strategy

Evaluate the proposed near- and long-term transit network's effects on the cost and provision of ADA paratransit service. Identify opportunities and strategies to more effectively meet ADA paratransit and other accessibility needs in conjunction with transit network implementation.

Deliverables:

- Technical memorandum detailing a coordinated and complementary ADA paratransit strategy for the identified near- and long-term transit networks.

9. Develop Strategies for Better Agency Coordination

Build on the TSP and COA recommendations and other ongoing efforts to increase coordination between transit operators in order to improve transit service and optimize resources. Build on the initial fare pilot studies between AC Transit and BART to develop a strategy for optimizing the use of the transit network. Identify additional pilot studies (as needed) and key steps in moving forward with implementation, including funding strategies.

Deliverables:

- Technical memorandum documenting a strategy for improved transit operator coordination, including fare policies/instruments.

10. Develop Design Guidelines and Identify Transit-Supportive Infrastructure Improvements

Identify specific transit-supportive infrastructure improvements that will be needed to support transit investments as well better integration/coordination, particularly on high-frequency corridors and in and around BART stations. Build on existing design guidelines and incorporate other best practices for urban street design, including on- and off-street parking management. Identify and address any park-and-ride opportunities and needs. Coordinate identification of improvements with local as well as countywide bicycle and pedestrian plans.

Deliverables:

- Technical memorandum detailing design guidelines and identifying and prioritizing transit-supportive infrastructure improvements.

11. Develop an Implementation and Financial Plan

The implementation plan will focus on the phasing of improvements (both transit improvements as well as any necessary transit-supportive improvements) and will identify responsible parties/lead agencies and recommendations for monitoring progress and improvements, including CBTPs. It will also identify potential barriers to implementation and recommendations (focused on policy, legislation or other means) for addressing those barriers. The financial plan will consist of a capital and operating plan that includes cost estimates as well as potential funding sources. Capital costs for transit-supportive infrastructure improvements will also be included. The financial plan will seek to coordinate and align funding priorities at the local, state and federal level with regard to transit service and related infrastructure.

Deliverables:

- An implementation and financial plan will be included as a chapter in the draft and final Countywide Transit Plans.

12. Prepare Administrative, Draft and Final Plan

This task assumes that an administrative, draft and final document will be produced. Responses to two rounds of comments per document should be assumed. The final document will include a stand-alone Executive Summary and will include a compilation of the technical memorandums.

Deliverables:

- Administrative, Draft and Final Countywide Transit Plans.

13. Stakeholder Input, Governance and Public Outreach

Provide support for Committee and Commission meetings and coordination with other agency and jurisdiction governing bodies throughout development of the plan and its ultimate adoption.

Develop and implement a public and stakeholder outreach strategy that provides for diverse ways of participation and is as inclusive as possible. Public outreach should focus

on education and gaining public input on key trade-offs, choices, and priorities. It should make use of online, interactive web-based tools as well as in-person meetings, outreach events and stakeholder interviews.

Deliverables:

- Technical memorandum detailing the public participation approach and timeline. Technical and meeting support including meeting preparation, presentations, summaries, and information materials for up to 100 Commission, Committee, technical, and focus group meetings. Development of a project-specific website, and other public engagement strategies.

14. Project Management and Coordination with other Countywide Planning Efforts

The Alameda CTC is embarking on the development of four countywide planning efforts: goods movement, transit, integration and update of Community Based Transportation Plans, and arterial corridor mobility. In addition to overall project management, the development of the Transit Plan will include a task for coordination with the development of the other three plans, including meetings and stakeholder and community outreach and input. Close coordination with the Integrated Community Based Transportation Plans Update is particularly important and will occur throughout the Countywide Transit Plan process.

Schedule

The general schedule for the Countywide Transit Plan is expected to be as follows:

- Release RFP and select a consultant team – Fall 2013
- Project kick-off and initial tasks – Winter/Spring 2014
- Goals, objectives and policy framework – Spring/Summer 2014
- Develop network recommendations and associated tasks – Fall/Winter 2014/2015
- Final network recommendations – Spring 2015
- Implementation and financial plan – Spring/Summer 2015
- Draft and Final Plans – Fall 2015

Fiscal Impact

The fiscal impact for approving this item is \$900,000, which was included in the budget adopted for FY 13-14.

Staff Contacts

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[Tess Lengyel](#), Deputy Director of Policy, Public Affairs and Legislation

[Kara Vuicich](#), Senior Transportation Planner



Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 5, 2013

SUBJECT: Integrated Community Based Transportation Plan

RECOMMENDATION: Approve the scope of work for development of an Integrated Community Based Transportation Plans Update.

Summary

The Integrated Community Based Transportation Plans Update will update existing conditions analyses and will assess progress on the five existing Community Based Transportation Plans (CBTPs) developed in Alameda County between 2004 and 2009. Based on this assessment, as well as recent and potential future changes in transit service and changes in community needs, projects and programs identified in the previous plans but not yet implemented will be reevaluated and new projects and programs may be identified for implementation. Because transportation costs, including the cost of riding transit, have consistently been identified as an issue for low-income households, the Plan will develop a strategy for reducing transit costs for low-income individuals in Alameda County. There is also an opportunity to integrate implementation strategies with other transit planning efforts, including potential pilot projects that could be implemented as a result of the outcomes of the development of the Countywide Transit Plan or of other regional studies. This memo summarizes the key outcomes and objectives, scope of work and schedule for the Integrated Community Based Transportation Plans Update.

Background

Between 2004 and 2009, five Community Based Transportation Plans (CBTPs) were completed in the following Alameda County Communities:

- Central Alameda County (unincorporated Ashland and Cherryland as well as portions of Hayward and South Hayward)
- Portions of the City of Alameda
- West and South Berkeley
- Central and East Oakland
- West Oakland

These areas were identified through two MTC reports published in 2001: the Lifeline Transportation Network Report and the Environmental Justice Report. These reports

identified low-income areas where there are gaps in the provision of transportation, particularly transit services.

These CBTPs involved extensive community outreach and generated a list of projects and programs to address transportation gaps in underserved communities, some of which have been implemented. Since these plans were completed, new census data is now available, and it is necessary to reevaluate the projects and programs generated as a result of these planning efforts in light of recent and future changes in transit service. There is also an opportunity to integrate implementation strategies with other transit planning efforts, including potential pilot projects that could be implemented as a result of the outcomes of the development of the Countywide Transit Plan or of other regional studies.

Governance and Advisory Structure

Alameda CTC will conduct a series of stakeholder meetings and community focus groups and meetings to inform and guide the CBTP integration and update. A more robust community outreach and engagement approach will be developed once a consultant team is selected. Leadership by elected officials will be through the Alameda CTC and its partner agency elected and appointed officials. The development of this Plan will be closely integrated with the development of the Countywide Transit Plan.

Scope of Work and Deliverables

1. Inventory and Status of Existing CBTP Implementation and Completed Projects and Programs

Work with MTC, jurisdiction staff and the transit operators to create an inventory of those projects and programs completed for each CBTP. For those projects and programs not completed, identify reasons why, if possible.

Deliverables:

- Technical memorandum documenting the implementation status of each Alameda County CBTP.

2. Existing Conditions and Needs Analysis

This task will specifically address Communities of Concern within Alameda County and will include an identification of critical mobility/accessibility gaps that need to be addressed (i.e., access to jobs, education, childcare, medical facilities, other services, social/recreational opportunities, etc.). To the extent possible, this task will rely on various demographic, socioeconomic, and employment data available from the U.S. Census Bureau as well as analyses conducted by MTC, local jurisdictions, and transit agencies.

Deliverables:

- Technical memorandum documenting existing conditions and needs with respect to mobility/accessibility needs for Communities of Concern.

3. Develop an Integrated Community Based Transportation Plan for Alameda County

The CBTP component of the Transit Plan will address transit needs particular to improving mobility and accessibility in Communities of Concern and will build on the finding of earlier tasks with regard to outstanding needs and transportation gaps in Communities of Concern. It will likely overlap with other elements of the Countywide Transit Plan, and may include both countywide strategies, as well as strategies particular to individual communities. It will identify near-term pilot projects that can be implemented to address community transportation needs and gaps.

Deliverables:

- Technical memorandum that details the integration and update of the Community Based Transportation Plans in Alameda County.

4. Develop a Strategy for Reducing Transit Costs for Low-Income Individuals

Identify strategies for reducing transit costs for low-income individuals that also maintain the financial sustainability of transit operations. Identify potential pilot programs and funding sources to address transit costs for low-income individuals.

Deliverables:

- Technical memorandum that identifies strategies, potential pilot programs and funding sources that can reduce transit costs for low-income individuals.

5. Develop an Implementation and Financial Plan

The implementation plan will focus on the phasing of improvements (both transit improvements as well as any necessary transit-supportive improvements) and will identify responsible parties/lead agencies and recommendations for monitoring progress and improvements. Specific pilot projects may also be identified and sufficiently detailed so as to enable the pursuit of additional funds for implementation. The financial plan will consist of a capital and operating plan (if applicable) that includes cost estimates as well as potential funding sources. Capital costs for transit-supportive infrastructure improvements will also be included. This may include implementation of certain pilot projects.

Deliverables:

- An implementation and financial plan will be included as a chapter in the draft and final Integrated CBTPs. This may also include potential implementation of pilot projects.

6. Prepare Administrative, Draft and Final Plan

This task assumes that an administrative, draft and final document will be produced. Responses to two rounds of comments per document should be assumed. The final document will include a stand-alone Executive Summary and will include a compilation of the technical memorandums.

Deliverables:

- Administrative, Draft and Final Integrated CBTPs.

7. Stakeholder Input, Governance and Public Outreach

Provide support for Committee and Commission meetings and coordination with other agency and jurisdiction governing bodies throughout development of the plan and its ultimate adoption.

Develop and implement a public and stakeholder outreach strategy that provides for diverse ways of participation and is as inclusive as possible. Public outreach should focus on education and gaining public input on key trade-offs, choices, and priorities. It should make use of online, interactive web-based tools (if applicable) as well as in-person meetings, outreach events and stakeholder interviews.

There will be a focus on working with Communities of Concern to get input on specific implementation strategies to address their needs. These will be working meetings where the community will be asked to provide their input on trade-offs, choices and priorities for services directly affecting their communities, including potential pilot projects and will be closely tied to the development of the Countywide Transit Plan.

Deliverables:

- Technical memorandum detailing the public participation and engagement approach and timeline. Technical and meeting support including meeting preparation, presentations, summaries, and information materials for up to 30 Commission, Committee, technical, and focus group meetings. Development of a project-specific website, and other public engagement strategies.

8. Project Management and Coordination with other Countywide Planning Efforts

The Alameda CTC is embarking on the development of four countywide planning efforts: goods movement, transit, integration and update of Community Based Transportation Plans, and arterial corridor mobility. In addition to overall project management, the development of the Transit Plan will include a task for coordination with the development of the other three plans, including meetings and stakeholder and community outreach and input. Close coordination with the Countywide Transit Plan is particularly important and will occur throughout the Integrated Community Based Transportation Plans Update process.

Schedule

The general schedule for the Plan is expected to be as follows:

- Release RFP and select a consultant team – Fall 2013
- Project kick-off and initial tasks – Winter/Spring 2014
- Strategy for reducing transit costs for low-income individuals – Spring 2015
- Draft Integrated Community Based Transportation Plan – Spring 2015
- Implementation and financial plan – Spring/Summer 2015
- Draft and Final Plans – Fall 2015

Fiscal Impact

The fiscal impact for approving this item is \$593,750 which was included in the adopted budget for FY 13-14.

Staff Contacts

[Beth Walukas](#), Deputy Director of Planning

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[Kara Vuicich](#), Senior Transportation Planner

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Memorandum

5.3

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• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 5, 2013

SUBJECT: Transportation Fund for Clean Air (TFCA) Final FY 13-14 Program

RECOMMENDATION: Approve the programming of \$90,000 of FY 13-14 TFCA for Alameda County's Fairmont Rd Class 2 Bike Lanes project, including a three-year TFCA expenditure period for the project.

Summary

Of the \$1,888,821 of TFCA available for the FY 2013/14 program, \$1,798,821 received Commission approval in July, leaving a remaining, unprogrammed balance of \$90,000. Staff recommends programming the \$90,000 to Alameda County's Fairmont Road Class 2 Bike Lanes project. The recommendation includes a three-year TFCA expenditure period for the project to align the funding period with the project schedule.

Background

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

In developing the annual TFCA program, considerations include:

- The total amount of available TFCA is required to be completely programmed on an annual basis.

- The eligibility and cost-effectiveness requirements of the program.
- A jurisdiction may borrow against its projected future share in order to receive more funds in the current year, which can help facilitate the programming of all available funds.

FY 2013/14 Program - Revised

The executed FY 2013/14 TFCA master funding agreement between the Alameda CTC and the Air District identifies \$1,888,821 of TFCA funding that is required to be programmed to projects by November 1, 2013. Last month the Commission approved \$1,798,821 of the FY 2013/14 funds leaving a remaining, unprogrammed balance of \$90,000. Staff recommends programming the \$90,000 to Alameda County's Fairmont Road Class 2 Bike Lanes project. This project was not included in the July recommendation for the FY 2013/14 program because the project schedule is not aligned with the standard, two-year expenditure period for the FY 2013/14 TFCA program. In light of the remaining capacity expiring November 1st, staff is recommending the project for FY 2013/14 funds, but with an extended, three-year TFCA expenditure period. An extended expenditure period is allowed by the Air District's TFCA County Program Manager Fund Policies if approved at the time of programming. A revised final TFCA program, totaling \$1,888,821, is included as Attachment A.

Fiscal Impact: The fiscal impact of this item is \$90,000, which was included in the budget adopted for FY 2013/14.

Attachments

A. TFCA FY 2013/14 Final Program - Revised

Staff Contacts

[Matt Todd](#), Principal Transportation Engineer

[Jacki Taylor](#), Program Analyst

TFCA County Program Manager Fund - FY 2013/14 Final Program - Revised September 2013

Sponsor	Project Name	Project Description	Total Project Cost	Amount Requested	TFCA Cost-effectiveness	Programmed/Recommended	Notes
70% City/County Share							
Alameda County	Fairmont Rd Class II Bike Lanes	Class II Bicycle Lane Gap Closure on Fairmont Drive between E. 14th Street and Liberty, in the Ashland Unincorporated Area of Alameda County.	\$ 340,000	\$ 200,000	\$71,934	\$ 90,000	\$90,000 recommended with a 3-year expenditure period.
Berkeley	Berkeley Citywide Bicycle Parking Project	Purchase and installation on the public right-of-way of at least 278 bicycle racks citywide, including six (6) pilot in-street "bicycle corral" locations along commercial corridors. The City will install racks primarily on sidewalks near commercial areas, schools, and parks.	\$ 155,000	\$ 155,000	\$39,748	\$ 155,000	Approved July 2013.
East Bay Regional Park District	Iron Horse Trail Dublin/Pleasanton BART Santa Rita Road	Construct a 1.6-mile concrete Class 1 segment of the Iron Horse Regional Trail between the Dublin/Pleasanton BART Station and Santa Rita Road Project.	\$ 4,320,000	\$ 750,000	\$87,137	\$ 180,000	Approved June 2013.
Fremont	Arterial Management Stevenson Blvd	This project will improve arterial operations along Stevenson Boulevard by implementing new signal coordination timings and upgrading most of the existing traffic signal equipment to enhance the operation of the traffic signal coordination.	\$ 218,000	\$ 218,000	\$66,080	\$ 76,000	Funds approved July 2013 for Stevenson Blvd.
Hayward	"A" Street Signal Upgrade and Coordination	Provide traffic signal retiming and coordination along "A" Street at 10 intersections between Mission Boulevard and Hesperian Boulevard, including upgrading existing controllers and closing the gap between the existing signal interconnect system to allow communications between the Traffic Operations Center (TOC) and the on-street controllers.	\$ 209,000	\$ 190,000	\$31,994-\$33,365	\$ 190,000	Approved July 2013.
Oakland	Adeline St Bikeway Gap Closure	The project will install Class 2 bike lanes on Adeline St. 47th to 61st Sts. The new facility will adjoin existing bikeways at each end. The street will be slurry-sealed prior to bike lane installation.	\$ 73,000	\$ 58,000	\$89,231	\$ 51,000	Approved July 2013.
Oakland	CityRacks Bicycle Parking Program Phase 10	This project will fund Phase 10 of Oakland's CityRacks Bicycle Parking Program. Over the two year grant period, the project includes installation of approximately 500 bike rack parking spaces and four electronic bicycle lockers to serve the 12th St BART Station.	\$ 100,000	\$ 100,000	\$25,759-\$82,701	\$ 88,000	Approved July 2013.
Oakland	East Bay Greenway	The first half-mile segment of the East Bay Greenway, from Coliseum BART to 85th Avenue in Oakland. The East Bay Greenway is a planned 12-mile bicycle and pedestrian facility that will travel through Oakland, San Leandro, Hayward and unincorporated Alameda County. The Greenway alignment generally runs under the BART tracks and will ultimately connect five BART stations.	\$ 3,010,000	\$ 190,000	\$88,364	\$ 190,000	Approved June 2013.
Pleasanton	Pleasanton Trip Reduction Program	The project consists of a three-pronged approach to reducing trips including employer-based, residential-based and school-based programs. TFCA request revised to two years of program operations (FYs 13/14 and 14/15).	\$ 228,000	\$ 118,000	\$85,111	\$ 118,000	Approved July 2013 for two years of funding: FYs 13/14 and 14/15.
San Leandro	San Leandro LINKS Shuttle	The free shuttle provides service from the San Leandro BART station to businesses in West San Leandro. Service is provided every 20 minutes, Monday - Friday during peak commute hours from 5:45AM to 9:45AM and 3:00PM to 7:00PM. The TFCA request is for FYs 13/14 and 14/15.	\$ 633,000	\$ 104,000	\$88,534	\$ 60,000	Approved July 2013 for two years of funding: FYs 13/14 and 14/15.
Subtotal City/County (70%)			\$ 2,083,000	\$ 1,198,000			
TFCA Balance Available			\$ 1,082,516	\$ 1,082,516			
Difference			\$ (1,000,484)	\$ (1,000,484)			

5.3A

TFCA County Program Manager Fund - FY 2013/14 Final Program - Revised September 2013

Sponsor	Project Name	Project Description	Total Project Cost	Amount Requested	TFCA Cost-effectiveness	Programmed/Recommended	Notes
30% Transit Discretionary Share							
AC Transit	Route 51 Transit Signal Priority (TSP)	TSP Improvements for Route 51. Route 51A: Rockridge BART to Fruitvale BART; 51B: Rockridge BART to Berkeley Amtrak or Berkeley Marina. TSP improvements along the route including: installation of conduit and hardware for signal interconnectivity; signal retiming; signal cabinet upgrades to facilitate modernization; signal modifications; queue jump lanes; bus bulbs; bus stop optimization including relocations and removals.	\$ 11,515,000	\$ 1,000,000	\$ 81,345	\$ 123,821	Approved July 2013.
Alameda CTC	Alameda County Guaranteed Ride Home and Countywide Transportation Demand Management (TDM) Services Information	The Program provides a "guaranteed ride home" to registered employees in Alameda County as an incentive to use alternative commute modes. TFCA request is for continued program operations for FY 13/14 and FY14/15 and includes the creation of new educational materials providing comprehensive information on different TDM services and commute alternatives available in Alameda County.	\$ 270,000	\$ 270,000	\$ 20,170	\$ 270,000	Approved July 2013 for two years of funding: FYs 13/14 and 14/15.
CSU East Bay	Second BART to Campus Shuttle	Continue existing operations of a second free campus to BART shuttle. The route operates in a loop between CSU East Bay campus and the Hayward BART station 7am-930pm, 240 days per year. Request is for FY 13/14 operations.	\$ 159,314	\$ 159,314	\$ 89,799	\$ 130,000	Approved July 2013.
LAVTA	Rte 53 Ace to BART Shuttle	Rte 53 provides local feeder bus service to the Altamont Commuter Express (ACE) Pleasanton Station and the West Dublin/ Pleasanton BART Station, and the Stoneridge mall. FYs 13/14 and 14/15 operations.	\$ 335,834	\$ 120,000	\$ 61,787	\$ 120,000	Approved July 2013 for two years of funding: FYs 13/14 and 14/15.
LAVTA	Rte 54 Ace to BART Shuttle	Rte 54 provides local feeder bus service between the Altamont Commuter Express (ACE) Pleasanton Station, the Dublin/Pleasanton BART Station and major employment centers including Stoneridge Mall, Bernal Business Park and Hacienda Business Park. FYs 13/14 and 14/15 operations.	\$ 337,082	\$ 47,000	\$ 89,422	\$ 47,000	Approved July 2013 for two years of funding: FYs 13/14 and 14/15.
Subtotal Transit Discretionary (30%)			\$ 1,596,314	\$ 690,821			
TFCA Balance Available			\$ 806,305	\$ 806,305			
Difference			\$ (790,009)	\$ 115,484			

TFCA Category	Amount Available	Programmed/Recommended	Difference
Subtotal 70%	\$ 1,082,516	\$ 1,198,000	\$ (115,484)
Subtotal 30%	\$ 806,305	\$ 690,821	\$ 115,484
Total	\$ 1,888,821	\$ 1,888,821	\$ 0



Memorandum

6.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 5, 2013

SUBJECT: Alameda CTC Work Plan Activities and Implementation Timeline

RECOMMENDATION: Receive an update on the implementation timeline for Alameda CTC coordinated Work Plan activities for FY13-14.

Summary

Alameda CTC continues to integrate strategies, initiatives, and activities across all disciplines to increase efficiencies and integrate expertise in development and delivery of planning and policy, programming, finance and procurement, and project delivery tasks. This memo summarizes the Alameda CTC Work Plan and provides an overview of the activities and timeline expected in fiscal year 2013-2014 (FY13-14). Attachment A includes the implementation schedule for these activities.

Background

Alameda CTC's work to deliver transportation projects and programs throughout Alameda County relies on coordination and support from the following departments:

- Planning and Policy, including legislation and communications
- Programming
- Finance and Procurement
- Projects

Work Plan Approach

Alameda CTC staff has planned for FY13-14 activities, coordinated on strategies and approaches, and has collaborated to develop an integrated Alameda CTC Work Plan. This plan will help ensure staff continues to coordinate efforts and will create greater efficiencies in strategizing, scheduling, and budgeting for transportation development and implementation activities throughout the year.

For each department, the following highlights key activities and areas of focus that may impact more than one discipline in the agency.

Planning and Policy: In FY13-14, Alameda CTC will develop and implement several planning and policy activities, including updates to and development of several plans, development of the 2014 legislative program, and internal and external communication efforts. Many of these projects will interrelate with the programming, finance and procurement, and projects departments and will require coordination. Key activities include an update of the Congestion Management Program (CMP), development of three modal plans to inform the Countywide Transportation Plan, administering the SC-TAP program, and implementing the bicycle and pedestrian plans.

Planning

At the Commission retreat in February 2013, planning was considered a top priority by participants. As a result, in FY13-14, Alameda CTC will coordinate with regional partners such as the Metropolitan Transportation Commission (MTC), the Association of Bay Area Governments and local partners, including all local jurisdictions, to update major plans and develop new plans for transportation in Alameda County.

- **Congestion Management Program update (December 2013):** The CMP update includes updates to the Performance Report, the Level of Service Monitoring, and the Countywide Travel Demand Model; the CMP will also require close coordination with the projects and programming departments that are leading development of the Capital Improvement Program and the Programs Investment Plan.
- **Travel Demand Management:** Building on the Guaranteed Ride Home Program, Alameda CTC will develop a Comprehensive Travel Demand Management Program, including parking management and development of the Guaranteed Ride Home Annual Report.
- **Transportation and land use:** Building on its Transportation and Land Use Program, Alameda CTC will expand its efforts to link land use and transportation, including updating the current Priority Development Area Growth and Investment Strategy.
- **Regional coordination:** Alameda CTC will coordinate its planning efforts with the adopted Regional Transportation Plan and Sustainable Communities Strategy.
- **Multimodal plans:** Alameda CTC will do the following:
 - Develop a Bay Area Goods Movement Collaborative, including establishing leadership and technical teams that include Bay Area stakeholders and integrating goods movement as a priority within Alameda CTC and partner agency work plans and legislative programs. In addition, the planning and policy department will also develop a Countywide Goods Movement Technical Plan, including releasing a request for proposals for development of the plan and overseeing plan development with a focus on performance measures and targets, forecasts, and projects, as well as Alameda County Truck Parking

Feasibility Study recommendations. To support goods movement, Alameda CTC will also continue to create a strategic advocacy approach for legislation, funding, education, and policies.

- Develop a Comprehensive Countywide Transit Plan that builds on the ongoing regional Transit Sustainability Project effort, to identify needs and priorities.
- Develop a Countywide Community Based Transportation Program that includes updating current Community Based Transportation Plans and incorporating new Communities of Concern, as defined by MTC.
- Develop a Countywide Arterial Mobility Corridor Plan to maximize mobility and management of regionally significant arterial corridors.

Policy

Ongoing and expanded policy efforts will be conducted in FY13-14 in relation to planning efforts and other departmental activities. Some of these activities are noted below:

- **Procurement Policy:** Alameda CTC will develop a procurement process that addresses agencywide contracting policy needs, including policies concerning the requirement for local and small local business preference when utilizing local funds (Measure B and Vehicle Registration Fee (VRF)), as well as general contracting for all other fund sources.
- **Legislative Program:** Each year, the Alameda CTC adopts a Legislative Program to provide direction for its legislative and policy activities for the year. The purpose of the Legislative Program is to establish funding, regulatory, and administrative principles to guide Alameda CTC's legislative advocacy in the coming year. The program is designed to be broad and flexible to allow Alameda CTC the opportunity to pursue legislative and administrative opportunities that may arise during the year and to respond to political processes in Sacramento and Washington, DC. Staff will work closely with Alameda County jurisdictions during the development of the legislative program.
- **Transportation Expenditure Plan Ad Hoc Committee coordination:** Alameda CTC has formed an ad hoc committee of Commissioners to discuss the update of the Transportation Expenditure Plan and possible placement of the plan on the ballot in 2014 or 2016. These activities will be supported by all Alameda CTC departments.
- **Citizens Watchdog Committee and Bicycle and Pedestrian Advisory Committees:** Alameda CTC will continue to support the efforts of these community advisory committees that either review expenditures, projects and programs, or make recommendations to the Commission under the planning and policy department.

- **Alameda CTC communications publications:** Implementation of Alameda CTC's Strategic Communications Plan includes ongoing outreach and education with the public, partners, transportation stakeholders, and elected officials. Publications that inform the public about Alameda CTC's activities include the annual report, the e-newsletter, the Executive Director's Monthly Report, fact sheets, brochures, PowerPoint presentations, as well as other marketing material, press releases, and reports.
- **Other policy activities:** These efforts include development and updates of agency policies, as needed, including updates to the Administrative Code and policies related to implementation of Alameda CTC's Work Plan.

Programming: In FY13-14, Alameda CTC will continue programming efforts for the various fund sources managed by the agency. Programming will be linked to policy and planning direction per the priorities identified in the adopted planning documents. In addition, the programming department also supports the efforts of the Paratransit Advisory and Planning Committee and the Paratransit Technical Advisory Committee.

Ongoing programming activities:

- Monitoring and administration for federal- and state-funded projects, for example, One Bay Area Grant Program funds
- Grant monitoring and administration of Measure B pass-through and discretionary grant programs:
 - Bicycle and Pedestrian Safety Grant Program
 - Express Bus Services Grant Program
 - Paratransit Gap Grant Program
 - Transit Center Development Grant Program
- Grant monitoring and administration of Vehicle Registration Fee pass-through and discretionary grant programs:
 - Local Transportation Technology
 - Pedestrian and Bicyclist Access and Safety Program
 - Transit for Congestion Relief Program
 - Local Streets and Roads

Call for projects and award programming activities in FY13-14:

- **Transportation Fund for Clean Air Program (TFCA):** State law permits the Bay Area Air Quality Management District (BAAQMD) to collect a \$4 fee per vehicle per year to reduce air pollution from motor vehicles. Of these funds, the BAAQMD programs 60 percent; the remaining 40 percent is allocated annually to the designated overall program manager for each county—the Alameda CTC in Alameda County. Of the Alameda CTC's portion, 70 percent is programmed to the cities and county, and 30 percent is programmed to transit-related projects. Alameda CTC also provides ongoing monitoring and administration for this program.

- **State Transportation Improvement Program (STIP):** Under state law, the Alameda CTC works with project sponsors, including the California Department of Transportation, transit agencies, and local jurisdictions to solicit and prioritize projects that will be programmed in the STIP. Of the available STIP funds, Alameda CTC programs 75 percent at the county level, earmarked as "County Share." The state programs the remaining 25 percent as part of the Interregional Transportation Improvement Program. Each STIP cycle, the California Transportation Commission adopts a fund estimate that serves as the basis for financially constraining STIP proposals from counties and regions. Alameda CTC is in the process of developing its 2014 STIP recommendation and provides ongoing monitoring and administration for this program.

Additional programming department activities:

- **Strategic Plan/CMP:** All disciplines are engaged in a new method to develop a Strategic Plan/Congestion Management Program that will integrate planning, programming, implementation, and evaluation and monitoring to create a feedback loop for future agency planning and funding decisions. This effort will be brought before the Commission beginning early 2014.
- **Annual Measure B and VRF Compliance Program Activities:** Per the Master Program Funding Agreement, recipients of Measure B and VRF funds are required to submit compliance reports along with audited financial statements of Measure B and VRF funds on an annual basis. Each year, the programming department prepares Measure B and VRF compliance report and financial statement templates, holds a compliance workshop for fund recipients, and coordinates the reporting process. The Alameda CTC reviews and analyzes the submitted reports and develops a comprehensive compliance summary report. This reporting activity is done in collaboration with the finance department and the Citizens Watchdog Committee.
- **Paratransit Advisory and Planning Committee/Paratransit Technical Advisory Committee:** The programming department will continue to support the efforts of this community advisory committee that makes recommendations to the Commission (PAPCO), as well as PAPCO's subcommittees that perform activities regarding bylaws, finance, Program Plan Review, and review of the Paratransit Gap Grant Program and the federal Section 5310 Grant Program. The programming department also supports the efforts of the Paratransit Technical Advisory Committee.

Finance and Procurement: Alameda CTC's finance department is responsible for ongoing financial statement and investment reporting, annual audited Comprehensive Annual Financial Reports (CAFR), budget development and adherence, and budget-related updates. These efforts require interagency coordination with the various Alameda CTC departments.

In addition, Alameda CTC will procure services in FY13-14 to help meet its strategic goal of planning, funding, and delivering quality programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County. Finance will also assist in the development of procurement policies and procedures and perform a number of other functions.

Ongoing financial activities:

- Accounting for all financial transactions in preparation for the annual financial audit and preparation of the CAFR
- Preparation of and updates and adherence to the Alameda CTC budget
- Development of quarterly financial and investment reports
- Participation in the aforementioned Measure B and VRF recipient compliance report and audited financial statement review process

Additional financial activities:

- **Debt Issuance:** Alameda CTC staff will develop a debt issuance policy for approval by the Commission, as well as issue requests for qualifications for bond counsel, disclosure counsel, and underwriter services; develop bond documents (Bond Indenture, Bond Purchase Agreement and Resolution); prepare a preliminary official statement and the final official statement; hold rating agency presentation meetings; obtain Commission approval on debt issuance; manage the overall debt issuance process; and undergo the closing process of the bond sale.
- **Overall Work Program:** The finance and procurement department is tasked with the development of an overall work program for the Alameda CTC, which is intended to identify resources and assignments, determine work activities and include detail for each planned work activity for the following fiscal year. This program will include work from all aspects of the agency and will be developed collaboratively with support from all departments. Development of the program is scheduled to tie into the budget development process and overall budget objectives.
- **Database Development:** Alameda CTC plans to develop a new Timecard Management System that will support more efficient time management and better tracking of time spent on projects and programs. The agency also plans to research and acquire a new financial management database, because the current financial system is becoming obsolete and will no longer be supported by the manufacturer.
- **Other Financial Activities:** Development of and updates to several resolutions and policies include a salary and benefits resolution, loan policy, travel and entertainment policy, and the Alameda CTC investment policy.

Procurement activities:

- Renewal of administrative professional services contracts through multiple procurement processes to be effective by the beginning of FY2014-15
- Annual Local Business Contract Equity (LBCE) program management including surveying consultants and development of a utilization and contract award report

Projects: To continue to effectively plan, fund, and deliver capital transportation projects, Alameda CTC performs a number of activities to monitor our investments and provide project oversight. In FY13-14, Alameda CTC is focused on implementing or providing project management oversight for 43 active capital projects with a total project cost of \$4 billion. Of the fifteen projects under construction valued at more than \$2 billion, four will be complete in FY13-14. The projects team is also coordinating with the policy and finance departments on the procurement policy and coordinating with planning and programming on the Capital Investment Program/Programs Investment Program.

Ongoing project-related activities:

- Preparation of the annual strategic plan
- Quarterly reviews of projects and semi-annual presentations and reports
- Ongoing management and oversight of Measure B-funded projects
- Ongoing project development, delivery, and construction management of various projects in the Capital Improvement Program
- Monitoring and reporting on projects including updating project fact sheets

Additional project management responsibilities:

- **I-680 Southbound Express Lane operations and maintenance:** As part of a Joint Powers Authority, Alameda CTC is responsible for management, operations, and performance of the I-680 Express Lane as well as development of the annual report.

