



Meeting Notice

1333 Broadway, Suites 220 & 300, Oakland, CA 94612 • PH: (510) 208-7400 • www.AlamedaCTC.org

Commission Chair

Supervisor Scott Haggerty, District 1

Commission Vice Chair

Councilmember Rebecca Kaplan,
City of Oakland

AC Transit

Director Elsa Ortiz

Alameda County

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

BART

Director Thomas Blalock

City of Alameda

Vice Mayor Marilyn Ezzy Ashcraft

City of Albany

Mayor Peggy Thomsen

City of Berkeley

Councilmember Laurie Capitelli

City of Dublin

Mayor Tim Sbranti

City of Emeryville

Councilmember Ruth Atkin

City of Fremont

Councilmember Suzanne Chan

City of Hayward

Councilmember Marvin Peixoto

City of Livermore

Mayor John Marchand

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Councilmember Luis Freitas

City of Oakland

Vice Mayor Larry Reid

City of Piedmont

Mayor John Chiang

City of Pleasanton

Mayor Jerry Thome

City of San Leandro

Vice Mayor Michael Gregory

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Arthur L. Dao

Alameda County Technical Advisory Committee

Tuesday, July 2, 2013, 1:30 p.m.

1333 Broadway, Suite 300

Oakland, CA 94612

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 Terms

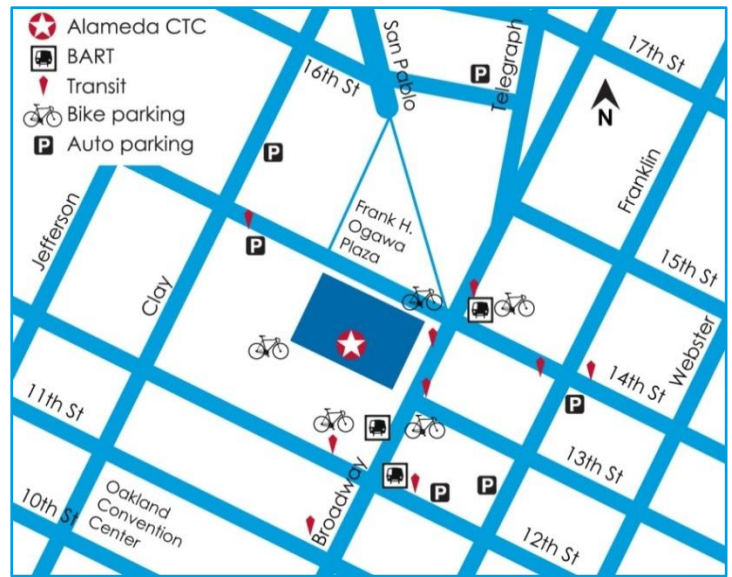
A glossary of terms that includes frequently used industry terms and acronyms is available on the Alameda CTC website at

www.AlamedaCTC.org/app_pages/view/8081.

Location Map

 Alameda CTC
1333 Broadway, Suite 300
Oakland, CA 94612

Alameda CTC is accessible by multiple transportation modes. The office is a few steps away from the City Center/12th Street BART station. There are bus stops for major AC Transit lines in front of the building and across the street. Bicycle parking is available inside the building and in electronic lockers at 14th Street and Broadway near Frank Ogawa Plaza (requires purchase of key card from bikelink.org).



Garage parking is available for autos and bicycles in the City Center Garage (enter on 14th Street between Broadway and Clay). Visit the Alameda CTC website to access tools to plan your trip: <http://www.alamedactc.org/directions.html>.

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

Monday, July 2, 2013, 1:30 p.m.

1333 Broadway, Suites 220 & 300, Oakland, CA 94612 • 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. Consent Calendar

	Page	A/I
3.1. June 4, 2013 ACTAC Meeting Minutes Recommendation: Approve the June 4, 2013 meeting minutes.	1	A
3.2. California Transportation Commission June 2013 Meeting Summary	7	I
3.3. Alameda County Federal Inactive Projects List: June 2013 Update	11	I

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) Staff will distribute materials for this item at the meeting.		A
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5. Action Items

5.1. Transportation Fund for Clean Air (TFCA) Final FY13-14 Program Staff will distribute materials for this item at the meeting.		A
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6. Non-action Items

6.1. Countywide Transit Plan and Integrated Community Based Transportation Plans Update Scope of Work	19	I
6.2. Annual Review of Alameda CTC Responses to Environmental Documents	31	I
6.3. Goods Movement Collaborative and Plan Development Update (Verbal)		I
6.4. Fiscal Year 2012-13 Coordinated Funding Program Update (Verbal)		I
6.5. Local Streets and Roads Working Group Update	37	I
6.6. Countywide Pedestrian and Bicycle Counts Report (2002 to 2012)	39	I

7. Legislation

7.1. Legislative Positions and Update (Verbal) I

8. Staff and Committee Member Reports (Verbal)

9. Adjournment

Next Meeting: Thursday, September 5, 2013 **(Note the revised date)**

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



Alameda County Technical Advisory Committee Fiscal Year 2013-2014

Member Agencies

AC Transit
BART
City of Alameda
City of Albany
City of Berkeley
City of Dublin
City of Emeryville
City of Fremont
City of Hayward
City of Livermore
City of Newark
City of Oakland
City of Piedmont
City of Pleasanton
City of San Leandro
City of Union City
County of Alameda

Other Agencies

Chair, Alameda CTC
ABAG
ACE
BAAQMD
Caltrans
CHP
LAVTA
MTC
Port of Oakland
Union City Transit
WETA

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1. Introductions/Roll Call

2. Public Comment

There were no public comments.

3. Consent Calendar

3A. Approval of Minutes of May 7, 2013

3B. California Transportation Commission (CTC) May 2013 Meeting Summary

3C. Alameda County Federal Inactive List of Projects: May 2013 Update

Don Frascinella (Hayward) made a motion to approve the consent calendar. Kunle Odumade (Fremont) seconded the motion. The motion carried unanimously.

4. Strategic Planning and Programming Policy

4A. Approval of Capital Improvement Program/Programs Investment Plan (CIP/PIP) Methodology and Review of Draft Screening and Prioritization Criteria

John Hemiup gave an update on the Congestion Management Program CIP/PIP methodology and reviewed draft screening and prioritization criteria with ACTAC. Matt Todd requested approval of the CIP Development Methodology since it was discussed with the committee in prior meetings. The members requested additional discussion on the draft screening and prioritization criteria. Arthur L. Dao informed the committee that staff will prepare a revised schedule in July that will allow for additional discussion with ACTAC.

Amber Evans (Emeryville) made a motion to approve the CIP Development Methodology. Keith Cooke (San Leandro) seconded the motion. The motion passed unanimously.

5. Action Items

5A. Approval of Final Fiscal Year 2012/13 Coordinated Funding Program

Matt Todd informed the committee that the final program recommendation is on page 35 in the committee packet, and the Commission approved the Coordinated Funding Program in May 2013. Vivek Bhat reviewed the next steps with ACTAC and requested that the committee complete the local agency OBAG Checklist by June 21, 2013. He mentioned that Alameda CTC will email a spreadsheet containing information

on OBAG projects and requested the agencies to review and confirm the projects and dollar amounts. Vivek also reviewed MTC's Toll Credit Policy with the committee.

Carmela Campbell (Union City) made a motion to request Commission approval. Kunle Odumade (Fremont) seconded the motion. The motion passed unanimously.

5B. Approval of Transportation Fund for Clean Air (TFCA) Draft FY 2013/14 Program and At Risk Report

Jacki Taylor requested the Commission approve the Draft TFCA Program and the TFCA At Risk Report. She stated that a total of \$1,336,230 is recommended of the \$1,888,821 available for the projects requesting funding in the Draft TFCA program. Jacki also reviewed the active projects on the At Risk Report with the committee.

Don Frascinella (Hayward) made a motion to request Commission approval. Matt Nichols (Berkeley) seconded the motion. The motion passed unanimously.

5C. Approval of Countywide Goods Movement Plan and Collaboration Strategy Work Scope

Tess Lengyel and Beth Walukas informed the committee that Alameda CTC is taking this agenda item to the Commission for consideration in June. She stated that the Goods Movement Collaborative will serve as an organized structure for policy, planning and advocacy efforts for goods movement, and authorize release of a request for proposals for development of a Countywide Goods Movement Plan.

Bob Rosevear (Caltrans) made a motion to request Commission approval. Don Frascinella (Hayward) seconded the motion. The motion passed with one abstention, the City of Oakland.

5D. Approval of State Transportation Improvement (STIP) Program At Risk Report

James O'Brien requested the Commission approve the STIP At Risk Report dated May 31, 2013.

Kunle Odumade (Fremont) made a motion to request Commission approval. Don Frascinella (Hayward) seconded the motion. The motion passed unanimously.

