



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

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Executive Director

Arthur L. Dao

Alameda County Technical Advisory Committee

Thursday, April 10, 2014, 1:30 p.m.

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

Mission Statement

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

Public Comments

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

Recording of Public Meetings

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

Reminder

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

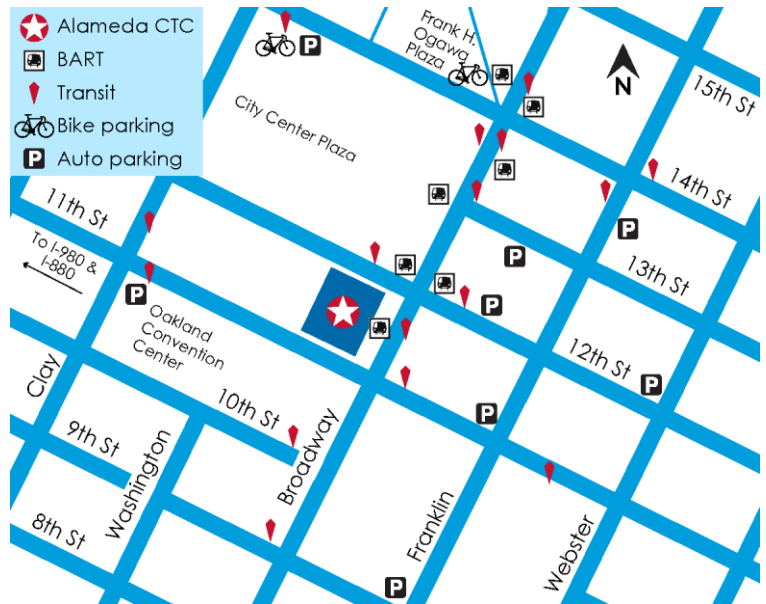
Glossary of Acronyms

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

Location Map

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

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



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

Accessibility

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



Meeting Schedule

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

Paperless Policy

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

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Alameda County Technical Advisory Committee Meeting Agenda Thursday, April 10, 2014, 1:30 p.m.*

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

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***NOTE: THE GOODS MOVEMENT TECHNICAL TEAM MEETS FROM 11:30 a.m. to 1:00 p.m.**

[The Meeting Agenda is Available on the Website.](#)

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. Administration

Page A/I

3.1. March 6, 2014 ACTAC Meeting Minutes

1 A

Recommendation: Approve the March 6, 2014 meeting minutes.

4. Policies and Legislation

4.1. Transportation Expenditure Plan Update (Verbal)

I

4.2. Legislative Update

7 I

5. Transportation Planning

5.1. 2013 Performance Report

19 I

5.2. Countywide Multimodal Plans Update

I

5.2.1. Goods Movement Update (Verbal)

I

6. Programs/Projects/Monitoring

6.1. Alameda County Three Year Project Initiation Document Work Plan

27 A

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

6.2. Development of the 2015 Transportation Improvement Program (TIP)

33 I

6.3. Alameda County Federal Inactive Projects List: March 2014 Update

45 I

6.4. California Transportation Commission March 2014

51 I

Meeting Summary

7. Member Reports

7.1. Metropolitan Transportation Commission Local Streets and Roads

55 I

Working Group Update

7.2. Other Reports (Verbal)

I

8. Adjournment

Next Meeting: Thursday, May 8, 2014

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



Alameda County Technical Advisory Committee Meeting Minutes Thursday, March 6, 2014, 1:30 p.m.

3.1

1111 Broadway, Suite 800, Oakland, CA 94607

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1. Introductions/Roll Call

Matt Todd called the meeting to order. The meeting began with introductions, and the chair confirmed a quorum. Representatives from all cities and agencies were present, except from the following: Altamont Corridor Express (ACE), Association of Bay Area Governments (ABAG), Bay Area Air Quality Management District (Air District), California Department of Transportation (Caltrans), California Highway Patrol (CHP), City of Albany, City of Oakland, Metropolitan Transportation Commission (MTC), Port of Oakland, Union City Transit, and San Francisco Bay Area Water Emergency Transportation Authority (WETA).

2. Public Comment

There were no public comments.

3. Administration

3.1. Approval of February 6, 2014 Minutes

Matt Nichols (Berkeley) moved to approve the February 6, 2014 meeting minutes. Obaid Khan (Dublin) seconded the motion. The motion passed unanimously (ACE, ABAG, Air District, Caltrans, CHP, City of Albany, City of Oakland, MTC, Port of Oakland, Union City Transit, and WETA absent).

4. Policies and Legislation

4.1. Transportation Expenditure Plan Update

Laurel Poeton provided an update of the Transportation Expenditure Plan (Plan) on behalf of Tess Lengyel. She informed the committee that the Commission approved the Plan on January 23, 2014, and Alameda CTC has already received unanimous approval from Fremont, Hayward, Oakland, and San Leandro city councils. She informed the committee that the following cities confirmed placement of the Plan on upcoming agendas:

- Livermore on March 10, 2014
- Berkeley on March 11, 2014
- Dublin on March 18, 2014
- Union City on March 25, 2014

Laurel mentioned that Alameda CTC prepared staff reports, resolutions, presentations, and fact sheets for every city. She informed the committee that the Commission requested ACTAC representatives review their fact sheet and provide input to staff to create a better educational tool and to attract the attention of residents in local jurisdictions. She requested input by March 7th. Laurel informed the committee that staff is in the process of creating fact sheets for AC Transit, BART, and the unincorporated areas.

The committee mentioned that the Commissioners requested the city-specific information move from the back to the front of the fact sheet, and it appears not to

have changed. The members agreed that the project list needs to be on the front of the fact sheet.

4.2 Legislative Update

Heather Barber gave an update on federal and state initiatives. She provided an update on the federal budget, surface transportation program hearings in the U.S. Senate and House of Representatives, and legislative activities and policies on the state level, which include the Cap-and-Trade Program.

4.3. Update on Implementation of Senate Bill 743

Kara Vuicich updated the committee on the implementation of Senate Bill 743 and the proposed changes to metrics for transportation analysis in the California Environmental Quality Act (CEQA) guidelines from the Governor's Office of Planning and Research (OPR). She mentioned that the Bay Area Working Group (BAWG) met, and a member of the governor's staff attended and summarized comments received on initial papers outlining alternative metrics for replacing level of service (LOS) metrics. Kara stated that the metric with the most consensus was vehicle miles travelled (VMT). She mentioned that OPR is inclined to eliminate LOS metrics and has questions about transit priority areas. She also stated that no decisions have been made. The BAWG will review how VMT may be used, and OPR is interested in forming sub-groups to review open issues/questions.