Implementation Timeline

Alameda CTC staff has developed a timeline for implementation of the FY13-14 Work Plan activities to share with the Planning, Policy, and Legislation Committee as well as the Commission. Refer to the detailed schedule in Attachment A for the timing of these activities.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Alameda CTC Work Plan Implementation Schedule for FY13-14

Staff Contacts

[Tess Lengyel](#), Deputy Director of Policy, Public Affairs and Legislation

[Beth Walukas](#), Deputy Director of Planning

[Stewart Ng](#), Deputy Director of Projects and Programming

[Patricia Reavey](#), Director of Finance



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Work Plan Implementation Schedule for Fiscal Year 2013-2014*

		2013	Fiscal Year 2013-2014												
Task	Planned Due Date	June	July	August	September	October	November	December	January	February	March	April	May	June	Notes
Planning/Policy															
Countywide Transportation Plan/RTP			See countywide modal plans (Goods Movement, Transit, Arterials, Bike and Ped)												CWTP update will begin in FY14-15 and end in FY16-17.
Countywide Goods Movement Collaborative	Sep-13	Establish Leadership Team and Technical Team	Adopt Goods Movement Collaborative, approach and timeline by agencies for Leadership and Technical teams; integrate goods movement as a priority into Alameda CTC and partner agency work plans and legislative programs					Create a strategic advocacy approach for legislative, funding, education and policies		Hold quarterly roundtable meeting	Facilitate Focus Groups			Hold quarterly roundtable meeting	
Countywide Goods Movement Plan	Nov-13	Develop and approve scope of plan	Release RFP; develop inventory of existing planned projects and policies	Manage consultant selection process; review initial project list to inform state process	Approve initial project list to inform state process	Award contract; inventory infrastructure and assets/demographic trends; document Goods Movement benefit				Hold quarterly roundtable meeting					
Countywide Transit Plan	Jun-14			Develop and approve scope	Develop and approve scope	Develop and release RFP (Oct 2013); manage consultant selection process	Manage consultant selection process; award contract			Begin to develop plan; host Leadership, Technical and Focus Group meetings					
Countywide Community Based Transportation Plans	Jun-14			Develop and approve scope	Develop and approve scope	Develop and release RFP (Oct 2013); manage consultant selection process	Manage consultant selection process; award contract			Begin to develop plan; host Leadership, Technical and Focus Group meetings					
Countywide Arterial Mobility Corridor Plan	Jun-14				Develop scope	Develop and release RFP (Nov 2013); manage consultant selection process	Develop and release RFP (Nov 2013); manage consultant selection process	Manage consultant selection process; award contract		Begin to develop plan; host Leadership, Technical and Focus Group meetings					
2013 Congestion Management Program Update; 2012 Performance Report, 2014 LOS Monitoring Study; Countywide Travel Demand Model Update	12/5/13	Continue model update work	Review CMP Areawide Deficiency Plan guidelines, Land Use Analysis Program, Level of Service Monitoring element, draft STIP list of projects, and Transportation Demand Management element; continue model update work		Finalize 2012 Performance Report; approve draft 2013 CMP (see Programming section for CIP/PIP and STIP details); continue model update work	Adopt final 2013 CMP (includes CIP/PIP inventory); adopt 2012 conformity findings; continue model update work			Develop and adopt methods to evaluate effectiveness of the Strategic Planning and Investment Policy Implementation (see Programming section for CIP/PIP and STIP details); begin 2014 LOS Monitoring Study; develop 2013 Performance Report; continue LOS monitoring work	Continue model update work; continue LOS monitoring work		Finalize draft of 2013 Performance Report; continue model update work; continue LOS monitoring work		Approval of draft 2014 LOS Monitoring Study is in July 2014; the Countywide Travel Demand Model work will end September 30, 2014.	
Countywide Travel Demand Management Plan (TDM)/ Guaranteed Ride Home Program (GRH)	5/23/14	Adopt Countywide TDM Strategy; review 2012 GRH Report	Implement TDM Strategy and GRH Program; manage ongoing operations												
Transportation and Land Use Program/ PDA Growth and Investment Strategy	5/31/14	Issue SC-TAP Call for Projects; finalize consultant on-call list		Release preliminary SC-TAP Call for Projects lists	Update PDA and PCA Investment and Growth Development Strategy; approve SC-TAP projects			Begin SC-TAP projects and oversight	Adopt 2014 updated PDA Growth and Investment Strategy; begin SC-TAP projects	Begin SC-TAP projects					6.1

		Fiscal Year 2013-2014														
Task	Planned Due Date	June	July	August	September	October	November	December	January	February	March	April	May	June	Notes	
Bicycle and Pedestrian Planning and Coordination (see Programming for additional information on activities.)	Jun-14	Webinars														
		Finalize Pedestrian and Bicycle Manual Counts Report	Host Complete Streets Implementation Workshop			Provide update on integrating bike and ped with travel demand model work				Prepare for Bike Month and Bike to Work Day					Hold Bike to Work Day; review 2013 Pedestrian and Bicycle Manual Counts Report	Bicycle and Pedestrian Plans update will begin in FY14-15 and end in FY16-17.
				Finalize Outreach Plan					Conduct outreach							
Alameda CTC Procurement Policy and Procedures	12/31/14	Develop Procurement Policy				Approve Procurement Policy	Finalize Agency Procurement Policy and Procedures Manual									
2014 Legislative Program and Legislative Roundtable Meetings	12/6/14	Perform ongoing legislative coordination and analysis, and make recommendations on bill positions			Meet with legislative staff of the state, cities, counties and transit operators to discuss programs; hold quarterly Legislative Roundtable	Draft Legislative Program	Present Legislative Program to ACTAC and Commission	Adopt 2014 Legislative Program	Meet with legislative staff of the state, cities, counties and transit operators to discuss programs; hold quarterly Legislative Roundtable	Perform ongoing legislative coordination and analysis, and make recommendations on bill positions	Visit elected officials in Washington D.C.	Visit legislators in Sacramento	Meet with legislative staff of the state, cities, counties and transit operators to discuss programs; hold quarterly Legislative Roundtable	Perform ongoing legislative coordination and analysis, and make recommendations on bill positions		
Alameda CTC Publications: Annual Report, eNewsletter and Executive Director's Monthly Report	Jun-14	Publish ED Monthly Report	Publish ED Monthly Report and eNewsletter	Release CWC Annual Report to the Public	Publish ED Monthly Report and eNewsletter	Draft schedule for Annual Report; publish ED Monthly Report	Publish eNewsletter; draft Annual Report	Revise Annual Report; publish ED Monthly Report	Publish ED Monthly Report and eNewsletter; review final draft of Annual Report	Publish ED Monthly Report	Publish ED Monthly Report and eNewsletter	Post and distribute Annual Report; publish ED Monthly Report	Publish ED Monthly Report and eNewsletter	Publish ED Monthly Report		
Transportation Expenditure Plan: Ad Hoc Committee, Polling, Adoption of Final Transportation Expenditure Plan (TEP) and Request for November 2014 Ballot Placement (Preliminary schedule is subject to change.)	Dec-13	Form Ad Hoc Committee; release letter of intent for polling consultant	Review 2012 election results; provide feedback on draft polling questions; select polling consultant and develop draft polling questions	Facilitate focus groups	Perform telephone survey; review polling outcomes and determine when to go to ballot; determine length and value of anticipated revenues from an augmented sales tax; adopt TEP development and ballot placement implementation schedule	Make any changes necessary to existing TEP regarding projects and policies	Adopt Final TEP			Seek TEP approval from city councils, Board of Supervisors, transit agencies					Alameda CTC will request the sales tax measure and TEP on the ballot in July 2014. November 4, 2014 is election day.	
Citizens Watchdog Committee and Bicycle and Pedestrian Advisory Committee	Ongoing	Continue to review expenditures, projects and programs, and make recommendations to the Commission (BPAC)														

		2013	Fiscal Year 2013-2014														
Task	Planned Due Date	June	July	August	September	October	November	December	January	February	March	April	May	June	Notes		
Programming																	
One Bay Area Grant Program (OBAG): Surface Transportation Program and Congestion Mitigation and Air Quality Funds	6/30/14	Adopt OBAG allocations and submit programming recommendation to MTC	MTC adopts final program	Perform ongoing monitoring and administration													
Measure B Discretionary Grant Programs	6/30/14	Approve grant programs	Perform ongoing grant program tracking														
Bicycle and Pedestrian			Perform ongoing grant program tracking														
Express Bus			Perform ongoing grant program tracking														
Paratransit			Perform ongoing grant program tracking														
Transit Center Development			Perform ongoing grant program tracking														
VRF Discretionary Grant Programs	6/30/14	Approve grant programs	Perform ongoing grant program tracking														
Bicycle and Pedestrian (See Planning for additional information on activities.)																	
Transit																	
Technology																	
Transportation Fund for Clean Air (TFCA)	6/30/14	Review draft program	Approve final TFCA program		Annual status reports due to Alameda CTC from sponsors for ongoing projects	Submit Annual Report to Air District	Approve guidelines and expenditure plan						Review draft FY14-15 program and submit semi-annual report to the Air District	Approve final FY14-15 program			
State Transportation Improvement Program (STIP)	6/30/14	Develop draft 2014 STIP		Approve draft 2014 STIP proposal		MTC approves 2014 STIP		Submit 2014 STIP to CTC				CTC adopts 2014 STIP					
Capital Improvement Program/Programs Investment Program (CIP/PIP) (See Planning for more detailed 2013 CMP schedule update.)	Early 2014		Develop CIP inventory		Adopt draft 2013 CMP		Adopt final 2013 CMP		Approve draft CIP/PIP methodology and prioritization criteria		Approve final CIP/PIP methodology and final screening and prioritization criteria		Request CIP/PIP project updates; release Call for Projects		Evaluate projects	Approve draft CIP/PIP and two-year Allocation Plan	
Measure B and Vehicle Registration Fee (VRF) Pass-through Fund Compliance Report	7/31/14				Hold compliance workshop			Jurisdictions submit Compliance Reports	Present submittal sheet to CWC	Release RFI to local jurisdictions	Present report card to CWC			Draft report	Staff will present Final Compliance Report in July 2014.		
Monitoring		Perform ongoing monitoring of various state and federal programs															
Paratransit Advisory and Planning Committee and Paratransit Technical Advisory Committee	Ongoing	Continue to review paratransit programs and make recommendations to the Commission (PAPCO)															

			Fiscal Year 2013-2014														
	Task	Planned Due Date	June	July	August	September	October	November	December	January	February	March	April	May	June	Notes	
Finance and Procurement																	
Annual Agency Audit		12/26/13	Perform interim audit (June 10-21); hold Commission Audit Committee pre-audit meeting; hold CWC pre-audit sub-committee meeting	Perform year-end close accounting work	Complete final audit (August 12 - 23)	Prepare draft Comprehensive Annual Financial Report (CAFR) for FY12-13	Hold combined Commission Audit Committee and CWC post-audit subcommittee meeting to review draft CAFR for FY12-13	Approve CAFR for FY12-13 by FAC	Approve CAFR for FY12-13; submit CAFR to GFOA with award application			Establish CWC Audit subcommittee					
			Approve FY13-14 annual budget; develop and submit ICAR for FY12-13			Develop and submit ICAR for FY13-14			Distribute worksheets for FY13-14 mid-year budget update; distribute worksheets for FY14-15 budget	Develop FY13-14 mid-year budget update		Approve FY13-14 mid-year budget update; develop FY14-15 annual budget	Develop FY14-15 annual budget	Approve Draft FY14-15 annual budget; approve FY13-14 Sales Tax Budget Update	Approve FY14-15 annual budget; develop and submit ICAR for FY14-15		
Quarterly Investment Report		9/26/13; 11/28/13; 2/27/14; 5/22/14				Approve FY12-13 year-end Quarterly Investment Report		Approve FY13-14 first quarter Investment Report by FAC	Approve FY13-14 first quarter Investment Report		Approve FY13-14 second quarter Investment Report			Approve FY13-14 third quarter Investment Report			
Quarterly Financial Statements		11/28/13; 2/27/14; 5/22/14						Approve FY13-14 first quarter Financial Report by FAC	Approve FY13-14 first quarter Financial Report		Approve FY13-14 second quarter Financial Report			Approve FY13-14 third quarter Financial Report			
Annually Renewed Contracts		1/23/14								Approve FY14-15 Administration Support Professional Services Contracts Plan	Release RFPs	Review proposals	Negotiate contracts		Execute contracts		
Debt Issuance		Feb-2014	Draft Debt Policy	Approve Alameda CTC Debt Policy; provide update on debt issuance process and activities; approve issuance of RFQs for Bond and Disclosure counsel, and underwriters	Release RFQ for Bond and Disclosure counsel; release RFQ for underwriters	Review proposals; hold interviews; select Bond and Disclosure counsel, and underwriters	Draft bond documents (Bond Indenture, Bond Purchase Agreement and Resolution); draft preliminary official statement; draft Rating Agency presentation; hold Rating Agency meetings		Approve debt issuance	Perform investor outreach; pre-price bonds	Prepare for pre-closing and closing						
Alameda CTC Overall Work Program (OWP)		Jun-2014	Establish objectives	Develop outline	Prepare draft Alameda CTC OWP (i.e., identify resources and assignments; determine work activities for new fiscal year; obtain write-ups for each planned work activities from department leads; incorporate fiscal year 2014-2015 budget, etc.)							Finalize OWP		Approve draft OWP for FY14-15			
Annual Local Business Contract Equity (LBCE) Utilization Report and Contract Award Report		9/26/13	Develop database	Develop LBCE Reports				Approve annual LBCE Utilization and Contract Award Report by FAC	Approve annual LBCE Utilization and Contract Award Report								
Database Development (ICTS/Financial)/Timecard Management System		Various	Develop Timecard Management System	Test Timecard Management System	Implement new Timecard Management System			Input historical data into new fundware database				Research new financial databases for purchase					
Mass-through Agencies Annual Compliance Reporting		Jan-2014			Compliance Workshop					Review and comment on pass-through agencies' compliance and audit reports							
Other		6/27/13; 1/23/2014; 4/24/2014	Provide update on office relocation; finalize consolidation of OPEB Trusts; finalize 457 Plans consolidation		Commence with office relocation activities	Continue office relocation activities; migrate TFCA projects into ICTS	Migrate CMA TIP projects into ICTS			Approve Salary and Benefits Resolution for calendar year 2014	Approve Loan Policy	Approve Travel and Entertainment Policy	Approve Alameda CTC Investment Policy	Review and edit draft CWC Annual Report	Assist in finalizing CWC Annual Report		

		2013	Fiscal Year 2013-2014												
Task	Planned Due Date	June	July	August	September	October	November	December	January	February	March	April	May	June	Notes
Projects															
Annual Strategic Plan	5/31/14				Prepare draft FY13-14 Strategic Plan publication		Publish FY13-14 Strategic Plan		Develop FY14-15 Strategic Plan		Approve draft FY14-15 Strategic Plan	Adopt FY14-15 Strategic Plan			
Semi-Annual Update	4/30/14	Perform quarterly review			Draft semi-annual update	Present semi-annual update			Perform quarterly review		Draft semi-annual update	Present semi-annual update			
Projects Management and Oversight	Ongoing	Perform ongoing project management oversight of Measure B Projects													
Projects Development and Implementation	Ongoing	Perform ongoing project development, delivery and construction management of various projects in the Capital Projects Program													
Fact Sheets Updates	Quarterly	Update and post fact sheets to the Alameda CTC website	Monitor and report on projects	Update and post fact sheets to the Alameda CTC website	Monitor and report on projects	Monitor and report on projects	Update and post fact sheets to the Alameda CTC website	Monitor and report on projects	Update and post fact sheets to the Alameda CTC website	Monitor and report on projects	Update and post fact sheets to the Alameda CTC website	Monitor and report on projects	Update and post fact sheets to the Alameda CTC website	Update and post fact sheets to the Alameda CTC website	Project reporting includes various reporting tasks (i.e., ED Monthly Report, MTC Quarterly Report, various Board Reports).
I-680 SB Express Lane Operations & Maintenance	Ongoing	Approve annual Sunol JPA budget	Performing ongoing operations and management												Approve FY14-15 annual budget; approve various contract extensions as-needed

* For internal use only. This schedule is high level and intended to provide an overview of departmental activities and is subject to change.

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Memorandum

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DATE: September 5, 2013

SUBJECT: Goods Movement Collaborative and Plan Update and Project Screening Criteria and List

RECOMMENDATION: Review process for recommending projects to MTC for input into the California State Freight Mobility Plan and receive an update on the Goods Movement Collaborative and Plan development

Summary

Freight and goods movement are central to a strong economy in Alameda County, the Bay Area and the nation. To ensure that Alameda County's economy and the Bay Area as a whole (by virtue of Alameda County's central location, freeways and the location of the Port of Oakland) are supported by a robust goods movement system, Alameda CTC has embarked on the creation of a goods movement collaborative that will bring together partners and stakeholders to create a unified effort to support and advocate for freight and goods movement, and technical studies that will result in an Alameda Countywide Goods Movement Plan to identify needs and short and long term priorities. These efforts will directly feed into state and federal freight planning efforts that are also currently underway, including the development of the California Freight Mobility Plan (CFMP) and a National Strategic Freight Plan.

Due to the development schedule for California's freight planning process, the Commission is requested to approve a method for development of a list of projects for submittal to MTC and Caltrans that can be used in the development of the CFMP. This memo outlines a process and milestones for submitting a list of Alameda County projects to MTC by October 2013, includes a recommendation for a project list to be submitted to MTC and Caltrans District 4 for inclusion in the state freight plan, and provides an update on the development of the Alameda CTC Goods Movement Collaborative and Goods Movement Plan.

Background

Freight and goods movement planning is underway at the local, regional, state and federal levels. The following summarizes each of these planning efforts and identifies Alameda CTC engagement in these processes.

Federal Process: The Federal surface transportation act, Moving Ahead for Progress in the 21st Century (MAP-21), was signed into law in 2012 and included the development of a national freight policy that will establish a national freight network and create a national freight strategic plan. The development of the network and strategic plan will be done with a National Freight Advisory Committee (NFAC). NFAC representatives from California include: Kristin Decas, CEO & Port Director, Port of Hueneme; Genevieve Giuliano, Professor, Director and Senior Associate Dean, University of Southern California; Fran Inman, Senior Vice President, Majestic Realty Company and Member, California Transportation Commission; Randy Iwasaki, Executive Director, Contra Costa Transportation Authority; and Bonnie Lowenthal, State Assembly Member.

The federal process requires the establishment of an initial primary freight network (PFN) of 27,000 centerline miles of existing roadway that are most critical to the movement of freight. The federal Department of Transportation (DOT) will be working with states to define the PFN, as well as identify critical rural freight corridors that meet specific criteria defined in MAP-21 freight provisions (see Attachment A). The DOT is required to develop the PFN within a year of issuance of the MAP-21 freight provisions, and the strategic plan within three years. The strategic plan will be updated thereafter every five years. MAP-21 encourages states to develop freight plans that address immediate and long-range freight needs. In California, the development of a CFMP was initiated in spring 2013 as described below, and will feed into the federal process.

State Process: The California Department of Transportation (Caltrans) has established a California Freight Advisory Committee (CFAC), including Art Dao as a member, to assist with the development of the CFMP. This plan will provide input into the national plan and will be incorporated into the overall California Transportation Plan which will be completed in 2015. The state is guiding its developmental effort using the same strategic goals and definitions as those that are included in Map 21 to address capital, operational, policy and innovative technology needs in the freight network.

- Goals include:
 - Improve the contribution of the freight system to economic efficiency, productivity and competitiveness
 - Reduce congestion on the freight system
 - Improve safety, security and resiliency of system
 - Improve state of good repair
 - Use advance technology, performance management and innovation, competition and accountability in operating the freight system
 - Reduce adverse environmental and community impacts

Due to the timing of the state freight plan and the need for it to influence the federal plan, Alameda CTC is working with both Caltrans District 4 and MTC on the development of a project list for initial inclusion in the state freight plan.

Caltrans is working with each of its District offices to identify freight projects and each of the Districts is working with their Metropolitan Planning Organizations (MPO). In the Bay Area, MTC and Caltrans are collaborating on a Bay Area Goods Movement Plan that will help to inform the state process. Alameda CTC is working closely with MTC and District 4 on the inventory and development of a draft inventory list, which is described in more detail under Regional and Local efforts below. In order to be eligible for consideration in the CFMP, the projects must be in the Regional Transportation Plan and part of a national freight network. In Alameda County, the highway segments currently being identified as part of the national network include I-238, I-580, I-80, and I-880.

The following schedule includes high level milestones for the development of the CFMP and requires that Alameda CTC submit a list to MTC of projects by October.

- October/November: Draft initial list of freight projects from statewide Caltrans Districts and Metropolitan Planning Organizations
- December 2013: Initial draft CFMP
- Summer 2014 (June –August): Final Draft CFMP issued for 60-day public comment period and public workshops
- Fall 2014 (September – October): Final CFMP that that will be incorporated into the California Transportation Plan scheduled for adoption in 2015.

Regional and Local Process: Caltrans District 4 and MTC are coordinating on a short-term Bay Area Goods Movement Plan that will facilitate development of a list of projects for inclusion in the CFMP. Alameda CTC is closely coordinating with MTC and District 4 on this effort to ensure that a list can be submitted to the state by October 2013. In addition, Alameda CTC has kicked off the development of the Alameda County long range Goods Movement Collaborative and Plan, which will be performance based and identify needs and gaps in the goods movement system, identify new projects and programs to foster economic competitiveness, and promote local community vibrancy and protect the environment. The countywide Collaborative and Plan will include extensive input from Alameda CTC stakeholders and partners. A draft plan will be developed by Spring 2015 in time to inform the 2016 Countywide Transportation Plan and the next Regional Transportation Plan.

In the immediate term to support the development of a priority list for the regional and state processes, the Commission is requested to approve a process to develop a list of projects for submittal to MTC and Caltrans that can be used in the development of the CFMP. This following outlines a process and milestones for submitting a list of Alameda County projects to MTC by October 2013.

- June 2014: Alameda CTC develops comprehensive list of projects from existing Caltrans, MTC, San Joaquin Valley and rail operator studies and plans.
- July 2014: Alameda CTC submits comprehensive list to MTC and Caltrans District 4 for review
- August 2014: Alameda CTC reviews and sorts list

- September 2013: Alameda CTC adopts high level criteria for advancing a project list to MTC and District 4
- October 2013: MTC meeting on project list for submission to state CFMP development process in coordination with Caltrans District 4.

Recommendation

Staff recommends approval of the following screening criteria to use to develop a project inventory list for submission to MTC and Caltrans District 4. The Commission is requested to approve the following screening criteria and to review Attachment B, Alameda County Goods Movement Project Inventory, which is sorted based upon the below criteria, to identify if any additional projects should be considered. The criteria are based on goals and objectives documented in MAP-21 and types of projects that would be eligible for the increased federal match provision. The proposed criteria are:

- Inclusion in Plan Bay Area and Alameda CTC's Countywide Transportation Plan (CWTP Tier 1 or Tier 2 project lists)
- Grade separations for rail
- On I-238, I-580, I-80 and I-880 for trucks (these routes are key freight corridors identified in the state process)
- Port supportive

Because there is insufficient time to do comprehensive outreach and project identification to meet the State's deadline to have a prioritized list, which would include an assessment of project scope, cost and schedule, the attached draft list supports inclusion of projects that are in Alameda CTC's CWTP and Plan Bay Area, which indicates an ability to receive state and federal funding, some level of project development completed and a degree of public vetting. The countywide Goods Movement Plan will be used to identify project priorities and additional needs through the plan development process and will identify project readiness for funding. Information may be ready early next year as part of Alameda CTC's planning process to provide additional input on Alameda County priorities for the draft CFMP. Additional projects that are not included in the CWTP or Plan Bay Area will be included in the long-range planning process for the Goods Movement Plan.

Update on Alameda CTC Goods Movement Collaborative and Plan

The Alameda CTC has moved forward with Goods Movement Collaborative and Plan Development. In July the Goods Movement Leadership Team held its kick off meeting with executive staff from the following partners:

- Alameda County Transportation Commission
- Port of Oakland
- Metropolitan Transportation Commission
- Caltrans
- East Bay EDA

The Leadership Team is working on the identification and development of the technical team, focus group stakeholders, and the Goods Movement Roundtable participants and structure. In addition the Leadership team is finalizing a schedule for development and implementation of key milestones for the Collaborative process. An additional update on these efforts will be brought to the Commission in October.

An RFP for the Goods Movement Plan was released on July 1st and a pre-bid meeting was held on July 24th. Proposals were submitted to Alameda CTC on August 15th and currently the evaluation team is reviewing and scoring the proposals. Interviews will be held during the week of September 16 with the goal of selecting a firm and initiating work by early October.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Map-21 Prioritization of Projects to Improve Freight Movement
- B. Alameda County Project Inventory Based on Existing Plans
- C. Caltrans Goods Movement Maps

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Moving Ahead for Progress in the 21st Century (MAP 21)

Freight-Related Provisions

SEC. 1115. NATIONAL FREIGHT POLICY.

(a) IN GENERAL.—Chapter 1 of title 23, United States Code, is amended by adding at the end the following:

“§ 167. National freight policy

“(a) IN GENERAL.—It is the policy of the United States to improve the condition and performance of the national freight network to ensure that the national freight network provides the foundation for the United States to compete in the global economy and achieve each goal described in subsection (b).

“(b) GOALS.—The goals of the national freight policy are—

“(1) to invest in infrastructure improvements and to implement operational improvements that—

“(A) strengthen the contribution of the national freight network to the economic competitiveness of the United States;

“(B) reduce congestion; and

“(C) increase productivity, particularly for domestic industries and businesses that create high-value jobs;

“(2) to improve the safety, security, and resilience of freight transportation;

“(3) to improve the state of good repair of the national freight network;

“(4) to use advanced technology to improve the safety and efficiency of the national freight network;

“(5) to incorporate concepts of performance, innovation, competition, and accountability into the operation and maintenance of the national freight network; and

“(6) to improve the economic efficiency of the national freight network.

“(7) to reduce the environmental impacts of freight movement on the national freight network;

“(c) ESTABLISHMENT OF A NATIONAL FREIGHT NETWORK.—

“(1) IN GENERAL.—The Secretary shall establish a national freight network in accordance with this section to assist States in strategically directing resources toward improved system performance for efficient movement of freight on highways, including national highway system, freight intermodal connectors and aerotropolis transportation systems.

“(2) NETWORK COMPONENTS.—The national freight network shall consist of—

“(A) the primary freight network, as designated by the Secretary under subsection (d) (referred to in this section as the ‘primary freight network’) as most critical to the movement of freight;

“(B) the portions of the Interstate System not designated as part of the primary freight network; and

“(C) critical rural freight corridors established under subsection (e).

“(d) DESIGNATION OF PRIMARY FREIGHT NETWORK.—

“(1) INITIAL DESIGNATION OF PRIMARY FREIGHT NETWORK.—

“(A) DESIGNATION.—Not later than 1 year after the date of enactment of this section, the Secretary shall designate a primary freight network—

“(i) based on an inventory of national freight volume conducted by the Administrator of the Federal Highway Administration, in consultation with stakeholders, including system users, transport providers, and States; and

“(ii) that shall be comprised of not more than 27,000 centerline miles of existing roadways that are most critical to the movement of freight.

“(B) FACTORS FOR DESIGNATION.—In designating the primary freight network, the Secretary shall consider—

“(i) the origins and destinations of freight movement in the United States;

“(ii) the total freight tonnage and value of freight moved by highways;

“(iii) the percentage of annual average daily truck traffic in the annual average daily traffic on principal arterials;

“(iv) the annual average daily truck traffic on principal arterials;

“(v) land and maritime ports of entry;

“(vi) access to energy exploration, development, installation, or production areas;

“(vii) population centers; and

“(viii) network connectivity.

“(2) **ADDITIONAL MILES ON PRIMARY FREIGHT NETWORK.**—In addition to the miles initially designated under paragraph

(1), the Secretary may increase the number of miles designated as part of the primary freight network by not more than 3,000 additional centerline miles of roadways (which may include existing or planned roads) critical to future efficient movement of goods on the primary freight network.

“(3) **REDESIGNATION OF PRIMARY FREIGHT NETWORK.**—Effective beginning 10 years after the designation of the primary freight network and every 10 years thereafter, using the designation factors described in paragraph (1), the Secretary shall redesignate the primary freight network (including additional mileage described in paragraph (2)).

“(e) **CRITICAL RURAL FREIGHT CORRIDORS.**—A State may designate a road within the borders of the State as a critical rural freight corridor if the road—

“(1) is a rural principal arterial roadway and has a minimum of 25 percent of the annual average daily traffic of the road measured in passenger vehicle equivalent units from trucks (FHWA vehicle class 8 to 13);

“(2) provides access to energy exploration, development, installation, or production areas;

“(3) connects the primary freight network, a roadway described in paragraph (1) or (2), or Interstate System to facilities that handle more than—

“(A) 50,000 20-foot equivalent units per year; or

“(B) 500,000 tons per year of bulk commodities.

“(f) **NATIONAL FREIGHT STRATEGIC PLAN.**—

“(1) **INITIAL DEVELOPMENT OF NATIONAL FREIGHT STRATEGIC PLAN.**—Not later than 3 years after the date of enactment of this section, the Secretary shall, in consultation with State departments of transportation and other appropriate public and private transportation stakeholders, develop and post on the Department of Transportation public website a national freight strategic plan that shall include—

“(A) an assessment of the condition and performance of the national freight network;

“(B) an identification of highway bottlenecks on the national freight network that create significant freight congestion problems, based on a quantitative methodology developed by the Secretary, which shall, at a minimum, include—

“(i) information from the Freight Analysis Network of the Federal Highway Administration; and

“(ii) to the maximum extent practicable, an estimate of the cost of addressing each bottleneck and any operational improvements that could be implemented;

“(C) forecasts of freight volumes for the 20-year period beginning in the year during which the plan is issued;

“(D) an identification of major trade gateways and national freight corridors that connect major population centers, trade gateways, and other major freight generators for current and forecasted traffic and freight volumes, the identification of which shall be revised, as appropriate, in subsequent plans;

“(E) an assessment of statutory, regulatory, technological, institutional, financial, and other barriers to improved freight transportation performance (including opportunities for overcoming the barriers);

“(F) an identification of routes providing access to energy exploration, development, installation, or production areas;

“(G) best practices for improving the performance of the national freight network;

“(H) best practices to mitigate the impacts of freight movement on communities;

“(I) a process for addressing multistate projects and encouraging jurisdictions to collaborate; and

“(J) strategies to improve freight intermodal connectivity.

*“(2) **UPDATES TO NATIONAL FREIGHT STRATEGIC PLAN.**—Not later than 5 years after the date of completion of the first national freight strategic plan under paragraph (1), and every 5 years thereafter, the Secretary shall update and repost on the Department of Transportation public website a revised national freight strategic plan.*

*“(g) **FREIGHT TRANSPORTATION CONDITIONS AND PERFORMANCE REPORTS.**—Not later than 2 years after the date of enactment of this section, and biennially thereafter, the Secretary shall prepare a report that contains a description of the conditions and performance of the national freight network in the United States.*

*“(h) **TRANSPORTATION INVESTMENT DATA AND PLANNING TOOLS.**—*

*“(1) **IN GENERAL.**—Not later than 1 year after the date of enactment of this section, the Secretary shall—*

“(A) begin development of new tools and improvement of existing tools or improve existing tools to support an outcome-oriented, performance-based approach to evaluate proposed freight-related and other transportation projects, including—

“(i) methodologies for systematic analysis of benefits and costs;

“(ii) tools for ensuring that the evaluation of freight-related and other transportation projects could consider safety, economic competitiveness, environmental sustainability, and system condition in the project selection process; and

“(iii) other elements to assist in effective transportation planning;

“(B) identify transportation-related model data elements to support a broad range of evaluation methods and techniques to assist in making transportation investment decisions; and

“(C) at a minimum, in consultation with other relevant Federal agencies, consider any improvements to existing freight flow data collection efforts that could reduce identified freight data gaps and deficiencies and help improve forecasts of freight transportation demand.

*“(2) **CONSULTATION.**—The Secretary shall consult with Federal, State, and other stakeholders to develop, improve, and implement the tools and collect the data in paragraph (1).*

*“(i) **DEFINITION OF AEROTROPOLIS TRANSPORTATION SYSTEM.**— In this section, the term ‘aerotropolis transportation system’ means a planned and coordinated multimodal freight and passenger transportation network that, as determined by the Secretary, provides efficient, cost-effective, sustainable, and intermodal connectivity to a defined region of economic significance centered around a major airport.”.*

*(b) **CONFORMING AMENDMENT.**—The analysis for chapter 1 of title 23, United States Code, is amended by adding at the end the following:*

“167. National freight program.”.

SEC. 1116. PRIORITIZATION OF PROJECTS TO IMPROVE FREIGHT MOVEMENT.

*(a) **IN GENERAL.**—Notwithstanding section 120 of title 23, United States Code, the Secretary may increase the Federal share payable for any project to 95 percent for projects on the Interstate System and 90 percent for any other project if the Secretary certifies that the project meets the requirements of this section.*

*(b) **INCREASED FUNDING.**—To be eligible for the increased Federal funding share under this section, a project shall—*

(1) demonstrate the improvement made by the project to the efficient movement of freight, including making progress towards meeting performance targets for freight movement established under section 150(d) of title 23, United States Code; and

(2) be identified in a State freight plan developed pursuant to section 1118.

*(c) **ELIGIBLE PROJECTS.**—Eligible projects to improve the movement of freight under this section may include, but are not limited to—*

- (1) construction, reconstruction, rehabilitation, and operational improvements directly relating to improving freight movement;*
- (2) intelligent transportation systems and other technology to improve the flow of freight;*
- (3) efforts to reduce the environmental impacts of freight movement on the primary freight network;*
- (4) railway-highway grade separation;*
- (5) geometric improvements to interchanges and ramps.*
- (6) truck-only lanes;*
- (7) climbing and runaway truck lanes;*
- (8) truck parking facilities eligible for funding under section 1401;*
- (9) real-time traffic, truck parking, roadway condition, and multimodal transportation information systems;*
- (10) improvements to freight intermodal connectors; and*
- (11) improvements to truck bottlenecks.*

SEC. 1117. STATE FREIGHT ADVISORY COMMITTEES.

- (a) IN GENERAL.—The Secretary shall encourage each State to establish a freight advisory committee consisting of a representative cross-section of public and private sector freight stakeholders, including representatives of ports, shippers, carriers, freight-related associations, the freight industry workforce, the transportation department of the State, and local governments.*
- (b) ROLE OF COMMITTEE.—A freight advisory committee of a State described in subsection (a) shall—*
 - (1) advise the State on freight-related priorities, issues, projects, and funding needs;*
 - (2) serve as a forum for discussion for State transportation decisions affecting freight mobility;*
 - (3) communicate and coordinate regional priorities with other organizations;*
 - (4) promote the sharing of information between the private and public sectors on freight issues; and*
 - (5) participate in the development of the freight plan of the State described in section 1118.*

SEC. 1118. STATE FREIGHT PLANS.

- (a) IN GENERAL.—The Secretary shall encourage each State to develop a freight plan that provides a comprehensive plan for the immediate and long-range planning activities and investments of the State with respect to freight.*
- (b) PLAN CONTENTS.—A freight plan described in subsection*
 - (a) shall include, at a minimum—*
 - (1) an identification of significant freight system trends, needs, and issues with respect to the State;*
 - (2) a description of the freight policies, strategies, and performance measures that will guide the freight-related transportation investment decisions of the State;*
 - (3) a description of how the plan will improve the ability of the State to meet the national freight goals established under section 167 of title 23, United States Code;*
 - (4) evidence of consideration of innovative technologies and operational strategies, including intelligent transportation systems, that improve the safety and efficiency of freight movement;*
 - (5) in the case of routes on which travel by heavy vehicles (including mining, agricultural, energy cargo or equipment, and timber vehicles) is projected to substantially deteriorate the condition of roadways, a description of improvements that may be required to reduce or impede the deterioration; and*
 - (6) an inventory of facilities with freight mobility issues, such as truck bottlenecks, within the State, and a description of the strategies the State is employing to address those freight mobility issues.*
- (c) RELATIONSHIP TO LONG-RANGE PLAN.—A freight plan described in subsection (a) may be developed separate from or incorporated into the statewide strategic long-range transportation plan required by section 135 of title 23, United States Code.*

Subtitle D—Highway Safety

SEC. 1401. JASON’S LAW.

(a) *IN GENERAL.*—It is the sense of Congress that it is a national priority to address projects under this section for the shortage of long-term parking for commercial motor vehicles on the National Highway System to improve the safety of motorized and non-motorized users and for commercial motor vehicle operators.

(b) *ELIGIBLE PROJECTS.*—Eligible projects under this section are those that—

(1) serve the National Highway System; and

(2) may include the following:

(A) Constructing safety rest areas (as defined in section 120(c) of title 23, United States Code) that include parking for commercial motor vehicles.

(B) Constructing commercial motor vehicle parking facilities adjacent to commercial truck stops and travel plazas.

(C) Opening existing facilities to commercial motor vehicle parking, including inspection and weigh stations and park-and-ride facilities.

(D) Promoting the availability of publicly or privately provided commercial motor vehicle parking on the National Highway System using intelligent transportation systems and other means.

(E) Constructing turnouts along the National Highway System for commercial motor vehicles.

(F) Making capital improvements to public commercial motor vehicle parking facilities currently closed on a seasonal basis to allow the facilities to remain open year-round.

(G) Improving the geometric design of interchanges on the National Highway System to improve

(c) *SURVEY AND COMPARATIVE ASSESSMENT.*—

(1) *IN GENERAL.*—Not later than 18 months after the date of enactment of this Act, the Secretary, in consultation with relevant State motor carrier safety personnel, shall conduct a survey of each State—

(A) to evaluate the capability of the State to provide adequate parking and rest facilities for commercial motor vehicles engaged in interstate transportation;

(B) to assess the volume of commercial motor vehicle traffic in the State; and

(C) to develop a system of metrics to measure the adequacy of commercial motor vehicle parking facilities in the State.

(2) *RESULTS.*—The results of the survey under paragraph

(1) shall be made available to the public on the website of the Department of Transportation.

(3) *PERIODIC UPDATES.*—The Secretary shall periodically update the survey under this subsection.

DIVISION C—TRANSPORTATION SAFETY AND SURFACE TRANSPORTATION POLICY

TITLE I—MOTOR VEHICLE AND HIGHWAY SAFETY IMPROVEMENT ACT OF 2012

Subtitle H—Safe Highways and Infrastructure Preservation

SEC. 32801. COMPREHENSIVE TRUCK SIZE AND WEIGHT LIMITS STUDY.

(a) *TRUCK SIZE AND WEIGHT LIMITS STUDY.*—Not later than 45 days after the date of enactment of this Act, the Secretary, in consultation with each relevant State and other applicable Federal agencies, shall commence a comprehensive truck size and weight limits study. The study shall—

(1) provide data on accident frequency and evaluate factors related to accident risk of vehicles that operate with size and weight limits that are in excess of the Federal law and regulations in each State that allows vehicles to operate with size and weight limits that are in excess of the Federal law and regulations, or to operate under a Federal exemption or grandfather right, in comparison to vehicles that do not operate in excess of Federal law and regulations (other than vehicles with exemptions or grandfather rights);

- (2) evaluate the impacts to the infrastructure in each State that allows a vehicle to operate with size and weight limits that are in excess of the Federal law and regulations, or to operate under a Federal exemption or grandfather right, in comparison to vehicles that do not operate in excess of Federal law and regulations (other than vehicles with exemptions or grandfather rights), including—
- (A) the cost and benefits of the impacts in dollars;
 - (B) the percentage of trucks operating in excess of the Federal size and weight limits; and
 - (C) the ability of each State to recover the cost for the impacts, or the benefits incurred;
- (3) evaluate the frequency of violations in excess of the Federal size and weight law and regulations, the cost of the enforcement of the law and regulations, and the effectiveness of the enforcement methods;
- (4) assess the impacts that vehicles that operate with size and weight limits in excess of the Federal law and regulations, or that operate under a Federal exemption or grandfather right, in comparison to vehicles that do not operate in excess of Federal law and regulations (other than vehicles with exemptions or grandfather rights), have on bridges, including the impacts resulting from the number of bridge loadings;
- (5) compare and contrast the potential safety and infrastructure impacts of the current Federal law and regulations regarding truck size and weight limits in relation to—
- (A) six-axle and other alternative configurations of tractor-trailers; and
 - (B) where available, safety records of foreign nations with truck size and weight limits and tractor-trailer configurations that differ from the Federal law and regulations; and
- (6) estimate—
- (A) the extent to which freight would likely be diverted from other surface transportation modes to principal arterial routes and National Highway System intermodal connectors if alternative truck configuration is allowed to operate and the effect that any such diversion would have on other modes of transportation;
 - (B) the effect that any such diversion would have on public safety, infrastructure, cost responsibilities, fuel efficiency, freight transportation costs, and the environment;
 - (C) the effect on the transportation network of the United States that allowing alternative truck configuration to operate would have; and
 - (D) whether allowing alternative truck configuration to operate would result in an increase or decrease in the total number of trucks operating on principal arterial routes and National Highway System intermodal connectors; and
- (7) identify all Federal rules and regulations impacted by changes in truck size and weight limits.
- (b) **REPORT.**—Not later than 2 years after the date that the study is commenced under subsection (a), the Secretary shall submit a final report on the study, including all findings and recommendations, to the Committee on Commerce, Science, and Transportation and the Committee on Environment and Public Works of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives.