5E. Approval of Federal Surface Transportation/Congestion Mitigation and Air Quality (STP/CMAQ) Program At Risk Report

James O'Brien requested the Commission approve the Federal STP/CMAQ Program At Risk Report dated May 31, 2013.

Kunle Odumade (Fremont) made a motion to request Commission approval. Don Frascinella (Hayward) seconded the motion. The motion passed unanimously.

6. Non-action Items

6A. Sustainable Communities Technical Assistance Program (SC-TAP) Call for Projects

Kara Vuicich stated that the SC-TAP Program was adopted by the Commission in February 2013. She informed the committee that the Call for Projects, Program Guidelines and Project Application are on the Alameda CTC website. Kara stated that the project applications will be due on Tuesday, September 17, 2013. She informed the group that the Alameda CTC will host a workshop on Tuesday, July 16, 2013 for potential applicants.

6B. Citizen's Watchdog Committee's Agency Contact Request

Tess Lengyel informed the committee that CWC members reviews the expenditure of Measure B funds , annual audits and compliance reports. One thing discussed at their last meeting was to list an email address for an agency contact in the *CWC 11th Annual Report to the Public*. She suggested Alameda CTC link the Annual Report to the Partners page on the Alameda CTC website, which would link to the local jurisdictions' websites. She also urged the cities to update their websites.

6C. Local Streets and Roads Working Group Update

Vivek Bhat requested the committee to review the May agenda in the packet. He said that ACTAC will nominate a representative for the new fiscal year, and the process of selecting a representative from ACTAC will be tabled until the next ACTAC meeting.

7. Legislation

7A. 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

Carmela Campbell announced that the Southern Alameda County Resource Team will hold a Spare the Air Workshop on Thursday, June 6, 2013 from 8:30 a.m. to 12 p.m. in the City of Hayward

Saravana Suthanthira gave a report on the countywide modeling updates. She mentioned that a modeling taskforce has been formed for modeling process. Saravana informed the committee that she will bring updates to ACTAC on this topic.

9. Adjournment and Next Meeting

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

Date/Time: Tuesday, July 2, 2013 @ 1:30 p.m.

Location: Alameda CTC Offices, 1333 Broadway, Suite 300, Oakland, CA 94612

Attested by:



Angie Ayers,
Public Meeting Coordinator



ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE June 4, 2013 ROSTER OF MEETING ATTENDANCE

NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1. Angie Myers	ACTC	510.208.7450	
2. Tess Lengyel	ACTC	510.208.7428	tlengyel@alamedactc.org
3. Matt Todd	"	7420	mtodde@"
4. Beth Walukas	"	510/208-7405	bwalukas@alamedactc.org
5. Stewart Ng	ACTC	510-208-7437	stewartng@alamedactc.org
6. Cindy Horvath	Alameda Co.	510- 516 670-6511	cindy.horvath@acdc.org
7. Don Frascinella	Hayward	510-583-4781	don.frascinella@hayward-ca.gov
8. Carmela Campbell	Union City	510-675-5316	carmela.c@unioncity.org
9. Tom Ruark	Union City	510-675-5301	thomasr@unioncity.org
10. Kathleen Livermore	City of Alameda	510 747-6885	klivermore@ci.alameda.ca.us
11. Andrew Russell	DUBLIN	925-833-6630	ANDREW.RUSSELL@DUBLIN.CA.GOV
12. Kunle Odumade	Fremont	510.494.4746	Kodumade@fremont.gov
13. Bob Rosevear	CALTRANS	510.386-5544	BRROSEVEAR@DOT.CA.GOV
14. Keith R. Cooke	San Leandro	510-577-3439	K.Cooke@SanLeandro.org
15. Art Carver	Alameda Co.	510 670-5581	artc@acpwa.org
16. IRIS STARR	OAKLAND	510-238-6229	Istarr@Oaklandnet.com
17. Janet Chang	Piedmont	510.420.3050	janetchang@ci.piedmont.ca.us
18. Matt Nichols	Berkeley	510 981-7068	mnichol@city.berkeley.inf.
19. Debbie Bell	Livermore	925.960.4541	dbell@cityoflivermore.net

	NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
20.	Mike Tassano	Pleasanton	925 931 5670	MTASSANO@cityofpleasanton.ca.gov
21.	Donna Lee	BART	510 464-6282	dlee@bart.gov
22.	Amber Evans Emeryville		510-596-4382	aevans@emeryville.org
23.	Angie Perkins Haslam	LAVTA	925 455 7561	ahaslam@lavta.org
24.	Margaret Strubel	Alameda CTC	510 2087417	mstrubel@alamedactc.org
25.	Katie Bauer	Alameda CTC	510 208 7439	kbauer@alamedactc.org
26.	Kiran Bawa	AC Transit	891-4835	kbawa@actransit.org
27.	Hank Haugse	ACTC	208 7469	hhaugse@alamedactc.org
28.	JOHN NGUYEN	ALAMEDA CTC	510-208-7419	JNGUYEN@alamedactc.org
29.	James Olson	ALAMEDA CTC PCT	510 208 7469	jolson@alamedactc.org
30.	Soren Fajen	NEWARK	(510) 518-4286	soren.fajen@newark.org
31.	Matthew Bonberg	Alameda CTC	510 208-7444	mbonberg@alamedactc.org
32.	Rochelle Wheeler	Consultant to Alameda CTC	510-208-7471	RWheeler@alamedactc.org
33.	Saravana Suthanthira	Alameda CTC	510-208-7426	ssuthanthira@alamedactc.org
34.	Ackie Taylor	ALAMEDA CTC	(510) 208-7413	ataylor@alamedactc.org
35.	Kara Vuicich	Alameda CTC	(510) 208-7410	kvuicich@alamedactc.org
36.	Ruben Izon	Alameda Co. PWA	(510) 670-5827	rubeni@acpwa.org
37.	John Heming	Alameda CTC	510-208-7414	jheming@alamedactc.org
38.	VIVEK BHAT	ALAMEDA CTC	510-208-7430	vbhat@alamedactc.org
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42.				
43.				



Memorandum

3.2

1333 Broadway, Suites 220 & 300, Oakland, CA 94612 • PH: (510) 208-7400 • www.AlamedaCTC.org

DATE: July 2, 2013

SUBJECT: California Transportation Commission June 2013 Meeting Summary

RECOMMENDATION: Receive an update on the June 2013 CTC Meeting.

Summary

The June 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 three (3) 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)

CTC reviewed the Draft 2014 STIP Estimate and approved the Draft Guidelines presented by the Department. The final 2014 STIP Fund Estimate and guidelines will be considered at the August 6, 2013.

2. STIP / State Route 24 Caldecott Tunnel 4th Bore Project

CTC approved amendment of the 2012 STIP to reprogram \$400,000 in Regional Improvement Program (RIP) funds from environmental (PA&ED) to design (PS&E) for the follow-up Landscaping & Environmental Enhancements contract of the State Route 24 Caldecott Tunnel 4th Bore project.

Outcome: Amendment will allow project to proceed to design phase.

3. 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.

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

June 2013 CTC Summary for Alameda County Projects/ Programs

Sponsor	Program / Project	Item Description	CTC Action / Discussion
Caltrans	2014 State Transportation Improvement Program (STIP)	CTC staff presented the draft 2014 STIP Fund Estimate and guidelines.	Approved
Caltrans	STIP / State Route 24 Caldecott Tunnel 4th Bore Project	Amend the 2012 STIP to reprogram \$400,000 in Regional Improvement Program (RIP) funds from environmental (PA&ED) to design (PS&E) for the Follow-up Landscaping & Environmental Enhancements contract of the State Route 24 Caldecott Tunnel 4th Bore project.	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

http://www.dot.ca.gov/hq/transprog/ctcbooks/2013/0613/000_Timed.pdf

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Memorandum

3.3

1333 Broadway, Suites 220 & 300, Oakland, CA 94612 • PH: (510) 208-7400 • www.AlamedaCTC.org

DATE: July 2, 2013

SUBJECT: Alameda County Federal Inactive Projects List: June 20, 2013 Update

RECOMMENDATION: Receive an update on the June 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 JUNE 20, 2013**