5. Transportation Planning

5.1. Sustainable Communities Technical Assistance Program (SC-TAP) Draft Projects Recommendation

Kara Vuicich provided background and context and discussed the project selection process and recommended projects for SC-TAP. She requested that ACTAC approve the list of projects and the project funding amount.

The committee asked the length of the program and timing of the next call for projects. Staff stated the One Bay Area Grant (OBAG) Program funds SC-TAP, and the funding cycle is for fiscal years 2012-2013 through 2015-2016. Staff stated that the 2014 Transportation Expenditure Plan is a potential funding resource.

Kathleen Livermore (Alameda) moved to approve the SC-TAP project list and funding of \$4,544,892. Abhishek Parikh (Hayward) seconded the motion. The motion passed unanimously (ACE, ABAG, Air District, Caltrans, CHP, City of Albany, City of Oakland, MTC, Port of Oakland, Union City Transit, and WETA absent).

5.2. Countywide Multimodal Plans Update

Saravana Suthanthira gave an update on the goods movement, transit, and arterial plans. She stated that the Goods Movement Technical Team meeting is scheduled for April 10, prior to the ACTAC meeting. Alameda CTC has met with businesses and labor interest groups to discuss goods movement throughout Alameda County. Work is in progress to schedule the Goods Movement Roundtable kick-off meeting. Saravana stated that Parsons Brinckerhoff has been selected as the consultant team for the Countywide Transit Plan. Work is in progress to finalize the scope of work for the project. Alameda CTC will release the request for proposals for the Countywide

Multimodal Arterial Plan this week, and the review panel members have been selected. The goal is to have a firm selected by May.

5.3. 2013 Congestion Management Program Implementation Plan

Saravana Suthanthira provided a summary of the implementation plan in terms of progress to date and future efforts for the 2013 Congestion Management Plan (CMP). She reviewed the schedule that includes the actions to implement and recommendations identified in the 2013 CMP for each CMP element.

6. Programs/Projects/Monitoring

6.1. Alameda CTC Transportation Fund for Clean Air (TFCA) FY 2014-15 Program Guidelines

Jacki Taylor requested ACTAC recommend approval of the Alameda CTC FY14-15 TFCA Program Guidelines to conform to the Air District's Board-adopted TFCA County Program Manager Fund Policies. She mentioned that the edits to the program guidelines are redlined in Attachment A in the agenda packet. Jacki called attention to the two changes in the Air District policies in Attachment B in the agenda packet. Jacki encouraged the committee to review both attachments, because Alameda CTC guidelines may not contain all changes listed in the Air District's policies.

A committee member asked about the review process of changing the cost-effectiveness threshold from \$90,000 per ton. Staff mentioned that the Air District Board will review the projects on a case-by-case basis.

Angie Perkins-Haslam (Livermore Amador Valley Transit Authority) moved to approve the Alameda CTC FY 14-15 TFCA Program Guidelines. Mike Tassano (Pleasanton) seconded the motion. The motion passed unanimously (ACE, ABAG, Air District, Caltrans, CHP, City of Albany, City of Oakland, MTC, Port of Oakland, Union City Transit, and WETA absent).

6.2. Countywide Bicycle Pedestrian Advisory Committee (BPAC) Project Review Guidelines

Matt Bomberg recommended that ACTAC provide additional input and approve the Countywide BPAC Project Review Guidelines. He stated that the guidelines will clarify the goals, scope, and roles and responsibilities of project sponsors, the BPAC, and Alameda CTC staff. He highlighted the relevant sections of the guidelines with the committee.

The committee requested Alameda CTC document and/or clarify to BPAC the following:

- BPAC will only review capital projects funded by Measure B and the Vehicle Registration Fee and will not review projects funded by direct local program distributions or other local funds.
- Further clarify that BPAC comments are for input only, and it's at the project sponsor's discretion to adhere to the comments or not.
- Projects sponsors will only provide one set of responses to the BPAC comments (no responses to responses).

- Specifically note that transit operators will receive an opportunity to review and comment on the same project materials as BPAC.
- Explicitly state that BPAC will review no more than 10 projects per year.

Kathleen Livermore (Alameda) moved to approve the Countywide BPAC Project Review Guidelines with the above changes. Obaid Khan (Dublin) seconded the motion. The motion passed unanimously (ACE, ABAG, Air District, Caltrans, CHP, City of Albany, City of Oakland, MTC, Port of Oakland, Union City Transit, and WETA absent).

6.3. One Bay Area Grant (OBAG) Program – Local Streets and Roads (LSR) Funding

Matt Todd gave an update on the revision to the OBAG Program to defer Albany's receipt of \$149,000 of OBAG funds for a LSR project in Albany to the LSR component of the next federal funding cycle, and to program the \$149,000 in funding to an existing City of Oakland LSR project. He provided background on Albany's deferment.

Kathleen Livermore (Alameda) moved to approve the revision to the OBAG Program to defer Albany's OBAG LSR project funding. Matt Nichols (Berkeley) seconded the motion. The motion passed unanimously (ACE, ABAG, Air District, Caltrans, CHP, City of Albany, City of Oakland, MTC, Port of Oakland, Union City Transit, and WETA absent).

6.4. Third Cycle Lifeline Program Backfill for Lapsed Job Access and Reverse Commute (JARC) Funding

Matt Todd gave an update on the Lifeline Transportation Program that provides funding to projects that improve mobility for the region's low-income communities. He stated that the program has a \$2 million shortfall because of lapsed JARC funding.

The committee inquired if TFCA funds may be used to swap with Albany for the LSR project. Staff mentioned that they will check on this and get back to the committee.

Matt Nichols (Berkeley) moved to approve an exchange of Measure B Direct Local Distribution Funding to backfill lapsed JARC funding. Ben Stupka (AC Transit) seconded the motion. The motion passed unanimously (ACE, ABAG, Air District, Caltrans, CHP, City of Albany, City of Oakland, MTC, Port of Oakland, Union City Transit, and WETA absent).

6.5. Transportation Development Act (TDA) Article 3 Update

Matt Todd mentioned that the TDA Article 3 committee met prior to the ACTAC meeting, and the next meeting is scheduled for March 28. He mentioned that Paul Keener will follow up with the committee on scheduling the next meeting.