SEC. 32802. COMPILATION OF EXISTING STATE TRUCK SIZE AND WEIGHT LIMIT LAWS.

- (a) **IN GENERAL.**—Not later than 90 days after the date of enactment of this Act, the Secretary, in consultation with the States, shall begin to compile—
- (1) a list for each State, as applicable, that describes each route of the National Highway System that allows a vehicle to operate in excess of the Federal truck size and weight limits that—
 - (A) was authorized under State law on or before the date of enactment of this Act; and
 - (B) was in actual and lawful operation on a regular or periodic basis (including seasonal operations) on or before the date of enactment of this Act;
 - (2) a list for each State, as applicable, that describes—
 - (A) the size and weight limitations applicable to each segment of the National Highway System in that State as listed under paragraph (1);

(B) each combination that exceeds the Interstate weight limit, but that the Department of Transportation, other Federal agency, or a State agency has determined on or before the date of enactment of this Act, could be or could have been lawfully operated in the State; and

(C) each combination that exceeds the Interstate weight limit, but that the Secretary determines could have been lawfully operated on a non-Interstate segment of the National Highway System in the State on or before the date of enactment of this Act; and

(3) a list of each State law that designates or allows designation of size and weight limitations in excess of Federal law and regulations on routes of the National Highway System, including nondivisible loads.

(b) SPECIFICATIONS.—The Secretary, in consultation with the States, shall specify whether the determinations under paragraphs (1) and (2) of subsection (a) were made by the Department of Transportation, other Federal agency, or a State agency.

(c) REPORT.—Not later than 2 years after the date of enactment of this Act, the Secretary shall submit a final report of the compilation under subsection (a) to the Committee on Commerce, Science, and Transportation and the Committee on Environment and Public Works of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives.

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Attachment B: Alameda County Goods Movement Project Inventory

List of Plans and Acronyms

Plans

CWTP	Alameda CTC 2012 Countywide Transportation Plan
GMAP	Goods Movement Action Plan (State Plan conducted by Department of Business Transportation and Housing and California Environmental Protection Agency 2005-2007)
TCIF	Trade Corridors Improvement Fund (Proposition 1B projects funded based on GMAP)
2004 MTC Plan	2004 MTC Regional Goods Movement Study
State Rail Plan	Caltrans' 2012 Draft State Rail Plan being prepared for 2040 California Transportation Plan
SJV IRGMS	San Joaquin Valley Interregional Goods Movement Study (recently concluded study led by 8 Congestion Management Agencies/Metropolitan Planning Organizations)

Acronyms

OHIT	Outer Harbor Intermodal Terminal
PSR	Project Scoping Report
UPRR	Union Pacific Railroad
BNSF	Burlington Northern Santa Fe (Railroad)
RTP	Regional Transportation Plan
I/C	Interchange
OAK	Oakland International Airport
ROW	Right of Way
JLS	Jack London Square
CCJPA	Capitol Corridor Joint Powers Authority
SJRRC	San Joaquin Regional Railroad Commission

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MTC RTPID	Project	Sponsor	Mode	County	Plans	Cost Estimate in Plan (\$M)	Committed Fund Estimate in Plan (\$M)	Status in Plan	Description
Alameda Countywide Transportation Plan Tier 1 - Intermodal Terminal Projects									
22082	7th Street Grade Separation	Port of Oakland/MTC	Intermodal	ALA	TCIF Tier 1 (Inactive), Plan Bay Area, CWTP, GMAP, 2004 MTC Plan	\$304.8	\$0.0	Tier 1 (CWTP)	Major component of Oakland Army Base Phase 2 New grade separated rail crossings of 7th Street for BNSF and UP terminals, including replacement of the damaged former Southern Pacific overhead and the addition of rail expansion capacity. Improve traffic operations and expands roadway capacity through the reconstruction of 7th Street along a new alignment, in a deeper trench section, between Cedar Street and Maritime Street, reconfiguration of 7th /Maritime Street intersection into 2 3-way intersections, realignment of Maritime Street, and bicycle and pedestrian access improvements. The project also will separate truck traffic on 7th St. thereby eliminating conflicts between trucks and trains at a major intersection adjacent to OHLIT. Improves roadway safety and clearance through existing underpass.
Alameda Countywide Transportation Plan Tier 1 - Rail Projects									
240208	Highway-Rail Grade Crossing Improvements	City of Fremont	Truck/Rail	ALA	Plan Bay Area/CWTP	\$3.2	\$0.0	Tier 1 (CWTP)	Improve highway-rail crossing safety at four at-grade crossings in the City of Fremont by installing raised medians, railroad gate improvements, and sidewalk. Rail crossing locations are: Fremont Blvd., Maple St., Dusterberry Way., and Nursery Ave.
22779	Construct grade separation at Warren Avenue/Union Pacific RR as Phase 2 of the Route 262/I-880 interchange improvements	City of Fremont	Truck/Rail	ALA	Plan Bay Area/CWTP, 2004 MTC Plan	\$80.5	\$0.0	Tier 1 (CWTP)	Serves as Phase 2 of the State Route 262/I-880 Freeway Interchange Reconstruction and I-880 Widening Project. Phases 1a & 1b includes direct connectors between Route 262 with HOV bypass lanes along the on-ramps, and freeway widening to provide for the completion of HOV lanes from Alameda County to the Santa Clara County line. This application is for the Phase 2 project - Grade Separation of Warren Avenue and Union Pacific Railroad tracks.
21103	Central Avenue Railroad Overcrossing	City of Newark	Truck/Rail	ALA	Plan Bay Area/CWTP	\$18.7	\$1.2	Tier 1 (CWTP)	Construct a grade separation structure on Central Avenue (4-lane arterial street) at Union Pacific Railroad crossing. Project is an enhancement. (Coast subdivision)
230103	Grade Separation in the Decoto neighborhood	City of Union City	Truck/Rail	ALA	Plan Bay Area/CWTP	\$191.7	\$0.0	Tier 1 (CWTP)	In conjunction with the grade separation over Decoto Road (Project #230101) continued grade separations of both rail lines through the residential neighborhood of Decoto
Alameda Countywide Transportation Plan Tier 1 - Major International Trade Corridor Truck Projects									
240047	I-880/A St interchange improvements	Alameda CTC	Truck	ALA	Plan Bay Area/CWTP, 2004 MTC Plan	\$64.0	\$0.0	Tier 1 (CWTP)	Reconstruct interchange to accommodate widening of A Street from 5 lanes to six lanes underneath the overpass. Final alignment would be two continuous through lanes and one continuous LT lane in each direction. This would also involve intersection and signal modifications. Would benefit trucks turning onto I-880 ramps. Area has high volumes of trucks, half of them 5-axle.
230117*	Implementation of 2008 Truck Parking Study	Alameda CTC	Truck	ALA	Plan Bay Area/CWTP	\$5.0	\$0.0	Program (CWTP)	Implements the recommendations of the ACTC Board adopted Truck Parking Facility Feasibility and Location Study (December 2008) funded by Caltrans and managed by the CMA. (Part of RTP Goods Movement Programmatic Project)
21144	I-80/Gilman Ave Reconfiguration	Alameda CTC / City of Berkeley	Truck	ALA	Plan Bay Area/CWTP	\$26.0	\$1.4	Tier 1 (CWTP)	Reconfigure the I-80/Gilman interchange located in northwest Berkeley, near its boundary with the City of Albany. Capacity constraint and vehicular safety due to the current stop sign controlled ramps are serious issues at this interchange. The project design will also provide adequate pedestrian, bicycle, and public transit movements through the interchange area. The proposed reconfiguration is likely a dual roundabout that has a roundabout on each side of the interchange with a connecting segment.
240037	I-880/West Winton Ave interchange improvements	City of Hayward	Truck	ALA	Plan Bay Area/CWTP	\$25.8	\$0.0	Tier 1 (CWTP)	Reconstructing ramps to create a partial cloverleaf interchange with signalized foot of ramp intersections. Project would reconfigure eastbound to southbound on ramp and a new connection to Southland Mall Drive opposite the southbound off ramp.
21100	I-580/Vasco Road interchange improvements	City of Livermore	Truck	ALA	Plan Bay Area/CWTP	\$63.9	\$55.0	Tier 1 (CWTP)	Modify I-580/Vasco Rd. Interchange. Widen I-580 overcrossing to provide 8 traffic lanes and bike lanes/shoulders. Construct auxiliary lanes on I-580 between Vasco and First Street. Add new loop ramp in southwest quadrant. Includes widening Vasco Road to 8 lanes between Northfront Road and Las Positas Road, and other local roadway improvements
21475	I-580/First St Interchange Improvements	City of Livermore	Truck	ALA	Plan Bay Area/CWTP	\$44.0	\$38.5	Tier 1 (CWTP)	To improve safety and reduce congestion on and near the I-580/First Street interchange.
21477	I-580/Greenville Rd Interchange Improvements	City of Livermore	Truck	ALA	Plan Bay Area/CWTP	\$53.8	\$43.3	Tier 1 (CWTP)	To improve safety and reduce congestion on and near the I-580/Greenville Road interchange.

Notes: Major International Trade Highway Corridors are I-880, I-238, I-80, and I-580 (as identified in Caltrans Goods Movement Action Plan); Programmatic Projects included with Tier 1

MTC RTPID	Project	Sponsor	Mode	County	Plans	Cost Estimate in Plan (\$M)	Committed Fund Estimate in Plan (\$M)	Status in Plan	Description
230132	I-580/Isabel Avenue Interchange, Phase 2	City of Livermore	Truck	ALA	Plan Bay Area/CWTP	\$31.0	\$26.0	Tier 1 (CWTP)	Complete ultimate improvements at I-580/Isabel/Route 84 Interchange to provide 6-lanes over 580 at Isabel/84 Interchange and 4-lanes over 580 at Portola flyover.
230170	I-880/High St Interchange Improvements	City of Oakland	Truck	ALA	GMAP, Plan Bay Area/CWTP	\$17.6	\$6.1	Tier 1 (CWTP)	Extend and align 42nd Avenue with Alameda Avenue to provide a road parallel to High Street; widen High Street to provide additional capacity at the intersections of the freeway connector roads of Oakport Street and Coliseum Way; realign E. 8th Street near Alameda Avenue; and extend and realign Jensen and Howard Streets to connect High Street and 42nd Avenue. Includes modified traffic signals and intersection improvements. Improvements also proposed for Howard St./Jensen St. and E. 8th St. as well as the intersections of High St. at Oakport St. and Coliseum Way.
	Truck Services at Oakland Army Base (ROW)	City of Oakland	Intermodal	ALA	Plan Bay Area/CWTP	\$20.0		Program (CWTP)	Truck Parking is mentioned as part of Oakland Army Base Phase 2. This cost estimate is for component of the RTP Goods Movement Programmatic Project.
240237*	Goods Movement: Truck Facilities, Truck Route Rehabilitation	City of Oakland	Truck	ALA	Plan Bay Area/CWTP	\$21.8	\$0.0	Program (CWTP)	Provision of truck storage facilities away from residential areas and improvement/re-routing of regional truck routes on Oakland City streets. Improve industrial load-bearing streets to withstand impact of truck movement. (Part of RTP Goods Movement Programmatic Project)
21489	I-580/San Ramon Road/Foothill Road interchange improvements	City of Pleasanton	Truck	ALA	Plan Bay Area/CWTP	\$3.7	\$2.6	Tier 1 (CWTP)	I-580/San Ramon Road/Foothill Road interchange improvements. Elimination of eastbound diagonal off ramp and eastbound loop off ramp. Construction of new signalized intersection for off ramp vehicles
240052	I-880/Whipple Rd interchange improvement	City of Union City	Truck	ALA	Plan Bay Area/CWTP	\$61.9	\$0.0	Tier 1 (CWTP)	Full interchange improvements at Whipple Road/I-880, including northbound off-ramp, surface street improvements and realignment (Union City and Hayward city limits)
Alameda Countywide Transportation Plan Tier 1 - Other Truck Projects									
230110	Route 262 Mission Blvd Cross Connector Improvements between I-680 and Warm Springs Blvd/SR 262 Mission Blvd Improvements	Alameda CTC/City of Fremont	Truck	ALA	Plan Bay Area/CWTP, 2004 MTC Plan	\$20.0	\$0.0	Tier 1 (CWTP)	This project will increase the mobility between I-680 and I-880 by improving the most direct and heavily used east-west cross-connector corridor in Alameda County. This project will widen Mission Blvd to 3 lanes in each direction throughout the I-680 interchange. It will extend the WB right turn lane from Warm Springs to Mohave. It will extend both WB left turn lanes at Warm Springs an additional 130 ft. It will regrade and rebuild the NB and SB I-680 on and off ramps. It will install 2 new intersections with street lights and storm drain treatment at the NB and SB I-680 on and off ramps. It will relocate existing facilities on WB Mission Blvd between Warm Springs and Mohave. I-680/I-880 Cross Connector Project.
230114	Auto Mall Parkway Cross Connector widening between I-680 and I-880	City of Fremont	Truck	ALA	Plan Bay Area/CWTP, 2004 MTC Plan	\$25.0	\$0.0	Tier 1 (CWTP)	Improves mobility options in area with high truck volumes and numerous freight reliant businesses. I-680/I-880 Cross Connector Project.
240264	Widen Fremont Blvd from I-880 to Grimmer Blvd	City of Fremont	Truck	ALA	Plan Bay Area/CWTP, 2004 MTC Plan	\$5.0	\$0.0	Tier 1 (CWTP)	Widen Fremont Blvd to 6 lanes and 2 bike lanes from Grimmer Blvd to I-880, install new traffic signals at Grimmer Blvd intersection and Industrial Drive intersection. I-680 to I-880 Cross Connector route. Improves mobility options in area with high truck volumes and numerous freight reliant businesses.
240290*	Melrose - Coliseum District Street Reconstruction	City of Oakland	Truck	ALA	Plan Bay Area/CWTP	\$13.8	\$1.0	Program (CWTP)	Reconstruct Coliseum Way and 50th Avenue to handle heavy truck traffic, reduce safety hazards due to sight distance, and provide bicycle and pedestrian safety facilities. (Part of RTP Goods Movement Programmatic Project)
Alameda Countywide Transportation Plan Tier 2 - Rail Projects									
22009	Expand Capitol Corridor intercity rail service from Oakland to San Jose - project development	CCJPA	Rail	ALA/SCL	Plan Bay Area/CWTP	\$579.0	\$17.9	Tier 2 (CWTP)	Resolution 3434 Project. Project scope includes Oakland-San Jose track improvements to increase service from 7 to 16 round trips and associated rolling stock. Overlap with specific improvements listed in CCJPA Business Plans and State Rail Plan
230116	Berkeley Railroad Crossing Improvements	City of Berkeley	Truck/Rail	ALA	Plan Bay Area/CWTP	\$111.7	\$0.0	Tier 2 (CWTP)	Design and construct railway crossing improvements, including grade separation at Gilman Avenue and quadrant gates, road closures, and at-grade improvements at other crossings, per Quiet Zone Study
240273*	Mowry Ave Railroad Overpass	City of Newark	Truck/Rail	ALA	Plan Bay Area/CWTP	\$13.6	\$0.0	Tier 2 (CWTP)	Construct a grade separation structure on Mowry Avenue at the Union Pacific Railroad crossing to provide access to Area 4 in Newark. (Coast subdivision)

Notes: Major International Trade Highway Corridors are I-880, I-238, I-80, and I-580 (as identified in Caltrans Goods Movement Action Plan); Programmatic Projects included with Tier 1

MTC RTPID	Project	Sponsor	Mode	County	Plans	Cost Estimate in Plan (\$M)	Committed Fund Estimate in Plan (\$M)	Status in Plan	Description
Alameda Countywide Transportation Plan Tier 2 - Major International Trade Corridor Truck Projects									
230086	Non-Capacity Increasing Freeway/Expressway Interchange Modifications (I-580/Fallon & I-580/Hacienda)	City of Dublin	Truck	ALA	Plan Bay Area/CWTP	\$38.8	\$22.3	Tier 2 (CWTP)	I-580/Fallon Road I/C Improvements (Phase 2): Reconstruction of overcrossing to provide four lanes in each direction; reconstruction of the southbound to eastbound loop on-ramp; widening of the eastbound off-ramp to provide two exit lanes with two left turn and two right turn lanes; widening of the eastbound on-ramp; widening of the westbound off-ramp to provide two left turn and two right turn lanes; widening the westbound on-ramp. I-580/Hacienda Drive I/C Improvements: Reconstruction of overcrossing to provide additional northbound lane; widening of the eastbound off-ramp to include a third left turn lane; modifying the westbound loop on-ramp; and widening the westbound off-ramp to include a third left turn lane
Alameda Countywide Transportation Plan Tier 2 - Other Truck Projects									
240280*	Woodland - 81st Avenue Industrial Zone street reconstruction	City of Oakland	Truck	ALA	Plan Bay Area/CWTP	\$11.9	\$0.0	Tier 2 (CWTP)	Reconstruct goods movement streets within the Woodland-81st Avenue industrial area to withstand heavy truck traffic; modify gateways, provide at-grade safe RR crossings (listed separately and as part of RTP programmatic project)
240282*	Tidewater District Street Reconstruction	City of Oakland	Truck	ALA	Plan Bay Area/CWTP	\$5.2	\$0.4	Tier 2 (CWTP)	Reconstruct Oakport, Lesser, Tidewater, and High Streets in Oakland west of the I-880 Freeway. Do major reconstruction of streets to serve heavy truck traffic, reconfigure roadway intersection configurations, and provide public sidewalks (also bikeway on High, Lesser, and Tidewater Streets)
Alameda Countywide Transportation Plan Vision and Other Agency Plans - Intermodal Terminal Projects									
	Phase II Intermodal Railyard	Port of Oakland	Intermodal	ALA	Mentioned in presentation to Port Commissioners	\$150.0	\$0.0	No Timeline Identified in Plan	Major component of Oakland Army Base Phase 2 Project consists of new state of the art, high efficiency intermodal rail facility. Project is subject to market demand for expanded intermodal rail services.
	North Airport Air Cargo (Infield) Road Access Improvements	Port of Oakland	Intermodal	ALA	TCIF Tier 2, GMAP, 2004 MTC Plan	\$10.0		No Timeline Identified in Plan	Phase 1 - Widen and connect SR 61 (Doolittle Drive) with Earhart Rd and extend into the Infield area at North Field. Another \$8.4M second phase for a later date. Improves capacity and access to North Airport air cargo tenants.
	Reconstruction of the Adeline St Overpass	Port of Oakland	Intermodal	ALA	GMAP, 2004 MTC Plan	\$60.0		No Timeline Identified in Plan	Replace the existing Adeline St overpass (over the railroad tracks at 3rd St and Adeline St) to reduce the grade of the overpass and improve structure so it can accommodate overweight trucks.
	Oakland Airport Area ITS Project	Port of Oakland	Intermodal	ALA	2004 MTC Plan	\$15.0		No Timeline Identified in Plan	Design and implement ITS along 98th Ave and Hegenberger Rd from I-880 to OAK. Includes installation of CCTV cameras, vehicle detectors, dynamic message signs, transit priority, real-time traveler information displays, etc. to improve management of the corridors leading to/from OAK and the I-880/Coliseum area. This project would interconnect the signals along these routes to minimize delay and improve traffic flow, and provide the Port and City with centralized control for incident management. Real-time traffic-responsive systems would be considered. ITS linkages would benefit OAK access to significant numbers of trucks traversing the arterial linkages to and from I-880, including many high-value air freight shipments.
	Port of Oakland ITS	Port of Oakland	Intermodal	ALA	2004 MTC Plan	\$5.1		No Timeline Identified in Plan	Project would construct infrastructure and variable message boards at three locations en route to the Port's maritime facilities. It is assumed that the Central Communications Center will be located at a facility in the Maritime Support Center. Cost does not include the facility.
Alameda Countywide Transportation Plan Vision and Other Agency Plans - Rail Projects									
	Newark-Albrae siding connection and south switching lead Extension for Newark yard	CCJPA	Rail	ALA	State Rail Plan (CCJPA Improvements)	\$22.80		Mid Term (State Rail Plan)	
	Niles Canyon Railroad mainline track upgrade (New Niles Wye to former SP mainline at CP Hears) and Radium second main track upgrade on UPRR Oakland Sub	CCJPA	Rail	ALA	State Rail Plan (CCJPA Improvements)	\$45.70		Mid Term (State Rail Plan)	

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MTC RTPID	Project	Sponsor	Mode	County	Plans	Cost Estimate in Plan (\$M)	Committed Fund Estimate in Plan (\$M)	Status in Plan	Description
	Oakland JLS - Elmhurst 3rd Track	CCJPA	Rail	ALA	State Rail Plan (CCJPA Improvements), CCJPA FY08/09 - FY09/10 Business Plan	\$41.7		Long Term (State Rail Plan)	Add 3rd track from Oakland JLS Station to Elmhurst (near Oakland Coliseum) for added track capacity for more service between Oakland and San Jose
	Newark - Alviso Added main tracks	CCJPA	Rail	ALA	CCJPA FY08/09 - FY09/10 Business Plan	\$169.0		No Timeline Identified in Plan	Add 2nd (and possible 3rd) main line tracks from Albrae through wildlife refuge/wetlands area to Alviso (design plans will be sensitive to environmental needs and wetlands areas)
	Oakland JLS - Embarcadero 3rd Main Track	CCJPA	Rail	ALA	State Rail Plan (CCJPA Improvements), CCJPA FY08/09 - FY09/10 Business Plan	\$29.6		Long Term (State Rail Plan)	Add third main track in the Oakland Jack London Embarcadero area to improve conflicting movements of freight and passenger trains
	Grade Crossing Projects	CCJPA	Truck/Rail	ALA	CCJPA FY08/09 - FY09/10 Business Plan	\$67.0		No Timeline Identified in Plan	Implement High Street, Davis Street, and Hesperian Street Grade separation projects
	Niles Junction bypass	CCJPA	Rail	ALA	Statewide Rail Plan (CCJPA Improvements)	\$76.80		Long Term (State Rail Plan)	
	Niles Subdivision third main track (Niles Junction to Newark Junction or Shinn Connection to Newark Junction)	CCJPA	Rail	ALA	Statewide Rail Plan (CCJPA Improvements)			Long Term (State Rail Plan)	
	Oakland - Pinole 3rd Track	CCJPA	Rail	ALA/CC	CCJPA FY08/09 - FY09/10 Business Plan	\$32.0		No Timeline Identified in Plan	Reactivate and extend 3rd main line track from Port of Oakland to Point Pinole
22009	Hayward Double Track	CCJPA	Rail	ALA/CC	State Rail Plan (CCJPA Improvements), CCJPA FY08/09 - FY09/10 Business Plan	\$98.0		Long Term (State Rail Plan)	Add 2nd track between Elmhurst and Industrial Parkway (Union City) to allow for up to 16 roundtrips between Oakland and San Jose (also supports Dumbarton Rail). Some overlap with RTP/CWTP project 22009.
	Oakland - San Jose Track Improvement Program	CCJPA	Rail	ALA/SCL	State Rail Plan (CCJPA Improvements), CCJPA FY08/09 - FY09/10 Business Plan	\$18.6		Mid Term (State Rail Plan)	Replace and upgrade track infrastructure (rail, subgrade, and ties) to maintain travel times, ride quality, and system reliability
	Oakland - San Jose Track Improvement Program, Phase 2	CCJPA	Rail	ALA/SCL	State Rail Plan (CCJPA Improvements), CCJPA FY12/13 - FY13/14 Business Plan	\$18.6		Mid Term (State Rail Plan)	
	Fremont/Centreville Station full platform extension (Track 2)	CCJPA	Rail	ALA	State Rail Plan (CCJPA Improvements)	\$0.90		Mid Term (State Rail Plan)	

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MTC RTPID	Project	Sponsor	Mode	County	Plans	Cost Estimate in Plan (\$M)	Committed Fund Estimate in Plan (\$M)	Status in Plan	Description
230101	Union City Passenger Rail Station & Dumbarton Rail Segment G Improvement	City of Union City	Rail	ALA	Plan Bay Area/CWTP	\$231.0	\$50.5	Vision (CWTP)	Passenger rail improvements from Industrial Parkway in Hayward to the Shinn Yards in Fremont. Includes rail connections, grade separate the UPRR Oakland Subdivision over Decoto Road (a major arterial roadway) in a Priority Development Area, and a passenger rail station that connects to and interfaces with Union City BART. These improvements will help separate freight and passenger rail, improve connectivity among transit providers (passenger rail, BART and bus).
	Oakland Subdivision acquisition (Fremont to Oakland)	City of Union City	Rail	ALA	TCIF Tier 2.	\$135.0	\$35.0	No Timeline Identified in Plan	Short haul rail alignment option- links Niles Junction to Port of Oakland. The acquisition of ROW provides the opportunity to separate passenger and freight rail, and thus reduces these conflicts from Industrial Parkway in Hayward to the Shinn Yards in Fremont. Match would rely on larger Dumbarton project, which is underfunded and the project status unclear. Final cost is unclear as it will be a negotiation with UP. Not a top priority for the Port of Oakland. Cost estimate shown here is from CWTP submission which was eventually withdrawn (RTPID 230102). Additional info from CWTP entry indicates ancillary benefits: By acquiring the Oakland Subdivision from the UPRR, important ROW would be reserved for Dumbarton Rail Segment G, Capitol Corridor, Altamont Commuter Express, and California High Speed Rail Altamont Corridor that would serve the Union City Intermodal Station. Further, it would reduce construction costs and facilitate the construction of East West Connector (former SR 84) and the Union City Intermodal Station. It would also reduce the cost of the BART seismic retrofit of its aerial structure in Union City where it is immediately adjacent to the Oakland Subdivision. The Oakland Subdivision ROWs between the Hayward BART Station and Fruitvale BART Station would be used for the East Bay Greenway.
240738	Martinez Subdivision Rail Improvements	MTC/Port of Oakland	Rail	ALA	Plan Bay Area, CWTP, GMAP, TCIF Tier 1 (later withdrawn), 2004 MTC Plan, State Rail Plan (CCIPA Improvements)	\$100.0		Vision (CWTP)	Augments rail access to Port by providing opportunity and scope for growth. Increases efficiency and reliability of both BNSF and UPRR who use this corridor (along with Capitol Corridor). Includes the addition of two additional mainline tracks from the Port of Oakland (milepost 2.75), to Stege in Richmond (milepost 9.35). There are approximately 18 to 20 cargo trains per day on the system; however that number is expected to double by 2020. There are also currently 44 passengers’ trains per day on the system. The additional two mainline tracks will add the capacity to the system to allow the additional 22 freight trains per day anticipated by 2020. The project will also construct numerous crossovers and additional signaling, as well as retaining walls to support the additional track. Note – the Richmond Grade separation structures may include the Marina Parkway grade separation, which is currently moving towards construction.
	Capitol Corridor Operational Improvements	MTC/SACOG	Rail	ALA/CC/SOL/SAC	TCIF Tier 2	\$60.0		No Timeline Identified in Plan	Various rail upgrades along the corridor from Oakland to Sacramento. Improves service for both UP and Capitols. This is the project that was nominated to TCIF - not clear which elements from CCIPA business plan it overlaps with. (See Non-Alameda Rail Projects).
	Alameda Creek Bridge	San Joaquin County/Alameda County	Rail	ALA/SJ	TCIF Tier 2	\$32.0		No Timeline Identified in Plan	Short haul rail alignment option- provides connection at Niles Junction to the Oakland Sub separating passenger and freight service.
	California Interregional Intermodal Service (CIRIS) Inland Rail Shuttle	San Joaquin County/Alameda County	Rail	ALA/SJ/STA/FRE/TU L/KIN/KER	SJV IRGMS, related TCIF Tier 1 (inactive) projects	\$12.0		Feasibility study completed in 2006. Project was withdrawn from TCIF.	Short haul rail between Central Valley and Port of Oakland. Requires ROW acquisition and contracted operator. Envisioned as PPP. ACCMA participated in a feasibility study for this service in 2000s.
	Extension of Altamont siding	SJRRRC	Rail	ALA	Statewide Rail Plan (ACE Improvements), Altamont Corridor Study	\$9.83		Mid Term (State Rail Plan)	Track realignment, Remove permanent "shoefly"

Notes: Major International Trade Highway Corridors are I-880, I-238, I-80, and I-580 (as identified in Caltrans Goods Movement Action Plan); Programmatic Projects included with Tier 1

MTC RTPID	Project	Sponsor	Mode	County	Plans	Cost Estimate in Plan (\$M)	Committed Fund Estimate in Plan (\$M)	Status in Plan	Description
	Track realignment UPRR Oakland Sub MP 55.5 to MP 54.0	SJRRRC	Rail	ALA	Statewide Rail Plan (ACE Improvements)	\$10.93		Mid Term (State Rail Plan)	
	Livermore to Pleasanton second main track and siding upgrades	SJRRRC	Rail	ALA	Statewide Rail Plan (ACE Improvements)	\$11.00		Long Term (State Rail Plan)	
	ROW Purchase for future short-haul rail service (San Joaquin County Short-Haul Freight Project)	SJRRRC	Rail	ALA/SJ	GMAP, SJV IRGMS, TCIF Tier 1 (Inactive)	\$300.0		No Timeline Identified in Plan	Acquisition of the UPRR Oakland Subdivision and right-of-way between Stockton and Niles Junction (Fremont). This is a critical step to allow for eventual short haul rail service connecting the Central Valley to the Port. UP negotiations ongoing; therefore project cost in flux. ACE operates on this ROW; multiple benefits from ownership. GMAP recommended continued investment on the Altamont Rail Corridor; project provides foundation for rail shuttle.
	Upgrade Radium Siding to Mainline standards	SJRRRC	Rail	ALA/SJ	Altamont Corridor Study	\$7.0		No Timeline Identified in Plan	Capacity/reliability benefits for ACE rail
	Lathrop to Niles Junction signal upgrades	SJRRRC	Rail	ALA/SJ	Statewide Rail Plan (ACE Improvements)	\$4.33		Mid Term (State Rail Plan)	
	Acquisition of ACE corridor between Lathrop and Niles Junction	SJRRRC	Rail	ALA/SJ	Statewide Rail Plan (ACE Improvements)	\$45.00		Mid Term (State Rail Plan)	
	Extension of Midway siding	SJRRRC	Rail	ALA/SJ	Statewide Rail Plan (ACE Improvements), Altamont Corridor Study	\$9.83		Mid Term (State Rail Plan)	
	Oakland - Martinez Track Improvement		Rail	ALA	CCJPA FY08/09 - FY09/10 Business Plan	\$75.0		No Timeline Identified in Plan	Replace and upgrade track infrastructure (rail, subgrade, ties, and drainage ditches) to maintain travel times, ride quality, and system reliability
Alameda Countywide Transportation Plan Vision and Other Agency Plans - Major International Trade Corridor Truck Projects									
	I-238/I-580 truck bypass lane	Caltrans	Truck	ALA	GMAP, 2004 MTC Plan	\$120.0		PSR completed as component of I-238 widening	Construct a truck bypass lane from I-580 to I-238; would have capacity benefits as well as safety benefits by eliminating current left merge
	WB I-580 Truck Climbing Lane Over Altamont Pass	Caltrans	Truck	ALA/SJ	TCIF Tier 2, GMAP, SJV IRGMS, 2004 MTC Plan	\$70.0		Caltrans staff was working on project development.	Truck climbing lane between the I-205/Hansen Rd overcrossing and the summit of Altamont Pass. Strong support from Central Valley agricultural community. Caltrans staff is working on project development.
240144	I-580/Santa Rita Rd interchange improvements	City of Pleasanton	Truck	ALA	Plan Bay Area/CWTP	\$3.0	\$1.0	Vision (CWTP)	This project will reconstruct the southbound approach of Santa Rita at Pimlico/ I-580 eastbound off ramp to add a second southbound left turn lane. This reconstruction will include alteration to the southbound loop ramp
Alameda Countywide Transportation Plan Vision and Other Agency Plans - Other Truck Projects									
	Clement Avenue Extension	City of Alameda	Truck	ALA	2004 MTC Plan	\$6.1		No Timeline Identified in Plan	Signalization improvements, ROW acquisition, and new construction, as well as resurfacing of a segment between Broadway and Grand St. Improves connection between Alameda and nearby industrial area. Also provides a direct connection along the City of Alameda's northern truck route, which would improve efficiency in movement.
240279*	Mandela Parkway and 3rd Street Corridor Commercial/Industrial Area Street Reconstruction	City of Oakland	Truck	ALA	Plan Bay Area/CWTP	\$157.0	\$0.0	Vision (CWTP)	Reconstruct roadway network to address traffic safety concerns, rehabilitate the roadway surfaces to withstand truck traffic and address rail crossings, and provide streetscapes conducive to commercial and industrial development

Notes: Major International Trade Highway Corridors are I-880, I-238, I-80, and I-580 (as identified in Caltrans Goods Movement Action Plan); Programmatic Projects included with Tier 1

SEC. 1115. NATIONAL FREIGHT POLICY.**“(c) ESTABLISHMENT OF A NATIONAL FREIGHT NETWORK.—**

“(1) IN GENERAL.—The Secretary shall establish a national freight network in accordance with this section to assist States in strategically directing resources toward improved system performance for efficient movement of freight on highways, including national highway system, freight intermodal connectors and aerotropolis transportation systems.

“(2) NETWORK COMPONENTS.—The national freight network shall consist of—

“(A) the primary freight network, as designated by the Secretary under subsection (d) (referred to in this section as the ‘primary freight network’) as most critical to the movement of freight;

“(B) the portions of the Interstate System not designated as part of the primary freight network; and

“(C) critical rural freight corridors established under subsection (e).

“(d) DESIGNATION OF PRIMARY FREIGHT NETWORK.—

“(1) INITIAL DESIGNATION OF PRIMARY FREIGHT NETWORK.—

“(A) DESIGNATION.—Not later than 1 year after the date of enactment of this section, the Secretary shall designate a primary freight network—

“(i) based on an inventory of national freight volume conducted by the Administrator of the Federal Highway Administration, in consultation with stakeholders, including system users, transport providers, and States; and

“(ii) that shall be comprised of not more than 27,000 centerline miles of existing roadways that are most critical to the movement of freight.

“(B) FACTORS FOR DESIGNATION.—In designating the primary freight network, the Secretary shall consider—

“(i) the origins and destinations of freight movement in the United States;

“(ii) the total freight tonnage and value of freight moved by highways;

“(iii) the percentage of annual average daily truck traffic in the annual average daily traffic on principal arterials;

“(iv) the annual average daily truck traffic on principal arterials;

“(v) land and maritime ports of entry;

“(vi) access to energy exploration, development, installation, or production areas;

“(vii) population centers; and

“(viii) network connectivity.

“(2) ADDITIONAL MILES ON PRIMARY FREIGHT NETWORK.— In addition to the miles initially designated under paragraph

(1), the Secretary may increase the number of miles designated as part of the primary freight network by not more than 3,000 additional centerline miles of roadways (which may include existing or planned roads) critical to future efficient movement of goods on the primary freight network.

“(3) REDESIGNATION OF PRIMARY FREIGHT NETWORK.—Effective beginning 10 years after the designation of the primary freight network and every 10 years thereafter, using the designation factors described in paragraph (1), the Secretary shall redesignate the primary freight network (including additional mileage described in paragraph (2)).