Updated on 06/20/2013

Updated on
06/20/2013

Project No (Newly added projects highlighted in GREEN)	Days until inactivity	FMS transaction or deobligation by:	Agency/District Action Required	Prefix	Agency	Description	Latest Date	Authorization Date	Latest Payment Date	Last Action Date	Total Cost	Federal Funds	Expenditure Amt	Unexpended Bal
4430004	Inactive	7/1/2013	Records indicated project is in Final Voucher. District to verify.	ER	Alameda County	PALOMARES ROAD @ MM 8.70 , EMERGENCY OPENING & PRE- RESTORATIO	8/31/2010	12/17/2005	8/31/2010	8/31/2010	354,400.00	321,171.00	304,062.21	17,108.79
5012098	Inactive	7/1/2013	Invoice returned to agency. Contact DLAЕ.	ESPL	Oakland	VARIOUS STREETS AND ROADS - CITYWIDE , CURB RAMPS AND SIDEWALK REPAIR	5/3/2012	5/13/2009	5/3/2012	5/3/2012	1,118,832.00	1,118,832.00	1,007,713.58	111,118.42
5053018	Inactive	7/1/2013	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
5322034	Inactive	7/1/2013	Records indicated project is in Final Voucher. Invoice under review by Caltrans. Monitor for progress.	BPMP	Fremont	ISHERWOOD WAY OVER ALAMEDA CO.FLOOD CHANNEL, PREVENTIVE MAINTENANCE BR#33C0135	12/21/2011	7/23/2009	12/21/2011	12/21/2011	10,684.00	9,459.00	6,296.71	3,162.29
5322037	Inactive	7/1/2013	Records indicated project is in Final Voucher. Invoice under review by Caltrans. Monitor for progress.	BPMP	Fremont	OLD CANYON RD/ALAMEDA CO.CHANNEL BR#33C0017, PREVENTIVE MAINTENANCE	12/21/2011	9/1/2009	12/21/2011	12/21/2011	6,869.00	6,081.00	5,753.74	327.26
5322038	Inactive	7/1/2013	Records indicated project is in Final Voucher. Invoice under review by Caltrans. Monitor for progress.	BPMP	Fremont	AUTO MALL PKWY/UNION PACIFIC RR BR#33C0400, 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	7/1/2013	Records indicated project is in Final Voucher. Invoice under review by Caltrans. Monitor for progress.	BPMP	Fremont	ALVARADO BLVD OVER ALAMEDA CO.FLOOD CHANNEL , PREVENTIVE MAINTENANCE BR#33C0059	12/21/2011	9/1/2009	12/21/2011	12/21/2011	29,290.00	25,930.00	14,144.86	11,785.14
5933028	Inactive	7/1/2013	Invoice returned to agency. Contact DLAЕ.	STPLZ	Alameda County	OAKLAND ESTUARY (FRUITVALE AV) BR NO 33C-0147, SEISMIC RETROFIT	6/5/2012	9/1/1996	6/5/2012	6/5/2012	561,250.00	488,021.00	460,739.74	27,281.26
6273038	Inactive	7/1/2013	Invoice under review by Caltrans. Monitor for progress.	CML	Alameda County Congestion Management Agency	W GRAND AVE, MACARTHUR BLVD, 20TH/HARRISON ST, INTERCONNECT AND X-IMPROVEMENTS	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	7/1/2013	Invoice past due. Contact DLAЕ.	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
6000025	16	7/6/2013	Invoice under review by Caltrans. Monitor for progress.	STPLZ	San Francisco Bay Area Rapid Transit District	VARIOUS BART AERIAL STRUCTURES IN 4 COUNTIES , RETROFIT OF BART AERIAL STRUCTURES	7/6/2012	8/3/2005	7/6/2012	2/1/2013	30,242,133.00	24,756,014.00	15,899,318.02	8,856,695.98
6204063	37	7/27/2013	Submit invoice to District THIRTY days prior to date on left. DO NOT SUBMIT A JUSTIFICATION.	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	269,018.13

ALAMEDA COUNTY LIST OF INACTIVE OBLIGATIONS

UPDATED BY CALTRANS ON JUNE 20, 2013

Updated on 06/20/2013

Updated on 06/20/2013	Project No (newly added projects highlighted in GREEN)	Days until inactivity	FMS transaction or deobligation by:	Agency/District Action Required	Prefix	Agency	Description	Latest Date	Authorization Date	Latest Payment Date	Last Action Date	Total Cost	Federal Funds	Expenditure Amt	Unexpended Bal
	6273032	37	7/27/2013	Submit invoice to District THIRTY days prior to date on left. DO NOT SUBMIT A JUSTIFICATION.	HP21L	Alameda County Congestion Management Agency	SUNOL GRADE - ALAMEDA & SANTA CIARA 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
	5933119	44	8/3/2013	Submit invoice to District THIRTY days prior to date on left. DO NOT SUBMIT A JUSTIFICATION.	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	8/3/2012	500,000.00	500,000.00	0.00	500,000.00
	5014035	55	8/14/2013	Invoice returned to agency. Resubmit to District THIRTY days prior to date on the left.	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
	5178013	57	8/16/2013	Submit invoice to District THIRTY days prior to date on left. DO NOT SUBMIT A JUSTIFICATION.	SRTSLNI	Albany	ELEMENTARY SCHOOLS IN CITY OF ALBANY, SAFE ROUTES TO SCHOOL PROGRAM	8/16/2012	8/16/2012	8/16/2012	8/16/2012	200,000.00	185,000.00	0.00	185,000.00
	5354008	58	8/17/2013	Submit invoice to District THIRTY days prior to date on left. DO NOT SUBMIT A JUSTIFICATION.	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
	6430001	58	8/17/2013	Submit invoice to District THIRTY days prior to date on left. DO NOT SUBMIT A JUSTIFICATION.	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	20,866,748.00	1,684,093.00	1,119,220.74	564,872.26
	5014031	63	8/22/2013	Submit invoice to District THIRTY days prior to date on left. DO NOT SUBMIT A JUSTIFICATION.	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
	5933109	78	9/6/2013	Submit invoice to District THIRTY days prior to date on left. DO NOT SUBMIT A JUSTIFICATION.	CML	Alameda County	VARIOUS LOCATIONS, PURCHASE OF ELECTRIC VEHICLES	9/6/2012	7/5/2011	9/6/2012	9/6/2012	4,725,000.00	2,808,000.00	8,852.98	2,799,147.02
	6480003	89	9/17/2013	Submit invoice to District THIRTY days prior to date on left. DO NOT SUBMIT A JUSTIFICATION.	TGR2DGL	Alameda County Transportation Commission	SAN LEANDRO ST. OAKLAND COLISEUM BART TO 85TH AVE. , BICYCLE AND PEDESTRIAN PATH	9/17/2012	9/17/2012	9/17/2012	9/17/2012	1,348,000.00	1,078,400.00	0.00	1,078,400.00
	5101025	90	9/18/2013	Final invoice under review by Caltrans. Monitor for progress.	STPL	Pleasanton	OLD SANTA RITA RD. , SANTA RITA RD. , W. LAS PSITA BLVD. , OWEN DR. , AND WILLOW RD. , PAVEMENT REHAB.	9/18/2012	4/14/2011	9/18/2012	5/17/2013	1,350,756.99	875,096.64	723,060.73	152,035.91
	5053024	111	10/9/2013	Submit invoice to District THIRTY days prior to date on left. DO NOT SUBMIT A JUSTIFICATION.	CML	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
	6000049	111	10/9/2013	Invoice under review by Caltrans. Monitor for progress.	STPLZ	San Francisco Bay Area Rapid Transit District	IN WEST OAKLAND, SEISMIC RETROFIT OF BART FACILITIES	10/9/2012	9/21/2010	10/9/2012	2/1/2013	12,725,109.00	913,421.00	154,134.34	759,286.66

ALAMEDA COUNTY LIST OF INACTIVE OBLIGATIONS

UPDATED BY CALTRANS ON JUNE 20, 2013

Updated on 06/20/2013

Updated on 06/20/2013

Project No (Newly added projects highlighted in GREEN)	Days until inactivity	FMS transaction or deobligation by:	Agency/District Action Required	Prefix	Agency	Description	Latest Date	Authorization Date	Latest Payment Date	Last Action Date	Total Cost	Federal Funds	Expenditure Amt	Unexpended Bal
5012088	128	10/26/2013	Invoice returned to agency. Resubmit to District THIRTY days prior to date on the left.	CML	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
5432014	128	10/26/2013	Invoice returned to agency. Resubmit to District THIRTY days prior to date on the left.	RPSTPL	Dublin	ALAMO CANAL CREEK UNDERNEATH I-580, CONSTRUCT TRAIL	10/26/2012	10/28/2011	10/26/2012	10/26/2012	1,729,167.00	1,363,523.00	578,671.95	784,851.05
5012089	134	11/1/2013	Submit invoice to District THIRTY days prior to date on left. DO NOT SUBMIT A JUSTIFICATION.	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
5933107	139	11/6/2013	Invoice under review by Caltrans. Monitor for progress.	SRTSL	Alameda County	CASTRO VALLEY, MARSHALL STREET AND OMEGA AVE., CONSTRUCT CURBS,GUTTER,SIDEWALK,RAMP AND DRIVEWAYS	11/6/2012	12/7/2010	11/6/2012	4/29/2013	984,109.00	938,027.00	50,000.00	888,027.00
5432017	141	11/8/2013	Submit invoice to District THIRTY days prior to date on left. DO NOT SUBMIT A JUSTIFICATION.	HPLUL	Dublin	DUBLIN BLVD. - BETWEEN DOUGHTERY ROAD TO SCARLET, RESURFACE	11/8/2012	11/8/2012		11/8/2012	334,284.00	297,000.00	0.00	297,000.00
6057014	146	11/13/2013	Submit invoice to District THIRTY days prior to date on left. DO NOT SUBMIT A JUSTIFICATION.	DEM05L	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	149	11/16/2013	Submit invoice to District THIRTY days prior to date on left. DO NOT SUBMIT A JUSTIFICATION.	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
5354026	161	11/28/2013	Final invoice under review by Caltrans. Monitor for progress.	STPLZ	Union City	WHIPPLE RD OVER BART TRACKS, BRIDGE # 33C0223, SEISMIC RETROFIT	11/28/2012	4/13/2011	11/28/2012	11/28/2012	874,371.00	772,752.00	420,101.71	352,650.29
5933122	163	11/30/2013	Submit invoice to District THIRTY days prior to date on left. DO NOT SUBMIT A JUSTIFICATION.	DEM06L	Alameda County	EAST AVENUE FROM E STREET TO CAMINO VISTA, CONSTRUCT CURB&GUTTER, SIDEWALK, DRIVEWAY,RAMP ETC	11/30/2012	11/30/2012		11/30/2012	106,000.00	106,000.00	0.00	106,000.00
5933123	163	11/30/2013	Invoice under review by Caltrans. Monitor for progress.	DEM05L	Alameda County	HAVILAND FROM GROVE WAY TO BLOSSOM WAY, CONSTRUCT CURB & GUTTER, SIDEWALK,RAMP,DRIVEWAY ETC	11/30/2012	11/30/2012		11/30/2012	250,000.00	250,000.00	0.00	250,000.00