6.6. Alameda County Federal Inactive Projects List: February 2014 Update

Vivek Bhat provided an update on the February 2014 federal inactive list and projects. He encouraged the committee to stay current with their invoicing activity.

6.7. 2015 Transportation Improvement Program (TIP) Development

Jacki Taylor mentioned that MTC notified the Alameda CTC that MTC will initiate the development of 2015 TIP Program to cover fiscal years 2014-15 through 2016-17.

Tentatively, the 2015 TIP program will be a two-step process:

- Jurisdictions must submit changes to the 2013 TIP, which is in effect through December 2014, by the end of March 2014. Also, the requests for non-exempt projects that trigger air-conformity projects are due at the end of March 2014.
- MTC's TIP Program will shut down on April 1, 2014 for MTC to make changes. By mid-April, jurisdictions will have a 10-day (working days) window to submit changes.

Jacki will provide the jurisdictions with 2015 TIP updates by Monday, March 10th.

7. Member Reports

7.1. Other Reports

Obaid Khan gave an update on the Regional Water Quality Control Board. He encouraged the jurisdictions to pay attention to what is going on, because it will impact transportation projects and road rehabilitation projects along with Alameda County funding mechanisms. Obaid said that Alameda County is not well represented on this committee; however, Contra Costa County is. He mentioned that this group is targeting the cap-and-trade funding and Measure B funding.

Matt Nichols informed the committee he is taking a leave of absence for six months, and Farid Javendal will be the Berkeley ACTAC representative during this time.

Matt Todd said the federal TIGER 6 Program has been released. He received a letter from MTC that specified those interested in proposing candidates must submit a call for interest proposal letter to them by March 17, 2014. Matt informed the committee that staff will send the letter he received to ACTAC representatives.

8. Adjournment and Next Meeting

The meeting adjourned at 2:40 p.m. The next meeting is:

Date/Time: Thursday, April 10, 2014 at 1:30 p.m.

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

Attested by:



Angie Ayers,
Public Meeting Coordinator

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Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: April 7, 2014

SUBJECT: Legislative Update

RECOMMENDATION: Receive an update on state and federal legislative activities

Summary

This memo provides an update on federal, state and local legislative activities including an update on the federal budget, federal transportation issues, legislative activities and policies at the state level, as well as an update on local legislative activities.

Alameda CTC's legislative program was approved in December 2014 establishing legislative priorities for 2014 and is included in summary format in Attachment A. The 2014 Legislative Program is divided into six sections: Transportation Funding, Project Delivery, Multi-Modal Transportation and Land Use, Climate Change, Goods Movement and Partnerships. The program was designed to be broad and flexible to allow Alameda CTC the opportunity to pursue legislative and administrative opportunities that may arise during the year, and to respond to political processes in Sacramento and Washington, DC. Each month, staff brings updates to the Commission on legislative issues related to the adopted legislative program, including recommended positions on bills as well as legislative updates.

Background

Federal Update

The following updates provide information on activities and issues at the federal level within each category of Alameda CTC Legislative Program and include information contributed from Alameda CTC's lobbyist team (CJ Lake/Len Simon).

Budget

President Obama released a summary of his FY15 budget request in early March. His request included a four-year, \$302 billion proposal for the reauthorization of MAP-21. Although the Administration has yet to unveil any specific legislative text, Secretary Foxx has indicated that the Department of Transportation (DOT) will submit a formal legislative proposal to Congress in April.

Both the House and Senate Appropriations Committees have started the FY15 appropriations process with hearings and a major focus is on addressing the impending insolvency of the highway trust fund.

Fiscal Year 2015 Appropriations

The House Appropriations Committee held a number of hearings in March. Appropriations Chairman Hal Rodgers announced during those hearings that the House Appropriations Committee would adhere to the bipartisan budget agreement, which passed in December. Some House Republicans would like to make additional cuts to discretionary spending, but Chairman Rodgers has said there is no need to wait for the House to develop any new budget resolution; he plans to move appropriations bills based on the \$1.014 trillion cap for discretionary spending. It is expected that the subcommittees will begin markups in early April.

Policy

Highway Trust Fund

According to the Congressional Budget Office (CBO), the highway and transit accounts of the Highway Trust Fund will have insufficient revenues to meet obligations in 2015, and will result in on-going cumulative shortfalls. DOT has indicated that it needs at least \$4 billion in cash balances available in the highway account and at least \$1 billion in the transit account to meet obligations as they are due. Due to the need for these balances, the trust fund may have to delay some of its payments during the latter half of 2014.

The CBO established a 2014 Baseline Projection for the Highway Trust Fund that assumes the taxes allocated to the highway account will continue at their current rates and that federal funding for highways will increase at CBO's projected rate of inflation. Under current law, the Highway Trust Fund cannot incur negative balances and has no authority to borrow additional funds. To remedy these shortfalls, CBO notes that lawmakers would have to enact legislation to reduce highway funding, increase dedicated tax receipts, transfer money from the Treasury's general fund to the Highway Trust Fund, or undertake a combination of these approaches.

Both House and Senate committees have held hearings during over the past few months addressing the need for a new surface transportation bill and a funding stream to support its obligations.

State Update

The following update provides information on activities and issues at the state level and includes information contributed from Alameda CTC's state lobbyist, Platinum Advisors.

Budget

February is typically one of the lowest revenue months for the state in terms of income taxes; however, according the State Controller income tax receipts for February surpassed the estimates set in January by 45.7%, or \$722 million above projections. Total revenues for the month exceeded projections by \$969 million. These revenues combined with those received in April will set the baseline for the Governor's May revise slated to be released in early May and will provide the foundation for the final fiscal year 2014-2015 budget.

On-going hearings in the Governor's proposed budget are occurring. Regarding transportation, the Senate Budget Subcommittee 2 on Transportation, chaired by Senator Jim Beal reviewed and took action on the non-controversial transportation items included in the Governor's budget, including approving the appropriation of \$963 million in Proposition 1B bond funds, and the transfer of \$4 million from the Local Airport Loan Account to the local airport grant program.