“(e) CRITICAL RURAL FREIGHT CORRIDORS.—A State may designate a road within the borders of the State as a critical rural freight corridor if the road—

“(1) is a rural principal arterial roadway and has a minimum of 25 percent of the annual average daily traffic of the road measured in passenger vehicle equivalent units from trucks (FHWA vehicle class 8 to 13);

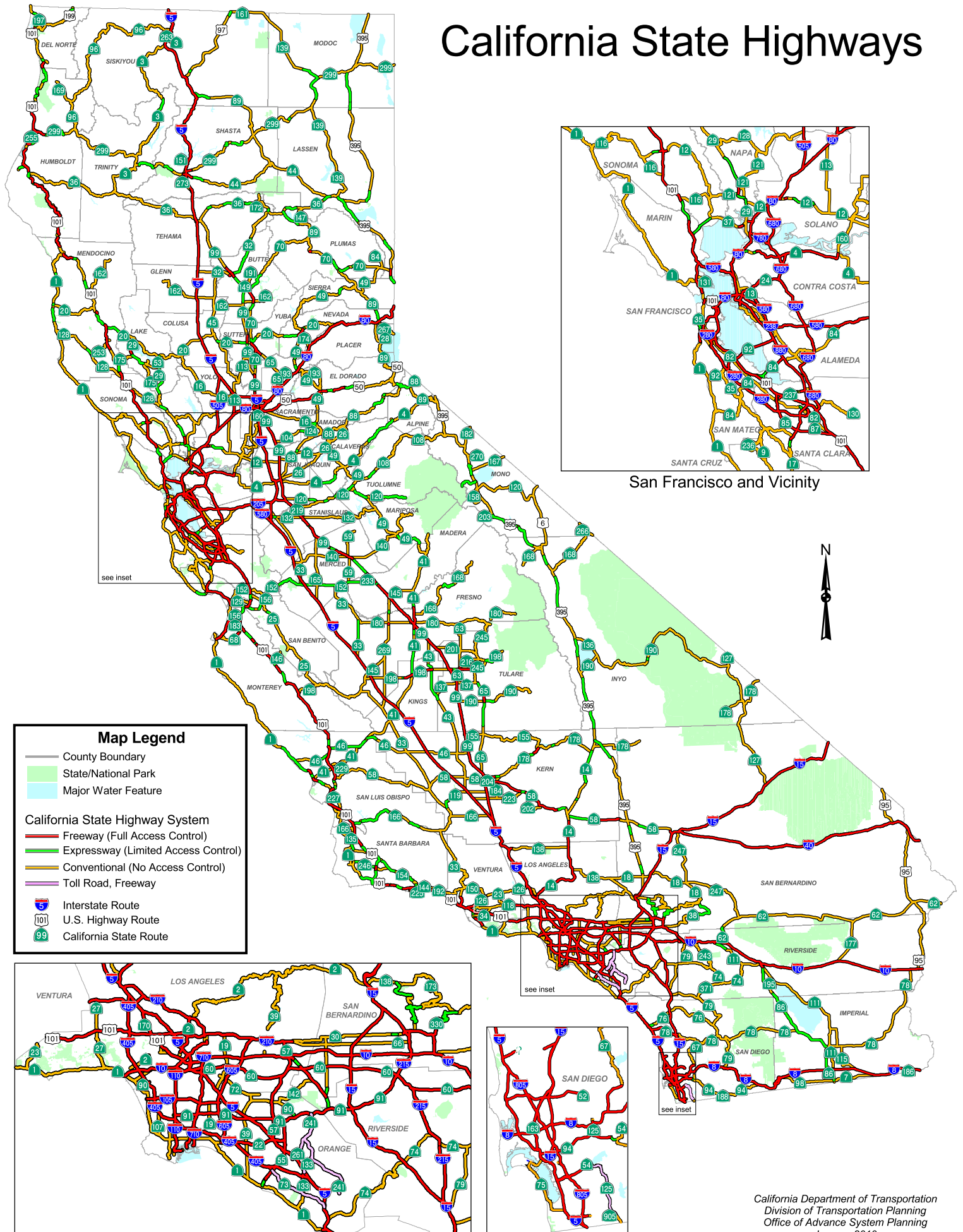
“(2) provides access to energy exploration, development, installation, or production areas;

“(3) connects the primary freight network, a roadway described in paragraph (1) or (2), or Interstate System to facilities that handle more than—

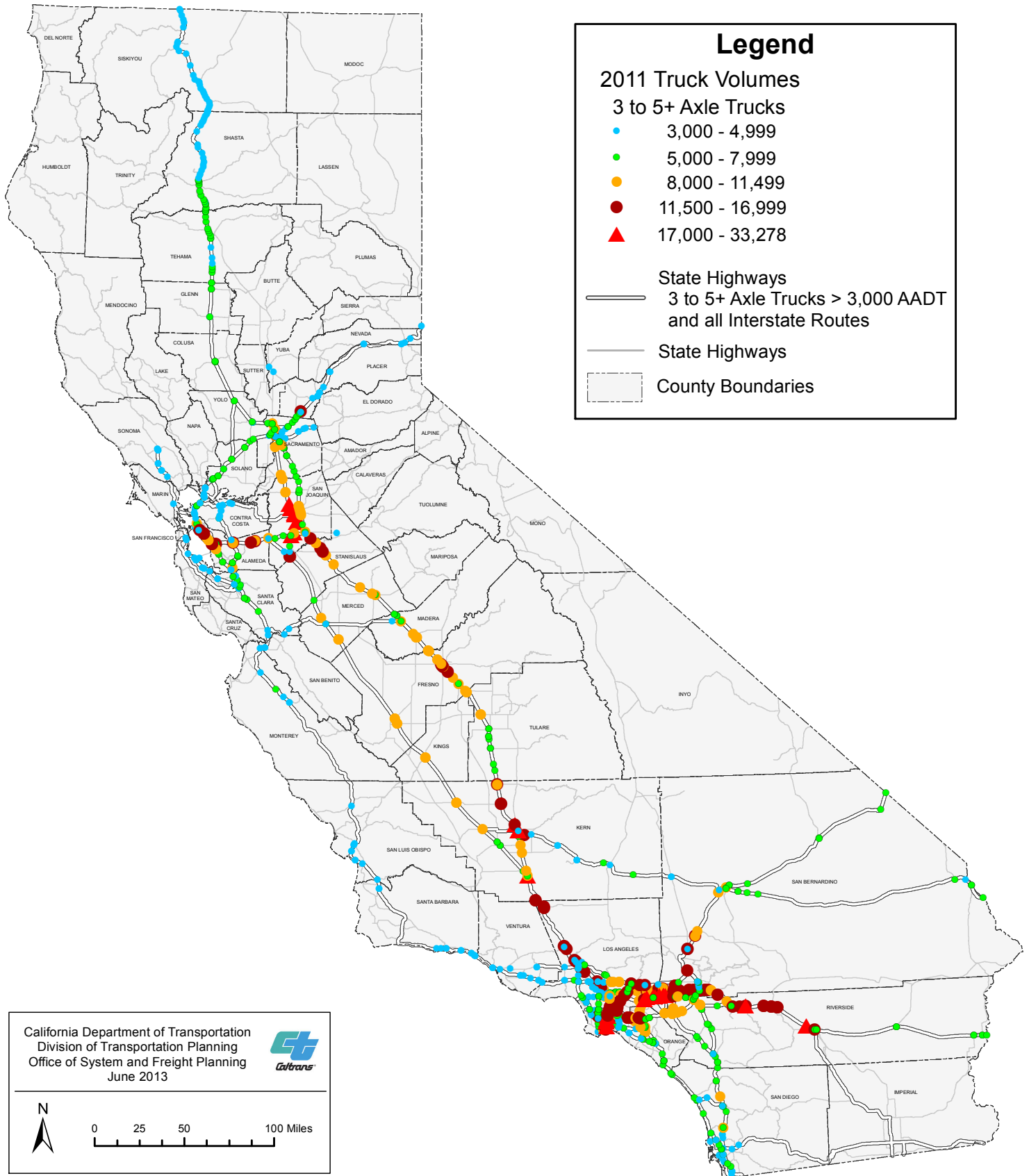
“(A) 50,000 20-foot equivalent units per year; or

“(B) 500,000 tons per year of bulk commodities.

California State Highways

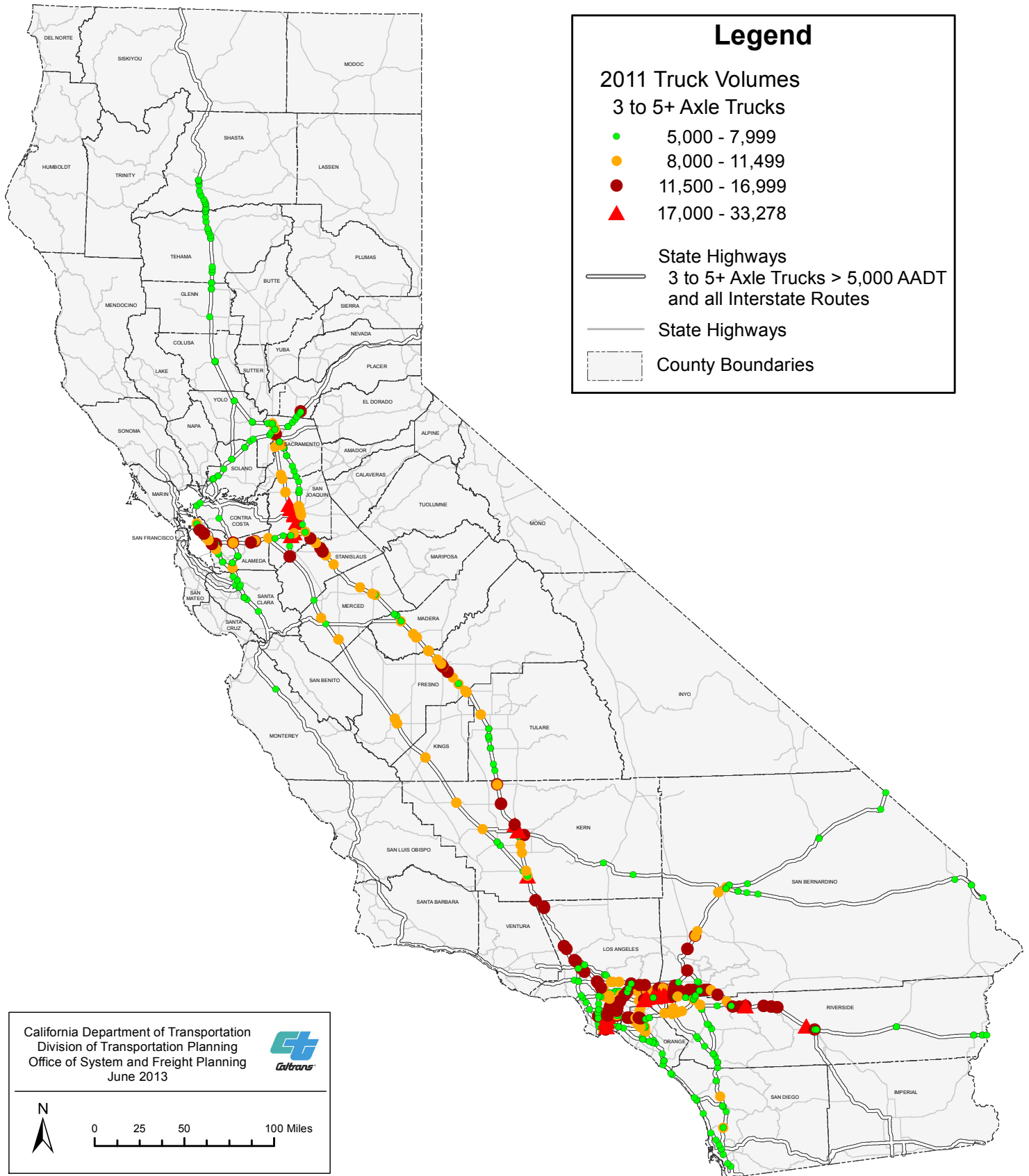


Statewide 2011 Annual Average Daily Truck (AADT) Volumes Three to Five+ Axle (greater than 3,000 AADT)



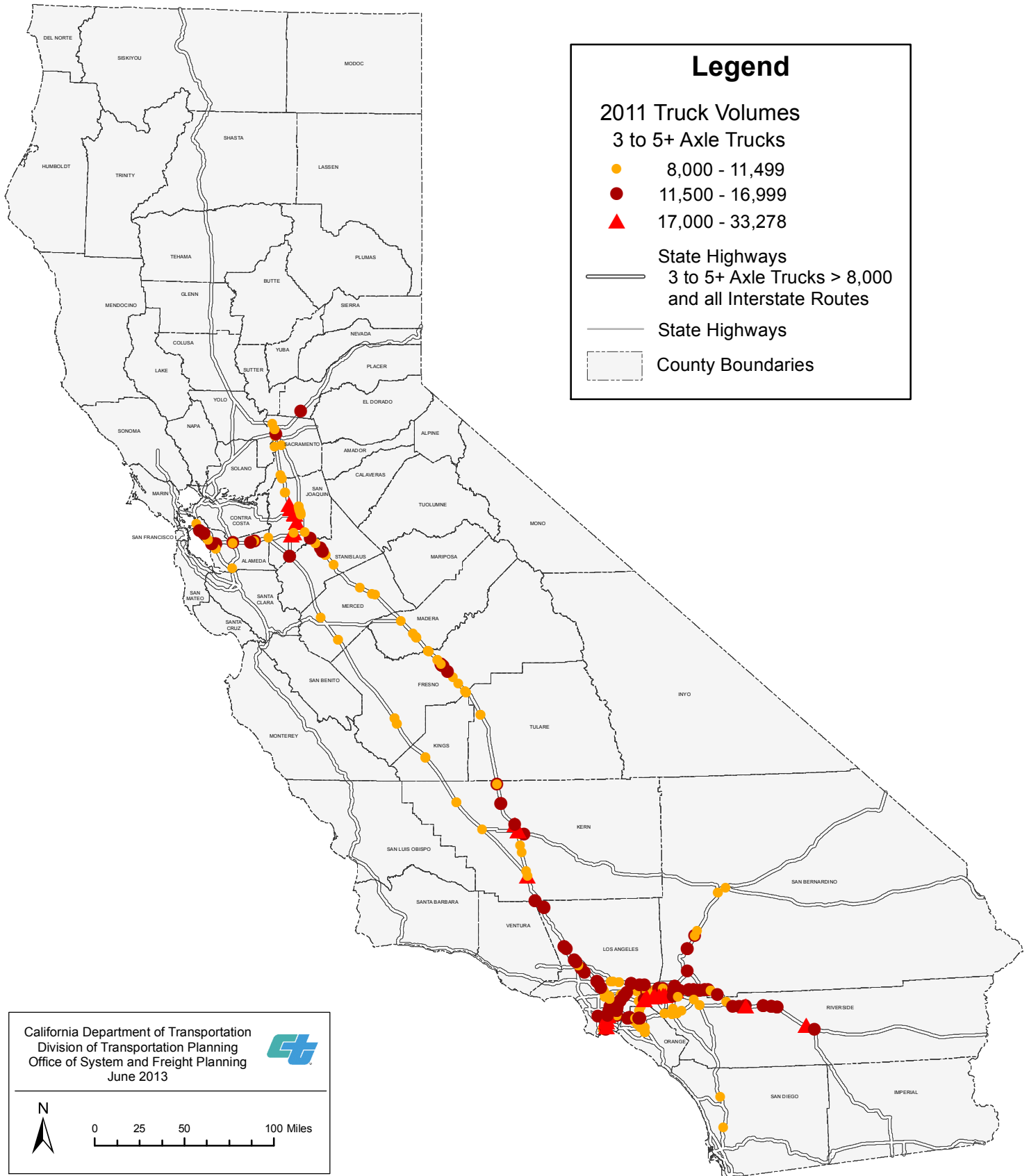
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Statewide 2011 Annual Average Daily Truck (AADT) Volumes Three to Five+ Axle (greater than 5,000 AADT)



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Statewide 2011 Annual Average Daily Truck (AADT) Volumes Three to Five+ Axle (greater than 8,000)



California Department of Transportation
Division of Transportation Planning
Office of System and Freight Planning
June 2013



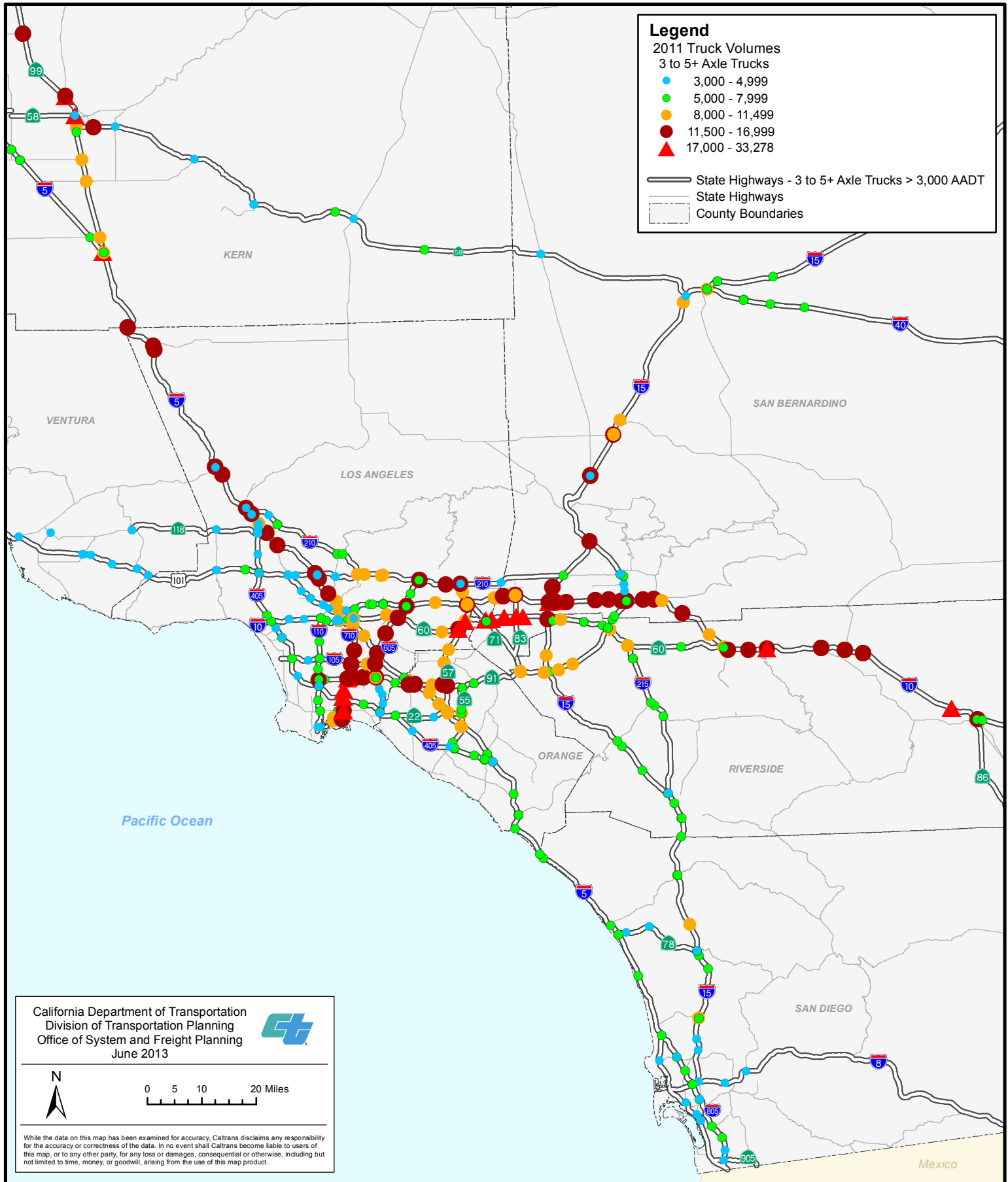
0 25 50 100 Miles

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Southern California

2011 Annual Average Daily Truck (AADT) Volumes

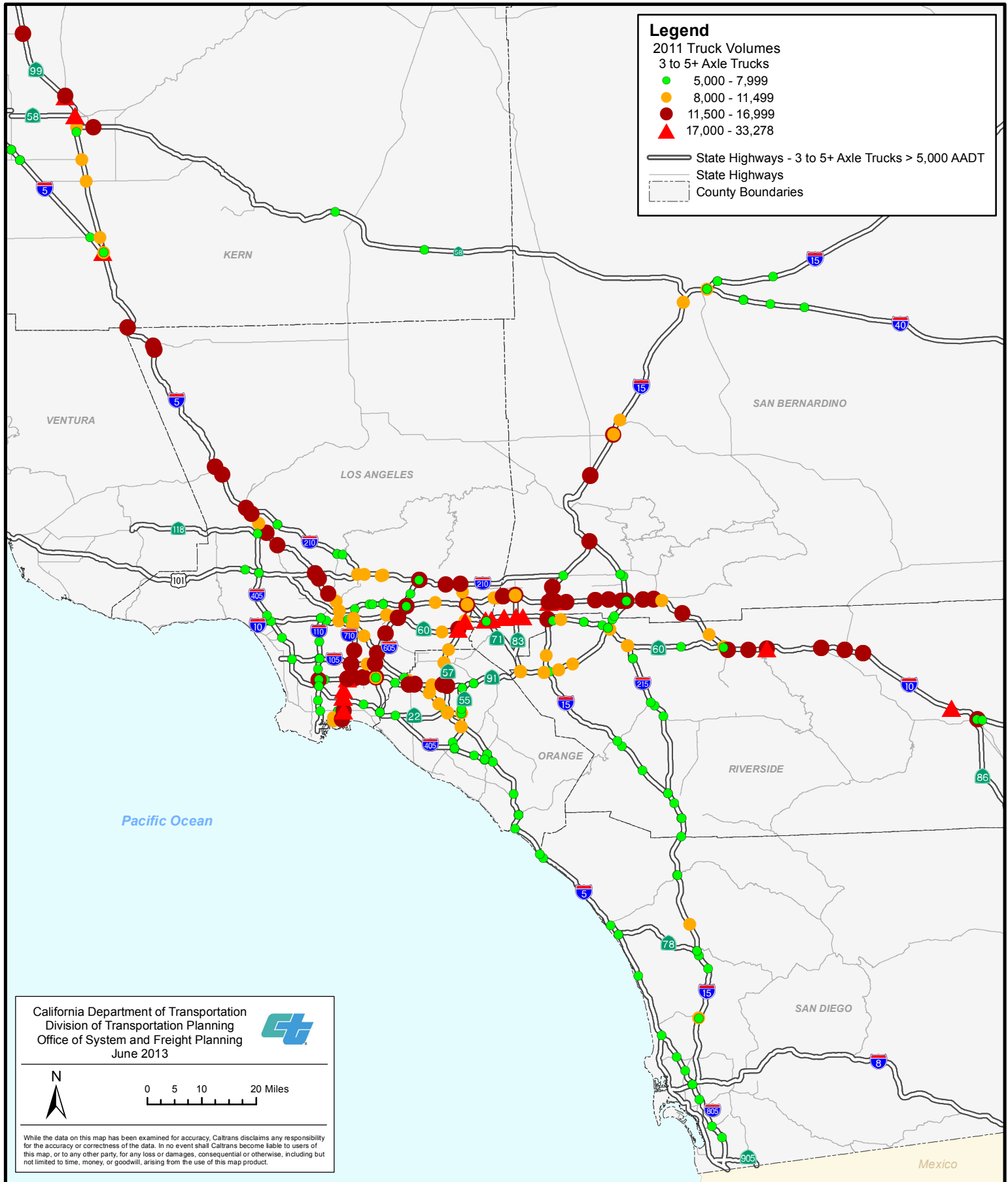
Three to Five+ Axle (greater than 3,000 AADT)



Southern California

2011 Annual Average Daily Truck (AADT) Volumes

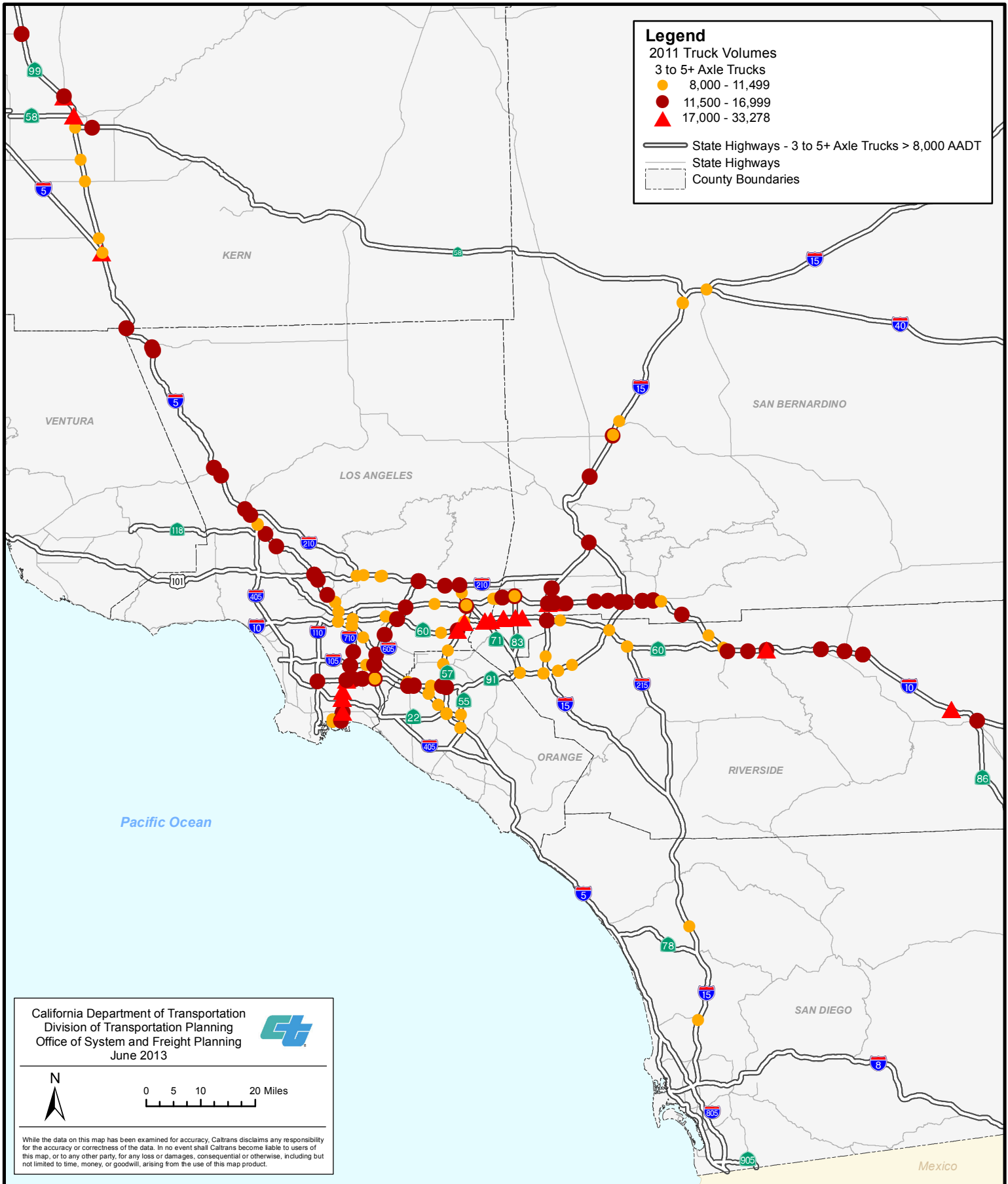
Three to Five+ Axle (greater than 5,000 AADT)



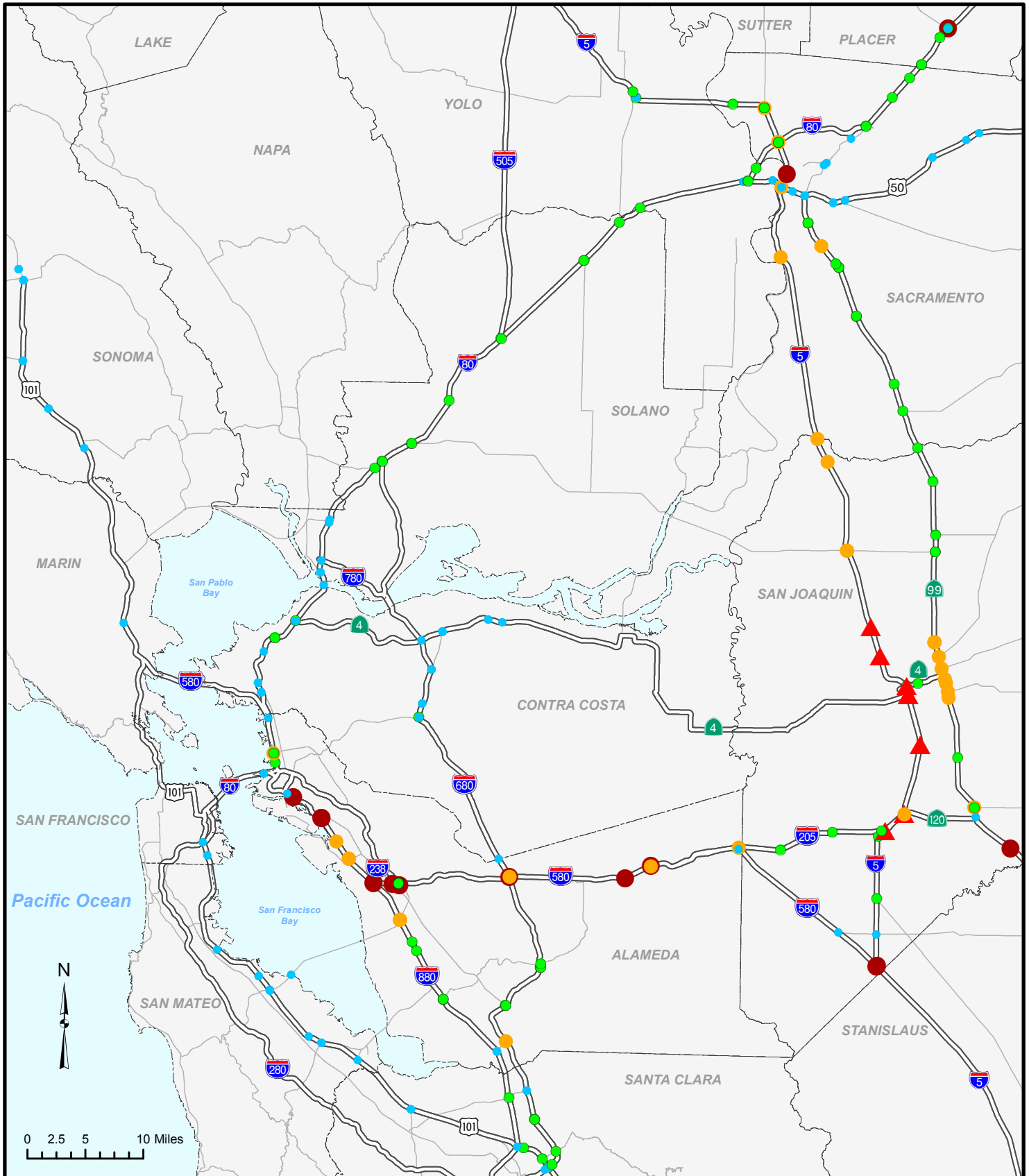
Southern California

2011 Annual Average Daily Truck (AADT) Volumes

Three to Five+ Axle (greater than 8,000 AADT)



San Francisco Bay Area and Delta Region 2011 Annual Average Daily Truck (AADT) Volumes Three to Five+ Axle (greater than 3,000 AADT)



Legend

2011 Truck Volumes
3 to 5+ Axle Trucks

- 3,000 - 4,999
- 5,000 - 7,999
- 8,000 - 11,499
- 11,500 - 16,999
- ▲ 17,000 - 33,278

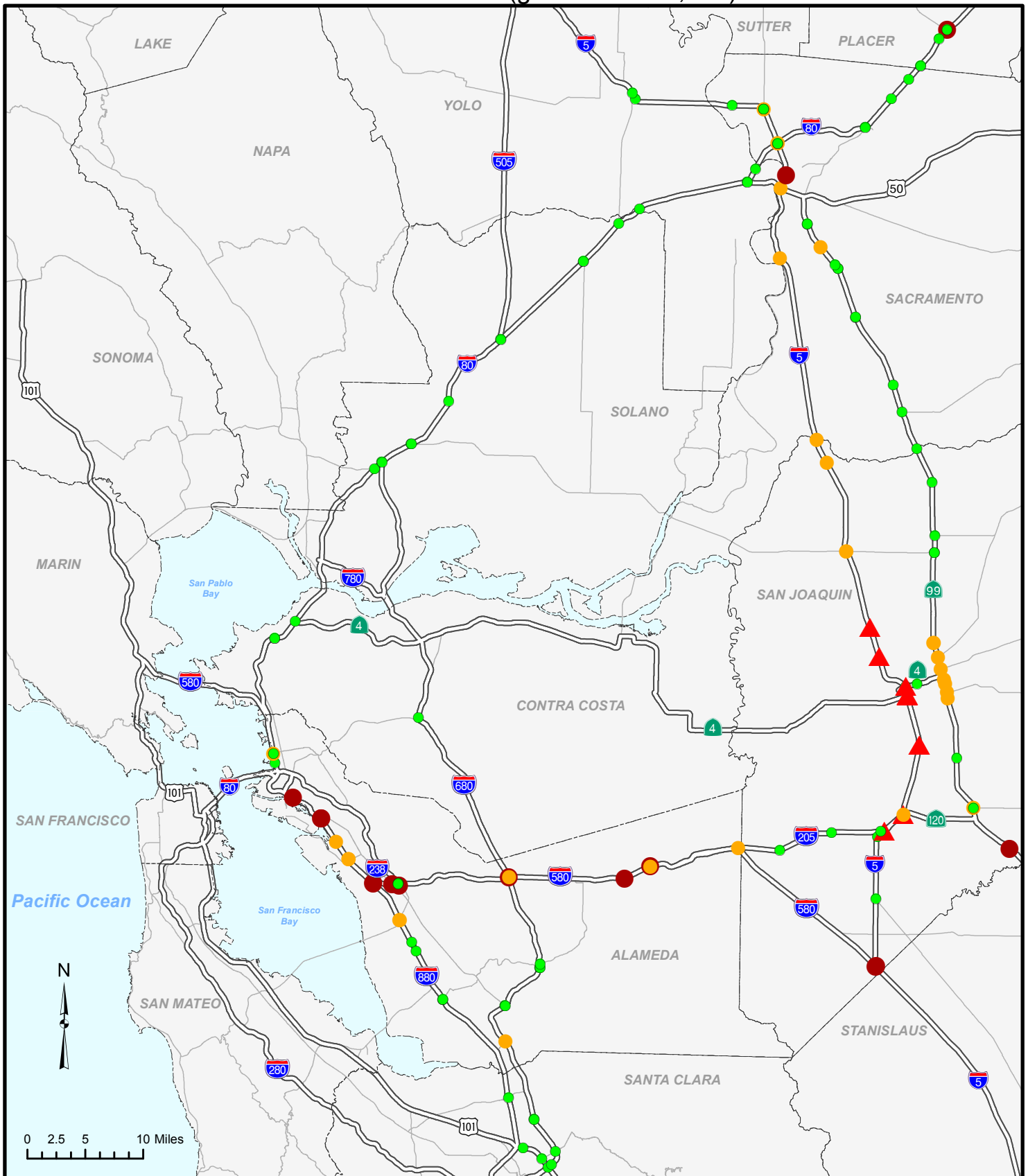
- State Highways - 3 to 5+ Axle Trucks > 3,000 AADT
- State Highways
- County Boundaries

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San Francisco Bay Area and Delta Region 2011 Annual Average Daily Truck (AADT) Volumes Three to Five+ Axle (greater than 5,000)



Legend

2011 Truck Volumes

3 to 5+ Axle Trucks

- 5,000 - 7,999
- 8,000 - 11,499
- 11,500 - 16,999
- ▲ 17,000 - 33,278

— State Highways - 3 to 5+ Axle Trucks > 5,000 AADT

— State Highways

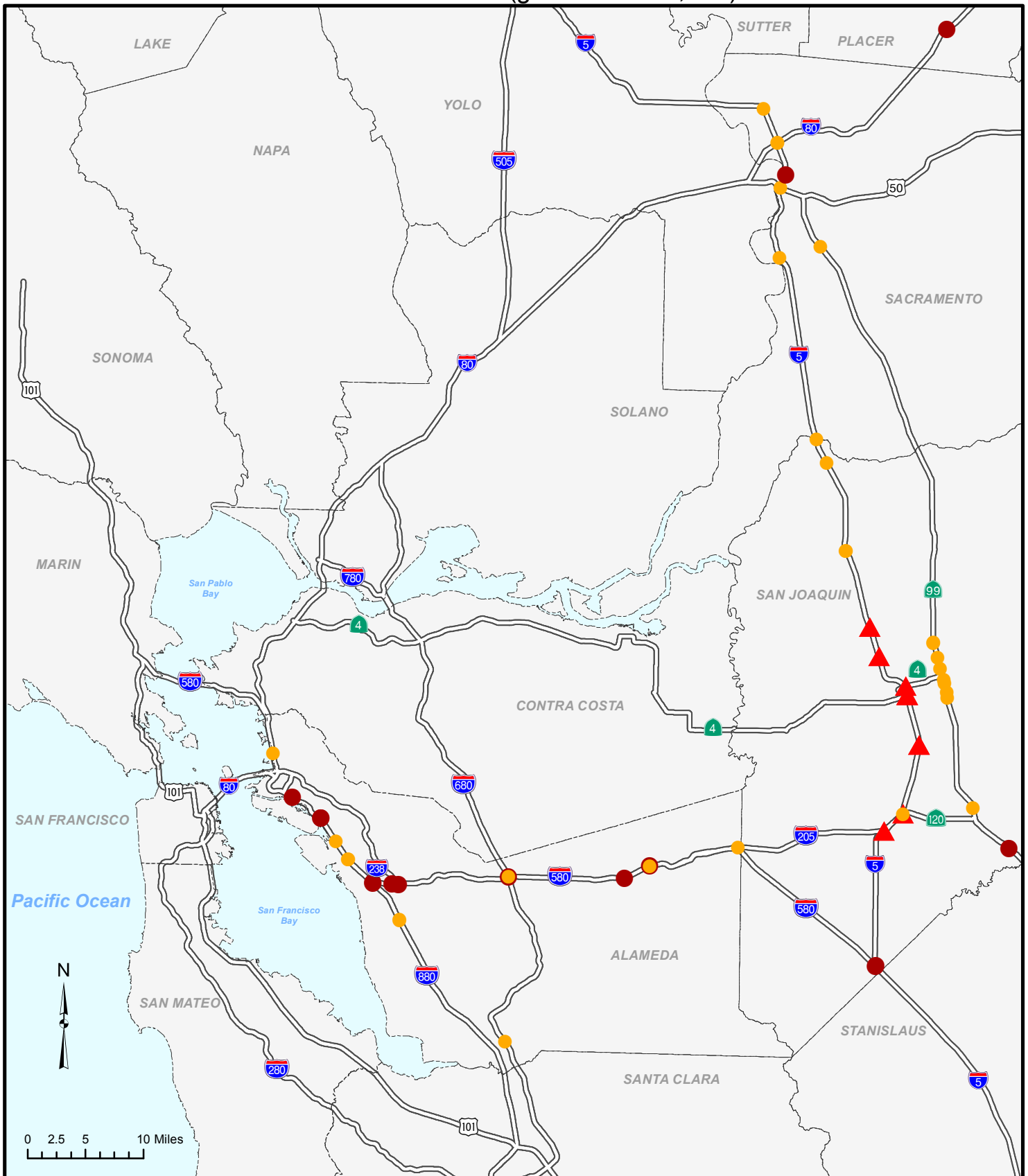
--- County Boundaries

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San Francisco Bay Area and Delta Region
2011 Annual Average Daily Truck (AADT) Volumes
Three to Five+ Axle (greater than 8,000)