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QUARTERLY REVIEW OF INACTIVE PROJECTS JUSTIFICATION FORM SUMMARY



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	DATE	
24. FORM REVIEWED AND RECOMMENDED FOR APPROVAL BY:					
CT DISTRICT CONTACT NAME/TITLE		SIGNATURE	PHONE NUMBER	DATE	



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

6.1

1333 Broadway, Suites 220 & 300, Oakland, CA 94612 • PH: (510) 208-7400 • www.AlamedaCTC.org

DATE: July 2, 2013

SUBJECT: Countywide Transit Plan and Integrated Community Based Transportation Plans Update Scope of Work

RECOMMENDATION: Provide input on the key objectives, outcomes and preliminary draft scope of work for the Countywide Transit Plan and Integrated Community Based Transportation Plans Update

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. 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. This item is for information only. Comments and feedback on the draft objectives, outcomes, and scope of work are due by July 31, 2013. The draft final objectives, outcomes, scope of work, and schedule will be presented to the Commission for approval in September 2013.

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 Goods Movement Plan and Multimodal Arterial Corridor Plan. It will incorporate the integration and update of the county's five Community Based Transportation Plans and will also address ADA paratransit needs and services. This memo summarizes the key outcomes and objectives, scope of work and schedule for the Countywide Transit Plan.

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 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;
- Ensuring the financial sustainability of transit operations;
- Providing adequate capacity; and

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 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.

Community Based Transportation Plans

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.

Key Objectives and Outcomes

One of the primary objectives of the Countywide Transit Plan is to bring together transit operators and the jurisdictions they serve to develop effective strategies for addressing current and future transit needs and challenges and to align transit investment policies and priorities in the near and long term. Doing so will better enable the county's investments in transit service and facilities to support 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 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.

The key objectives and outcomes of the Countywide Transit Plan include the following:

- Coordinate and align funding and implementation priorities between transit operators and the jurisdictions they serve. Foster the creation of stronger partnerships between jurisdictions and transit providers to better integrate transit, land use, economic development, and transit-supportive infrastructure investments.
- Develop a strategic vision for improving transit service in the county over time, including local, regional and inter-regional services across all transit modes. This will include articulating the value and benefits that transit can provide as a key component of the transportation network and its role in facilitating land use, economic development, environmental, and social equity objectives.
- Develop a policy framework for future transit expansions vs. maintenance and enhancement of the existing transit system.
- Develop a policy/approach for fare integration and coordination that supports the efficiency and effectiveness of the transit network. Identify additional opportunities and develop pilot programs to reduce transit costs for low-income individuals.
- Build on the Inner East Bay COA, BART Metro, the and Tri-City/Tri-Valley Transit Study to develop a near- and long-term countywide transit network that identifies high-frequency corridors, connecting local service, regional and inter-regional transit connections, and supportive infrastructure.
- Develop and implement a methodology for prioritizing corridors and transit investments (capital and operating) to build the transit network over time that is based on ridership, operating and capital cost, constraints, equity, connectivity and network functionality, congestion, land use, travel markets and origin/destination demands, as well as other potential factors. Performance measures and priorities will inform the next CWTP and TEP as well as the CIP and PIP.
- Incorporate existing performance measures used by transit operators as well as those identified as part of the Transit Sustainability Project to develop a set of performance measures and standards to assess transit performance and level of service for different types of transit service throughout the county.
- Identify and incorporate new technologies that could improve the provision, management and use of transit and ADA paratransit services.
- Identify and prioritize transit investments to be incorporated into the CWTP, TEP and RTP, including:
 - Identify and develop an implementation strategy for alternative service delivery options for areas with lower transit productivity. More efficiently and effectively serve community transportation needs through alternative service delivery mechanisms when regular fixed-route transit service may not be a sustainable model.
 - Develop a strategy for addressing the transportation needs of Communities of Concern in both the near and long-term that is an integrated part of the transit

network (e.g. CBTP update and integration). Examine opportunities for combining different types of service (i.e., shuttles, demand-response service, paratransit service, etc.) to more efficiently meet community transportation needs. Identify near-term pilot projects to address community transportation needs and service gaps.

- Identify which types of transit modes may be most appropriate for different portions of the transit network, including consideration of on-going studies and plans.
- Develop a strategy to address the needs for passenger rail, both regional and inter-regional, and potential connections to a future high-speed rail network.
- Develop a strategy to address the demand for shuttle services, both public and private, and integrate services with the transit network.
- Identify and address ADA paratransit needs related to changes in transit service and an evolving transit network. Develop strategies to improve the efficiency of ADA paratransit service.

Countywide Transit Plan Scope of Work, Deliverables and Schedule

The following tasks summarize the general scope of services needed for development of a Countywide Transit Plan in Alameda County. The schedule by task and deliverable is found in Attachment C.

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. 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.

3. Existing 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, demographic and socioeconomic characteristics, land use, 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. 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.

This task will also 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.).

Deliverables:

- Technical memorandum documenting existing conditions and needs with respect to transit, more general travel, and mobility/accessibility needs for Communities of Concern.

4. 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 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.

5. 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.

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.

6. 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 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.

7. 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, 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.

Deliverables:

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

8. 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.

9. 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.

10. 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.

Deliverables:

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

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

Identify specific transit-supportive infrastructure improvements that will be needed to support transit improvements 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. 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.

12. 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.

13. 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.

14. 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. 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.

15. 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.

16. 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.

As a subset of public outreach efforts, 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.

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.

17. Project Management and Coordination with other Countywide Planning Efforts

The Alameda CTC is embarking on the development of three countywide planning efforts: goods movement, transit 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 two plans, including meetings and stakeholder and community outreach and input.

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: There is no fiscal impact.

Staff Contacts

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

[Kara Vuicich](#), Senior Transportation Planner

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Memorandum

6.2

1333 Broadway, Suites 220 & 300, Oakland, CA 94612 • PH: (510) 208-7400 • www.AlamedaCTC.org

DATE: July 2, 2013

SUBJECT: Annual Review of Alameda CTC Responses to Environmental Documents

RECOMMENDATION: Provide input on record of Alameda CTC responses to environmental documents.

Summary

ACTAC is requested to review the attached record of Alameda CTC responses to land use project environmental documents and:

- 1) Verify all projects are included;
- 2) Inform staff if projects are complete or discontinued; and
- 3) Confirm that the information presented is accurate.

The deadline for responses is July 31, 2013. The record of projects will be used to determine local conformity with the Land Use Analysis Program (LUAP) element of the Congestion Management Program (CMP) for fiscal year 2012-2013 (FY 12/13).

Background

Alameda CTC Environmental Document Review

The Alameda CTC reviews and comments on environmental documents from significant land use development plans and projects. This review is part of the Alameda CTC's program to analyze the impacts of land use decisions made by local jurisdictions on regional transportation systems, per the requirements of the CMP statute.

Jurisdictions are required to send the Alameda CTC all Notices of Preparation (NOPs) and Draft and Final Environmental Impact Reports (DEIRs and FEIRs) for all land use actions (specific plans, master plans, general plan amendments, and development projects). Attachment A presents a record of projects for which the Alameda CTC received environmental documents and dates of Alameda CTC responses for FY 12/13. "Completed" projects are projects for which a CMP land use analysis was satisfactorily completed during FY 12/13. "Inactive" projects are projects which have outstanding CMP requirements but staff believes may be discontinued. Complete and inactive projects will not be carried

forward to the next conformity period. Jurisdictions are asked to review this record for completeness and accuracy.