The Subcommittee also approved appropriating \$778,000 in State Highway Account funds for the operation and maintenance of the 20-mile I-15 Express Lanes in San Diego. This segment of express lanes uses a movable barrier in order to increase capacity either north or south. The LAO finds that sufficient toll revenue exists to reimburse Caltrans for the cost of operating these lanes. LAO recommended approval of the positions needed to maintain and operate the moveable barrier but provide Caltrans authority to be reimbursed for these costs, but Senate Sub 2 approved the Governor's proposal for the state to fund these costs.

One of the items held open was the Governor's proposed early repayment of \$349 million in loans to transportation programs. The Governor's budget proposes to allocate the bulk of these funds to the SHOPP (\$110 million), traffic management (\$100 million), and local streets and roads (\$100 million). The California State Association of Counties (CSAC) is advocating for a greater share of the funds for local streets and roads based on the formula the funds were taken. Under the gas tax swap formula these funds should be allocate 44% to STIP, 44% local streets and roads, and 22% to SHOPP. Under this calculation, cities and counties should receive at least \$150 million of the repaid funds.

[LAO Review of Transportation Proposals](#) – The LAO released its analysis of the Governor's proposed transportation budget. The findings and recommendation made by the LAO include the following:

- **Loan Repayment:** The Governor's budget includes a \$337 million payment, which represents a portion of the general fund loans owed the State Highway Account. The LAO questions whether the proposed use of the repaid funds is the most cost effective approach. Of the amount repaid, \$100 million is directed to cities and counties for local streets and roads projects. In particular, the LAO urges the Legislature to consider whether the \$100 million dedicated to cities and counties would be better spent on repairs to the state highway system.

- High Speed Rail: The LAO recommends withholding funding on High Speed Rail until the Administration provides a funding plan that identifies all funding sources that will be used to close the \$21 billion shortfall facing the initial operating segment, including identifying how much Cap & Trade revenue will be used. In addition, the LAO urges the Legislature to consider a full array of option for the Cap & Trade funds.

LAO Review of the Governor's IFD Proposal: The LAO released its review of the Governor's proposal to expand the use of Infrastructure Financing Districts (IFDs) for local economic development purposes. The Governor proposes to allow cities and counties to create an IFD with the approval of 55% of the residents within the proposed district, and the District may fund projects ranging from housing to commercial facilities and projects aimed at meeting sustainable communities goals. The LAO recommends the Legislature consider the following variations to the Governor's proposal:

- Reject the authority for the Department of Finance to audit the new IFDs, and instead adopt independent audit requirements.
- Reject the Governor's proposed 55% voter approval of the project area residents, and instead require a 55% voter approval of the entire city. Or, establish a process that eliminates the need for a public vote by creating IFDs that are separate legal entities that are substantially similar to a JPA in terms of issuing debt.
- Reject the Governor's proposal to require cities and counties to meet specific requirements before creating an IFD. The Governor's proposal would require every city or county to have been issued a finding of completion for its RDA dissolution process, has implemented all finding in the State Controller's audit of the RDA dissolution process, and has no RDA dissolution lawsuits pending against the state.

Policy

Climate Change: On February 10th, the California Air Resources Board released the proposed update to the AB 32 Scoping Plan. The Scoping Plan guides development and implementation of California's greenhouse gas emission (GHG) reduction programs and is required to be updated every five years.

The Scoping Plan update focuses on the need to build on the AB 32 framework over the coming decades and on the programs already established. The update also includes both near- and long-term actions to address GHG reductions. The update identifies eight key sectors for ongoing action:

- Energy
- Transportation, fuels, land use and infrastructure
- Agriculture
- Water
- Waste management

- Natural lands
- Short-Lived Climate Pollutants (such as methane and black carbon)
- Green Buildings

The update also includes the need for establishment of a midterm statewide greenhouse gas reduction target, between the current 2020 and 2050, most likely a 2030 target that would address specific reduction targets for each of the key sectors to guide California's GHG reduction efforts to meet the 80 percent reduction target by 2050. Public hearings will be held in the coming months on the plan update and to address a mid-term target.

Following the release of the draft scoping plan update, CARB released the environmental analysis of the proposed AB 32 Scoping Plan Update on March 14th, initiating a 45 day comment period, which will be the last chance to submit comments prior to the Board's adoption. The deadline to submit comments is April 28th at 5:00 p.m.

The Board is scheduled consider approving the proposed Scoping Plan Update at its meeting on May 22 in Sacramento. The draft Update and appendices can be found at:

<http://www.arb.ca.gov/cc/scopingplan/document/updatescopingplan2013.htm>

Also released on March 14th were the focus group appendices to the Scoping Plan Update. In particular Appendix C contains the overview and recommendations for the transportation sector. The transportation Appendix provides an overview of current activities as well as transportation planning goals for beyond 2035. It also includes a list of policy recommendations to be pursued over the next 5 years. These recommendations range from affordable housing to Caltrans working with local agencies to shift the emphasis from highway expansion to maintaining the existing system and expanding transit and active transportation options. In addition, the recommendations include priorities for freight transportation such as the development of the Sustainable Freight Strategy and the continued development of advanced technology demonstration projects. The transportation appendix can be found here:

http://www.arb.ca.gov/cc/scopingplan/2013_update/transportation.pdf

Alameda CTC is reviewing these documents and working with partners to determine if it will submit comments to CARB.

New Speaker: On March 17th, the Assembly unanimously voted to elect Assemblywoman Toni Atkins- San Diego as the next Speaker of the Assembly. While a specific date transferring leadership has not been specified, she will likely succeed Assembly Speaker John Pérez as leader of the House in late May or early June. Speaker-elect Atkins not only will be in charge a 2/3 majority, but a majority consisting of members that are mostly serving their first terms in the Legislature.

Modernizing Caltrans: The Assembly Committee on Transportation held an informational hearing reviewing the findings of the State Smart Transportation Initiative (SSTI) report on

Caltrans. In general this report found that the culture and focus of Caltrans has not kept pace with the shift toward mobility management and greenhouse gas reduction. The report also pointed out Caltrans' diminishing role in the decision making process with the rise of Self-Help Counties and the emphasis on regional planning.

While legislation has not been introduced to implement the findings of this report, the Transportation Agency announced a new mission statement for Caltrans, included in Attachment B. Staff will continue to monitor any legislative proposals for Caltrans modernization.

Legislation

The final date for submission of new legislation was February 21st and almost 2,000 bills were introduced. Staff is reviewing bills related to the Alameda CTC legislative program and will bring a series of recommendations on bill positions in the coming months. Below are staff recommendations on three bills introduced this session.