Legend

2011 Truck Volumes 3 to 5+ Axle Trucks

-  8,000 - 11,499
 11,500 - 16,999
 17,000 - 33,278

-  State Highways - 3 to 5+ Axle Trucks > 8,000 AADT
 State Highways
 County Boundaries

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Statewide Major Freight Facilities



Legend

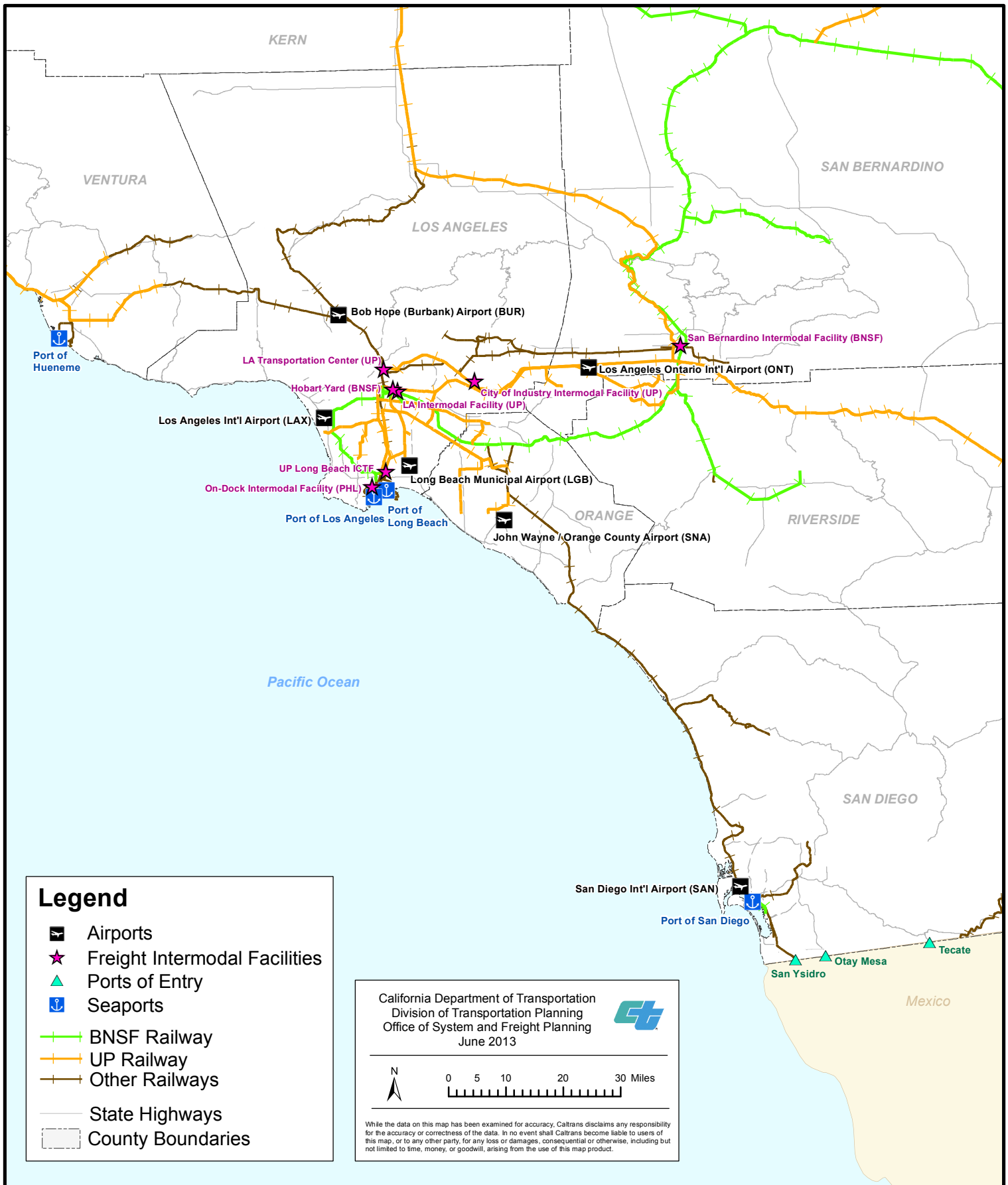
- Airports
- Freight Intermodal Facilities
- Ports of Entry
- Seaports
- BNSF Railway
- UP Railway
- Other Railways
- State Highways
- County Boundaries

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Division of Transportation Planning
Office of System and Freight Planning
June 2013



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Southern California Major Freight Facilities



Legend

- Airports
- Freight Intermodal Facilities
- Ports of Entry
- Seaports
- BNSF Railway
- UP Railway
- Other Railways
- State Highways
- County Boundaries

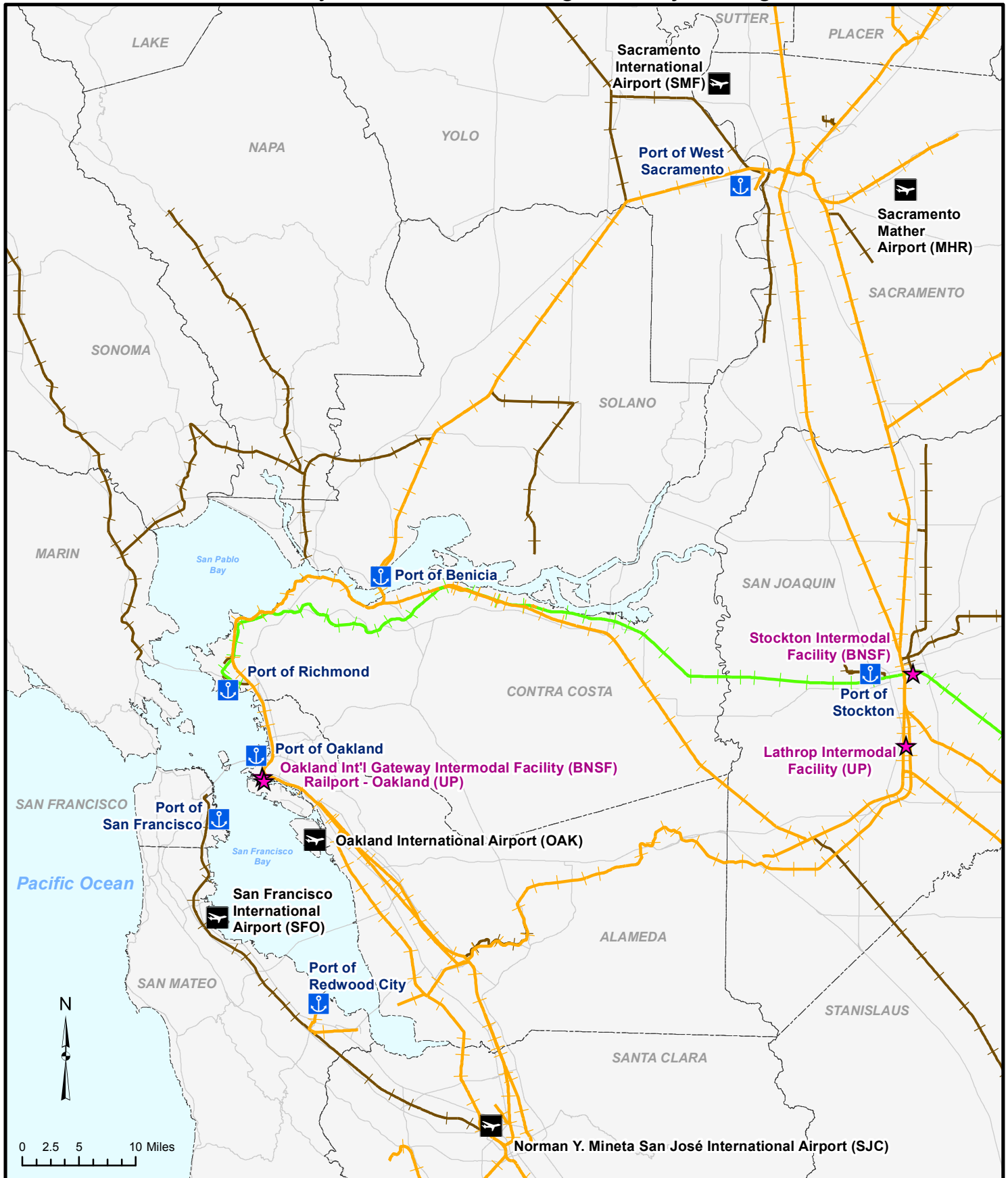
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0 5 10 20 30 Miles

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San Francisco Bay Area and Delta Region - Major Freight Facilities



California Department of Transportation
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June 2013



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Memorandum

6.3

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 5, 2013

SUBJECT: Fiscal Year 2012-13 Annual Measure B/VRF Program Compliance Workshop

RECOMMENDATION: Receive an update on the upcoming Fiscal Year 2012-13 Annual Program Compliance Workshop

Summary

This is an informational update on Alameda County Transportation Commission (Alameda CTC)'s Annual Compliance Workshop for all jurisdictions that received Measure B and Vehicle Registration Fee (VRF) pass-through funds during fiscal year 2012–2013.

The Annual Compliance Workshop is scheduled for Tuesday, September 17, 2013, from 10 a.m. to 12 p.m. at the Alameda CTC's offices.

Each December, Measure B/VRF pass-through recipients are required to submit Audited Financial Statements and Annual Compliance Reports to Alameda CTC. These reports detail the past fiscal year's Measure B/VRF expenditures and future planned uses of these transportation dollars. Alameda CTC holds a mandatory Annual Compliance Workshop for local jurisdictions to guide and streamline the information collection process.

During the workshop, staff reviews compliance reporting requirements and provides instructions for completing the Audited Financial statements and Annual Compliance Reporting Forms.

Background

In the spring of 2012, jurisdictions eligible for Measure B and VRF pass-through funds signed a new Master Programs Funding Agreement (MPFA) which outlines eligible expenditures, reporting requirements, and policies on the timely use of funds. Each year, Measure B/VRF pass-through recipients are required to submit audited financial statements and compliance reports to Alameda CTC. These reports document Measure B pass-through fund expenditures for four types of programs: bicycle and pedestrian, local transportation (including streets and roads), mass transit, and paratransit. These reports also document VRF pass-through fund expenditures for the local streets and roads program.

Jurisdictions that receive Measure B and VRF pass-through funds are required to submit these end-of-year reports annually to report on the following deliverables:

- Road miles served
- Population
- Newsletter article published in the recipient's or Alameda CTC's newsletter
- Website coverage of the project
- Signage about Measure B and VRF funding
- Pavement Condition Index
- Complete Streets Policy Adoption
- Timely Use of Funds – expeditious use of funds
- Reserve Policy – plan of reserve expenditures

Each year, Alameda CTC holds a mandatory Annual Compliance Workshop to guide recipients through the financial audit and compliance requirements and process.

For the FY 2011-12 Annual Compliance Report, Alameda CTC initiated the first year of the new MPFA's Timely Use of Funds Policy. This policy requires recipients to develop an implementation plan using Measure B/VRF reserve balances within specific reserve timeframes. Thus, as part of the FY 2011-12 Annual Compliance Report, jurisdictions declared Measure B/VRF planned expenses from FY 2012-13 to FY 2015-16.

Alameda CTC will compare last year's Compliance Reports' planned activities to the recipients' FY 2012-13 Annual Compliance Report due this December 2013. Recipients' actual FY 2012-13 expenditures must reflect project expenditures reported as planned and as reserve projects in the previous year's Compliance Report. Alameda CTC will track planned verses actual expenditures of the funds in the implementation of the TUF Policy.

These requirements will be discussed in detail at the Compliance Workshop. For the FY 2012-13 Measure B/VRF reporting year, Alameda CTC's Annual Compliance Workshop is schedule for Tuesday, September 17, 2013 from 10 a.m. to 12 p.m. at the Alameda CTC offices.

The Measure B/VRF Audited Financial Statements are due December 27, 2013 and the Program Compliance Reports are due December 31, 2013 for the FY 2012-13 reporting period.

Compliance reporting forms and instructions will be available on the Alameda CTC's website prior to the workshop. Refer here: http://www.alamedactc.org/app_pages/view/4136.

Fiscal Impact: There is no fiscal impact.

Staff Contact

[Matt Todd](#), Principal Transportation Engineer

[John Hemiup](#), Senior Transportation Engineer



Memorandum

6.4

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 5, 2013

SUBJECT: Alameda CTC Workshop on Implementing Complete Streets Policies

RECOMMENDATION: Receive an update on the July 24, 2013 Alameda CTC Workshop on Implementing Complete Streets Policies.

Summary

On July 24, 2013, the Alameda CTC hosted a Workshop on Implementing Complete Streets Policies. 57 people attended, including 45 local jurisdiction staff representing all 15 jurisdictions in Alameda County, 7 other agency staff, and 5 members of advocacy organizations, community advisory groups, and the public. Local staff represented a variety of departments including planning, engineering/public works, economic development, and others.

The half-day workshop was planned and developed in response to requests for assistance from local jurisdictions in putting recently adopted complete streets policies into action. The workshop featured presentations from Alameda CTC staff and expert consultants, a panel of local complete streets leaders, and a breakout activity in which local staff could consider implementation next steps in their own jurisdiction. This memo presents a summary of the workshop purpose and outcomes.

Background

Extensive research into complete streets implementation case studies from cities of all sizes and types to develop workshop content was presented. The workshop provided a high-level overview of the processes recommended to move from policy adoption to implementation, where the consideration of all modes and all users are an integral part of all functions and departments. A centerpiece of the workshop was a "5-Steps to Complete Streets Implementation" framework that emerged from the synthesis of best practice research.

The workshop content sought to motivate jurisdictions via case studies of cities that are excelling at implementation. At the same time, the workshop emphasized that complete streets implementation entails an organizational culture shift that involves rethinking day-to-day activities and new levels of coordination across many city departments.

Considering the breadth and magnitude of anticipated changes, it was highlighted that implementation of complete streets policies is generally a multi-year process.

The workshop was the beginning of a comprehensive program of resources to support local jurisdictions in complete streets implementation that the Alameda CTC plans to provide. Future resources could include panel discussions, Pedestrian/Bicycle Working Group meetings, white papers on key topics, web-based resources, and technical assistance. These resources will be developed during the next year and beyond, and will focus on specific topics in a more in-depth fashion.

Staff has received positive feedback on the workshop. Attendees expressed appreciation for many aspects of the workshop including the resource lists and best practice research, the opportunity to hear from other city staff, and the chances for interdepartmental discussion.

Workshop materials including the workshop slides, a hyperlinked list of all the best practice examples presented during the workshop, and the agenda, activity and other materials are available online at: http://www.alamedactc.org/app_pages/view/11642

Fiscal Impact: There is no fiscal impact

Staff Contact

[Beth Walukas](#), Deputy Director of Planning

[Matthew Bomberg](#), Assistant Transportation Planner



METROPOLITAN
TRANSPORTATION
COMMISSION

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Oakland, CA 94607-4700
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TDD/TTY: 510.464.7769
Fax: 510.464.7848

6.5

Memorandum

TO: Local Streets and Roads Working Group (LSRWG)
Programming and Delivery Working Group (PDWG)

DATE: July 11, 2013

FR: Ross McKeown

RE: Revised Regional Project Delivery Policy for Regional Discretionary Funds Res 3606

Background

The region has maintained an excellent project delivery record during the federal Transportation Equity Act for the Twenty-First Century (TEA-21) and the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA). This outstanding delivery record is due to the hard work of Caltrans Local Assistance, the Congestion Management Agencies (CMAs), project sponsors and the regional project-funding delivery policies developed by MTC and the Bay Area Partnership. In an effort to maintain this delivery record during the Moving Ahead for Progress in the twenty-first century (MAP-21) and subsequent federal transportation acts, and maximize the amount of federal funds flowing into the region, members of the Bay Area Partnership have revised and updated the existing regional delivery policy to ensure it remains consistent with new state and federal guidance.

The revised policy responds to provisions in the federal transportation act, increased scrutiny of federal funding deadlines, recent Caltrans procedural changes and anticipated future federal and state policies relating to the timely use of federal funds. The revisions are specifically intended to: improve management of the limited Obligation Authority (OA) available each fiscal year, meet pre and post-obligation funding deadlines, align regional deadline with the natural project implementation timeline and facilitate project delivery. Most importantly, the policy calls for the programming and obligation of funds consistent with the timing and availability of federal Obligation Authority. The increased emphasis on the management of funding in the project delivery process will ensure funds are available to sponsors when their projects are ready to be delivered, and minimize the potential loss of federal funds due to missed deadlines. Furthermore, the AB1012 deadlines imposed by State law will be met well in advance, and the region will be in a position to accept additional funding that may become available.

Over the past few months, the Federal Efficiencies and Streamlining (FES) subcommittee of the Local Streets and Roads Working Group (LSRWG) and Programming and Delivery Working Group (PDWG) has met and discussed revisions to the regional project-funding delivery policy to reflect new state and federal requirements. The task force consisted of representatives of the CMAs, counties, cities, Caltrans, and MTC staff. The revised policy will ultimately be presented to the Partnership Technical Advisory Committee (PTAC) for further discussion. The revised policy will then be presented to the Programming and Allocations Committee (PAC) for further consideration and approval. The revised policy is scheduled to be adopted by the Commission in the late fall, and will take affect immediately, with the exception of the Obligation and Obligation

Submittal deadlines, which will take affect with funding programmed in the next STP/CMAQ programming cycle and for projects programmed in FY 2015-2016 and later in the TIP.

Benefits of the SAFETEA Regional Project-Funding Delivery Policy:

The following are key benefits of the revised policy:

- The policy continues to strengthen the region's delivery efforts, which has assisted the region and sponsors in delivering to the full apportionment and OA levels.
- Strengthens the region's ability to meet AB 1012 requirements, and incorporates Caltrans and FHWA post-obligation requirements, thus minimizing the risk of losing federal transportation funding.
- By holding firm and enforcing the funding deadlines, the region has been able to obligate all of its STP and CMAQ OA and apportionment to-date in a timely manner. This demonstrated success in the delivery of regional transportation projects supports subsequent requests for additional federal funding for the region.
- Provides flexibility for project sponsors to swap delayed projects with projects ready to use the funding.
- Establishes standard guidance to be applied for all regional discretionary funds and programming cycles and all FHWA-administered funds included in the TIP. A standardized policy makes it easier for project sponsors, MTC staff and Commissioners to implement project delivery strategies consistently among the programmed projects.
- Keeps the region ahead of other regions in the state, that in recent years have been improving their own delivery rates.

Significant New and Revised Regional Project-Funding Delivery Policies:

The following are the significant changes to the policy:

- Obligation deadline advanced from April 30th of the federal fiscal year programmed in the TIP to February 1st. This revision is to align the deadline with the natural schedule of projects to be constructed in the following summer construction season.
- Obligation Request Submittal deadline advanced from February 1 of the federal fiscal year programmed in the TIP to November 1 in response to the advanced obligation deadline.
- Funds for construction must be awarded within 6 months of obligation. Previous deadline was 9 months after obligation. This new deadline is for consistency with the CTC's 6-month award deadline following CTC allocation, and to ensure there are eligible expenditures to invoice against to meet Caltrans's 6-month invoicing requirement.
- For regional discretionary funds subject to a federal rescission, the rescinded funding will first apply to projects with funds that have missed the regional obligation deadline and to projects with funds that have been de-obligated but not yet re-obligated.

- The policy is expanded to include all regional discretionary FHWA funds, not just STP/CMAQ, and applies some deadlines and requirements to other FHWA-administered funding programmed in the TIP.
- To further facilitate project delivery and ensure all federal funds in the region are meeting federal and state regulations, requirements and deadlines, every Local Public Agency (LPA) that receives FHWA-administered funds and includes these funds in the federal TIP will need to identify and maintain a staff position that serves as the single point of contact for the implementation of all FHWA-administered funds within that agency.
- Project sponsors that miss delivery milestones and funding deadlines for FHWA-administered funds are required to prepare and update a delivery status report on major delivery milestones for all active projects with FHWA-administered funds and participate if requested in a consultation meeting with the county CMA, MTC and Caltrans to discuss the local agency's ability to deliver current and future federal-aid transportation projects, and efforts, practices and procedures to be implemented by the local agency to ensure delivery deadlines and requirements are met in the future.
- Local Public Agencies (LPA) must be qualified in the federal-aid process. By requesting the programming of federal funds in the federal TIP, the LPA is self-certifying they are qualified to deliver federal-funding transportation projects. This regional LPA qualification is to help confirm the jurisdiction has the appropriate knowledge and expertise to deliver the project.

The intent of the revisions to the regional project-funding delivery policy is to ensure implementing agencies do not lose any funds due to missing a federal or state funding deadline, while providing maximum flexibility in delivering transportation projects. MTC has attempted to establish regional deadlines, to the extent possible, in advance of federal deadlines, to provide the opportunity for implementing agencies, the CMAs, Caltrans, and MTC to solve potential problems and bring the project back on-line in advance of losing funds.

The revised policy will be presented to the Partnership Technical Advisory Committee (PTAC) in the fall for further discussion, and then presented to the Programming and Allocations Committee (PAC) for consideration and recommendation for approval, and will take effect immediately, with the exception of the Obligation and Obligation Submittal deadlines, which will take affect with new funding programmed after adoption of this revised policy and for all funds programmed in FY 2015-2016 and later in the TIP. Comments on the revisions to the policy (Resolution 3606) are now being solicited over the next couple months. MTC staff will return to the LSRWG and PDWG prior to presentation at PTAC)

Attachment:

- i. Proposed revised regional project-funding delivery policy for regional discretionary federal funding during MAP-21 and beyond

J:\COMMITTEE\Partnership\Partnership TAC\2006 PTAC\06 Memos\February or March\Revised Project Delivery Policy Memo.doc

**Regional Project Funding Delivery Policy for SAFETEA
STP and CMAQ FHWA-administered Federal Funds
In the San Francisco Bay Area
DRAFT**

General Policy Guidance

As the federally designated Metropolitan Planning Organization (MPO) and the agency serving as the Regional Transportation Planning Agency (RTPA) for the nine-counties of the San Francisco Bay Area, the Metropolitan Transportation Commission (MTC) is responsible for various funding and programming requirements, including, but not limited to: development and submittal of the Regional Transportation Improvement Program (RTIP); managing and administering the federal Transportation Improvement Program (TIP); and project selection for designated federal funds (referred collectively as ‘Regional Discretionary Funding’);

As a result of the responsibility to administer these funding programs, the region has established various deadlines for the delivery of the **regional discretionary funds in various programs, including** the regional Surface Transportation Program (STP), and Congestion Mitigation and Air Quality Improvement (CMAQ) Program, regional Transportation Alternatives Program (TAP) Program, and Regional Transportation Improvement Program (RTIP) to ensure timely project delivery against state and federal funding deadlines. This resolution establishes a standard policy for enforcing project funding deadlines ~~and project substitutions~~ for these **and other FHWA-administered federal** funds during the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), **the Moving Ahead for Progress in the 21st Century (MAP 21)** and any subsequent extensions **and federal transportation acts.**

Once FHWA-administered funds are transferred to FTA, non-applicable provisions of this policy guidance no longer apply. The project sponsor must then follow FTA guidance and requirements.

STP and CMAQ **FHWA-administered federal** funds are to be programmed in the **federal** Transportation Improvement Program (TIP), up to the apportionment level for that fiscal year, in the fiscal year in which the funds are to be obligated by the Federal Highway Administration (FHWA) or transferred to the Federal Transit Administration (FTA), similar to the programming of the State Transportation Improvement Program (STIP) **by the California Transportation Commission (CTC).**

The regional **discretionary funds such as the RTIP, STP, CMAQ and regional-TAP funds** are project specific. Projects are chosen for the program based on eligibility, project merit, and deliverability within the established deadlines. The ~~programmed STP and CMAQ~~ **regional discretionary funds** are for those projects alone, ~~STP/CMAQ funds~~ **and** may be used for any phase of the project, **unless otherwise specified at the time of programming,** in accordance with Caltrans procedures and federal regulations.

It is the responsibility of the implementing agency at the time of project application and programming to ensure the regional deadlines and provisions of the regional project funding delivery policy can be met. Agencies with difficulty in delivering existing FHWA federal-aid projects will have future programming and Obligation Authority (OA) restricted for additional projects until the troubled projects are brought back on schedule, and the agency has

demonstrated it can deliver new projects within the required **funding** deadlines **and can meet all federal-aid project requirements**.

MTC staff will actively monitor and report the obligation status of projects to the Working Groups of the Bay Area Partnership. The Working Groups will monitor project funding delivery issues as they arise and make recommendations to the Partnership Technical Advisory Committee (PTAC) as necessary.

The implementing agency or MTC may determine that circumstances may justify changes to the STP and CMAQ **regional discretionary fund** programming. These changes, or ~~amendments~~ **revisions** to these regional programs, are not routine. Proposed changes will be reviewed by MTC staff before any formal actions on program amendments are considered by the MTC Commission. STP/CMAQ **Regional discretionary** funds may be shifted among any phase of the project without the concurrence or involvement of MTC if allowed under Caltrans procedures and federal regulations. All changes must follow MTC policies on the Public Involvement Process and Federal Air Quality Procedures and Conformity Protocol. Changes must be consistent with the Regional Transportation Plan (RTP), must not adversely affect the expeditious implementation of Transportation Control Measures (TCMs), must comply with the provisions of Title VI, must not negatively impact the deliverability of other projects in the regional programs, and must not affect the conformity finding in the TIP. **Additionally, any changes involving funding managed by the California Transportation Commission (CTC), such as RTIP and state-TAP, must also follow the CTC's processes for amendments and fund management.**

Regional Discretionary Funding:

Regional Discretionary Funding is revenue assigned to MTC for programming and project selection, including but not limited to funding in the Regional Transportation Improvement Program (RTIP), Surface Transportation Program (STP) funding, Congestion Mitigation and Air Quality Improvement (CMAQ) funding, regional Transportation Alternatives Program (TAP) funding and any subsequent federal funding programs at MTC's discretion. The funds are referred collectively as Regional Discretionary Funding.

Programming to Apportionment in the year of Obligation/Authorization

Federal funds are to be programmed in the TIP, up to the apportionment level available, in the fiscal year in which the funds are to be obligated by FHWA or transferred to FTA. The implementing agency is committed to obligate/transfer the funds by the required obligation deadline once the program year in the TIP becomes the current year, and the **regional** annual Obligation Plan has been developed for that year. This will improve the overall management of federal apportionment and Obligation Authority (OA) within the region and help ensure apportionment and OA are available for projects that are programmed in a particular year. It will also assist the region in meeting federal financial constraint requirements. At the end of the federal authorization act, MTC will reconcile any differences between final apportionments, programmed amounts, obligations and actual OA received **for the funds it manages**.

Advanced Project Selection Process

Obligations for funds advanced from future years of the TIP will be permitted only upon the availability of surplus OA, with Advance Construction Authorization (ACA) projects in the annual obligation plan having first priority for OA in a given year, and current programmed projects that have met the delivery deadlines having second priority for OA in a given year. Advanced obligations will be based on the availability of OA and generally will only be considered after February 1 of each fiscal year. In some years OA may not be available for advancements until after April 30, but the funds must be identified in the annual obligation plan, and the obligation request for the advanced OA should be received by Caltrans prior to April 30.

Agencies requesting advanced funding should be in good standing in meeting deadlines for other **FHWA** federal-aid projects. Restrictions may be placed on the advancement of funds for agencies that are delivery-challenged (continue to have difficulty delivering projects within required deadlines, **or difficulty in meeting federal-aid requirements**) or have current projects that are not in compliance with funding deadlines **and federal-aid requirements**. MTC may consult with **FHWA**, Caltrans and/or the appropriate Congestion Management Agency (CMA) to determine whether the advancement of funds is warranted and will not impact the delivery of other projects.

Implementing agencies wishing to advance projects may request Advance Construction Authorization from FHWA, or pre-award authority from FTA, to proceed with the project using local funds until OA becomes available. ACA does not satisfy the obligation deadline requirement.

Important Tip: Caltrans releases unused local OA ~~on~~ **by** May 1 of each year. Projects that do not access their OA through obligation or transfer to FTA by that date are subject to having their funds taken by other regions. This provision allows the advancement of projects after April 30, by using unclaimed OA from other regions.

Advance Construction Authorization (ACA)

Agencies that cannot meet the regional, state or federal ~~requirements~~ **deadlines subsequent to the obligation deadline (such as award and invoicing deadlines)** have the option to use Advance Construction Authorization (ACA) rather than seeking an obligation of funds and risk losing the funds due to missing these subsequent deadlines. For example if the expenditure of project development funds or award of a construction contract, **or project invoicing** cannot easily be met within the required deadlines, the agency may consider using ACA until the project phase is underway ~~and the agency is ready to invoice~~ **and the agency is able to meet the deadlines**. **The use of** ACA may also be considered by agencies that prefer to invoice once – at the end of the project, rather than invoice on the required semi-annual basis. **When seeking this option, the project sponsor must program the local funds supporting the ACA in the same year of the TIP as the ACA, and program an equal amount of federal funds in the TIP in the year the ACA will be converted to a funding authorization.**

ACA conversion to full obligation receives priority in the annual obligation plan. MTC will monitor the availability of OA to ensure delivery of other projects is not impacted by ACA conversions. At the end of the federal authorization Act, ACA may be the only option available should the region's OA be fully used.

Project Cost Savings/Changes in Scope/Project Failures – For FHWA-Administered Funds Managed By MTC (Regional Discretionary Funding)

Projects may be completed at a lower cost than anticipated, or have a minor change in scope resulting in a lower project cost, or may not proceed to implementation. In such circumstances, the implementing agency must inform MTC, Caltrans and the appropriate county Congestion Management Agency (CMA) within a timely manner that the funds resulting from these project **funding** reductions will not be used. Federal regulations require that the project proceed to construction within ten years of initial federal authorization of any phase of the project. Furthermore, if a project is canceled, or fails to proceed to construction **or right of way acquisition** in ten years, FHWA will de-obligate any remaining funds, and the agency is required to repay any reimbursed funds.

Project funding reductions accrued prior to the established obligation deadline are available for redirection within the program of origin. Savings within the CMA administered programs (~~such as Local Streets and Roads Rehabilitation~~) are available for redirection within the program by the respective CMA, subject to Commission approval. Project funding reductions within regional competitive programs, ~~such as the Transportation for Livable Communities (TLC) program, or for regional operations projects such as 511,~~ are available for redirection by the Commission. For all programs, projects using the redirected funding reductions prior to the obligation deadline must still obligate the funds within the original deadline.

Minor adjustments in project scope may be made to accommodate final costs, in accordance with Caltrans **(and if applicable, CTC)** procedures and federal regulation. However, STP/CMAQ **Regional Discretionary Funding managed by MTC and assigned to** ~~for~~ the project is limited to the amount approved by MTC **for that specific project**. Once funds are de-obligated, there is no guarantee the funds **replacement funding** will be available for the project. **However, in rare instances, such as when a project becomes inactive, funds de-obligated from a project may be made available for that project once again, as long as the de-obligated funds are not rescinded and are re-obligated within the same federal fiscal year.**

For federal regional discretionary funds managed by MTC, any ~~project funding reductions or unused funds realized after the obligation deadline return to MTC.~~ Any **Regional Discretionary Funding such as** STP/CMAQ funds that have been obligated but remain ~~unused~~ **unexpended at the time of project close-out** will be de-obligated and returned to the Commission for reprogramming. **However, for funding managed by the CTC, such as STIP funds, any unexpended funds at the time of project close-out are returned to the state rather than the region.**

In selecting projects to receive redirected funding, the Commission may use existing lists of projects that did not receive funding in past programming exercises, or direct the funds to agencies with proven on-time project delivery, or could identify other projects with merit to receive the funding, or retain the funding for future programming cycles. Final decisions regarding the reprogramming of available funds will be made by the Commission.

Important Tip: ~~If a project is canceled as a result of the environmental process, the agency does not have to repay reimbursed costs for the environmental activities. However, If a project is canceled after the environmental process is complete, or a project does not proceed to~~

construction or right of way acquisition within 10 years, the agency is may be required to repay all reimbursed federal funds.

Federal Rescissions

FHWA regularly rescinds unused federal funds, either annually as part of the annual federal appropriations or at the end or beginning of a federal transportation act or extension. Therefore, local public agencies must obligate the funds assigned to them within the deadlines established in this policy. Should regional discretionary funds be subject to a federal rescission, the rescinded funding will first apply to projects with funds that have missed the regional obligation deadline and to projects with funds that have been de-obligated but not yet re-obligated, unless otherwise directed by the Commission.

Annual Obligation Plan

California Streets and Highway Code 182.6(f) requires the regions to notify Caltrans of the expected use of OA each year. Any local OA, and corresponding apportionment that is not used by the end of the fiscal year will be redistributed by Caltrans to other projects in a manner that ensures the state continues to receive increased obligation authority during the annual OA redistribution from other states. There is no provision in state statute that the local apportionment and OA used by the state will be returned.

MTC will prepare an annual Obligation Plan at the ~~beginning~~ end of each federal state fiscal year based on the funding programmed in the TIP, and the apportionment and OA expected to be available. This plan will be the basis upon which obligations will be made for the following federal fiscal year. It is expected that the CMAs and project sponsors with funds programmed in the TIP will assist in the development of the plan by ensuring the TIP is kept up to date, and ~~if necessary,~~ review the plan prior to submittal to Caltrans. Projects listed in the plan that do not receive an obligation by the deadline are subject to de-programming. Projects to be advanced from future years, or converted from ACA must be included in the plan to receive priority for obligations against available OA.

If a project or project phase will not be ready for obligation in the year programmed, the agency responsible for the project should request to delay the project prior to entering the program federal fiscal year. The agency shall be considered committed to delivering the project by the funding deadline (obligating/authorizing the funds in an E-76 or transferring to FTA) ~~once the program year becomes the current fiscal year, and the annual Obligation Plan has been developed for that year.~~ At the beginning of the federal fiscal year (October 1), for funding programming in that year of the TIP

In the event that OA is severely limited, such as at the end of a federal authorization act, and there is insufficient OA to obligate all of the projects in the annual obligation plan, restrictions may be placed on funds for agencies that are delivery-challenged (continue to have difficulty delivering projects within required deadlines) or have current projects that are in violation of funding deadlines and federal-aid requirements.

Local Public Agency (LPA) Single Point of Contact

To further facilitate project delivery and ensure all federal funds in the region are meeting federal and state regulations, requirements and deadlines, every Local Public Agency (LPA) that receives FHWA-administered funds and includes these funds in the federal TIP will need to identify and maintain a staff position that serves as the single point of contact for the implementation of all FHWA-administered funds within that agency. The person in this position must have sufficient knowledge and expertise in the federal-aid delivery process to coordinate issues and questions that may arise from project inception to project close-out. The local public agency is required to identify, maintain and update the contact information for this position at the time of programming changes in the federal TIP. This person will be expected to work closely with FHWA, Caltrans, MTC and the respective CMA on all issues related to federal funding for all FHWA-funded projects implemented by the recipient.

By applying for and accepting FHWA funds that must be included in the federal TIP, the project sponsor is acknowledging that it has and will maintain the expertise and staff resources necessary to deliver the federal-aid project within the funding timeframe, and meet all federal-aid project requirements.

FHWA-Administered Project Milestones Status

Project sponsors that miss delivery milestones and funding deadlines for FHWA-administered funds are required to prepare and update a delivery status report on major delivery milestones for all active projects with FHWA-administered funds and participate if requested in a consultation meeting with the county CMA, MTC and Caltrans to discuss the local agency's ability to deliver current and future federal-aid transportation projects, and efforts, practices and procedures to be implemented by the local agency to ensure delivery deadlines and requirements are met in the future. The purpose of the status report and consultation is to ensure the local public agency has the resources and technical capacity to deliver FHWA federal-aid projects, is fully aware of the required delivery deadlines, and has developed a delivery timeline that takes into consideration the requirements and lead-time of the federal-aid process within available resources. For purposes of the delivery status report, 'Active' projects are projects programmed in the current federal TIP with FHWA-administered funds (including those in grouped TIP listings), and projects with FHWA-administered funds that remain active (have received an authorization/obligation but have not been withdrawn or closed out by FHWA). The local public agency is to use the status report format provided by MTC, or use a report agreeable by the respective CMA and MTC staff.