Congestion Management Program Conformity Findings

The Alameda CTC makes an annual determination regarding whether the county and cities are conforming to the requirements of the CMP. Jurisdictions must provide evidence of complying with the following requirements:

- 1) Land Use Analysis Program
 - a. Environmental Document Review – ensure Alameda CTC has received all documents and all CMP analyses adequately conducted;
 - b. Land Use Forecast Review (review of allocation of Association of Bay Area Government projections to Traffic Analysis Zones) – no activities during FY 12/13;
- 2) Travel Demand Management – Complete Alameda CTC's Site Design Checklist;
- 3) Payment of Fees; and
- 4) Deficiency Plans – as needed in some jurisdictions.

The schedule of future conformity findings activities for FY 12/13 is as follows:

- July – Jurisdictions provide input on completeness/accuracy of Alameda CTC record of responses to environmental documents
- July/August – Alameda CTC requests documentation from jurisdictions related to items 2, 3, and 4
- September/October – draft report on conformity findings brought to ACTAC and PPLC
- December – final report on conformity findings brought to Alameda CTC.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Record of Alameda CTC Responses to Environmental Documents for FY12-13

Staff Contact

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

[Matthew Bomberg](#), Assistant Transportation Planner

CMP - Land Use Analysis Program (for the period between July 1, 2012 - June 30, 2013)									
Jurisdiction	Project Type (Plan/Development)†	Development Title	CEQA Clearing-house #	Local Tracking #	Exempt/ Tier 1	NOP Response	Draft Response (*Comments made)	Final Response	CMP Conformity Status‡
LAND USE PROJECTS - ACTIVE									
1	City of Alameda	Plan	North Park Street Regulating Code	2011052058	N/A	Tier 1	6/23/2011	--	A
2	City of Alameda	Plan	Alameda Point General Plan and Zoning Amendments, Master Infrastructure Plan, and Town Center and Waterfront Plan	2013012043	N/A	Tier 1	1/23/2013		A
3	City of Berkeley	Plan	West Berkeley Project	2009072084		Tier 1	11/10/2011	3/30/2012	A
4	City of Dublin	Development	The Village at Dublin Retail Project	2013012027	PLPA-2012-00031	Tier 1	1/23/2013		A
5	City of Dublin	Plan	Dublin Crossing Specific Plan	2012062009	N/A	Tier 1	--		A
6	City of Fremont	Plan	Warm Springs/South Fremont Community Plan	2013032062	N/A	Tier 1	4/22/2013		A
7	City of Hayward	Plan	Mission Boulevard Corridor Specific Plan	2011042076	NA	Tier 1	05/13/11	5/8/2013*	A
8	City of Newark	Plan	Newark General Plan Tune Up		N/A	Tier 1	2/12/2013		A
9	City of Oakland	Development	Emerald Views Residential Development Project (formerly 19th Street Residential Condominium)	2007112042	ER06-0009	Tier 1	12/7/2007	11/21/2011*	A
10	City of Oakland	Plan	Lake Merritt Station Area Plan	2012032012	ER11-0017, ES11225	Tier 1	3/27/2012		A
11	City of Oakland	Plan	Broadway/Valdez District Specific Plan	2012052008	ZS12046 & ER120005	Tier 1	6/14/2012		A
12	City of Oakland	Plan	West Oakland Specific Plan	2012102047	ER 12-0018	Tier 1	11/8/2012		A
13	City of Oakland	Development	Broadway West Grand 2013 Modified Project (23rd/Broadway)	2004032052	ER030022	Tier 1	3/13/2013		A
14	City of Oakland	Development	The Shops at Broadway	2012072062	ER12-0007	Tier 1	8/17/2012		A
15	City of Oakland	Plan	Oakland Coliseum Area Specific Plan	2013042066	ZS13-103 & ER13-0004	Tier 1	5/20/2013		A
16	Veterans Administration/Navy	Development	Land Transfer and VA Clinic, Cemetery, and VA Offices		N/A	Tier 1	--	3/4/2013	A

NOTES:

- † Project Type: Plan = Specific Plan, Area Plan, or other planning document that will result in General Plan Amendment (change in allowable building envelope); Development = Development Project
 - * Comments Made = Alameda CTC's response to DEIR identified areas to be addressed in FEIR
 - ‡ CMP Conformity Status: A = Active (Project has outstanding CMP requirements); C = Complete (Project has completed CMP requirements); I = Inactive
 - § Exempt refers to projects that do not exceed the threshold of generating 100 p.m. peak-hour trips above existing land uses/zoning designation.
- The Alameda CTC does not review Mitigated Negative Declarations as part of its CMP Land Use Analysis Program

CMP - Land Use Analysis Program (for the period between July 1, 2012 - June 30, 2013)									
Jurisdiction	Project Type (Plan/Development)†	Development Title	CEQA Clearing-house #	Local Tracking #	Exempt‡ / Tier 1	NOP Response	Draft Response (*Comments made)	Final Response	CMP Conformity Status‡
LAND USE PROJECTS - INACTIVE									
1	City of Oakland	Development	Victory Court Ballpark Development	2010112033	ER10-0002	Tier 1	12/9/2010		I
2	City of Oakland	Plan	Proposed Amendments to the Broadway/MacArthur/San Pablo Redevelopment Plan	1999052061	ER11-0001	Tier 1	7/18/2011		I

NOTES:

† Project Type: Plan = Specific Plan, Area Plan, or other planning document that will result in General Plan Amendment (change in allowable building envelope); Development = Development Project

* Comments Made = Alameda CTC's response to DEIR identified areas to be addressed in FEIR

‡ CMP Conformity Status: A = Active (Project has outstanding CMP requirements); C = Complete (Project has completed CMP requirements); I = Inactive

◊ Exempt refers to projects that do not exceed the threshold of generating 100 p.m. peak-hour trips above existing land uses/zoning designation.

The Alameda CTC does not review Mitigated Negative Declarations as part of its CMP Land Use Analysis Program

CMP - Land Use Analysis Program (for the period between July 1, 2012 - June 30, 2013)										
Jurisdiction	Project Type (Plan/Development)†	Development Title	CEQA Clearing-house #	Local Tracking #	Exempt/Tier 1‡	NOP Response	Draft Response (*Comments made)	Final Response	CMP Conformity Status‡	
LAND USE PROJECTS - COMPLETE										
1	City of Berkeley	Development	2201 Dwight Way Project	2012102041		Exempt	11/8/2012	N/A	N/A	C
2	City of Berkeley	Development	Berkeley Iceland Adaptive Reuse Project	2011092011		Tier 1	--	12/20/2011*	4/26/2012	C
3	City of Berkeley	Development	Acheson Commons	2011102035		Tier 1	11/17/2011	7/16/2012*	5/6/2013	C
4	City of Dublin	Development	Moller Ranch Development Project/Moller Creek Culvert Replacement	2005052146	PA 03-060	Tier 1	8/20/2012	10/29/2012*	11/26/2012	C
5	City of Fremont	Plan	Downtown Community Plan (Formerly Midtown Community Plan)	2010072001	PLN 2010-0030	Tier 1	8/10/2010	4/2/2012*	10/11/2012	C
6	City of Fremont	Development	Mission Hills Swim and Tennis Club (formerly identified as Kimber Park Commons)	2012052065	PLN 2012-00241	Exempt	6/14/2012	N/A	N/A	C
7	City of Livermore	Development	Garaventa Hills Project	2011112045		Exempt	--	11/26/12	N/A	C
8	City of Newark	Development	Dumbarton Transit Oriented Development Truemark Residential Project	2010042012		Exempt	2/12/2013	N/A	N/A	C
9	City of Oakland	Development	Safeway Redevelopment Project (Broadway at Pleasant Valley Ave.)	2009062097	ER09-007	Tier 1	7/17/2009	1/23/2013	N/A	C
10	City of Oakland	Development	1800 San Pablo Avenue Project (also known as the Fox Block Project)	2011102031	ER11-0014	Tier 1	11/17/2011	8/17/2012	N/A	C
11	City of Oakland	Development	General Electric Site Demolition	2012072024	ER11-0011	Exempt	8/17/2012	N/A	N/A	C
12	City of Oakland	Development	High & MacArthur Mixed Use Project	2011052049	ER10-0001	Exempt	--	11/8/2012	N/A	C
13	City of Oakland	Plan	Central Estuary Implementation Guide (CEIG)	2011112055	ER11-0016	Tier 1	12/16/2011	12/14/2012*	5/6/2013	C
14	City of Pleasanton	Plan	Housing Element Update and Climate Action Plan	2011052002	PGPA-17	Tier 1	5/13/2011	11/17/2011	N/A	C
15	City of Pleasanton	Development	PUD-25: Lund Ranch II	2003092021		Exempt	6/14/2012	N/A	N/A	C
16	University of California, Berkeley	Development	Cal Aquatics Center	2003082131		Exempt	2/12/2013	N/A	N/A	C