SB 1077, (DeSaulnier), Vehicles: vehicle-miles-traveled charges: This bill directs the Department of Motor Vehicles to develop and implement a pilot program designed to assess the use of a vehicle miles travelled fee, now commonly referred as a Mileage Based User Fee (MBUF). The introduction of this bill follows a recent CTC discussion on this topic and the need to reexamine how California funds its highway system. In addition, Caltrans has started an internal review examining MBUF programs in Oregon and Washington and how those efforts could be implemented in California. SB 1077 would require the Department of Motor Vehicles to develop and implement, by July 1, 2015, a pilot program designed to assess specified issues related to implementing a vehicle-miles-traveled fee in California.

The Alameda CTC legislative platform includes language to "Support increasing the buying power of the gas tax and/or increasing transportation revenues through vehicle license fees, vehicle miles traveled or other reliable means." This bill supports a pilot program to explore an alternative method for funding transportation and, therefore, staff recommends a **SUPPORT** in concept position on this bill.

AB 2013 (Muratsuchi), Vehicles: high-occupancy vehicle lanes: This bill would double from 40,000 stickers to 85,000 stickers that the state can issue to specified vehicles that grant unrestricted use of HOV lanes. This would allow more owners of Volts, plug-in Prius, and others to access HOV lanes without meeting the occupancy requirement. Oppose due to affecting efficiency of the lanes

The Alameda CTC legislative platform includes language to "Support express lane expansion in Alameda County and the Bay Area, and efforts that promote effective implementation." This bill has the potential of increasing the amount of single occupant, non paying users of express lanes which could negatively impact the efficiency of Alameda CTC express lanes, therefore, staff recommends an **OPPOSE** position on this bill.

AB 2197 (Mullin): Temporary License Plate: This bill would require the DMV, in collaboration with qualified industry partners, to develop a temporary license plate system to enable vehicle dealers and retailers to print temporary license plates on weatherproof paper or other media selected by the DMV, and would require that the system be in operation on or before July 1, 2015. The bill would also require, commencing July 1, 2015, a motor vehicle dealer or retailer to install a temporary license plate at the time of sale, and to electronically record and transmit to the department's vehicle registration database certain information, including the temporary license plate's number and vehicle's make and model, using the temporary license plate system.

California is one of the few states in the nation where a purchaser may lawfully leave the motor vehicle dealership after buying a new vehicle with no uniquely identifiable license plate mounted on the vehicle, which has an impact on law enforcement regarding crimes and stolen vehicles as well as toll evasion. Alameda CTC is implementing express lanes in Alameda County that requires electronic reads of license plates as part of the tolling and enforcement technology within the express lane corridors.

The Alameda CTC legislative platform includes language to "Support express lane expansion in Alameda County and the Bay Area, and efforts that promote effective implementation." This bill supports the ability to effectively toll and enforce the use of the lanes, therefore, staff recommends a **SUPPORT** position on this bill.

Legislative coordination efforts: Alameda CTC is leading and participating in many legislative efforts at the local, regional, state and federal levels, including coordinating with other agencies and partners as well as seeking grant opportunities to support transportation investments in Alameda County.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Alameda CTC 2014 Legislation Program
- B. CalSTA letter to the State Legislature on Caltrans' new mission and vision

Staff Contact

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

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2014 Alameda County Legislative Program

The legislative program herein supports Alameda CTC's transportation vision adopted in the 2012 Countywide Transportation Plan described below:

“Alameda County will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities. Our vision recognizes the need to maintain and operate our existing transportation infrastructure and services while developing new investments that are targeted, effective, financially sound and supported by appropriate land uses. Mobility in Alameda County will be guided by transparent decision-making and measurable performance indicators. Our transportation system will be: Multimodal; Accessible, Affordable and Equitable for people of all ages, incomes, abilities and geographies; Integrated with land use patterns and local decision-making; Connected across the county, within and across the network of streets, highways and transit, bicycle and pedestrian routes; Reliable and Efficient; Cost Effective; Well Maintained; Safe; Supportive of a Healthy and Clean Environment.”

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Issue	Priority	Strategy Concepts
Transportation Funding	Increase transportation funding	<ul style="list-style-type: none">• Support efforts to lower the two-thirds-voter threshold for voter-approved transportation measures.• Support increasing the buying power of the gas tax and/or increasing transportation revenues through vehicle license fees, vehicle miles traveled or other reliable means.
	Protect and enhance voter-approved funding	<ul style="list-style-type: none">• Support increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring and improving transportation infrastructure and operations.• Support efforts that protects against transportation funding diversions.• Support increases in federal, state and regional funding to expedite delivery of Alameda CTC projects and programs.• Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures.• Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems.• Seek, acquire and implement grants to advance project and program delivery.• Support Alameda County as the recipient of funds to implement grants and pilot programs
Project Delivery	Advance innovative project delivery	<ul style="list-style-type: none">• Support environmental streamlining and expedited project delivery.• Support contracting flexibility and innovative project delivery methods.• Support HOT lane expansion in Alameda County and the Bay Area, and efforts that promote effective implementation.• Support efforts to allow local agencies to advertise, award and administer state highway system contracts largely funded by locals
	Ensure cost-effective project delivery	<ul style="list-style-type: none">• Support efforts that reduce project and program implementation costs by reducing or eliminating the requirements for state or other agency reimbursements to implement projects on state/regional systems.• Support accelerating funding and policies to implement transportation projects that create jobs and economic growth
Multimodal Transportation and Land Use	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none">• Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing and jobs.• Support local flexibility and decision-making on land-use for transit oriented development and priority development areas.• Support innovative financing opportunities to fund TOD and PDA implementation
	Expand multimodal systems and flexibility	<ul style="list-style-type: none">• Support policies that provide increased flexibility for transportation service delivery through innovative, flexible programs that address the needs of commuters, youth, seniors, people with disabilities and low-income people and do not create unfunded mandates.• Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs and education.• Support parity in pre-tax fringe benefits for public transit/vanpooling and parking.