Local Public Agency (LPA) Qualification

In an effort to facilitate project delivery and address the complicated requirements of the federal-aid process which can be challenging for local agencies with limited knowledge and expertise in the process, Local Public Agencies (LPA) applying for and accepting FHWA-administered funds must be qualified in the federal-aid process. By requesting the programming of federal funds in the federal TIP, the LPA is self-certifying they are qualified to deliver federal-funding transportation projects. This regional LPA qualification is to help confirm the jurisdiction has the appropriate knowledge and

expertise to deliver the project. The regional LPA self-qualification is not a substitute for any state or federal certification requirements and is simply to acknowledge a minimum requirement by which a local agency can demonstrate to the respective CMA, MTC and Caltrans a basic level of readiness for delivering federal-aid projects. The purpose of the regional LPA qualification is to allow the LPA to program the funds in the federal TIP and has no other standing, implied or otherwise. The regional LPA qualification does not apply to transit operators that transfer all of their FHWA-administered funds to FTA.

To be 'regionally qualified', for regional discretionary funds, and for programming federal funds in the federal TIP, the LPA must comply with the following, in addition to any other state and federal requirements:

- Assign and maintain a single point of contact for all FHWA-administered projects implemented by the agency.
- Maintain a project tracking status of major delivery milestones for all programmed and active FHWA-administered projects implemented by the agency
- Have staff and/or consultant(s) on board who have delivered FHWA-administered projects within the past five years and/or attended the Federal-Aid process training class held by Caltrans Local Assistance within the past 5 years, and have the knowledge and expertise to deliver federal-aid projects.
- Maintain all active FHWA-administered projects in good standing with respect to regional, state and federal delivery deadlines, and federal-aid requirements
- Maintain the expertise and staff resources necessary to deliver federal-aid projects within the funding timeframe, and meet all federal-aid project requirements
- Has a financial/accounting system in place that meets state and federal invoicing and auditing requirements;
- Has demonstrated a good delivery record and delivery practices with past and current projects.

Maximizing Federal Funds on Local Projects

To facilitate project delivery and make the most efficient use of federal funds, project sponsors are encouraged to concentrate federal funds on fewer, larger projects and maximize the federal share on federalized project so as to reduce the overall number of federal-aid projects. Sponsors may also want to consider using local funds for the Preliminary Engineering (PE) and Right of Way (ROW) phases and target the federal funds on the Construction (CON) phase, thus further reducing the number of authorizations processed by Caltrans and FHWA. Under the regional toll credit policy (MTC Resolution 4008) sponsors that demonstrate they have met or exceeded the total required non-federal project match in the earlier phases, may use toll credits in lieu of a non-federal match for the construction phase. However, sponsors must still comply with NEPA and other federal requirements for the PE and ROW phases. Such an approach can provide the sponsor with greater flexibility in delivering federal projects and avoiding invoicing requirements for the earlier phases. Sponsors pursuing this strategy should ensure that federal funds are programmed to the construction phase in the federal TIP so that Caltrans will prioritize field reviews and NEPA review and approval.

Specific Project-Level Policy Provisions

Projects selected to receive ~~STP or CMAQ~~ **Regional Discretionary** Funding must have a demonstrated ability to use the funds within the established regional, state and federal deadlines. This criterion will be used for selecting projects for funding, and for placement of funding in a particular year of the TIP. Agencies with a continued history of being delivery-challenged and continue to miss funding delivery deadlines will have restrictions placed on future obligations and programming **and are required to develop major milestone delivery schedules for each of their federal-aid projects.**

It is the responsibility of the implementing agency to ensure the funds can be used within the established regional, state and federal deadlines and that the provisions of the regional funding delivery policy can be met. It is also the responsibility of the implementing agency to continuously monitor the progress of the programmed funds against regional, state and federal deadlines, and to report any potential difficulties in meeting these deadlines to MTC, Caltrans and the appropriate county CMA within a timely manner, to seek solutions to potential problems well in advance of potential delivery failure or loss of funding.

Specific project-level provisions of the Regional Project Funding-Delivery Policy are as follow:

- **Field Reviews**

Implementing agencies ~~are required to~~ **are to** request a field review from Caltrans Local Assistance within twelve months of approval of the project in the TIP, but no less than twelve months prior to the obligation deadline of construction funds. This policy also applies to federal-aid projects in the STIP. The requirement does not apply to projects for which a field review would not be applicable, such as FTA transfers, regional operations projects and planning activities, **or if a field review is otherwise not required by Caltrans. It is expected that Caltrans will conduct the review within 60 calendar days of the request.**

Failure for an implementing agency to make a good-faith effort in requesting and scheduling a field review from Caltrans Local Assistance within twelve months of programming into the TIP (but no less than twelve months prior to the obligation deadline) could result in the funding being reprogrammed and restrictions on future programming and obligations. Completed field review forms **(if required)** must be submitted to Caltrans in accordance with Caltrans Local Assistance procedures.

- **Environmental Submittal Deadline**

Implementing agencies are required to submit a complete ~~environmental package~~ **Preliminary Environmental Study (PES) form and attachments** to Caltrans for all projects ~~(except those determined Programmatic Categorical Exclusion as determined by Caltrans at the field review)~~, twelve months prior to the obligation deadline for right of way or construction funds. This policy creates a more realistic time frame for projects to progress from the field review through the environmental and design process, to the right of way and construction phase. If the environmental process, as determined at the field review, will take

longer than 12 months before obligation, the implementing agency is responsible for delivering the complete environmental submittal in a timely manner. Failure to comply with this provision could result in the funding being reprogrammed. The requirement does not apply to FTA transfers, regional operations projects or planning activities.

- **~~Disadvantaged Business Enterprise (DBE)~~**

~~Obligation of federal funds may not occur for contracted activities (any combination of environmental/ design/ construction/ procurement activities performed outside the agency) until and unless an agency has an approved DBE program and methodology for the current federal fiscal year. Therefore, agencies with federal funds programmed in the TIP must have a current approved DBE Program and annual methodology (if applicable) in place prior to the fiscal year the federal funds are programmed in the TIP.~~

~~STP/CMAQ funding for agencies without approved DBE methodology for the current year are subject to redirection to other projects after February 1. Agencies should begin the DBE process as early as possible to meet the Caltrans DBE submittal deadline of June 1 the preceding fiscal year. Projects advanced under the Expedited Project Selection Process (EPSP) must have an approved DBE program and annual methodology for the current year (if applicable) prior to the advancement of funds.~~

~~**Important Tip:** An agency DBE plan is required before the obligation of federal funds. Furthermore, an annual DBE methodology must be approved prior to the obligation of federal funds for services to be contracted out (such as environmental/ design/ construction/ procurement activities performed outside the agency). An annual DBE methodology may not be required if the activities (such as environmental or design) are to be performed in-house using internal staff resources. It generally takes a minimum of 90 days (including a minimum 45-day public comment period) to have an annual DBE methodology approved. Due to the complexities of the DBE requirements, agencies should contact Caltrans Local Assistance to determine whether an annual DBE methodology is required. If a DBE methodology is required, agencies are encouraged to begin the process by March of the preceding federal fiscal year so the process may be complete by the Caltrans due date of June 1 of the preceding fiscal year. This will ensure the DBE requirement has been met by the beginning of the federal fiscal year in October.~~

- **Obligation/Request For Authorization (RFA) Submittal Deadline**

Projects selected to receive ~~STP and CMAQ~~ **Regional Discretionary** funding must demonstrate the ability to obligate programmed funds by the established ~~obligation~~ deadlines. This criterion will be used for selecting projects for funding, and for placement in a particular year of the TIP. It is the responsibility of the implementing agency to ensure the **funding** deadlines ~~and federal aid requirements~~ can be met.

In order to ensure funds are obligated or transferred to FTA in a timely manner, the implementing agency is required to deliver a complete, **accurate and final** funding obligation / FTA Transfer Request for Authorization (RFA) package to Caltrans Local Assistance by February 1 ~~November 1~~ of the **fiscal year** the funds are listed in the TIP. **The RFA package includes the CTC allocation request documentation for CTC managed funds such as**

STIP and State-TAP funded projects as applicable. Projects with complete, **accurate and final** packages delivered by ~~February 1~~ **November 1** of the **TIP** program year will have priority for available OA, after ACA conversions that are included in the Obligation Plan. If the project is delivered after ~~February 1~~ **November 1** of the **TIP** program year, the funds will not be the highest priority for obligation in the event of OA limitations, and will compete for limited OA with projects advanced from future years. Funding for which an obligation/ FTA transfer request is submitted after the ~~February 1~~ **November 1** deadline will lose its priority for OA, and be viewed as subject to reprogramming.

Important Tip: Once a federal fiscal year (October 1 through September 30) has begun, and the Obligation Plan for that year developed, the agency is committed to obligating/transferring the funds by the required obligation deadline for that fiscal year. Funds that do not meet the obligation deadline are subject to de-programming by MTC.

Within the CMA administered programs, ~~such as the Local Streets and Roads Rehabilitation program,~~ the CMAs may adjust delivery, consistent with the program eligibility requirements, up until ~~February 1 of the programmed year~~ **the start of federal fiscal year in which the funds are programmed in the TIP.** swapping funds to ready-to-go projects in order to utilize all of the programming capacity. The substituted project(s) must still obligate the funds within the original funding deadline.

For funds programmed through regional ~~competitive programs, such as the regional Transportation for Livable Communities (TLC) program, or for regional operations projects, such as 511, or for planning activities, such as the CMA planning activities,~~ the Commission has discretion to redirect funds from delayed or failed projects.

~~STP and CMAQ~~ **MTC Regional Discretionary Funding** funds are ~~is~~ subject to a **regional obligation/authorization**/FTA transfer deadline of ~~April 30~~ **February 1** of the fiscal year the funds are programmed in the TIP. Implementing agencies are required to submit the completed, accurate **and final** request for obligation/**authorization** or FTA transfer to Caltrans Local Assistance by ~~February 1~~ **November 1** of the fiscal year the funds are programmed in the TIP, and receive an obligation/**authorization**/ FTA transfer of the funds by ~~April 30~~ **February 1** of the fiscal year programmed in the TIP. For example, projects programmed in ~~FY 2007-08~~ **FY 2014-15** of the TIP have a **request for authorization/obligation/FTA transfer request** submittal deadline (to Caltrans Local Assistance) of ~~February 1, 2008~~ **November 1, 2014** and an obligation/**authorization**/FTA transfer deadline of ~~April 30, 2008~~ **February 1, 2015**. Projects programmed in ~~FY 2008-09~~ have an obligation request submittal deadline (to Caltrans) of ~~February 1, 2009~~ and an obligation/FTA transfer deadline of ~~April 30, 2009~~. No extensions will be granted to the obligation deadline.

In Summary:

- **Request For Authorization (RFA)** Submittal Deadline: ~~February 1~~ **November 1** of the fiscal year **the funds are** programmed in the **federal** TIP. The Implementing Agency is required to submit a complete, **accurate and final Request for Authorization (RFA)**/ obligation/transfer package to Caltrans (3 months prior to the Obligation Deadline). **For projects with federal funds managed by the CTC, such**

as STIP and State-TAP, the required CTC allocation request documentation must also be submitted by November 1 in order to meet the February 1 obligation deadline.

- Obligation ~~/Authorization~~ Deadline: ~~April 30~~ **February 1** of the fiscal year ~~the funds are~~ programmed in the TIP, **including funds managed by the CTC, such as STIP and state-TAP.** No extensions will be granted to the obligation deadline.

Important Tip: If an agency must coordinate delivery with other delivery timelines and other fund sources, it should program the Regional Discretionary Funding in a later year of the TIP and advance the funds after May 1 using the Expedited Project Selection Process (EPSP) when additional OA is made available by Caltrans. Projects with federal funds managed by the CTC, such as STIP and state-TAP, should receive a CTC allocation in sufficient time to receive the federal obligation by the obligation deadline.

February 1 November 1 - Regional **Request For Authorization (RFA)** submittal deadline. Complete **and accurate Request for Authorization** package submittals, and ACA conversion requests for projects in the annual obligation plan received by ~~February 1~~ **November 1** of the fiscal year the funds are programmed in the TIP will receive priority for obligations against available OA. **The RFA should include CTC allocation request documentation for federal STIP and state-TAP funded projects as applicable.**

February 1 April 30 November 1 February 1 – Projects **programmed in the current year of the TIP and** submitted during this timeframe are subject to deprogramming. If OA is still available, these projects may receive OA if obligated by ~~April 30~~ **February 1**. If OA is limited, these projects will compete for OA with projects advanced from future years on a first come-first serve basis. Projects with funds to be advanced from future years ~~must~~ **should** request the advance prior to ~~April 30~~ **February 1**, in order to secure the funds within that federal fiscal year. **This rule does not apply to federal funds managed by the CTC such as STIP or state-TAP funds.**

April 30 February 1 - Regional obligation/**Authorization** deadline. **Regional Discretionary Funding** not obligated (or transferred to FTA) by ~~April 30~~ **February 1** of the fiscal year ~~the funds are~~ programmed in the TIP ~~will be returned to MTC for reprogramming~~ **are subject to reprogramming by MTC.** No extensions of this deadline will be granted. Projects seeking advanced obligations against funds from future years should request the advance prior to ~~April 30~~ **February 1** in order to secure the funds within that federal fiscal year. **For funding managed by the CTC, the CTC allocation should occur in sufficient time to meet the February 1 federal obligation deadline.**

The obligation deadline may not be extended. The funds must be obligated by the established deadline or they ~~will be de-programmed~~ are subject to de-programming from the project and redirected by the Commission to a project that can use the funds in a timely manner.

Note: Advance Construction Authorization does not satisfy the regional obligation deadline requirement, ~~except under certain circumstances such as when Caltrans uses ACA for state projects.~~

Important Tip: In some years, OA for the region may be severely limited, especially toward the end of the such as when the state has run out of OA, or Congress has only provided a partial year's appropriation or during short-term extensions of a federal Authorization Act. When OA is limited, ACA conversions identified in the annual obligation plan and submitted before the **RFA** deadline of ~~February 1~~ **November 1** have priority, followed by other projects in the annual obligation plan submitted before the **RFA Submittal** deadline of ~~February 1~~ **November 1**. Projects in the obligation plan but submitted after ~~February 1~~ **November 1** may have OA (and thus the obligation of funds) restricted and may have to wait until OA becomes available – either after ~~June 1~~ **May 1**, when unused OA is released from other regions, or in the following federal fiscal year when Congress approves additional OA. ~~Obligation requests RFAs submitted after the February 1~~ **November 1** deadline have no priority for OA for that year. Agencies with projects not in good standing with regards to the deadlines of this policy ~~may have OA restricted~~ **or not complying with federal-aid requirements, are subject to restrictions in future Regional Discretionary Funding and the programming of funds in the federal TIP.**

- **Program Supplement Agreement (PSA) Deadline**

The implementing agency must execute and return the Program Supplement Agreement (PSA) to Caltrans in accordance with Caltrans Local Assistance procedures. **It is expected that Caltrans will initiate the PSA within 30 days of obligation.** The agency ~~must~~ **should** contact Caltrans if the PSA is not received from Caltrans within 30 days of the obligation. This requirement does not apply to FTA transfers.

Agencies that do not execute and return the PSA to Caltrans within the required Caltrans deadline will be unable to obtain future approvals for any projects, including obligation and payments, until all PSAs for that agency, regardless of fund source, meet the PSA execution requirement. Funds for projects that do not have an executed PSA within the required Caltrans deadline are subject to de-obligation by Caltrans.

- **Construction Advertisement / Award Deadline**

For the Construction (CON) phase, the construction/equipment purchase contract must be ~~advertised within 6 months of obligation and awarded within 9~~ **6 months of obligation (or within 6 months of allocation by the CTC for funds managed by the CTC).** However, regardless of the ~~advertisement and award~~ deadline, agencies must still meet the invoicing deadline for construction funds. Failure to advertise and award a contract in a timely manner could result in missing the subsequent invoicing and reimbursement deadline, resulting in the loss of funding.

Agencies must submit the ~~notice of award~~ **complete award package immediately after contract award and prior to submitting the first invoice** to Caltrans in accordance with Caltrans Local Assistance procedures, ~~with a copy also submitted to the applicable CMA.~~

Agencies with projects that do not meet these award deadlines will have future programming and OA restricted until their projects are brought into compliance.

For FTA projects, funds must be approved/awarded in an FTA Grant within one federal fiscal year following the federal fiscal year in which the funds were transferred to FTA.

Important Tip: Agencies may want to use the flexibility provided through Advance Construction Authorization (ACA) if it will be difficult meeting the deadlines. Agencies may consider proceeding with ACA and converting to a full obligation at time of award when project costs and schedules are more defined or when the agency is ready to invoice.

- **Regional Invoicing and Reimbursement Deadlines – Inactive Projects**

~~Funds for each federally funded phase and for each federal program code must be invoiced against at least once every six months.~~

~~Funds for each federally funded (Environmental (ENV/ PA&ED), Preliminary Engineering (PE), Final Design (PS&E) and Right of Way (R/W) phase and for each federal program code within these phases, must be invoiced against at least once every six months following obligation. Funds that are not invoiced at least once every 12 months are subject to de-obligation. There is no guarantee that funds will be available to the project once de-obligated.~~

~~Funds for the Construction (CON) phase, and for each federal program code within the construction phase, must be invoiced and reimbursed against at least once within 12 months of the obligation, and then invoiced at least once every 6 months there after. Funds that are not invoiced and reimbursed at least once every 12 months are subject to de-obligation by FHWA. There is no guarantee that funds will be available to the project once de-obligated.~~

~~Agencies with projects that have not been invoiced against and reimbursed within a 12 month period, regardless of federal fund source, will have restrictions placed on future programming and OA until the project is properly invoiced. Funds that are not invoiced and reimbursed against at least once every 12 months are subject to de-obligation by FHWA.~~

Caltrans requires administering agencies to submit invoices at least once every 6 months from the time of obligation (E-76 authorization). Projects that have not received a reimbursement of federal funds in the previous 12 months are considered inactive with the remaining un-reimbursed funds subject to de-obligation by FHWA with no guarantee the funds are available to the project sponsor.

To ensure funds are not lost in the region, regional deadlines have been established in advance of federal deadlines. Project Sponsors must submit a valid invoice to Caltrans Local Assistance at least once every 6 months and receive a reimbursement at least once every 9 months, but should not submit an invoice more than quarterly.

Agencies with projects that have not been invoiced against at least once in the previous 6 months or have not received a reimbursement within the previous 9 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.

If a project does not have eligible expenses within a 6-month period, the agency must provide a written explanation to Caltrans Local Assistance for that six-month period and submit an invoice as soon as practicable to avoid missing the 12-month invoicing and reimbursement deadline.

Important Tip: In accordance with Caltrans procedures, federal funds must be invoiced against for each obligated phase and each federal program code at least once every six months. Funds that are not invoiced and reimbursed **against** at least once every 12 months are subject to de-obligation by FHWA. There is no guarantee the funds will be available to the project once de-obligated. Agencies that prefer to submit one final billing rather than semi-annual progress billings, **or anticipate a longer project-award process or anticipate having difficulty in meeting these deadlines** can use Advance Construction Authority (ACA) to proceed with the project, then convert to a full obligation prior to project completion. ACA does not meet the obligation deadline, but ACA conversions do receive priority in the annual obligation plan.

- **Inactive Projects**

Most projects can be completed well within the state's deadline for funding liquidation or FHWA's ten-year proceed-to-construction requirement. Yet it is viewed negatively by both FHWA and the California Department of Finance for projects to remain inactive for more than twelve months. It is expected that funds for completed phases will be invoiced immediately for the phase, and projects will be closed out within six months of the final project invoice. Funds that are not invoiced and reimbursed at least once every 12 months are subject to de-obligation by FHWA. There is no guarantee the funds will be available to the project once de-obligated.

- **State Liquidation/Reimbursement Deadline**

California Government Codes 16304.1 and 16304.3 places additional restrictions on the liquidation of federal funds. Generally, federal funds must be liquidated (fully expended, invoiced and reimbursed) within 6 state fiscal years following the fiscal year in which the funds were appropriated. Funds that miss the state's liquidation/ reimbursement deadline will lose State Budget Authority and will be de-obligated if not reappropriated by the State Legislature, or extended (for one year) in a Cooperative Work Agreement (CWA) with the California Department of Finance. This requirement does not apply to FTA transfers.

- **Project Completion /Close-Out Deadline**

Implementing Agencies must fully expend federal funds on a phase one year prior to the estimated completion date provided to Caltrans.

At the time of obligation (E-76 authorization) the implementing agency must provide Caltrans with an estimated completion date for that project phase. Any unreimbursed federal

funding remaining on the phase after the estimated completion date has passed, is subject to project funding adjustments by FHWA.

~~Projects must be properly closed out~~ **Implementing agencies must submit to Caltrans the Final Report of Expenditures** within six months of ~~final project invoice~~ **project completion**. Projects must proceed to **right of way acquisition or** construction within 10 years of federal authorization of the initial phase.

Federal regulations require that federally funded projects proceed to construction **or right of way acquisition** within 10 years of initial federal authorization of any phase of the project. Furthermore, if a project is canceled, or fails to proceed to construction **or right of way acquisition** in 10 years, FHWA will de-obligate any remaining funds, and the agency may be required to repay any reimbursed funds. If a project is canceled as a result of the environmental process, the agency may not be required to repay reimbursed costs for the environmental activities. However, if a project is canceled after the environmental process is complete, or a project does not proceed to right of way acquisition or construction within 10 years, the agency is required to repay all reimbursed federal funds.

Agencies with projects that have not been closed out within 6 months of final invoice will have future programming and OA restricted until the project is closed out or brought back to good standing by providing written explanation to Caltrans Local Assistance, the applicable CMA and MTC.

Note that funds managed and allocated by the CTC may have different and more stringent funding deadlines. A CTC allocated-project must fully expend those funds within 36 months of the CTC funding allocation.

Consequences of Missed Deadlines

It is the responsibility of the implementing agency to ensure the funds can be used within the established regional, state and federal deadlines and that the provisions of the regional project-funding delivery policy, and all other state and federal requirements can be met. It is also the responsibility of the implementing agency to continuously monitor the progress of ~~the~~ **all their FHWA federal-aid** projects against these regional, state and federal funding deadlines **and milestones** and report any potential difficulties in meeting these deadlines to MTC, Caltrans and the appropriate county CMA within a timely manner. MTC, Caltrans and the CMAs are available to assist the implementing agencies in meeting the funding deadlines, and ~~may be able~~ **will work with the agency** to find solutions that avoid the loss of funds.

Agencies that do not meet these funding deadlines risk the loss of federal funds. To minimize such losses to the region, and encourage timely project delivery, agencies that continue to be delivery-challenged and/or have current projects that have missed the funding deadlines, **or are out of compliance with federal-aid requirements and deadlines** will have future obligations, programming or requests for advancement of funds restricted until their projects are brought back into good standing. Projects are selected to receive ~~STP or CMAQ~~ **Regional Discretionary Funding** based on the implementing agency's demonstrated ability to deliver the projects within

the funding deadlines. An agency's proven delivery record will be used for selecting projects for funding and placement in a particular year of the TIP, and for receipt of OA.

Regional Project Funding Delivery Policy Intent

The intent of this regional funding delivery policy is to ensure implementing agencies do not lose any funds due to missing a federal or state funding deadline, while providing maximum flexibility in delivering transportation projects. It is also intended to assist the region in managing Obligation Authority, and meeting federal financial constraint requirements. MTC has purposefully established regional deadlines ~~in addition to~~ **in advance of** state and federal funding deadlines to provide the opportunity for implementing agencies, the CMAs, Caltrans, and MTC to solve potential project delivery issues and bring projects back in-line in advance of losing funds due to a missed funding deadline. The policy is also intended to assist in project delivery, and ensure funds are used in a timely manner.

Although the policy specifically addresses the Regional ~~STP and CMAQ~~ **Discretionary** Funding managed by MTC, the state and federal deadlines cited apply to all federal-aid funds administered by the state (with few exceptions such as Congressionally mandated projects including Earmarks **which come with their own assigned OA**). Implementing agencies should pay close attention to the deadlines of other state and federal funds on their projects so as not to miss any other applicable funding deadlines, **such as those imposed by the CTC on funds it manages and allocates.**

This regional project delivery policy was developed by the San Francisco Bay Area's Partnership, through the ~~Project Delivery Task Force~~ **working groups** of the Bay Area Partnership's ~~Finance~~ **Technical Advisory Committee's (PTAC)** ~~Working Groups (FWG)~~, consisting of representatives of Caltrans, the county Congestion Management Agencies (CMAs), transit operators, counties, **cities** and MTC staff.

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Memorandum

6.6

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 5, 2013

SUBJECT: Metropolitan Transportation Commission Freeway Performance Initiative/Ramp Metering Implementation in Alameda County

RECOMMENDATION: Receive an update on the Ramp Metering Implementation Plan development by Metropolitan Transportation Commission specifically for State Route 92 and Interstate 880 at State Route 84.

Summary

As part of the Metropolitan Transportation Commission's (MTC) Freeway Performance Initiative (FPI), ramp meters have been deployed throughout the Bay Area to better manage congestion and improve safety on the freeway system. In Alameda County, ramp meters have been implemented along I-880, I-580, and I-680. Currently, MTC in coordination with Alameda CTC is working with the stakeholders to develop a Ramp Metering Implementation Plan for the meters that are being installed in Alameda County, first on State Route (SR) 92 between Interstate 880 (I-880) and the Clawiter/Whitesell Interchange and on I-880 at SR 84, and later along I-580 between the I-580/I-680 Interchange and Crow Canyon Road. A kick-off meeting to develop the Implementation Plan for the meters along SR 92 and I-880 is scheduled on August 29, 2013.

Background

Freeway Performance Initiative of MTC aims to improve performance of Bay Area freeways through various short and long term system management strategies by maximizing use of existing freeway capacity. Ramp Metering is one of the key elements implemented as part of the FPI. Attachment 1 provides the status of Ramp Metering projects in the nine county Bay Area region. Currently, in Alameda County, ramp metering equipment is being installed by Caltrans at the following on-ramps along SR-92 and I-880 at SR 84 (Attachment 2), and construction is scheduled to be completed by December 2013.

- Six locations on SR-92 – eastbound and westbound on-ramps at Clawiter Road, Industrial Boulevard and Hesperian Boulevard
- Two locations on I-880 to fill in gaps – northbound I-880 on-ramp from eastbound SR 84 and southbound I-880 on-ramp from eastbound SR 84

Prior to activating these ramp meters, a Ramp Metering Implementation Plan is required to be developed. The implementation plan will include data collection and field observations to assess traffic operations before and after ramp metering, development of optimized ramp metering rates, and identification of benefits or potential diversion impacts. MTC has initiated the plan development process in coordination with Alameda CTC, and a kick-off meeting is scheduled on August 29, 2013 with the respective local jurisdictions and Caltrans. The intent is to prepare the Ramp Metering Implementation Plan in parallel with the construction of the ramp metering equipment. Activation of the ramp meters could occur as early as January/February 2014. This work will be managed by MTC and performed by Kimley-Horn and Associates, who is under contract with MTC.

Similar to SR-92 and I-880, ramp meters are also being installed along I-580 between the I-580/I-680 Interchange and Crow Canyon Road, for which construction is scheduled to be completed by Fall of 2014. A kick-off meeting to develop the Implementation Plan is anticipated to occur with the respective stakeholders in February 2014.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Status of Ramp Metering in the Bay Area
- B. Locations of Ramp Meters on SR 92 and I-880 at SR 84

Staff Contact

[Beth Walukas](#), Deputy Director of Planning

[Saravana Suthanthira](#), Senior Transportation Planner

Ramp Metering Status August 2013

Legend

- Feasibility Study Completed
- Before and After Study Underway

RAMP STATUS

- ==== Completed/Activated
- ==== Equipment Installed but Not Activated
- ==== Under Construction/ Funded
- ==== Under Construction/ Adaptive Ramp Meters
- ==== In Design/ Fully Funded
- ==== In Design Un-funded Capital

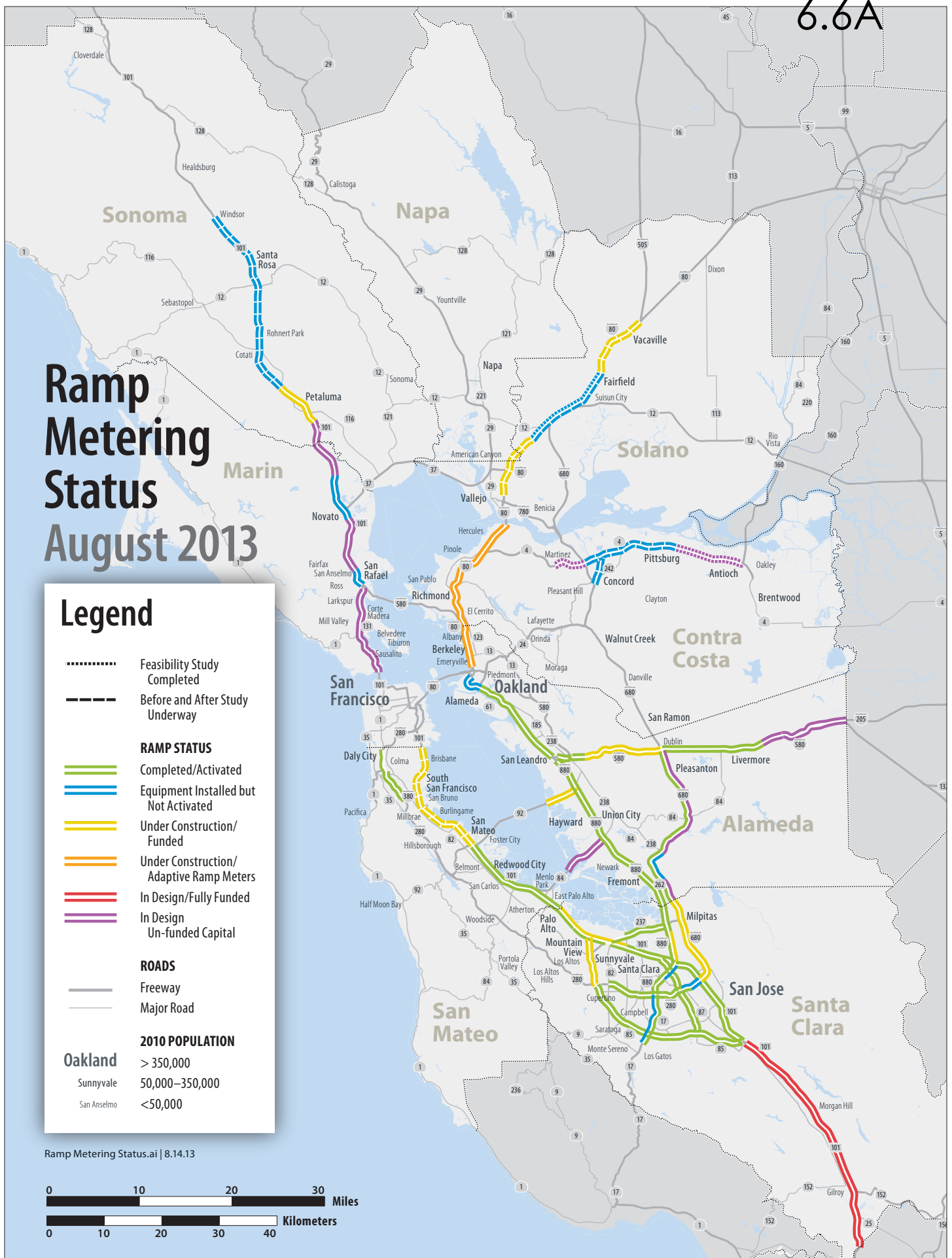
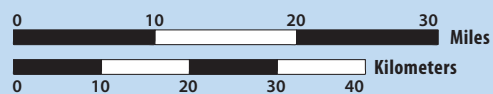
ROADS

- Freeway
- Major Road

2010 POPULATION

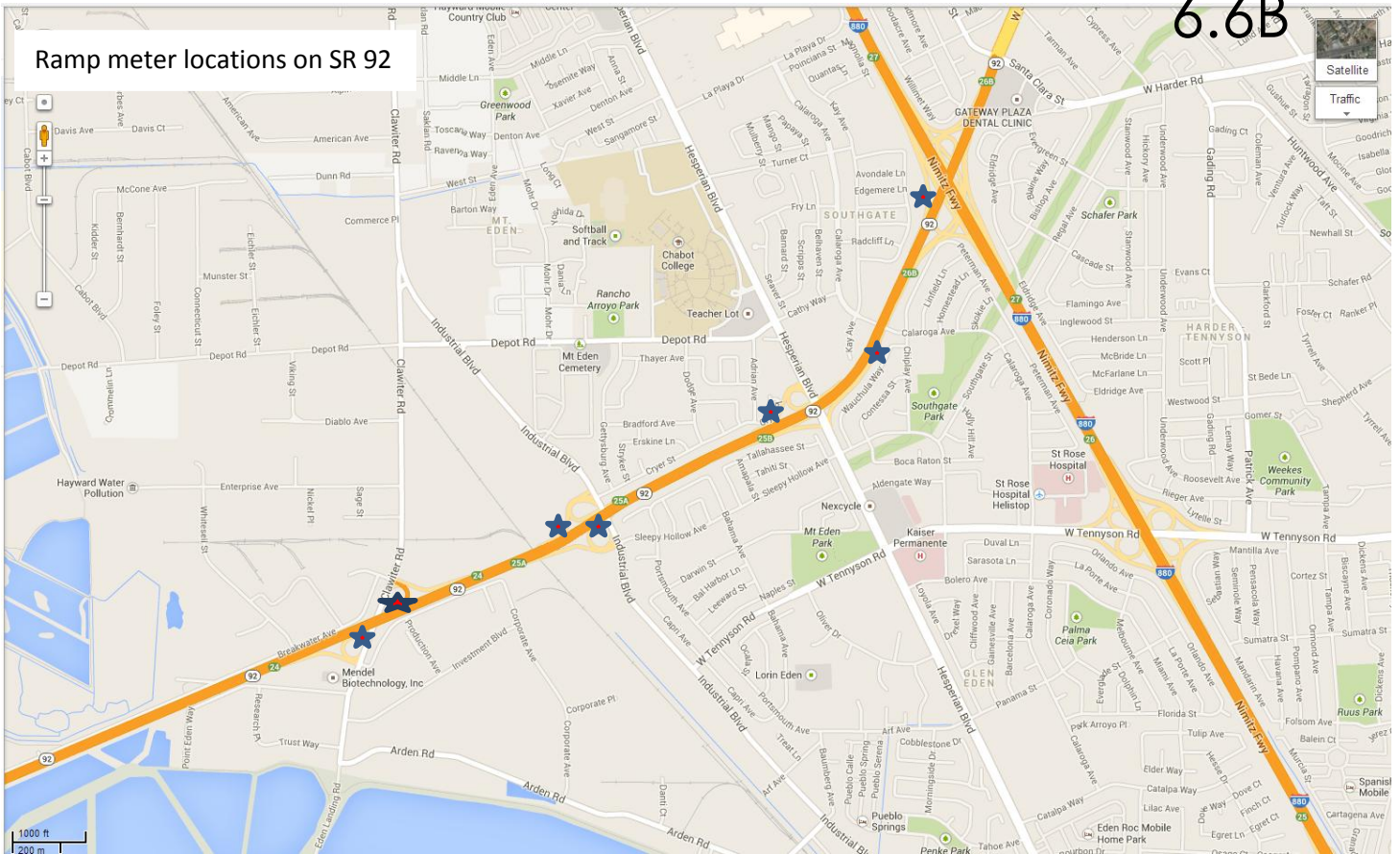
- Oakland > 350,000
- Sunnyvale 50,000–350,000
- San Anselmo < 50,000

Ramp Metering Status.ai | 8.14.13

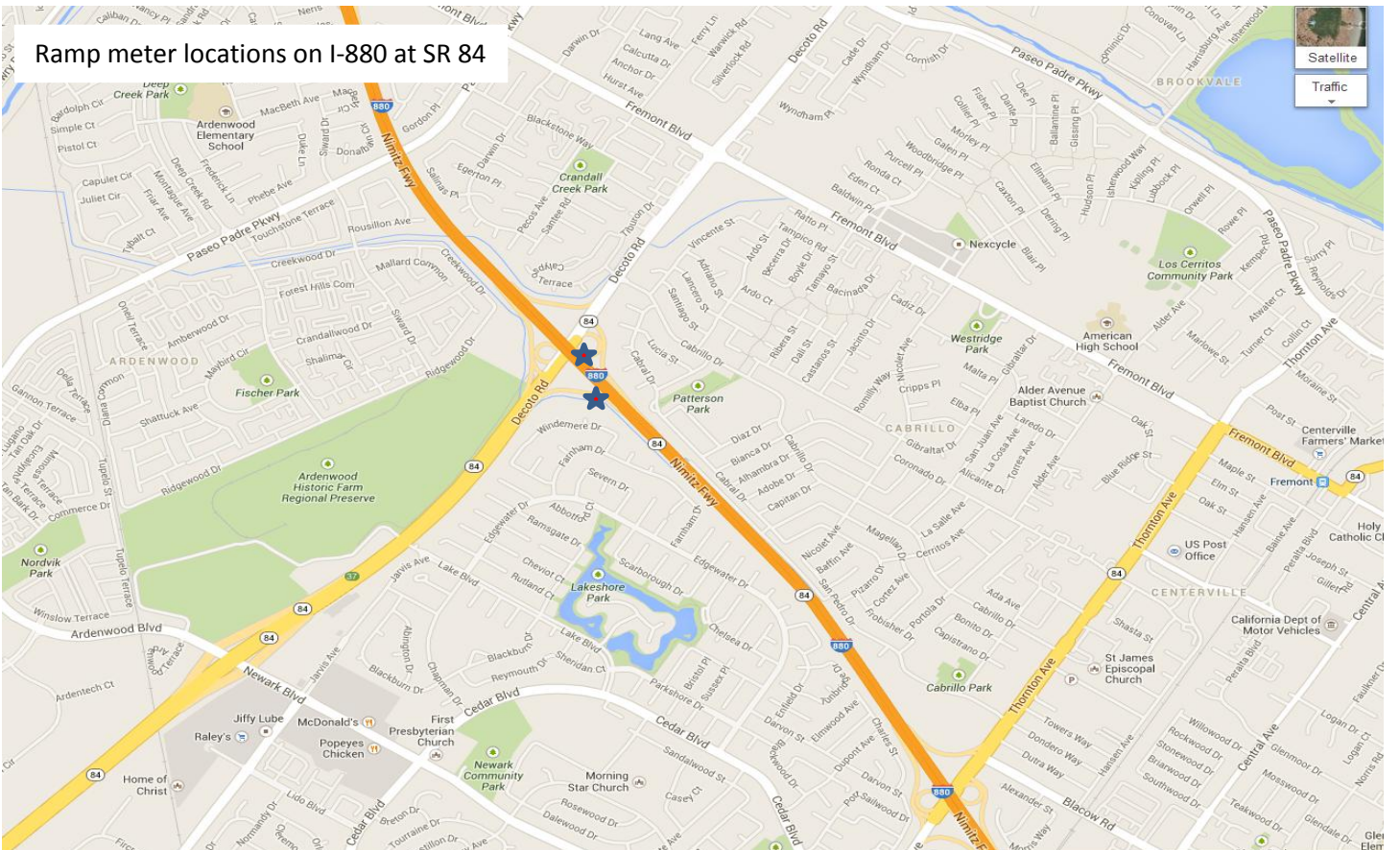


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Ramp meter locations on SR 92



Ramp meter locations on I-880 at SR 84



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Memorandum

6.9

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 5, 2013

SUBJECT: California Transportation Commission August 2013 Meeting Summary

RECOMMENDATION: Receive an update on the August 2013 CTC Meeting.