NOTES:
† Project Type: Plan = Specific Plan, Area Plan, or other planning document that will result in General Plan Amendment (change in allowable building envelope); Development = Development Project
* Comments Made = Alameda CTC's response to DEIR identified areas to be addressed in FEIR
‡ CMP Conformity Status: A = Active (Project has outstanding CMP requirements); C = Complete (Project has completed CMP requirements); I = Inactive
‡ Exempt refers to projects that do not exceed the threshold of generating 100 p.m. peak-hour trips above existing land uses/zoning designation.
The Alameda CTC does not review Mitigated Negative Declarations as part of its CMP Land Use Analysis Program
Completed projects will be removed from list at end of conformity period (July 1, 2013)

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AGENDA

Topic	Estimated Time
1. Introductions (<i>Eileen Ross, Chair</i>)	3 min
2. Review of Working Group Minutes*	5 min
A. Partnership Local Streets and Roads Working Group – May 9, 2013* (<i>Craig Tackabery, LSRWG Chair</i>)	
3. Standing/ Programming Updates:	
A. Federal Programs Delivery Update (STP/CMAQ, STIP-TE, HBP, Local Safety)* (<i>Marcella Aranda</i>)	10 min
• Inactive Obligations Update (<i>The current Inactive Obligations listing is available online at: http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm.)</i>)	
B. CTC/Legislative Update* (<i>Kenneth Kao/ Rebecca Long</i>)	15 min
C. OneBayArea Grant (OBAG) Q&A (<i>Craig Goldblatt</i>)	15 min
• Priority Conservation Area (PCA) Call for Projects	
4. Federal/State Program Announcements:	
A. Caltrans/FHWA/CalRTPA Announcements* (<i>Memo Only</i>)	
i. LPP 13-01 Consultant Selection and Other Technical Changes* (<i>Local Programs Procedures LPP 13-01 Consultant Selection and Other Technical Changes and associated Exhibits have been posted to the Local Assistance website at: http://www.dot.ca.gov/hq/LocalPrograms/lpp/lpp1r1.htm</i>)	
ii. Federal Lands Access Program (FLAP) Website (<i>New website for Federal Lands Access Program (FLAP) has been posted at: http://www.dot.ca.gov/hq/LocalPrograms/programInformation.htm</i>)	
iii. Clarification Letter re: Buy America at Utility Issues* (<i>The Department received direction from the Federal Highway Administration's (FHWA's) California Division on April 2, 2013, that implementation of the Moving Ahead for Progress in the 21st Century (MAP-21) bill resulted in changes to compliance requirements related to Buy America and Federal requirements concerning utility relocation work on Federal-aid projects. FHWA established a new policy for Right of Way Certifications on Federal-aid projects effective May 1, 2013.</i>)	
iv. Chief Deputy Director of the California Transportation Commission* (<i>The California Transportation Commission is pleased to announce the appointment of Susan Bransen to the position of Chief Deputy Director, where she will oversee the day-to-day operations of the Commission, serving as the chief of staff and the principal policy advisor to the Commission and its Executive Director.</i>)	
v. “Right-of-Way Procedures, Tools and Techniques for Local Public Agencies” Webinar* (<i>FHWA's Office of Real Estate Services recently announced their upcoming webinar titled “Right-of-Way Procedures, Tools and Techniques for Local Public Agencies” and are encouraging local agencies to register. The free webinar will be held on Tuesday, July 9, 2013. http://localassistance.info/2013/06/12/rw-procedures-tools-and-techniques-for-lpa-webina/</i>)	
vi. Updated Emergency Relief (ER) Program (<i>The “UPDATED EMERGENCY RELIEF (ER) PROGRAM” has been posted to the Local Assistance website at: http://www.dot.ca.gov/hq/LocalPrograms/programInformation.htm. Questions or comments</i>)	

regarding this change should be directed to: Teresa McWilliam at [(916) 653- 0328 or Teresa.Mcwilliam@dot.ca.gov]

5. Discussion Items:

- A. 2014 RTIP Policies Preview** (Kenneth Kao) 10 min
- B. Transportation Alternatives Program (TAP) (Ross McKeown) 15 min
- C. 2013 LSRWG Work Plan Update (Theresa Romell/ Craig Tackabery) 30 min
 - i. Statewide Needs Assessment Agency Contribution Status*
 - ii. Cap and Trade Discussion
 - iii. TechTransfer Training Update – June 2013*

6. Informational Items: (“Memo Only” unless otherwise noted)

- A. TIP Update* 10 min
(The current TIP and subsequent TIP Revisions are available online at: <http://www.mtc.ca.gov/funding/tip/2011/revisions.htm>)
- B. PMP Certification Status*
(Current PMP Certification status is available online at: <http://www.mtcpms.org/ptap/cert.html>)
- C. 2013 Local Streets and Roads Working Group Meeting Calendar
(The 2013 Local Streets and Roads Working Group meeting calendar is available online at: <http://www.mtc.ca.gov/meetings/agendas.htm>)
- D. 2013 Programming and Delivery Working Group Meeting Calendar
(The 2013 Programming and Delivery Working Group meeting calendar is available online at: <http://www.mtc.ca.gov/meetings/agendas.htm>)

7. Recommended Agenda Items for Next Meeting: (All) 5 min

The next LSRWG meeting:

Thursday, July 11, 2013
9:30a – 11:30a, 2nd Floor, Claremont
101-8th Street, Oakland 94607

The next Joint LSRPDWG meeting:

Monday, September 16, 2013
10:30a – 12:30p, 3rd Floor, Fishbowl
101-8th Street, Oakland 94607

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

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



Memorandum

6.6

1333 Broadway, Suites 220 & 300, Oakland, CA 94612 • PH: (510) 208-7400 • www.AlamedaCTC.org

DATE: July 2, 2013

SUBJECT: Countywide Pedestrian and Bicycle Counts Report (2002 to 2012)

RECOMMENDATION: Provide input on the Draft Alameda County "Pedestrian and Bicycle Manual Counts Report (2002 to 2012)"

Summary

Alameda CTC has been conducting bicycle and pedestrian manual counts in some form since 2002 at locations throughout the county. In 2010, a set of 63 count locations was selected for an annual manual count program in an effort to track trends in walking and bicycling in the county. Counts were conducted in the fall of 2010, and again in 2011 and 2012. The Committee is requested to provide input on the draft Pedestrian and Bicycle Manual Counts Report, which summarizes the 2012 data and the count trends since 2002. The report's Executive Summary is included as Attachment A and the full draft report can be found online at the web page for the July ACTAC meeting:

www.alamedactc.org/events/view/9705. Any comments should be provided to Rochelle Wheeler, wheeler@alamedaCTC.org, by Friday, July 12th. This item is for information only.

Background

Since 2002, manual bicycle and pedestrian counts have been conducted countywide, in some form, throughout Alameda County. Count data has been collected at a total of 101 different sites, however only selected sites have been counted multiple times and during the same time periods. In an effort to monitor changes in walking and bicycling throughout the county and at the planning area level on an annual basis, Alameda CTC established an annual manual count program in 2010, by selecting 63 count locations to count each year. This includes 50 locations selected by Alameda CTC, and an additional 13 Alameda County locations selected by MTC in consultation with Alameda CTC, as part of a regional annual count effort. These 63 sites are listed in the appendices of the Counts Report.

The most recent data, from 2012, is reported in the Draft Pedestrian and Bicycle Manual Count Report (2002 to 2012), which was developed by building on the first version of the Counts Report created in 2010 and updated once in 2011. Committee feedback on the previous reports has been incorporated into the report, where feasible.

The data, summarized in the Executive Summary (Attachment A), shows increases in bicycling and walking across the county over both the past year (2011 to 2012) and the last eleven years (2002 to 2012). Some highlights of the count trends include:

- Pedestrian counts increased from 2011 to 2012 across all time periods, including by 7% in the PM period, and across all planning areas (from between 3% and 46%).
- From 2002 to 2012, pedestrian counts increased by 59% at a set of six common sites.
- Bicyclist counts increased between 2011 and 2012 during all time periods, including by 12% in the PM period, and across all planning areas (from between 6% and 56%).
- From 2002 to 2012, bicyclist counts increased by 64% at a set of nine common sites.
- Women made up 33% of bicyclists counted in 2012, up from 26% in 2010.
- Helmet usage increased between 2011 and 2012 from 58% to 61% of all bicyclists counted.
- Helmet use among women is 11% higher than among males.
- While pedestrian injuries and fatalities due to collisions decreased 20% in Alameda County between 2002 and 2010, pedestrian volumes in the PM period increased by 41% during this same period, suggesting a significant decline in the number of fatal or injury collisions per pedestrian in the county.
- From 2002 to 2010, the total number of bicycle injuries and fatalities due to collisions rose by 17%. During this same period, bicyclist volumes increased by 50% suggesting a lower collision rate per bicyclist.