Issue	Priority	Strategy Concepts
Climate Change	Support climate change legislation	<ul style="list-style-type: none"> Support funding for innovative infrastructure, operations, and programs that relieve congestion, improve air quality, reduce emissions and support economic development. Support the expansion of funding for housing that does not conflict with or reduce transportation funding
	Support cap-and-trade expenditure plan	<ul style="list-style-type: none"> Support cap and trade funds derived from transportation fuels for transportation purposes.
	Support emerging technologies	<ul style="list-style-type: none"> Support incentives for emerging technologies, such as alternative fuels and fueling technology, and research for transportation opportunities to reduce GHG emissions.
Goods Movement	Expand goods movement funding and policy development	<ul style="list-style-type: none"> Support a multi-modal goods movement system and efforts that enhance the economy, local communities and the environment, and reduce impacts. Support a designated funding stream for goods movement. Support goods movement policies that enhance Bay Area goods movement planning, funding, delivery, and advocacy. Ensure that Bay Area transportation systems are included in and prioritized in state and federal planning and funding processes.
Partnerships	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> Support efforts that encourage regional cooperation and coordination to develop, promote and fund solutions to regional transportation problems and that support governmental efficiencies and cost savings in transportation. Support policy development to influence transportation planning, policy and funding at the county, regional, state and federal levels. Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for contracts.



Edmund G. Brown Jr.
Governor

Brian P. Kelly
Secretary

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March 13, 2014

The Honorable Mark DeSaulnier
Chairman
Senate Transportation and Housing Com.
State Capitol, Room 5035
Sacramento, CA 95814-4900

The Honorable Bonnie Lowenthal
Chairwoman
Assembly Committee on Transportation
State Capitol, Room 3152
Sacramento, CA 95814-4900

The Honorable Ted Gaines
Vice Chairman
Senate Transportation and Housing Com.
State Capitol, Room 3070
Sacramento, CA 95814-4900

The Honorable Eric Linder
Vice Chairman
Assembly Committee on Transportation
State Capitol, Room 2016
Sacramento, CA 95814-4900

Dear Senators and Assembly Members:

I write to thank you for the recent opportunity afforded to the California State Transportation Agency (CalSTA) to testify before the Senate Transportation and Housing Committee and the Assembly Committee on Transportation on issues related to improving the California Department of Transportation (Caltrans).

At these hearings, you heard from Joel Rogers and Eric Sundquist of the State Smart Transportation Initiative (SSTI) about their external review of Caltrans and their recommendations to modernize the department. You also heard from CalSTA on our strategy to implement reforms at the department.

As indicated at these hearings, the first recommended step for modernizing Caltrans is to update its mission and vision. Via this letter, I am happy to share with you the mission and vision that Director Dougherty has developed in discussion with Caltrans staff and in coordination with CalSTA. The existing Caltrans mission and vision is: *Caltrans Improves Mobility Across California*. Other state transportation departments have more expansive missions and visions that incorporate elements that speak to safety, sustainability, economic development and departmental culture – we believe the Caltrans mission and vision should also speak to these elements.

March 13, 2014
Page 2

An organization's mission defines the organization's purpose and primary objectives. Its prime function is to define the key measures of the organization's success for its leaders and stakeholders. The new Caltrans mission statement is as follows:

Mission: *Provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability.*

An organization's vision defines its purpose in terms of values – understood to be the guiding beliefs about how things should be done. The new Caltrans vision statement is as follows:

Vision: *A performance-driven, transparent, and accountable organization that values its people, resources and partners, and meets challenges through leadership, innovation, and teamwork.*

I hope that you will agree that this new mission and vision better articulates to Caltrans employees and external partners the function and values of the department. As we move forward to implement reform and modernization at Caltrans, there will be many opportunities for the Legislature and the Administration to collaborate, and I look forward to working with you on this effort.

Sincerely,



BRIAN P. KELLY
Secretary

Cc: Members of the Senate Transportation and Housing Committee
Members of the Assembly Committee on Transportation
Members of the Senate Budget and Fiscal Review Committee
Members of the Assembly Committee on Budget
Malcolm Dougherty, Director, California Department of Transportation
Carl Guardino, Chair, California Transportation Commission



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: April 7, 2014

SUBJECT: 2013 Performance Report

RECOMMENDATION: Receive an update on the 2013 Performance Report

Summary

The Performance Report is a document prepared annually by the Alameda County Transportation Commission (Alameda CTC) that looks at the state of the transportation system in Alameda County. The Performance Report tracks trends in a series of performance measures, which are quantitative metrics used to assess progress toward specific goals. The performance measures capture overall commuting patterns, as well as individual modes and infrastructure including roadways, transit, biking, and walking. The measures are designed to be aligned with the goals of the Alameda Countywide Transportation Plan (CWTP) and the Congestion Management Program (CMP) statute. The Performance Report, together with the Alameda CTC's other transportation system monitoring efforts, are critical for assessing the success of past transportation investments and illuminating transportation system needs that will require investments in the future.

Background

The Performance Report is one of several performance monitoring documents produced by the Alameda CTC. The emphasis of the performance report is county-level analysis using existing, observed data that can be obtained on an annual basis. The Performance Report complements other monitoring efforts such as biennial level of service monitoring and annually collected bicycle and pedestrian counts which assess performance of specific modes at a more detailed level.

The Performance Report satisfies one of the five legislatively mandated elements of the CMP that the Alameda CTC must prepare as a Congestion Management Agency. More broadly, the Performance Report is a vital part of the Alameda CTC's work to plan, fund, and deliver transportation projects and programs throughout Alameda County.

This Performance Report is intended to cover fiscal year 2012-13 (FY12-13). Because some data sources are reported based on calendar years or publication of new data may lag

behind the preparation time of this report, data are not always available for this period. Therefore, this report uses the most current data available in the late-2013 to early-2014 timeframe when data for FY12-13 are unavailable.

The Executive Summary of the Performance Report is included as Attachment A. The full report is available online at the following link:

http://www.alamedactc.org/app_pages/view/8129

Fiscal Impact: There is no fiscal impact.

Attachments

A. 2013 Performance Report Executive Summary

Staff Contact

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

[Matthew Bomberg](#), Assistant Transportation Planner

Executive Summary



Alameda County's extensive multimodal transportation network provides mobility and access for people and goods traveling within the county and beyond. Alameda CTC's fiscal year 2012-13 (FY12-13) Performance Report captures trends in a series of performance measures that track progress toward key goals for overall commuting patterns, roadways, transit, biking, and walking.

Commuting Patterns

Alameda County's transportation system moves commuters who travel within, to, from, and through Alameda County, supporting the economy of the county and the larger region. Roughly 27 percent of regional commutes involve Alameda County in some way, though the county has just 21 percent of the region's population.