Summary

The August 2013 California Transportation Commission (CTC) meeting was held at Sacramento, CA. Detailed below is a summary of the three (3) agenda items of significance pertaining to Projects/Programs within Alameda County that were considered at the June 2013 CTC meeting (Attachment A).

Background

The California Transportation Commission is responsible for programming and allocating funds for the construction of highway, passenger rail, and transit improvements throughout California. The CTC consists of eleven voting members and two non-voting ex-officio members. The San Francisco Bay Area has four (4) CTC members residing in its geographic area: Bob Alvarado, Jim Ghielmetti, and Carl Guardino.

Detailed below is a summary of the three (3) agenda items of significance pertaining to Projects / Programs within Alameda County that were considered at the June 2013 CTC meeting (Attachment A).

1. 2014 State Transportation Improvement Program (STIP)

Sections 14524 and 14525 of the Government Code require the Department to present a STIP Fund Estimate to the Commission by July 15, and the Commission to adopt a Fund Estimate by August 15 of each odd-numbered year, respectively. The purpose of the Fund Estimate is to forecast all federal and state funds reasonably expected to be available for programming in the subsequent STIP. Each even-numbered year, the Commission is required to adopt a STIP based on the funding identified in the adopted Fund Estimate. CTC approved the 2014 STIP Estimate and Program Guidelines presented by the Department.

Outcome: Approximately \$28.5Million STIP funds will be available for Alameda County.

2. Proposition 1B Trade Corridor Improvement Fund (TCIF)/ I-880 Reconstruction, 29th-23rd Avenue project

The CTC allocated \$73.4 Million TCIF funds for the Construction Phase of the I-880 Reconstruction, 29th-23rd Avenue project.

Outcome: Allocation will allow project to be advertised and proceed to construction phase.

3. State Route 238 Local Alternative Transportation Improvement Program (LATIP)/ Route 238 Corridor Improvements (from Industrial Parkway to the I-580 ramp near Apple Avenue)

CTC approved allocation of \$8.1 Million for the LATIP Route 238 Corridor Improvements project.

Outcome: Allocation will address expenditures accrued in the Construction phase.

4. American Recovery and Reinvestment Act of 2009 (ARRA) / State Route 24 Caldecott Tunnel 4th Bore Project

CTC approved allocation of \$2.8 Million supplemental ARRA funds for construction support phase of the State Route 24 Caldecott Tunnel Fourth Bore project.

Outcome: Allocation will address Construction support shortfall.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. June 2013 CTC Meeting summary for Alameda County Project / Programs

Staff Contact

[Matt Todd](#), Principal Transportation Engineer

[Vivek Bhat](#), Senior Transportation Engineer

Sponsor	Program / Project	Item Description	CTC Action / Discussion
Caltrans	2014 State Transportation Improvement Program (STIP)	CTC staff presented the 2014 STIP Fund Estimate and program guidelines.	Approved
Alameda CTC	Trade Corridor Improvement Fund (TCIF)/ I-880 Reconstruction, 29th-23rd Avenue project	Allocate \$73.4 M TCIF funds for the Construction Phase of the I-880 Reconstruction, 29th-23rd Avenue project.	Approved
Caltrans	State Route 238 Local Alternative Transportation Improvement Program (LATIP)/ Route 238 Corridor Improvements (from Industrial Parkway to the I-580 ramp near Apple Avenue)	Allocate \$8.1 Million for the LATIP Route 238 Corridor Improvements project	Approved
Caltrans	American Recovery and Reinvestment Act of 2009 (ARRA) / State Route 24 Caldecott Tunnel 4th Bore Project	Allocate \$2.8 Million supplemental ARRA funds for construction support phase of the State Route 24 Caldecott Tunnel Fourth Bore project.	Approved

http://www.dot.ca.gov/hq/transprog/ctcbooks/2013/0813/00_Timed.pdf

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Memorandum

6.10

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 5, 2013

SUBJECT: Alameda County Federal Inactive Projects List: August 2013 Update

RECOMMENDATION: Receive an update on the August 2013 Alameda County Federal Inactive Projects.

Summary

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

Background

In response to FHWA's recently distributed new guidance for processing Inactive Obligations, Caltrans has developed new guidelines for managing federal inactive obligations. These new guidelines treat all federal-aid as well as the American Recovery and Reinvestment Act (ARRA) inactive projects equally. In order to manage these changes more proactively Caltrans is changing the management of "inactive projects" as follows beginning July 1, 2013:

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

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Alameda County List of Federal Inactive Projects Report dated 06/20/13
- B. Justification Form

Staff Contact

[Matt Todd](#), Principal Transportation Engineer

[Vivek Bhat](#), Senior Transportation Engineer

ALAMEDA COUNTY LIST OF INACTIVE OBLIGATIONS

UPDATED BY CALTRANS ON AUGUST 20, 2013

Updated on 08/20/2013

Project No (newly added projects highlighted in GREEN)	Days until Inactive	FMIS transaction or deobligation by:	Agency/District Action Required	Prefix	Agency	Description	Latest Date	Authorization Date	Last Expenditure Date	Last Action Date	Total Cost	Federal Funds	Expenditure Amt	Unexpended Bal
4430004	Inactive	10/1/2013	Records indicated project is in Final Voucher. District to verify.	ER	Alameda County	PALOMARES ROAD @ MM 18.70 - EMERGENCY OPENING & PRE-RESTO	8/31/2010	12/17/2005	8/31/2010	7/2/2013	\$349,426.00	\$316,765.00	\$304,062.21	\$12,702.79
5014035	Inactive	10/1/2013	Final invoice under review by Caltrans. Monitor for progress.	DEM08L	Alameda	PARK STREET FROM LINCOLN TO WEBB & FROM CENTRAL TO SAN JOSE, STREETScape	8/14/2012	5/4/2011	8/14/2012	8/14/2012	\$490,000.00	\$490,000.00	\$59,926.96	\$430,073.04
5053018	Inactive	10/1/2013	Records indicated project is in Final Voucher. District to verify.	ESPL	Livermore	EAST AVE., PORTOLA ST., AND EAST STANLEY BLVD., PAVEMENT REHAB AND STREET REPA	5/17/2011	6/23/2009	5/17/2011	5/17/2011	\$1,322,261.59	\$1,322,261.59	\$1,302,329.09	\$19,932.50
5178013	Inactive	10/1/2013	Invoice under review by Caltrans. Monitor for progress.	SRTSLNI	Albany	ELEMENTARY SCHOOLS IN CITY OF ALBANY, SAFE ROUTES TO SCHOOL PROGRAM	8/16/2012	8/16/2012		8/16/2012	\$200,000.00	\$185,000.00	\$0.00	\$185,000.00
5322038	Inactive	10/1/2013	Final invoice under review by Caltrans. Monitor for progress.	BPMP	Fremont	AUTO MALL PKWY/UNION PACIFIC RR BR#33CO400 , PREVENTIVE MAINTENANCE	12/21/2011	9/1/2009	12/21/2011	12/21/2011	\$8,414.00	\$7,449.00	\$4,834.68	\$2,614.32
5322039	Inactive	10/1/2013	Final invoice under review by Caltrans. Monitor for progress.	BPMP	Fremont	ALVARADO BLVD OVER ALAMEDA CO FLOOD CHANNEL , PREVENTIVE MAINTENANCE BR#33CO059	12/21/2011	9/1/2009	12/21/2011	12/21/2011	\$29,290.00	\$25,930.00	\$14,144.86	\$11,785.14
5354008	Inactive	10/1/2013	Invoice under review by Caltrans. Monitor for progress.	STPLZ	Union City	VARIOUS LOCATIONS (SEE STATE COMMENTS) , SEISMIC RETROFIT	8/17/2012	9/1/1996	8/17/2012	8/17/2012	\$580,000.00	\$513,474.00	\$425,148.72	\$88,325.28
5933119	Inactive	10/1/2013	Submit invoice by 7/4/2013-- Invoice past due. Contact DIAE.	SRTSL	Alameda County	MULTIPLE SCHOOLS IN EAST AND WEST OAKLAND, IMPLEMENT GOLDEN SNEAKERS PROGRAM, SAFETY PATROLS	8/3/2012	8/3/2012		8/3/2012	\$500,000.00	\$500,000.00	\$0.00	\$500,000.00
6204063	Inactive	10/1/2013	Submit invoice by 6/27/2013-- Invoice past due. Contact DIAE.	STPL	Caltrans	RTE.13 , LANDSCAPING	7/27/2012	4/6/2006	7/27/2012	7/27/2012	\$567,050.00	\$500,000.00	\$283,981.87	\$216,018.13
6273032	Inactive	10/1/2013	Submit invoice by 6/27/2013-- Invoice past due. Contact DIAE.	HP21L	Alameda County Congestion Management Agency	SUNOL GRADE - ALAMEDA & SANTA CLARA CO. I-680 , CONSTRUCT SOUNDWALL	7/27/2012	3/19/2004	7/27/2012	7/27/2012	\$12,708,000.00	\$2,232,000.00	\$2,086,281.70	\$145,718.30
6273038	Inactive	10/1/2013	Invoice returned to agency. Contact DIAE.	CML	Alameda County Congestion Management Agency	W GRAND AVE. MACARTHUR BLVD. 20TH/HARRISON ST , INTERCONNECT AND X-IMPROVMENTS	10/7/2011	5/17/2008	10/7/2011	10/7/2011	\$514,636.00	\$500,000.00	\$477,910.82	\$22,089.18
6273046	Inactive	10/1/2013	Submit invoice by 6/4/2013-- Invoice past due. Contact DIAE.	CML	Alameda County Congestion Management Agency	ALAMEDA AND CONTRA COSTA COUNTIES , INTEGRATE FREEWAY AND ARTERIAL NETW	2/16/2012	6/22/2008	2/16/2012	2/16/2012	\$3,243,000.00	\$3,243,000.00	\$3,161,434.10	\$81,565.90

6.10A

ALAMEDA COUNTY LIST OF INACTIVE OBLIGATIONS

UPDATED BY CALTRANS ON AUGUST 20, 2013

Updated on 08/20/2013

Project No (newly added projects highlighted in GREEN)	Days until Inactive	FMIS transaction or deobligation by:	Agency/District Action Required	Prefix	Agency	Description	Latest Date	Authorization Date	Last Expenditure Date	Last Action Date	Total Cost	Federal Funds	Expenditure Amt	Unexpended Bal
6430001	Inactive	10/1/2013	Final Invoice under review by Caltrans. Monitor for progress.	STPL	Alameda County Transportation Improvement Authority	I-580-CASTRO VALLEY INTERCHANGE , RECONFIGURE ON AND OFF RAMPS	8/17/2012	4/21/2008	8/17/2012	8/17/2012	\$20,856,748.00	\$1,684,093.00	\$1,119,220.74	\$564,872.26
5014031	Inactive	10/1/2013	Final Invoice under review by Caltrans. Monitor for progress.	DEMO06L	Alameda	PARK STREET FROM LINCOLN TO WEBB AVE. & CENTRAL AVE. TO SAN JOSE AVE., STREETSCAPE	8/22/2012	5/24/2008	8/22/2012	8/22/2012	\$1,320,700.00	\$1,137,600.00	\$1,130,743.65	\$6,856.35
6480003	22	10/1/2013	Invoice under review by Caltrans. Monitor for progress.	TGR2DGL	Alameda County Transportation Commission	SAN LEANDRO ST. OAKLAND COUSEUM BART TO 85TH AVE., BICYCLE AND PEDESTRIAN PATH	9/17/2012	9/17/2012		9/17/2012	\$1,348,000.00	\$1,078,400.00	\$0.00	\$1,078,400.00
5053024	44	10/9/2013	Submit invoice to District THIRTY days prior to date on left.	CMVL	Livermore	LIVERMORE DOWNTOWN, LIGHTING RETROFIT	10/9/2012	4/4/2011	10/9/2012	10/9/2012	\$257,820.00	\$176,000.00	\$149,750.62	\$26,249.38
5012088	61	10/26/2013	Invoice under review by Caltrans. Monitor for progress.	CMVL	Oakland	FRUITVALE AVE. , STREETSCAPE	10/26/2012	3/9/2009	10/26/2012	10/26/2012	\$3,406,270.00	\$2,620,000.00	\$2,237,015.18	\$382,984.82
5012089	67	11/1/2013	Invoice under review by Caltrans. Monitor for progress.	SRTSL	Oakland	FIVE ELEMENTARY SCH. & 1 MIDDLE SCH., SIDEWALK "BULB-OUT"	11/1/2012	3/2/2008	11/1/2012	11/1/2012	\$612,703.00	\$612,703.00	\$486,679.63	\$126,023.37
5432017	74	11/8/2013	Invoice under review by Caltrans. Monitor for progress.	HPLUL	Dublin	DUBLIN BLVD. - BETWEEN DOUGHTERY ROAD TO SCARLET, RESURFACE	11/8/2012	11/8/2012		7/26/2013	\$297,000.00	\$297,000.00	\$0.00	\$297,000.00
6057014	79	11/13/2013	Submit invoice to District THIRTY days prior to date on left.	DEM05SL	Port Of Oakland	MARITIME ST. TO THE WEST AND UNION PACIFIC RR TO THE EAST, INTERMODAL STUDY	11/13/2012	11/13/2012		11/13/2012	\$983,928.00	\$983,928.00	\$0.00	\$983,928.00
6204071	82	11/16/2013	Submit invoice to District THIRTY days prior to date on left.	HPLUL	Caltrans	I-580-AL COUNTY GREENVILLE RD TO HACIENDA DR. , WIDEN FRW TO CONSTRUCT HOV LANE .	11/16/2012	12/19/2008	11/16/2012	11/16/2012	\$55,284,014.00	\$13,000,927.00	\$9,188,353.91	\$3,812,573.09
5012110	99	12/3/2013	Submit invoice to District THIRTY days prior to date on left.	STPL	Oakland	CITYWIDE AC OVERLAY, AC PAVEMENT	12/3/2012	2/22/2010	12/3/2012	3/11/2013	\$7,121,435.00	\$4,052,000.00	\$189,561.39	\$3,862,438.61
5933090	114	12/18/2013	Submit invoice to District THIRTY days prior to date on left.	SRTSL	Alameda County	MAUDE AVE. IN VICINITY OF FAIRVIEW ELEM. SCH., CLOSE GAPS BTWN D.ST. & KELLY	12/18/2012	1/29/2009	12/18/2012	12/18/2012	\$1,042,310.00	\$967,310.00	\$79,441.21	\$887,868.79
5322042	136	1/9/2014	Invoice returned to agency. Resubmit to District THIRTY days prior to date on the left.	HSIPL	Fremont	WALNUT AVE. BETWEEN FREMONT BLVD. AND PARKHURTS DR. & ARGONAUT WY. BETWEEN, CONSTRUCT ROUNDABOUT AND BICYCLE LANES	1/9/2013	11/22/2010	1/9/2013	4/11/2013	\$935,122.00	\$517,680.00	\$59,490.00	\$458,190.00



QUARTERLY REVIEW OF INACTIVE PROJECTS JUSTIFICATION FORM SUMMARY

6.10B
Caltrans

1. CT DIST - FEDERAL AID PROJECT NO.		2. STATE PROJECT NUMBER		3. RESPONSIBLE AGENCY		4. DATE	
5. GENERAL LOCATION							
6. GENERAL DESCRIPTION OF WORK (INCLUDE PROJECT PHASES WITH OBLIGATED FUNDS)							
7. AUTHORIZATION DATE	8. FEDERAL-AID FUNDS AUTHORIZED	9. PGM CODE	10. PHASE (from E-76)	11. FEDERAL FUNDS EXPENDED TO DATE	12. UNEXPENDED FEDERAL FUNDS		
TOTAL:							
13. LAST ACTIVITY (BILLING DATE)							
Important note: Caltrans and/or FHWA reserve the right to reject a Justification and deobligate the Federal Funds.							
14. JUSTIFICATION (CHECK ONE OR MORE IF APPLICABLE)							
<input type="checkbox"/> Litigation Filed <input type="checkbox"/> Environmental Delays <input type="checkbox"/> Right of way, Utility Relocation Delays							
Justification Forms without proper supporting documents will be rejected and returned to Agencies by Caltrans. Decision to accept or reject a Justification may be based exclusively on this form and supporting documentation.							
15. LIST PROJECT HISTORY FROM INITIAL AUTHORIZATION OR FROM LAST BILLING. LIST CURRENT PROJECT STATUS/REASON FOR PROJECT BEING INACTIVE. PROVIDE BACKUP DOCUMENTATION.							
16. ACTIONS TAKEN TO RESOLVE EXISTING ISSUE(S)							
17. DATE ACTIVITIES TO BE RESUMED				18. DATE BILLINGS OR OTHER CORRECTIVE ACTION TO BE TAKEN (e.g. closure, withdrawal, etc)			
19. CURRENT COST ESTIMATE NEEDED TO COMPLETE PROJECT				20. IF ESTIMATE IS LESS THAN UNEXPENDED BALANCE, AMOUNT TO BE DEOBLIGATED (Attach copy of E-76 requesting deobligation)			
21. CONSEQUENCES IF FUNDS ARE DEOBLIGATED							
22. ADDITIONAL DOCUMENTATION (LIST ATTACHMENTS) TO SUPPORT VALIDATION OF THIS OBLIGATION							
23. AGENCY CONTACT		EMAIL		SIGNATURE		PHONE NUMBER	
24. FORM REVIEWED AND RECOMMENDED FOR APPROVAL BY:							
CT DISTRICT CONTACT NAME/TITLE				SIGNATURE		PHONE NUMBER	



QUARTERLY REVIEW OF INACTIVE PROJECTS JUSTIFICATION FORM SUMMARY



Please go through the check list before submitting your justification form
(**DO NOT** leave anything blank)

#	Information Required	Additional Information	Check
1	Enter the District number and federal project number (including the project prefix, e.g. STPL)		
2	Enter State Project Number, if applicable		
3	Enter Responsible Agency		
4	Enter date you've completed the form		
5	Enter route information and location description		
6	Enter work description including project phases with obligated funds		
7	Enter date when funds were authorized. Use a separate line for each phase with authorized federal funds	Refer to the current inactive list/file posted in the web http://www.dot.ca.gov/hq/LocalPrograms/InactiveProjects/QuarterlyReviewofInactiveProjects.htm	
8	Enter authorized federal funds		
9	Enter all program code(s)		
10	Enter project phase (e.g. PE, RW, CON, etc.)	Use E-76 for this item	
11	Enter accumulated expenditure by program code	Refer to the current inactive list/file posted in the web http://www.dot.ca.gov/hq/LocalPrograms/InactiveProjects/QuarterlyReviewofInactiveProjects.htm	
12	Enter unexpended funds		
13	Enter last billing date		
14	Select the appropriate reason(s) for justification; for litigation filed, submit copy (with stamp) of the documents filed	http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm	
15	List project history	Include project timeline from the time of authorization or last financial transaction to present. e.g. original bid rejected - costs exceeded engineer estimate by XX%	
16	Action(s) taken to resolve the issue	Explain why previous commitment has not been met. e.g. to be re-advertised after additional funding determinations	
17	Enter date activities to be resumed	e.g. Revised date for contract award	
18	Enter billing dates or other corrective action to be taken		
19	Enter current cost estimate needed to complete		
20	Enter amount to be deobligated for unneeded funds		
21	Enter reason/consequences if funds are deobligated		
22	Additional back-up documentation	Copy of environmental approval; litigation; r/w acquisition; copy of invoice; proof that they have been working on a project since initial authorization; project timeline and funding plan; PSA; etc.	
23	Enter contact person from local agency	Person prepared the justification must sign the form	
24	DLAE approving official	Person reviewing and approving the justification must sign the form	

ANY INCOMPLETE JUSTIFICATION FORM WILL BE SENT BACK TO DLAE



Memorandum

6.11

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 5, 2013

SUBJECT: Metropolitan Transportation Commission's(MTC) Local Streets and Roads Working Group (LSRWG)

RECOMMENDATION: Nominate Alameda County Technical Advisory Committee (ACTAC) LSRWG Representative for FY 13-14.

Summary

The Local Streets and Roads Working Group convenes on the second Thursday of each month at the Metropolitan Transportation Commission offices in Oakland. Staff proposes to nominate the City of San Leandro as ACTAC's LSRWG-representative for FY 13-14. The role of the ACTAC representative is to provide a summary of the LSRWG items to the ACTAC.

Background

The purpose of the LSRWG is to act as a forum to communicate new legislative policies related to pavement needs and to help advocate for revenues to meet those pavement needs by recommending policies to MTC's Partnership Technical Advisory Committee (PTAC). Additionally, funding opportunities and project delivery requirements are communicated and/or discussed via this working group. This includes Federal, State, Regional and Caltrans Local Assistance issues. The target audience is local governments, Public works directors and/or engineers and programming staff.

In prior years ACTAC has been represented by City of Alameda (FYs 10-11 and 11-12) and the City of Hayward (FY12-13). Staff is proposing City of San Leandro to represent ACTAC for FY 13-14 LSRWG meetings.

Fiscal Impact: There is no fiscal impact.

Staff Contact

[Matt Todd](#), Principal Transportation Engineer

[Vivek Bhat](#), Senior Transportation Engineer

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Memorandum

6.12

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 5, 2012

SUBJECT: Final Plan Bay Area

RECOMMENDATION: Receive an update on the approval of the Final Plan Bay Area

Summary

The Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) adopted Plan Bay Area and its Final Environmental Impact Report (FEIR) on July 18, 2013 with several amendments. The amendments directed staff to:

- Work with the region's transit operators and other stakeholders to develop a plan to address the gap in funding for transit capital replacement and rehabilitation needs,
- Develop a comprehensive strategy to make better progress in fully funding maintenance and state of good repair of existing transit capital and operating necessary to meet projected growth in non-auto mode shares,
- Add language about cap and trade revenue allocation, and
- Add language about linking One Bay Area Grant (OBAG) funding to jurisdiction-level approval of affordable housing planning, production, acquisition and rehabilitation.

These amendments and other changes to the draft were made in response to over 500 written and oral comments received on the Plan. A summary of the major revisions and corrections made to Plan Bay Area in response to these comments is found in Attachment A and can be found online at

[http://onebayarea.org/pdf/Summary of Major Revisions and Corrections Web.pdf](http://onebayarea.org/pdf/Summary_of_Major_Revisions_and_Corrections_Web.pdf).

Background

Plan Bay Area is the region's first Sustainable Communities Strategy (SCS), which combines the 2040 Regional Transportation Plan (RTP) with a coordinated land use strategy aimed at reducing greenhouse gas emissions from cars and light trucks and housing the region's population across all income levels, as mandated by Senate Bill 375. Plan Bay Area and its Final Environmental Impact Report documents can be found at

<http://www.onebayarea.org/regional-initiatives/plan-bay-area/final-plan-bay-area.html>.

Alameda CTC participated in the development of Plan Bay Area over the last three years and it is consistent with the Commission adopted 2012 Countywide Transportation Plan, which represents approximately \$9 billion in multi-modal, transportation infrastructure and programmatic improvements in Alameda County over the next 28 years. The Plan Bay Area document addresses the investment of over \$292 billion in the nine county Bay Area of the same 28 year period.

Staff is working with MTC and ABAG to determine the next steps in Plan Bay Area implementation process. Since the adoption of the Plan, three lawsuits have been filed challenging the Plan. The lawsuits have been filed by the Building Industry Association of the Bay Area; Earthjustice, Communities for a Better Environment and Sierra Club, jointly; and Bay Area Citizens. It is not known how this will affect the implementation of Plan Bay Area. Staff will bring additional information to the Committees and Commission when it is available.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. [Summary of Major Revisions and Corrections to the Draft Plan Bay Area, July 18, 2013](#) –
Linked to the URL

Staff Contact

[Tess Lengyel](#), Deputy Director of Policy, Public Affairs and Legislation

[Beth Walukas](#), Deputy Director of Planning

[Matt Todd](#), Principal Transportation Engineer



Memorandum

6.13

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 5, 2013

SUBJECT: 2013 Transportation Improvement Program (2013 TIP) Update

RECOMMENDATION: Receive an update on the approval of the 2013 TIP

Summary

The Metropolitan Transportation Commission's (MTC) 2013 Transportation Improvement Program (2013 TIP) was approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), without conditions, on August 12, 2013. The TIP is a comprehensive listing of Bay Area surface transportation projects that receive federal funds, are subject to a federally required action, or are regionally significant. The 2013 TIP approval documentation is included as Attachment A and the 2013 TIP revision schedule as Attachment B.

Background

The approval of the 2013 TIP on August 12, 2013 brings to a close the nearly two-year development period for the 2013 TIP. MTC has issued the following approval notice:

This is to inform you that the Metropolitan Transportation Commission's (MTC) 2013 Transportation Improvement Program (TIP), which is part of the Federal Statewide Transportation Improvement Program (FSTIP), was approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), without conditions, on August 12, 2013. The approval documentation is attached.

The Draft 2013 TIP and accompanying Transportation-Air Quality Conformity Analysis were released for public review and comment on June 22, 2012, with a public hearing held on July 11, 2012. Responding to comments in September 2012, MTC postponed the final adoption of the new TIP to more closely align with development and adoption of Plan Bay Area. A revised Draft 2013 TIP was released for public review and comment on March 29, 2013. MTC held nine public hearings throughout the Bay Area and the comment period closed on May 3, 2013. MTC adopted the 2013 TIP on July 18, 2013.

The federally required TIP is a comprehensive listing of Bay Area surface transportation projects that receive federal funds, are subject to a federally required action, or are regionally significant. The 2013 TIP covers a six-year period from fiscal year 2012-2013 through 2017-2018. It contains approximately 880 projects totaling about \$16.9 billion. The TIP is financially constrained – meaning that the amount of funding programmed does not exceed the amount of funding reasonably expected to be available. All projects in the TIP are consistent with the long-range Regional Transportation Plan (RTP) for the San Francisco Bay Area, Plan Bay Area. It includes improvements for transit, local roadway, state highway, bicycle and pedestrian facilities, along with other regionally significant, locally funded transportation projects, in the nine-county San Francisco Bay Area.

Per federal conformity regulations, the TIP, along with Plan Bay Area, was analyzed by MTC to determine if it is consistent with or conforms to the approved federal State Implementation Plan (SIP), or meets other emissions tests for criteria pollutants and precursors for which the Bay Area air basin is designated as a nonattainment or maintenance area. This includes ground-level ozone, carbon monoxide and fine particulate matter. The Conformity Analysis was also approved on August 12, 2013.

MTC has developed the 2013 TIP and Conformity Analysis in cooperation with the county Congestion Management Agencies, California Department of Transportation (Caltrans), individual cities, counties, transit operators, and other project sponsors, and in consultation with FHWA, FTA and the U.S. Environmental Protection Agency (EPA).

Copies of the 2013 TIP and Transportation-Air Quality Conformity Analysis are available for public review at the MTC-ABAG Library, 101 Eighth Street, Oakland, and at major public libraries in each of the nine Bay Area counties. The electronic versions of both as well as the approval documentation are available on the MTC's web page at: <http://www.mtc.ca.gov/funding/tip/>.

The Fund Management System (FMS) system has also been updated to reflect the approval received. If you have any questions regarding any TIP project, please contact Sri Srinivasan at (510) 817-5793 or ssrini@mtc.ca.gov or Adam Crenshaw at (510) 817-5793 or acrenshaw@mtc.ca.gov.

Next Steps

With the approval of the 2013 TIP, Caltrans can process Requests for Authorizations (RFAs) and obligate federal funding (i.e., issue E-76s) for projects in the 2013 TIP with federal funds programmed in the current Federal Fiscal Year (FFY). Note that late revisions made to the 2011 TIP may still be in a pending amendment to the 2013 TIP. Attachment B provides MTC's current 2013 TIP revision schedule. The OneBayArea Grant (OBAG) projects are currently scheduled to be amended into the 2013 TIP through amendment number 13-03. If a change to the 2013 TIP is needed, Local Agencies are to coordinate

with Alameda CTC staff. Please contact Jacki Taylor, at (510) 208-7413 or jtaylor@alamedactc.org, with TIP or FMS-related questions or to request an amendment to the 2013 TIP.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. FHWA and FTA 2013 TIP Approval Documentation
- B. MTC 2013 TIP Revision Schedule

Staff Contacts

[Matt Todd](#), Principal Transportation Engineer

[Jacki Taylor](#), Program Analyst

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METROPOLITAN
TRANSPORTATION
COMMISSION

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101 Eighth Street
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E-MAIL info@mtc.ca.gov
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6.13A

2013 TIP — Federal Approval Documentation

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2013 FSTIP FEDERAL APPROVAL LETTER



U.S. Department
of Transportation
**Federal Highway
Administration**

California Division

August 12, 2013

650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
(916) 498-5001
(916) 498-5008 (fax)

In Reply Refer To:
HDA-CA

Ms. Rachel Falsetti
Chief
Division of Transportation Programming
California Department of Transportation
1120 N Street, M.S. 82
Sacramento, CA 92814

Attention: Muhaned Aljabiry, Chief
Office of Federal Transportation Management Program

SUBJECT: MTC FY 2012/13-2017/18 FTIP/ 2013 FSTIP Amendment

Dear Ms. Falsetti:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the Metropolitan Transportation Commission's (MTC) Plan Bay Area and the FY 2012/13-2017/18 Federal Transportation Improvement Program (FTIP) submitted by your letter dated July 26, 2013. MTC adopted the Plan Bay Area and the 2013 FTIP with Resolution No. 4076 on July 18, 2013. With that action, the MTC Board of Commissioners approved the program revisions and made the determination that the Plan Bay Area and the 2013 FTIP are in conformity with the applicable State Implementation Plan (SIP) for air quality. This amendment proposes to include MTC's 2013 FTIP into California's 2013 FSTIP.

Per the July 15, 2004 *Memorandum of Understanding between the Federal Highway Administration, California Division, and the Federal Transit Administration, Region IX*, we accept the revisions to California's 2013 FSTIP for the MTC region in accordance with the Final Rule on Statewide and Metropolitan Transportation Planning published in the February 14, 2007 Federal Register. We find that MTC's Plan Bay Area and the 2013 FTIP were developed through a continuing, cooperative, comprehensive transportation planning process in accordance with 23 U.S.C. §134 and 49 U.S.C. Chapter 53. The FTA Region IX office has concurred with the approval of this amendment.

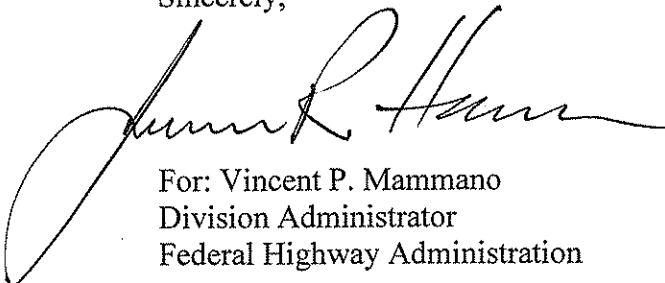
Based upon our review, we find the financial documentation submitted by MTC is fiscally constrained as required by the Federal surface transportation programs authorizing legislation and statewide and metropolitan planning and programming regulations. Accordingly, FHWA and FTA approve this amendment in accordance with 23 CFR 450. This letter also constitutes approval and inclusion of MTC's 2013 FTIP into California's 2013 FSTIP.

If you have any questions regarding this action, please contact Stew Sonnenberg (stew.sonnenberg@dot.gov) at (916) 498-5889 or Ted Matley (ted.matley@dot.gov) at (415) 744-2590.

Sincerely,

/s/ Leslie T. Rogers

Leslie T. Rogers
Regional Administrator
Federal Transit Administration



For: Vincent P. Mammano
Division Administrator
Federal Highway Administration

FEDERAL APPROVAL OF CONFORMITY DETERMINATION



U.S. Department
of Transportation
**Federal Highway
Administration**

California Division

August 12, 2013

650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
(916) 498-5001
(916) 498-5008 (fax)

In Reply Refer To:
HDA-CA

Mr. Steve Heminger
Executive Director
Metropolitan Transportation Commission
Joseph P. Bart – Metro Center
101 8th Street
Oakland, CA 94607-4700

SUBJECT: Conformity Determination for MTC's Plan Bay Area and the 2013 Federal
Transportation Improvement Program

Dear Mr. Heminger:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the conformity determination for both the Metropolitan Transportation Commission's (MTC) Plan Bay Area and the 2013 Federal Transportation Improvement Program (FTIP). Joint FHWA/FTA air quality conformity determinations for the Regional Transportation Plan and the FTIP are required by the Environmental Protection Agency's (EPA) *Transportation Conformity Rule*, 40 CFR Parts 51 and 93, and the FHWA/FTA *Metropolitan Planning Rule*, 23 CFR 450.

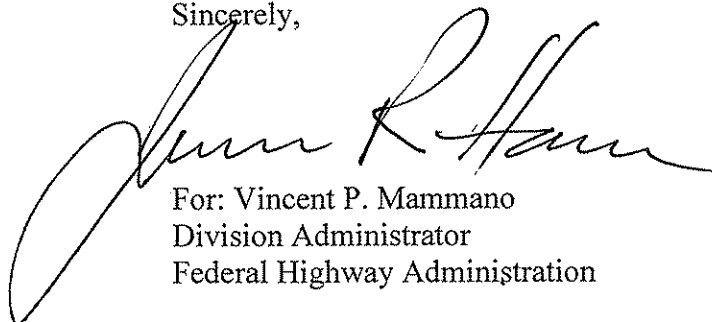
On July 18, 2013, MTC adopted the Plan Bay Area, the 2013 FTIP, and made the corresponding conformity determinations. The conformity analysis submitted to the FHWA/FTA by MTC indicates that all air quality conformity requirements have been met. Based on our review, we find that the Plan Bay Area and the 2013 FTIP conform to the applicable state implementation plan in accordance with the provisions of 40 CFR Parts 51 and 93. In accordance with the July 15, 2004, *Memorandum of Understanding (MOU) between the Federal Highway Administration, California Division and the Federal Transit Administration, Region IX*, the FTA has concurred with this conformity determination. Additionally, this approval was made after consultation with the EPA, Region 9 office, pursuant to the *Transportation Conformity Rule*.

In accordance with the above MOU, the FHWA's single signature constitutes FHWA and FTA's joint air quality conformity determination for the MTC's Plan Bay Area and the 2013 FTIP. If you have any questions regarding this action, please contact Messrs. Stew Sonnenberg (stew.sonnenberg@dot.gov) at (916) 498-5889 or Ted Matley (ted.matley@dot.gov) at (415) 744-2590.

Sincerely,

/s/ Leslie T. Rogers

Leslie T. Rogers
Regional Administrator
Federal Transit Administration

A handwritten signature in black ink, appearing to read 'Vincent P. Mammano', written over a large, stylized, looping flourish.