In response to comments received in 2012, staff added an "AM" (7am to 9am) count period near the sites that are within a half-mile of at least one school. The goal was to determine if it would be beneficial to count at these locations either in both the "school period" (2pm to 4pm) and the AM period, or only during the AM period instead of the school period. As described in the Counts Report, the differences between the AM and school period count data was either insignificant, or did not appear to be related to school trips, and therefore does not appear to warrant counting during the AM period.

Next Steps for Count Program

In the fall of 2013, Alameda CTC will continue to count at the 63 previously-counted locations. In addition, the overall bicycle and pedestrian count program will be evaluated, to determine what improvements could be made. This may include examining how to incorporate automated count data from countywide trails, how to expand the number of count locations countywide, and using new counting methods such as video. The Pedestrian Bicycle Working Group will be utilized for feedback on these questions.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Executive Summary of Draft Pedestrian and Bicycle Manual Counts Report (2002 to 2012)

Staff Contact

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

[Matt Bomberg](#), Assistant Transportation Planner

[Rochelle Wheeler](#), Pedestrian and Bicycle Planning Consultant

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ALAMEDA COUNTY
DRAFT Pedestrian and Bicycle
Manual Counts Report 2002 - 2012



*Prepared by Wheeler Planning and Switchpoint Planning
Published July 2013 for*

Alameda County Transportation Commission
1333 Broadway, Suites 220 & 300
Oakland, CA 94612
www.AlamedaCTC.org

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Bicyclist Weekday School (2 - 4PM)	XX
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Table of Contents (continued)

Appendices **5**

 A-1: Summary Data for All Manual Pedestrian
 Count Sites (2002 - 2012) X

 A-2: Summary Data for All Manual Bicycle
 Count Sites (2002 - 2012) X

 A-3: Pedestrian Data Sources and Attributes for Manual Counts. . . XX

 A-4: Bicyclist Data Sources and Attributes for Manual Counts. XX



Executive Summary

The Alameda County Transportation Commission (Alameda CTC), along with several regional agencies and educational institutions, has been collecting data on the number of bicyclists and pedestrians throughout the county since 2002. This data, while useful, was not always collected in a consistent manner. In 2010, the Alameda CTC established an annual count program with the selection of 63 sites at which to conduct counts every year using the same methodology. The primary goal of the count program is to provide countywide trends in bicycling and walking over multiple years. Where there is sufficient data, the goal is also to assess trends at the sub-county level using the North, Central, South and East planning area groupings.

In 2011, Alameda CTC published the first report analyzing data collected from 2002 to 2010. This report provides the second update to this initial report, an analysis of count data collected in 2011 and 2012.

Data Sources and Methodology

The manual count data used in this report was collected during four distinct time periods, as shown in Figure ES-1. The morning, or “AM,” count period was added this year as a pilot. Sites counted during the school period were also counted during the morning period to gauge the differences between them and to assess whether a morning period should be included in the ongoing count program.

Pedestrian and Bicycle Manual Counts Report

Figure ES-1: Standard Time Periods

Count Period	Standard Time
Mid-day	12 to 2 PM
School	2 to 4 PM
PM	4 to 6 PM
AM (Pilot)	7 to 9 AM

There are two groupings of manual count data that serve different purposes:

- “Longitudinal data” describes historic trends since 2002 using a small set of count locations that are available for this comparison. Although it is only a small number of locations, this data set is useful for tracking the long-term trends, since it allows observing an eleven-year trend line.
- “Annual data” uses a larger number of locations that were selected in 2010 for the annual count program. These locations were counted again in 2011 and 2012. As time goes on, this larger set of data will provide accurate trends in walking and bicycling throughout the county and at the planning area level.

Figure ES-2 below shows a summary of the years in which manual counts were conducted and the number of sites for each grouping of data, by time period.

Figure ES-2: Annual and Longitudinal Data Sets

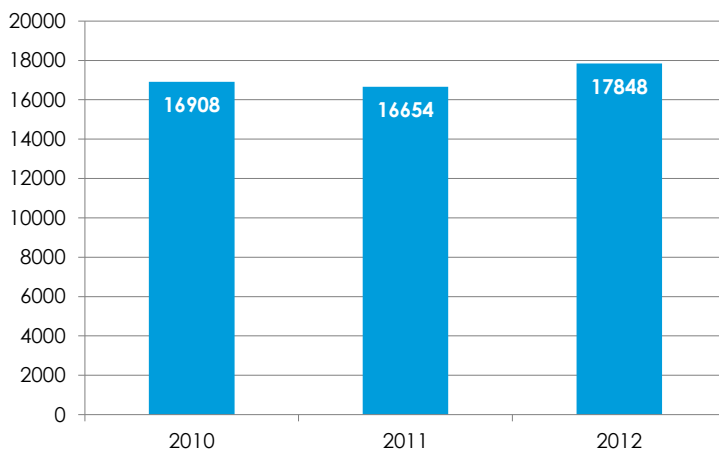
Count Period	Annual Data			Longitudinal Data	
	Comparison Years	# of Sites for Time Period Comparisons	# of Sites for Gender and Helmet Analyses	Comparison Years	# of Sites
Pedestrian					
PM	2010, 2011, 2012	61	63	2002, 2003, 2010, 2011, 2012	6
Mid-day	2010, 2011, 2012	42	45	N/A	N/A
School	2010, 2011, 2012	16	18	N/A	N/A
AM (Pilot)	2012	16	17	N/A	N/A
Bicycle					
PM	2010, 2011, 2012	61	63	2002, 2004, 2006, 2008, 2010, 2011, 2012	9
Mid-day	2010, 2011, 2012	42	45	N/A	N/A
School	2010, 2011, 2012	16	18	N/A	N/A
AM (Pilot)	2012	16	17	N/A	N/A

Note: Sites that were not counted during the same time period for all comparison years are not included in the time period analyses, but are included in the gender and helmet analyses.

Pedestrian Count Trends

Pedestrian counts increased across all time periods from 2011 to 2012, with the largest jump (7%) during the PM peak period. Longer-term trends show considerable growth in the last decade, with pedestrian counts increasing by 59% from 2002 to 2012. A Summary of the pedestrian count trends is provided below.

Total Pedestrians (2010, 2011, 2012; weekday PM; 61 sites) (as seen in Chapter 2, Figure 2-2)



Annual Count Data – 2010 to 2012

- Pedestrian counts increased from 2011 to 2012 across all time periods.
- The PM period data shows a 7% increase in pedestrian counts in the last year (and a 6% increase from 2010 to 2012).
- Mid-day period pedestrian counts also show a 5% increase over 2011 (and a 7% increase from 2010 to 2012).
- School period data, based on counts collected at 16 sites that are within a half-mile of at least one K-12 school, shows a minor increase of 2%, which may not be significant (from 2010 to 2011 there was essentially no change in pedestrian counts).
- By area of the county, the percent change in pedestrians from 2011 to 2012 shows increases in all planning areas. Central County saw the highest percent growth, with a 46% increase over 2011 counts, and the South and East County had increases of 9% and 25% respectively, and

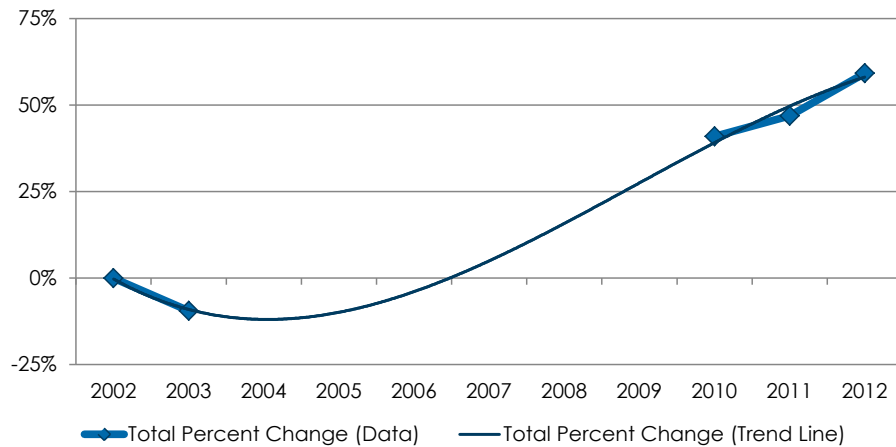
the North, with the highest number of pedestrians counted, showed 3% in growth.

- The pilot AM period pedestrian counts were 6% lower than the school period counts at the same sites. At the site level, just over half of the sites showed lower pedestrian counts during the AM period than during the school period. This suggests that counting during the AM time period is not sufficiently different to warrant counting both periods or switching the counts near schools to the AM time period.

Longitudinal Count Data – 2002 to 2012

The long-term trend in PM period pedestrian counts continues to be upward. From 2002 to 2012, pedestrian counts increased by 59% at a set of six common sites (see Figure ES-3 below, and Figure 2-7, which lists the count sites). The longitudinal data trends for pedestrians are shown below as the percentage change relative to 2002, with a trend line that shows estimated increases between 2003 and 2010, during which no data is available.