Over the last decade, Alameda County commutes have become slightly more regional in nature. Of commuters with residences or jobs in Alameda County, the share of workers that commute entirely within the county declined from 36 percent to 32 percent, while the share of workers with commutes that cross county lines has climbed from 64 percent to 68 percent.

Commuting mode share moved marginally toward alternative modes in 2012, though the relative stability of commuting mode share speaks to the maturity of Alameda County's transportation network and built environment. Driving mode share declined slightly from 2011 to 2012 (work trips only), with drive-alone trips falling from 65.5 percent to 63.6 percent of trips. The biggest increases in commute mode share from 2011 to 2012 were seen by BART, bus, and working from home. Carpooling mode share increased slightly from 2011 to 2012, after several consecutive years of decline.

Over the long term (between 2000 and 2012), the combined mode share of driving-alone and carpooling has dropped by about 5 percent. During this period working from home had the greatest mode share gain, increasing by 2.4 percent. Over the last 12 years, bus and BART mode share have both climbed, and bicycling's mode share has nearly doubled.

Alameda County's transportation system is critical, not just to the travel of Alameda County residents and workers, but also to overall regional commuting.



Roadways

A recovering job market and economy generally led to slower, more-congested roadway system performance in 2013. Average weekday a.m. and p.m. peak-hour freeway speeds both declined in FY12-13, as compared to FY11-12, with speeds declining by more than 5 percent on a number of key stretches of the county freeway system. This decline in speeds generally translated to increases in delay. The most severe freeway delay (excess travel time from speeds dropping below 35 mph) climbed by 21 percent in FY12-13 over the previous year.

Local street and road average pavement condition Index (PCI), a measure of pavement quality, declined slightly to 69 after reaching a five-year high of 70 in 2011. More than 20 percent of the centerline mileage in Alameda County has a PCI of “failed” or “poor,” and many more miles are classified as “at risk,” meaning they will deteriorate rapidly if preventative maintenance is not undertaken. Poor pavement quality affects road users of all types, and addressing outstanding maintenance needs will require significant future adherence to “fix it first” commitments.

Collisions on Alameda County roadways declined by 5 percent between 2010 and 2011 (the most recent year for which complete data is available), which includes a 1 percent decline in injury and fatal collisions. Since 2002, collisions have dropped by 42 percent and have decreased in every consecutive year. However, the absolute number of collisions on Alameda County roadways (18,266 in 2011, of which 6,225 were injury or fatal collisions) indicates that roadway safety requires continued attention.

Transit

Transit plays a critical role in Alameda County by taking cars off of freeways and arterials and providing vital accessibility to individuals and businesses in Alameda County. Transit ridership increased by 4 percent in FY12-13, the second consecutive year of ridership growth. The ridership growth in FY12-13 was the largest percentage since FY05-06, and within Alameda County, ridership now tops 95 million annual boardings.

BART, bus, and ferry all saw increases in ridership, while commuter rail saw a slight decline. Bus ridership in particular was a bright spot, as it increased by 2 percent after four years of decline or stagnation during the recent recession. Bus ridership began to recover, even though service levels have generally not been restored from major service cuts instituted during the recession. While bus ridership began to recover in FY12-13, ridership is still below pre-recession levels, and since 2005 bus ridership has dropped from 63 percent to 53 percent of transit boardings in Alameda County.

Service utilization—the ratio of how many people ride transit to the amount of revenue service operated—is a more accurate measure of transit operator success than just ridership, as it accounts for efficiency. BART increased boardings per revenue vehicle hour (RVH) by 6 percent in 2013, and has steadily improved performance in this measure since 2005, as it has successfully attracted new riders while adding minimal additional service. AC Transit also improved service utilization in 2013, after performance on this measure declined in 2012; however, AC Transit's service utilization is 5 percent lower than it was in 2005. Other smaller operators have had a range of experiences with service utilization.

All transit operators saw an increase in the distance or time that their vehicles operate between service interruptions in 2013. Despite these improvements, service interruptions remain an issue, as reliability issues cause significant disruptions and may result in loss of riders. Vehicle breakdowns and other equipment failures are frequently a product of aging equipment and infrastructure, and though service interruptions largely declined in 2013, the county's transit operators have a number of aging assets that require rehabilitation or replacement. AC Transit unveiled the first shipment of a new bus purchase in FY12-13, and BART is procuring new rail cars but has significant track, communications, infrastructure, station, and other capital needs.



Bicycling

Bicycling is affordable for users, linked to positive public health outcomes, environmentally sustainable, and contributes to efficient utilization of space. Bicycling's work-trip mode share dipped slightly in 2012 as compared to 2011, but it has nearly doubled over the last decade. Moreover, bicycle count data suggests significant growth in participation and suggests that bicycling is growing for all types of travel. The number of cyclists observed at the 61 count locations monitored by Alameda CTC increased by 42 percent over the last year; and a smaller set of locations monitored over the long term has nearly doubled since 2002.

Expanding bicycling to an activity that people of all types feel comfortable engaging in remains an area for improvement; the gender imbalance in cyclists (only 33 percent of whom were women, according to 2012 counts, up from 18 percent in 2008) attests to the need for investment that moves bicycling in this direction.

Collisions involving bicyclists increased slightly in 2011 from 2010 and have generally climbed over the last decade. However, the bicyclist collision rate may be declining, as the number of collisions involving cyclists has grown more slowly than participation in cycling. Yet, safety and



perceived lack of safety remain barriers that prevent cycling from being a more prevalent activity—with participation by people who reflect the demographic makeup of the overall population that lives and works in Alameda County.

During the last year, jurisdictions reported implementing over 25 miles of bikeways, including nearly 4 miles of Class I multi-use trails. Several jurisdictions also implemented varying types of upgraded bicycle lanes including bicycle lanes that use buffers, green paint, and other treatments to increase visibility and comfort for cyclists.

At the conclusion of FY12-13, nine of 15 jurisdictions had adopted local bicycle master plans within the last five years. Three of the remaining six have plan development or update work underway.

Thousands of Alameda County residents and workers participated in bike safety education classes (which have grown steadily since they began in FY09-10), and many more have participated in or seen Alameda CTC's *Ride Into Life* encouragement campaign, which includes Bike to Work Day.