For: Vincent P. Mammano
Division Administrator
Federal Highway Administration

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**METROPOLITAN TRANSPORTATION COMMISSION
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

6.13B

**Tentative 2013 TIP REVISION SCHEDULE - Sorted by Revision Request Submission Deadline
as of August 13, 2013**

REVISION TYPE	REVISION NUMBER	REVISION REQUEST SUBMISSION DEADLINE	MTC APPROVAL *	STATE APPROVAL *	FEDERAL APPROVAL *	APPROVAL STATUS	TIP REVISION FINAL APPROVAL DATE
2013 TIP Update	13-00	Thu, Feb 21, 2013	Thu, Jul 18, 2013	Fri, Jul 26, 2013	Mon, Aug 12, 2013	Approved	Mon, Aug 12, 2013
Amendment	13-03	Thu, Aug 1, 2013	Wed, Sep 25, 2013	TBD (Estimated 4 weeks after MTC Approval Date)	TBD (Estimated 4 weeks after State Approval Date)	Pending	TBD
Admin. Modification	13-01	Sun, Sep 1, 2013	Mon, Sep 30, 2013	N/A	N/A	Pending	TBD
Admin. Modification	13-02	Tue, Oct 1, 2013	Thu, Oct 31, 2013	N/A	N/A	Pending	TBD
Amendment	13-06	Tue, Oct 1, 2013	Wed, Nov 20, 2013	TBD (Estimated 4 weeks after MTC Approval Date)	TBD (Estimated 4 weeks after State Approval Date)	Pending	TBD
Admin. Modification	13-04	Fri, Oct 25, 2013	Fri, Nov 22, 2013	N/A	N/A	Pending	TBD
Admin. Modification	13-05	Fri, Nov 22, 2013	Fri, Dec 20, 2013	N/A	N/A	Pending	TBD
Amendment	13-09	Sun, Dec 1, 2013	Wed, Jan 22, 2014	TBD (Estimated 4 weeks after MTC Approval Date)	TBD (Estimated 4 weeks after State Approval Date)	Pending	TBD
Admin. Modification	13-07	Wed, Jan 1, 2014	Fri, Jan 31, 2014	N/A	N/A	Pending	TBD
Admin. Modification	13-08	Sat, Feb 1, 2014	Fri, Feb 28, 2014	N/A	N/A	Pending	TBD
Amendment	13-12	Sat, Feb 1, 2014	Wed, Mar 26, 2014	TBD (Estimated 4 weeks after MTC Approval Date)	TBD (Estimated 4 weeks after State Approval Date)	Pending	TBD
Admin. Modification	13-10	Sat, Mar 1, 2014	Mon, Mar 31, 2014	N/A	N/A	Pending	TBD
Admin. Modification	13-11	Tue, Apr 1, 2014	Wed, Apr 30, 2014	N/A	N/A	Pending	TBD
Amendment	13-15	Tue, Apr 1, 2014	Wed, May 28, 2014	TBD (Estimated 4 weeks after MTC Approval Date)	TBD (Estimated 4 weeks after State Approval Date)	Pending	TBD
Admin. Modification	13-13	Thu, May 1, 2014	Fri, May 30, 2014	N/A	N/A	Pending	TBD
Admin. Modification	13-14	Sun, Jun 1, 2014	Mon, Jun 30, 2014	N/A	N/A	Pending	TBD
Amendment	13-18	Sun, Jun 1, 2014	Wed, Jul 23, 2014	TBD (Estimated 4 weeks after MTC Approval Date)	TBD (Estimated 4 weeks after State Approval Date)	Pending	TBD
Admin. Modification	13-16	Tue, Jul 1, 2014	Thu, Jul 31, 2014	N/A	N/A	Pending	TBD
Admin. Modification	13-17	Fri, Aug 1, 2014	Fri, Aug 29, 2014	N/A	N/A	Pending	TBD

TBD - To Be Determined

N/A - Not Applicable / Not Required

The schedule is also available at the following link: http://www.mtc.ca.gov/funding/tip/2013/2013_TIP_Revision_Schedule.pdf

Note: * MTC has delegated authority to approve TIP administrative modifications, and may approve administrative modifications on, prior to, or after the tentative date listed

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Safe Routes to Transit Grant Program

We are Currently Accepting Applications for our fifth and final grant cycle. Click on this link for application materials.



The Safe Routes to Transit (SR2T) Program awards \$20 million in grants to facilitate walking and bicycling to regional transit. The program is funded by Regional Measure 2, and is administered by TransForm and the East Bay Bicycle Coalition. By improving the safety and convenience of biking and walking to regional transit, SR2T will give commuters the opportunity to leave their cars at home, and reduce congestion on Bay Area bridges. [Learn about the creation of SR2T.](#)

Bicycling and walking are cost-effective and sustainable ways to reach regional transit stations, yet many commuters cite safety as the main reason they drive instead. Safe Routes to Transit (SR2T) promotes bicycling and walking to transit stations by funding projects and plans that make non-motorized feeder trips easier, faster, and safer. Improvements in the safety and convenience of bicycling and walking to regional transit gives commuters the opportunity to leave their cars at home.

To date, approximately \$16 million has been awarded to over **40 capital and planning projects.**

SR2T funds may be used for:

- Secure bicycle storage at transit stations/stops/pods
- Safety enhancements for ped/bike station access to transit stations/stops/pods
- Removal of ped/bike barriers near transit stations
- System-wide transit enhancements to accommodate bicyclists or pedestrians

The final funding cycle will occur in 2013. [Frequently asked questions are answered here.](#)

[Information for Safe Routes to Transit grantees is available here.](#)

SR2T Contact Info

The program is run by staff members from TransForm and the East Bay Bicycle Coalition:

- [Clarrissa Cabansagan](#), TransForm
- [Dave Campbell](#), East Bay Bicycle Coalition

Attachment	Size
Safe Routes to Transit Frequently Asked Questions	103.24 KB
<ul style="list-style-type: none"> ■ We are Currently Accepting Grant Applications for Cycle V ■ History of SR2T ■ Safe Routes to Transit Funded Projects 	
◀ Programs	up We are Currently Accepting Grant Applications for Cycle V ▶
Walking and Biking	
Printer-friendly version <input checked="" type="checkbox"/> Email this page	

TransForm • 436 14th Street, Suite 600, Oakland, CA 94612, USA • 510.740.3150 • webmaster@TransFormCA.org

This site's content is licensed under a Creative Commons License, except where otherwise indicated.

Applications must be submitted to TransForm by Monday, September 30, 2013 at 3:00 p.m.

If you have any questions, please contact Clarrissa Cabansagan, TransForm at (510) 740-3150 x333 or email: ccabansagan@TransFormCA.org



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Memorandum

7.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 5, 2013

SUBJECT: Legislative Update

RECOMMENDATION: Receive an update on state and federal legislative activities.

Summary

This memo provides an update on federal, state and local legislative activities including an update on the federal budget, federal transportation issues, legislative activities and policies at the state level, as well as an update on local legislative activities.

Alameda CTC's legislative program was approved in December 2013 establishing legislative priorities for 2013 and is included in summary format in Attachment A. The 2013 Legislative Program is divided into five sections: Transportation Funding, Project Delivery, Multi-Modal Transportation and Land Use, Climate Change, and Partnerships. The program was designed to be broad and flexible to allow Alameda CTC the opportunity to pursue legislative and administrative opportunities that may arise during the year, and to respond to political processes in Sacramento and Washington, DC. Each month, staff brings updates to the Commission on legislative issues germane to the adopted legislative program, including recommended positions on bills as well as legislative updates.

Background

Federal Update

The following updates provide information on activities and issues at the federal level and include information contributed from Alameda CTC's lobbyist team (CJ Lake/Len Simon).

Federal budget update: During the last week of August, both chambers debated their respective Transportation HUD appropriations bills. The House leadership had to pull its bill from consideration because they did not have the votes for passage. The Senate pulled its bill after a procedural vote that failed to garner 60 votes (The vote was 54-43).

These votes indicate that the House Republicans lack the votes to implement the huge cuts called for in the House-passed Ryan budget plan on their own, without Democratic support, and the Senate Democrats don't have the 60 votes needed to implement the

domestic spending increases requested by the Democratic leadership (above the Budget Control Act) without some Republican support.

It is anticipated that Congress will pass some type of Continuing Resolution (CR) to keep the government funded past September 30 into the new fiscal year. At this point, the House and Senate are over \$90 billion apart on the top line numbers for discretionary spending. Due to the spending disagreements and the fact that the House will be in session only nine days in September, a CR is most likely needed to fund various agencies through at least the first few weeks of the new fiscal year that will begin on October 1.

Congress will likely try to address the FY14 bills in late October/November when they will need to address the raising the debt ceiling.

Policy

Highway Trust Fund: Senator Boxer held a press conference in late July to discuss the state of the Highway Trust Fund, noting that the EPW Committee will hold a hearing in September on highway and transit financing—one year ahead of the expiration of MAP-21. The Senator indicated that tax reform may be the key to fixing the long-term solvency issues of the Highway Trust Fund.

Although funding is currently available for the Highway Trust Fund, the Congressional Budget Office (CBO) estimates it will become insolvent in FY15, and Members have yet to publicly support any possible solutions.

Congress would have to transfer an additional \$15 billion in 2015 and increase amounts in the subsequent years to maintain solvency if no other action is taken, according to CBO. By 2014, Congress will have transferred more than \$53 billion into the Highway Trust Fund to maintain solvency.

National Freight Advisory Panel: In February DOT announced the establishment of the National Freight Advisory Committee as part of the MAP-21 freight provisions. The Committee is tasked with providing recommendations to the Secretary aimed at improving the national freight transportation system. The Committee held its first meeting on June 25 and is in the process of forming subcommittees to address separate areas that will be incorporated into the National Freight Strategic Plan (NFSP). Under the law, DOT is required to develop the NFSP by September 2015 and update it every five years. The plan will address the following issues:

- Assess the condition and performance of the national freight network;
- Identify highway bottlenecks that cause significant freight congestion;
- Forecast freight volumes;
- Identify major trade gateways and national freight corridors;
- Assess barriers to improved freight transportation performance;
- Identify routes providing access to energy areas;

- Identify best practices for improving the performance of the national freight network and mitigating the impacts of freight movement on communities; and
- Provide a process for addressing multistate projects and strategies to improve freight intermodal connectivity

Six subcommittees are being formed to address development of the NFSP including:

- National Freight Strategic Plan Development
- Conditions, Performance, and Data
- Safety and Environment
- Project Delivery & Operations
- Research, Innovation, and Technology
- International Freight Strategies and Operations

NFAC is chaired by Secretary Ann Schneider (Illinois DOT) and Mort Downey of the Coalition for America's Gateways and Trade Corridors is vice chair. Members from California include Kristin Decas, CEO & Port Director, Port of Hueneme; Genevieve Giuliano, Professor, Director and Senior Associate Dean, University of Southern California; Fran Inman, Senior Vice President, Majestic Realty Co. and California Transportation Commission member; Randy Iwasaki, Executive Director, Contra Costa Transportation Authority; and Bonnie Lowenthal, State Assembly Member.

Alameda CTC is coordinating with the NFAC representative from Northern California, Randy Iwasaki, on the activities of the California Freight Advisory Committee (CFAC) on which Art Dao sits to ensure effective information exchange to support Northern California needs.

State Update

The following update provides information on activities and issues at the state level and includes information contributed from Alameda CTC's state lobbyist, Platinum Advisors.

End of session: The last day of the current year session is September 13th. The Governor has until October 13th to sign or veto any bills sent to his desk during the final weeks of session. Since this is the first year of a two-year session, bills are not considered dead if they have not made it through both sides of the Legislature since members can carry legislation over and revisit it in the second year of this two-year session.

Transportation Agency: The Senate Rules Committee unanimously approved the recommendation to confirm the appointment of Brian Kelly as the first Secretary of the California State Transportation Agency. Secretary Kelly was praised by a lengthy list of supporters as the best qualified candidate to lead the new Agency at this pivotal time. The full Senate should vote on the appointment by the end of August and Alameda CTC submitted a letter of support for Secretary Kelly.

Legislative seats: Several changes in legislative seats in California are affecting the Democratic supermajority. In the Central Valley, the Senate District 16 special election was won by Republican Andy Vidak who beat Democrat Laticia Perez. While the Senate Democrats currently hold super-majority with 28 seats, the loss of this district will make holding the super-majority status much more tenuous in next year's elections. There now remains one vacancy in the Senate, which was created when Senator Current Price was elected to the Los Angeles City Council. The special election to fill the vacancy is scheduled for September 17th.

In addition, the race to fill the vacancy in Assembly District (AD) 52 is heading to a runoff on September 24. This vacancy was created when Assemblywoman Norma Torres won a special election for Senate District 32. The primary for the AD 52 special election resulted in the top two vote recipients as Ontario Mayor Paul Leon, who captured 24.9% of the vote, and Pomona City Councilman Freddie Rodriguez with 22.2%. While registered as a Republican, Leon lost to Torres in the Senate seat race. He registered as No Party Preference for the Assembly race. Freddie Rodriguez was one of seven Democrats registered in the primary.

There are currently two vacancies in the Assembly, and Democrats are one seat shy of the super-majority. The other vacancy is in AD 45, which was vacated when Assemblyman Bob Blumenfield was elected to the Los Angeles City Council. The AD 45 special election primary is scheduled for September 17th.

Policy

AB 32 Scoping Plan: On June 13th, the Air Resources Board held its "kick-off" workshop on updating the AB 32 Scoping Plan. The existing AB 32 Scoping Plan was adopted in 2008 and focused on 2020 reduction goals. The updated plan will set the path to achieve 2050 reduction goals.

The AB 32 Scoping Plan update provides an opportunity to review and revise the 2008 Scoping Plan, and establish near and long term goals for reducing greenhouse gas emissions. The update will focus on six sectors, which include 1) transportation and fuels (including infrastructure and land use); 2) energy generation (including transmission infrastructure and efficiency); 3) waste; 4) water; 5) natural lands; and 6) agriculture. The timeline for the update anticipates a draft Scoping Plan being released in late summer, and Board action scheduled for November.

The updated Scoping Plan will influence the Cap & Trade expenditure plan that will hopefully be included in the Governor's 2014-15 budget proposal. This raises the importance of Alameda CTC and its partners in advocating for transportation supporting investments in the AB 32 Scoping Plan that focus on achieving greenhouse gas reduction goals. Alameda CTC coordinated with the with the Bay Area Congestion Management Agencies on this issue and hosted a table and provided comments at the July 30 scoping

plan workshop in San Francisco. Attachment B includes materials developed by Alameda CTC that were used at the workshop.

The workshop provided an overview of the progress made toward the 2020 reduction goals, such as the Low Carbon Fuel Standard, shore power, heavy duty truck retrofits and replacement, Cap & Trade Regulations, and the implementation of SB 375. An overview of each sector was provided by representatives from various agencies. These summaries provided an overview of the 2020 goals and outlined a vision for the 2050 goals.

For the transportation sector discussion, it was discussed that the 2050 goal includes an 80% reduction in transportation related greenhouse gas emissions, as required by Governor Brown's [Executive Order B-16-2012](#), below 1990 levels. To accomplish this goal, the 2050 vision will focus on sustainable communities, freight transportation, and fuels. The vision for sustainable communities includes improving access to public transit, expanding the use of zero emission buses and rail, and development of active transportation infrastructure. This will require close coordination local and regional entities. The freight strategy will largely rely on moving goods more efficiently with zero or near zero emission vehicles.

Legislation

The following provides an update on the status of legislation and legislative positions.

AB 210(Wieckowski): AB 210 was approved by the Senate on a party line vote of 25-12. The bill is currently in "enrollment" where it might be held until the 30 day rule kicks in, which means that during the last week of session the Governor has 30 days to sign or veto any bill sent to his desk. If AB 210 is held in enrollment, we may not know the fate of this bill until October 13th. AB 210 would allow Alameda County to exceed the existing 2% local sales tax cap if the transportation expenditure plan, such as Measure B1, is approved.

As of this writing, the following support positions from jurisdictions and organizations have been received:

- Albany
- Dublin
- Emeryville
- Fremont
- Hayward
- Livermore
- Oakland
- Pleasanton
- San Leandro
- Union City
- Alameda County
- AC Transit
- BART
- LAVTA
- MTC
- East Bay Regional Park District
- Building and Construction Trades Council of Alameda County
- East Bay Bicycle Coalition
- Bay Area Council

- *Alameda County Board of Supervisors*
- *California Nevada Cement Association*
- *CH2M Hill*
- *Contra Costa County Transportation Authority*

Legislative coordination efforts: Alameda CTC leads and participates in many legislative efforts at the local, regional, state and federal levels, including coordinating with other agencies and partners as well as seeking grant opportunities to support transportation investments in Alameda County.

Coordination activities: In addition to the local legislative coordination activities, Alameda CTC is leading an effort to develop and provide statewide information on the benefits of Self-Help Counties and is also coordinating the legislative platform and priorities with the Bay Area Congestion Management Agencies.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Alameda CTC Legislation Program
- B. AB 32 Scoping Plan Workshop – Congestion Management Agency materials

Staff Contact

[Tess Lengyel](#), Deputy Director of Policy, Public Affairs and Legislation



2013 Alameda County Legislative Priorities

This legislative program supports Alameda CTC’s transportation vision adopted in the 2012 Countywide Transportation Plan described below:

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

Our vision recognizes the need to maintain and operate our existing transportation infrastructure and services while developing new investments that are targeted, effective, financially sound and supported by appropriate land uses. Mobility in Alameda County will be guided by transparent decision-making and measurable performance indicators. Our transportation system will be: Multimodal; Accessible, Affordable and Equitable for people of all ages, incomes, abilities and geographies; Integrated with land use patterns and local decision-making; Connected across the county, within and across the network of streets, highways and transit, bicycle and pedestrian routes; Reliable and Efficient; Cost Effective; Well Maintained; Safe; Supportive of a Healthy and Clean Environment”

[This legislative program table will be updated on a monthly basis]

Issue	Priority	Strategy	Actions	Legislation
Transportation Funding	Increase transportation funding	<ul style="list-style-type: none">Support efforts to lower the two-thirds-voter threshold for voter-approved transportation measures.Support legislation that increases the buying power of the gas taxSupport efforts to increase transportation revenues through vehicle license fees, vehicle miles traveled or other reliable means.Support legislation for alternative financing methods such as high-occupancy toll lanes, and allow funds collected on the HOT lanes by the California Highway Patrol to be reinvested within that corridor.	<ul style="list-style-type: none">Leading a portion of Self-Help Counties Coalition (SHCC) efforts to reduce voter-threshold requirements	<ul style="list-style-type: none">Support positions on SCA 8 (Corbett), SCA 4 (Liu), SCA 11 (Hancock) to reduce voter threshold to 55 percent;AB 210 (Wieckowski) to allow Alameda CTC to place another measure on the ballot
	Protect and enhance voter-approved funding	<ul style="list-style-type: none">Support legislation that provides increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring and improving transportation infrastructure and operations.Support legislation that protects against transportation funding diversions to the General Fund.Support increases in federal, state and regional funding to expedite delivery of Alameda CTC projects and programs.Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures.Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems.Seek, acquire and implement grants to advance project and program delivery.Support Alameda County as the recipient of funds to implement pilot programs with innovative project implementation or transportation-funding mechanisms.	<ul style="list-style-type: none">On-going monitoring	<ul style="list-style-type: none">AB 431: Oppose MPO authority to place sales tax measures on the ballot for transportation, housing and open spacesAB466: Support CMAQ current funding allocationAB 791: Oppose changes to current methods for adjusting the excise fuel tax
Project Delivery	Advance innovative project delivery	<ul style="list-style-type: none">Support legislation and policies that improve environmental streamlining and project reviews to expedite project delivery.Support legislation that improves the ability to deliver projects and programs in a timely, cost effective manner using contracting flexibility.Support innovative project delivery methods.Support HOT lane expansion in Alameda County and the Bay Area.Support policies that allow local agencies to advertise, award and administer state highway system contracts largely funded by locals	<ul style="list-style-type: none">On-going monitoring	<ul style="list-style-type: none">
	Ensure cost-effective project delivery	<ul style="list-style-type: none">Support legislation that reduces project and program implementation costs by reducing or eliminating the requirements for state or other agency reimbursements to implement projects on state/regional systems.Support legislation that accelerates funding for transportation infrastructure projects that create jobs and economic growth in Alameda County.	<ul style="list-style-type: none">On-going monitoring, and work through the SHCC to provide input to the Secretary of Transportation on streamlining project delivery	<ul style="list-style-type: none">

Issue	Priority	Strategy	Actions	Legislation
Multimodal Transportation and Land Use	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none"> Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing and jobs. Support local flexibility and decision-making on land-use for transit oriented development and priority development areas. Support innovative financing opportunities to fund TOD and PDA implementation that will increase mobility and jobs and reduce GHGs. 	<ul style="list-style-type: none"> On-going monitoring 	<ul style="list-style-type: none"> SB 391: Support ability to create a revenue stream for low-income housing that will assist with SB 375 requirements to house all income levels of the population within the region
	Expand multimodal systems and flexibility	<ul style="list-style-type: none"> Support policies that provide multimodal transportation systems with multiple choices and better access for all kinds of transportation users. Support policies that provide increased flexibility for transportation service delivery through innovative, flexible programs that address the needs of commuters, youth, seniors, people with disabilities and low-income people. Support flexibility in transportation delivery to address climate change, senior population growth and transit maintenance and security, without creating unfunded mandates or dramatically increasing costs. Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs and education. Support parity in pre-tax fringe benefits for public transit/vanpooling and parking. 	<ul style="list-style-type: none"> On-going work with agency coordination, grant development and legislative advocacy 	<ul style="list-style-type: none">
	Support climate change legislation	<ul style="list-style-type: none"> Support climate change legislation that provides funding for innovative infrastructure, operations, programs that relieve congestion, improve air quality, reduce emissions and support economic development. Support climate change legislation that expands transit services and supports safe, efficient, clear connections to transit services, including bike/ped infrastructure. To achieve necessary increases in public transit ridership to address GHG emissions from transportation sources, support legislation that augments but does not replace transit funding, nor create unfunded mandates. 	<ul style="list-style-type: none"> On-going monitoring 	<ul style="list-style-type: none">
Climate Change	Support cap-and-trade expenditure plan	<ul style="list-style-type: none"> Engage in development of the statewide cap-and-trade expenditure plan and advocate increased transportation funding statewide and in Alameda County. 	<ul style="list-style-type: none"> Working with the SHCC, MTC the CMAs and local agencies on this effort. Submitted a letter to CARB on March 8 supporting the Transportation Coalition for Livable Communities platform 	<ul style="list-style-type: none"> AB 574: Support allocation of Cap & Trade funds to the region for distribution to support implementation of the SCS
	Support legislation and policies that support emerging technologies	<ul style="list-style-type: none"> Support legislation that offers incentives for emerging technologies, such as alternative fuels and fueling technology, and research for transportation opportunities to reduce GHG emissions. 	<ul style="list-style-type: none"> On-going monitoring 	<ul style="list-style-type: none">
Partnerships	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> Support efforts that encourage regional cooperation and coordination to develop, promote and fund solutions to regional transportation problems. Support legislation and policies that promote governmental efficiencies and cost savings in transportation. Support legislation that improves the ability to enhance or augment Alameda CTC projects and programs that affect bordering counties or regional networks. Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for state and local contracts. 	<ul style="list-style-type: none"> On-going coordination at the SHCC, the Bay Area CMAs, and with Alameda CTC's local partners legislative roundtable. An updated Alameda CTC procurement policy will support business participation efforts. 	<ul style="list-style-type: none"> Support AB 14 (Lowenthal) for the creation of a state freight plan and advisory committee

9-COUNTY SAN FRANCISCO BAY AREA

Transportation • Economy • Community



SAN FRANCISCO BAY AREA TRANSPORTATION AGENCIES are investing in projects and programs that create accessible, convenient and sustainable transportation to move people and goods, spur economic growth and enrich communities.

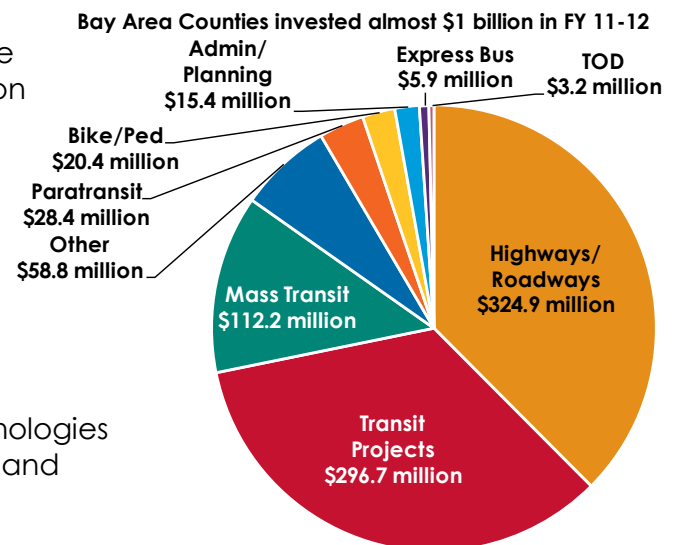
Transportation initiatives in 9 Bay Area counties

The nine Bay Area Congestion Management Agencies plan, fund and deliver almost \$1 billion each year for projects and programs that support the world's 20th largest economy. Moving over 7 million people each day requires investments in:

- Bicycle and pedestrian infrastructure and programs
- Clean fuels and new technologies
- Express bus service
- Highways/roadways to reduce congestion and support goods movement
- Mass transit operations and capital investments
- Paratransit for senior and disabled transportation
- Transit oriented development

Bay Area County voters have approved local transportation measures that fund these investments. Combined with regional, state and federal funds, we build and operate systems to:

- Reduce congestion
- Improve access and efficiencies
- Implement new technologies
- Create safe, efficient and clean transportation.



Our commitment and delivery record are strong.

Reduce greenhouse gas emissions from transportation

- **Fund transportation now** to achieve 80% GHG reduction targets
- **Direct transportation fuels funds for transportation investments** to support public expectation of return on investments
- **Administer regionally** and allocate to regions on a per capita basis to leverage and expand current investments
- **Build on successes** of planning and investment strategies developed and delivered by the regions and local agencies

Transportation • Economy • Community

California is leading the nation in aggressively reducing greenhouse gas emissions. The Bay Area Congestion Management Agencies support the AB 32 Scoping Plan Update to fund sustainable communities, sustainable freight and clean fuels. With our partners, we are advancing the vision of an efficient, sustainable Bay Area transportation system that supports vibrant communities, a strong economy and a clean environment. We support Cap-and-Trade funds from motor vehicle fuels for direct investments in transportation improvements at the regional level.

To achieve GHG reduction goals, the state must invest now. At the regional level, we are committed and have a strong record of delivery. As transportation partners, we are working together for sustainable communities and clean transportation.



Sustainable Communities

Over the past two years, the Bay Area has come together and is moving forward with implementing our Sustainable Communities Strategy (SCS), as part of the Regional Transportation Plan, which relies largely on cities and counties to implement transportation and land use changes to achieve GHG reduction targets. State investments at the regional level will advance our SCS into action.



Sustainable Goods Movement

The Bay Area is home to the fifth largest port in the nation. A half a trillion dollars worth of goods are moved through the Bay Area each year on our highways, roads, rail, seaports and airports serving the Bay Area, state and the nation. Building upon our investments in clean freight will reduce GHGs, improve goods movement efficiency, expand system capacity and support healthy, livable communities.



Fuels and Innovative Technologies

The Bay Area is home to innovation. We support and are implementing innovative technologies such as transportation corridor management investments, transit electrification, fueling stations and new technologies to improve transit and roadway efficiencies, expand travel choices and reduce emissions. Building upon and expanding these types of investments supports GHG reduction.

Bay Area Congestion Management Agencies

County

Alameda
Contra Costa
Marin
Napa
San Francisco
San Mateo
Santa Clara
Solano
Sonoma

CMA Directors

Arthur L. Dao
Randell H. Iwasaki
Dianne Steinhauser
Kate Miller
Maria Lombardo (acting)
Sandy Wong
John Ristow
Daryl K. Halls
Suzanne Smith

Transportation partnerships

Association of Bay Area Governments
Bay Area Air Quality Management District
California Department of Transportation
Metropolitan Transportation Commission
San Francisco Bay Conservation and Development Commission

9-County Bay Area

- 7.3 million people
- San Francisco Bay Area economy ranked 20th largest economy in the world
- \$866 million annually in local revenues support mobility
- Local governments implement sustainable communities strategies:
 - Accountability
 - Priorities implemented at a local level

Transportation Partnerships

Association of Bay Area Governments (ABAG)

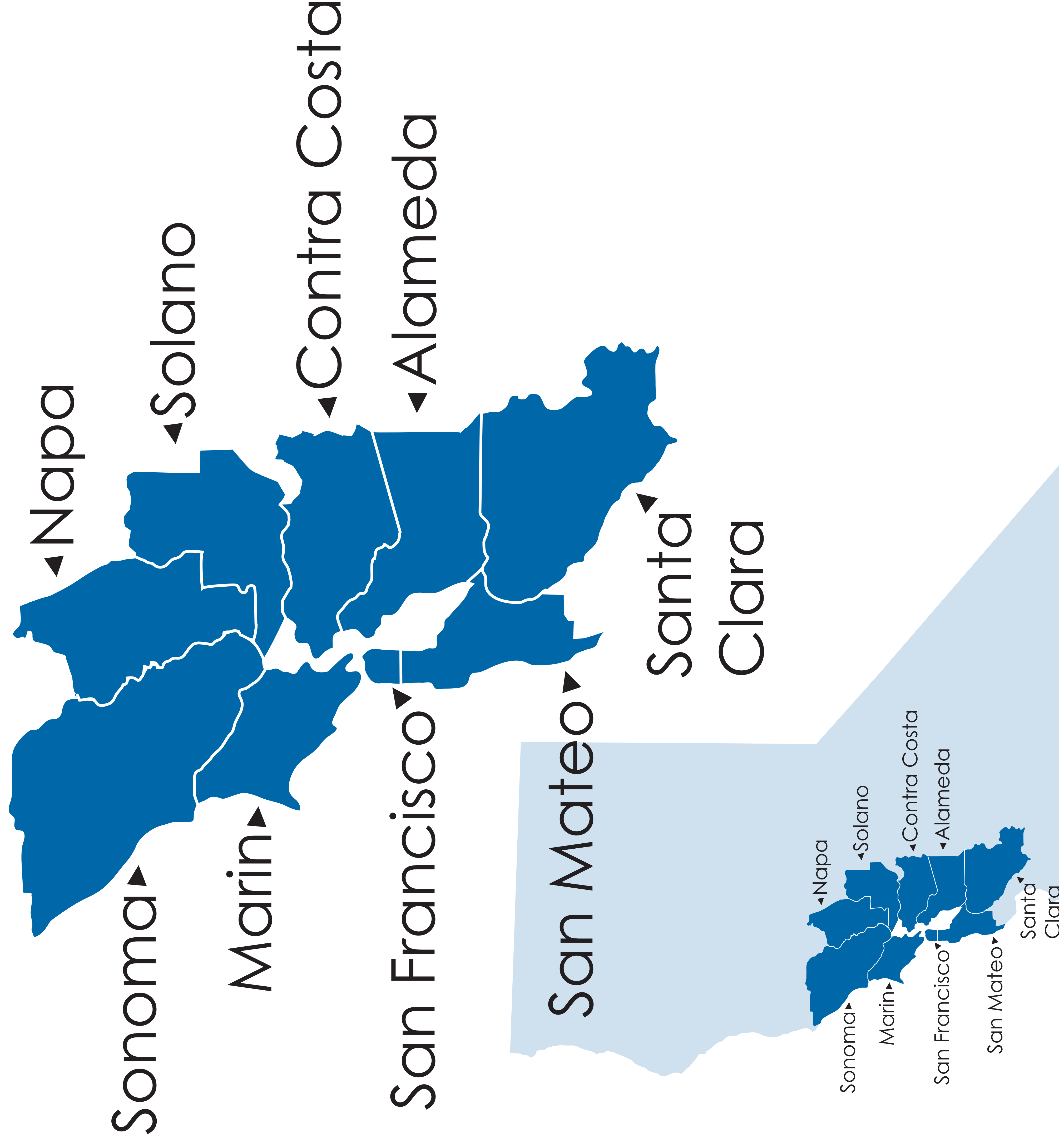
Bay Area Air Quality Management District (BAAQMD)

California Department of Transportation (Caltrans)

Metropolitan Transportation Commission (MTC)

San Francisco Bay Conservation and Development

Commission (BCDC)



Transportation and GHG Reductions

Bay Area County Transportation Investments Reduce GHGs

Sustainable Communities

- Over 200 Priority Development Areas that will focus jobs and housing growth and support the linkage of transportation, housing and jobs
- Priority Conservation Areas to preserve open space and agriculture
- Vanpool, carpool and transit promotion
- Expansion of bike and pedestrian facilities to increase use, safety and connections to transit
- Multi-modal transit stations (rail, bus, BART, ferry)
- Complete streets implementation to support all users and all transportation modes

Sustainable Goods Movement

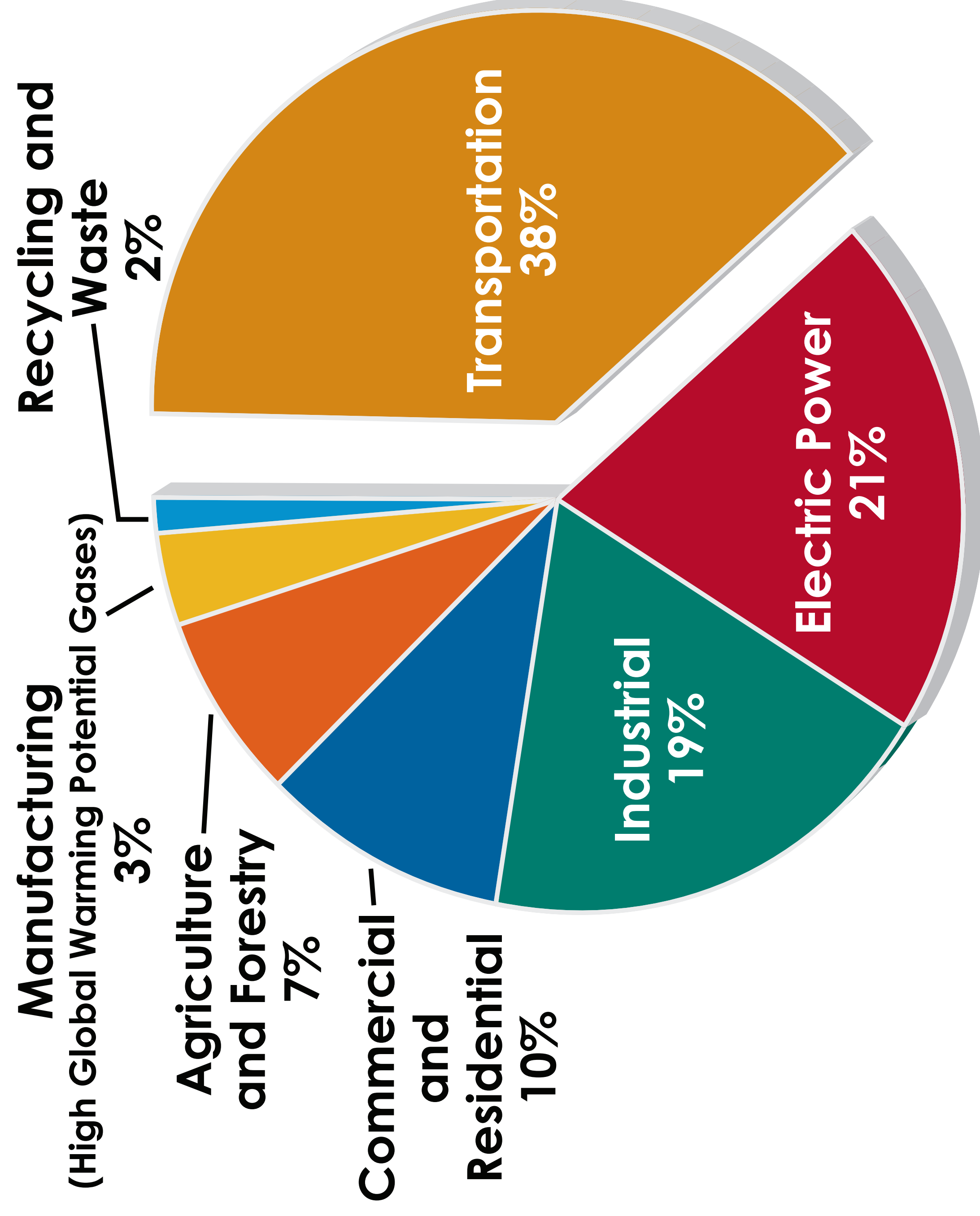
- Truck to rail freight investments
- Electrification of shorepower
- Highway and rail investments to improve freight efficiencies and reduce community impacts

Innovative Technologies

- Caltrain electrification to replace diesel engines
- Hybrid electric buses
- Multi-jurisdictional alternative fueling facilities
- Multi-county integrated corridor mobility management
- Traffic signal improvements



California 2010 GHG Emissions by Economic Sector



Transportation is the largest contributor of GHG emissions in the state.

Regions and counties have long-range plans for sustainable transportation.

A strong commitment from the state now to fund implementation will support achieving 2050 GHG reduction goals.

AB 32 Emission Reduction Goals