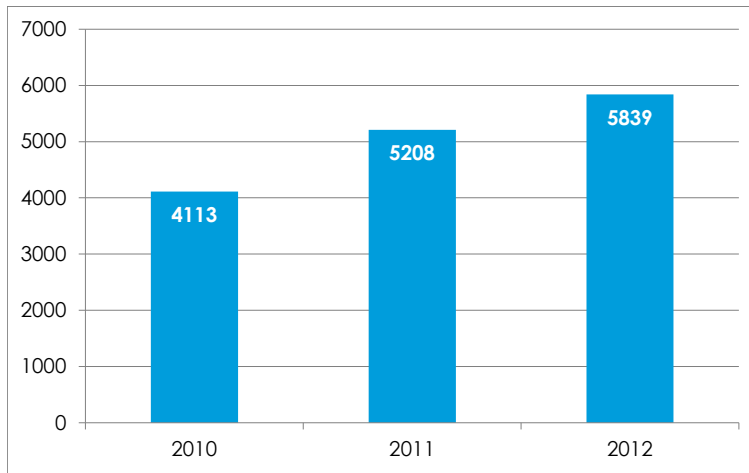
Figure ES-3: Percent Change in PM Pedestrian Counts Relative to 2002 (2002, 2003, 2010, 2011, 2012; weekday PM, 6 sites, which are listed in Figure 2-7)



Bicyclist Count Trends

Bicyclist counts increased between 2011 and 2012 during all time periods, continuing a steady trend in increasing counts seen since 2002. A summary of bicyclist count trends is provided on the following page.

Total Bicyclists (2010, 2011, 2012; weekday PM; 61 sites) (as seen in Chapter 3, Figure 3-2)



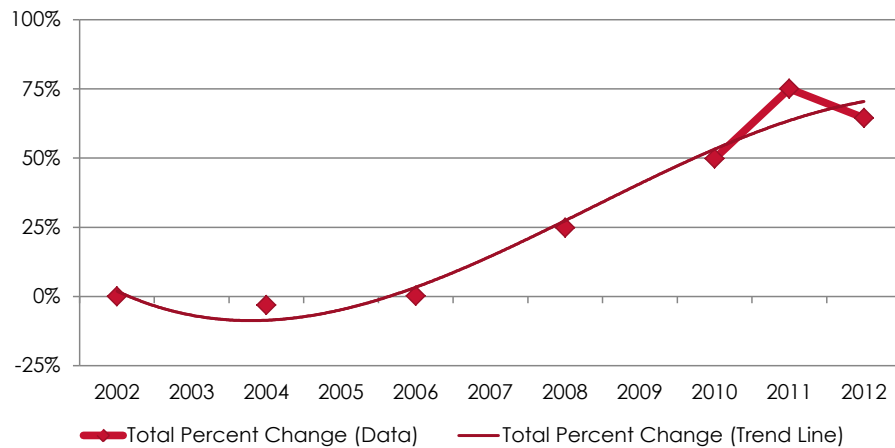
Annual Count Data – 2010 to 2012

- Bicyclists counted in the PM period increased by 12% from 2011 to 2012 (and 42% from 2010 to 2012).
- The mid-day period counts also show a 12% increase from 2011 to 2012 (and a 54% increase from 2010 to 2012).
- The school period saw a more significant increase of 94% from 2011 to 2012 at the 16 count sites within at least a half mile of a K-12 school, (and a 115% increase since 2010).
- By area of the county, the percent change in bicyclists from 2011 to 2012 shows increases in all planning areas. Central County saw the highest percent growth, with a 56% increase over 2011 counts, East County showed an increase of 25%, and the North and South had increases of 8% and 6% respectively. While the North shows one of the lower percent growth rates, it has the highest increase in the number of bicyclists counted.
- The pilot AM period bicyclist counts were 23% higher than the school period counts at the same sites. The variation by site did not correlate to distance from the school, suggesting that the higher AM counts are likely due to non-school-related bicycle commuters and not to significant differences in school-related bicycle trips.

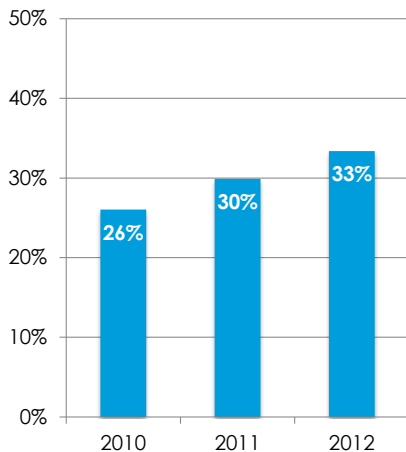
Longitudinal Count Data – 2002 to 2012

Comparing the 9 sites that have been consistently counted during the PM period since 2002, there was a 64% increase in bicycle counts from 2002 to 2012. This is a decrease of 11 percentage points from 2011 to 2012, which is not reflected in the larger annual count data set. Figure ES-4 below shows the percentage increase of PM period counts relative to 2002, as well as a trend line that best fits this data.

Figure ES-4: Percent Change in PM Bicyclist Counts Relative to 2002 (2002, 2004, 2006, 2008, 2010, 2011, 2012; weekday PM, 9 sites, which are listed in Figure 3-7)



Percent female by year (2010, 2011, 2012; weekday mid-day, school and PM periods; 63 sites) (as seen in Chapter 3, Figure 3-13)



Gender and Helmet Data

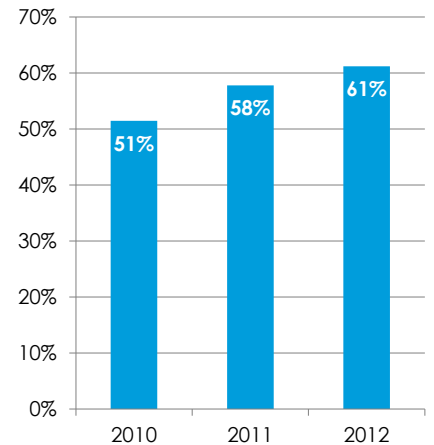
Bicyclist gender and helmet use is also collected as part of the manual count program. The following summarizes the trends in these two areas.

- Women accounted for 49.6% of pedestrians in 2012. This is down less than 1% from the 2011 counts, which is likely not significant at this aggregated level. At the planning area level, women made up 49% of pedestrians counted in the North planning area in 2012, and 48% and 50% in the Central and South planning areas. In the East planning area, females made up 42% of pedestrians in 2012.
- Women made up 33% of bicyclists counted in 2012. However, the proportion of female cyclists has risen steadily and significantly over the last three years, from 26% in 2010. By time period, female bicyclists made up 33% of bicyclists counted during PM period in 2012, 36% during the school

period, and 31% of mid-day period bicyclists. By planning area, females made up 36% of bicyclists counted in the North, 27% in the Central planning area, 31% in the South, and 14% in the East planning area.

- Helmet usage increased between 2011 and 2012 from 58% to 61% of all bicyclists counted. Increases in helmet usage were seen in all time periods except the mid-day where it remained even with last year, and in all areas of the county except the South planning area where it decreased from 62% to 55%.
- Helmet use among women is 11% higher than among males, as seen in the count data. At the planning area level, the difference is most distinct in the Central planning area where 22% more females than males wore helmets. The increase in females bicycling may be one explanation for the increase in helmet use.

Helmet use (2010, 2011, 2012; all time periods; 63 sites) (as seen in Chapter 3, Figure 3-16)



Contextual Data and Trends

The bicyclist and pedestrian count trends are compared in this report to various other data sources, as summarized below.

Collisions

- While pedestrian injuries and fatalities due to collisions decreased 20% in Alameda County between 2002 and 2010, pedestrian volumes in the PM period increased by 41% during this same period. This suggests a significant decline in the number of fatal or injury collisions per pedestrian in the county.
- From 2002 to 2010, the total number of bicycle injuries and fatalities due to collisions rose by 17%. During this same period, bicyclist volumes increased by 50% suggesting a lower collision rate per bicyclist.

Access to BART

- Increased walking and biking in the county has coincided with increases in the percentage of people walking and biking to BART stations in Alameda County.

Population

- The total increase in the population of Alameda County from 2002 to 2012 was 4.9%, as compared to the 59% and 64% increases in pedestrians and bicyclists counted, respectively, during this same period.

California Gasoline Prices

- From 2002 to 2012, gas prices rose by 161%, as compared to the 59% and 64% increases in pedestrian and bicycle counts, respectively, suggesting that increasing gas prices could be influencing the changes in walking and biking.

Unemployment Rate

- From 2002 to 2012, the unemployment rate rose 36%, and in the same period walking and biking increased 59% and 64% respectively. While there are correlations, there is not enough data to make conclusive assessments on the impact of unemployment on walking and biking in the county.