Walking

Walking is fundamental to all transportation modes—every trip begins and ends with walking. For many users of the Alameda County transportation system, walking is their sole mode of transportation. Walking has held steady as the mode used by between 3 percent and 4 percent of Alameda County workers for their commute for the past decade, though this statistic understates walking's role in the transportation system, as the vast majority of walking trips are made for non-work purposes (the most recent household travel survey with data on all types of travel found that walking accounts for 11 percent of all trips, and this statistic excludes walking's role as an access and egress mode for transit and driving trips).

Pedestrian counts collected through the Alameda Countywide Count Program suggest that pedestrian volumes are increasing, as evidenced by an 8 percent increase in 2012.

Collisions involving pedestrians dipped slightly in 2011, and have generally declined over the last decade even as pedestrian counts have increased, suggesting a drop in the underlying collision rate.

In FY12-13, 13 jurisdictions reported completing a total of 30 major pedestrian capital projects. These projects span a wide variety of improvement types, ranging from closing gaps in the county's trail and sidewalk network, to major trail and pathway rehabilitation, to

improvements to the safety and comfort of pedestrian facilities and pedestrian crossings.

At the conclusion of FY12-13, eight of 15 jurisdictions had adopted local pedestrian master plans within the last five years. Four of the remaining seven have plan development or update work underway.

In addition, the Alameda County Safe Routes to School Program, which is a set of efforts aimed at promoting use of alternative modes to get to school, continued its rapid growth; the program was in 147 total schools during the 2012-13 school year, an increase of 45 schools over the previous school year.



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Memorandum

6.1

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• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: April 7, 2014

SUBJECT: Alameda County Three Year Project Initiation Document Work Plan

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

Summary

Caltrans has requested the Alameda CTC to update the Three-Year PID Work Plan for Alameda County (FY 2014-15, 2015-16 and 2016-17).

Background

A Project Study Report / Project Initiation Document (PSR/PID) is a document that details a scope, cost and schedule of a proposed project and is required to be completed prior to receiving programming in the STIP. Caltrans may act as the lead agency or provide quality assurance / oversight services for projects wherein local agencies act as the lead agency.

Caltrans has requested the Alameda CTC to update the Three-Year PID Work Plan for Alameda County (FY 2014-15, 2015-16 and 2016-17) (Attachment A). Per Caltrans' Non-SHOPP Workload Guidance, any PSR/PID work that needs Caltrans oversight must be listed in this three year Work Plan.

Similar to prior years, local agencies that wish to complete a PSR/PID document would need to execute a cooperative agreement and reimburse Caltrans for their oversight services. The only exception is if the proposed project is entirely funded using state resources.

The FY 2014-15 list includes projects carried over from FY 2013-14. Projects with an identified fund source i.e. SR-238 LATIP funds, are proposed to be considered in FY 2015-16. Projects with less secured fund sources are proposed in FY 2016-17. Project sponsors would be provided an opportunity to re-prioritize projects when this list will be revisited in the upcoming fiscal years.

The PSR/PID work plan process in the future will be coordinated within the Alameda CTC's Strategic Planning and Investment Policy framework that establishes a comprehensive

approach for allocating federal, state, regional and local funds. A final list will be transmitted to Caltrans upon approval by the Commission.

Fiscal Impact: There is no fiscal impact at this time.

Attachments

A. Draft Alameda County Three-Year PID Work Plan

Staff Contact

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

[Vivek Bhat](#), Senior Transportation Engineer

DRAFT ALAMEDA COUNTY Three-Year PID Strategic Plan(FY2014/15, 15/16, 16/17)

Index #	SHA or R (Reimbursement)	Executed Reimbursement Agreement (Y/N)	Agreement Number	Lead/QA/IQA	Route	Begin Postmile	End Postmile	Purpose & Need	Improvement Description	Location	RTP Project Number	Initiation Date (MM/DD/YYYY)	Estimated PID Completion Date (MM/YYYY)	Capital Cost (\$M)	Support Cost (\$M)	Type of PID	Project Sponsor	Implementing Agency
PROPOSED FY 2014/15 WORK PLAN (includes Prior Years)																		
1	SHA	Y	04-2368	IQA	80	6.3	6.8	Improve traffic operations	I/C reconfiguration	Glisan St I/C in Berkeley	21144	3/4/2004	06/2014	7.0	2.0	PSR-PDS	City of Berkeley ACTC	City of Berkeley ACTC
2	Reim	N	04-2516	IQA	880	30.9	31.5	Bike Ped	Lake Merritt Channel Bicycle Pedestrian Bridge	In Oakland, below 1880 between the San Francisco Bay Trail and Laney College	240227	TBD	06/2014	10.5	2.0	PSR-PDS	City of Oakland	City of Oakland
3	Reim	N	04-2465	IQA	580	13.5	19.9	Improve traffic operations	BART to Livermore	From Dublin BART Station to Isabel I/C in Livermore		TBD	06/2016	1200	360.0	PSR-PDS	BART	BART
PROPOSED FY 2015/16 WORK PLAN																		
4	Reim	N	TBD	IQA	84 680	18.0	19.0	Improve traffic operations	Improve Interchange for better operations	In Sunol SR-84 at I-680	240062	TBD	06/2016	80.0	10.0	PSR-PDS	ACTC	ACTC
5	Reim	N	TBD	IQA	185	0.0	2.9	Streetscape	Streetscape improvement (Phase II)	East 14th St from 162nd Ave to SR-238 O/C		TBD	06/2016	7.5	1.5	PSR-PDS	Ala County redevelopment Agency Caltrans	Ala County redevelopment Agency Caltrans
6	Reim	N	TBD	IQA	185	1.2	3.7	Streetscape	Streetscape improvement (Phase III)	Mission Blvd SR-238 O/C to Hayward City Limits		TBD	06/2016	6.5	1.5	PSR-PDS	Alameda County Public Works Agency	Alameda County Public Works Agency
7	Reim	N	TBD	IQA	185	3.6	3.9	Improve traffic operations	Intersection Improvements: Adding lane, signal modification	E.14th St/Hesperian Blvd, and E.14th St/150th Ave		TBD	06/2016	2.4	0.7	PSR-PDS	City of San Leandro ACTC	City of San Leandro ACTC
8	Reim	N	TBD	IQA	262	0.0	1.1	Improve traffic operations	I-680 I/C Improvement: Rt. 262 roadway improvement, and Rt. 262/Warm Springs Blvd Intersection Improvement	Rte 262 (Mission Blvd)	230110	TBD	06/2016	10.0	2.0	PSR-PDS	ACTC	ACTC
9	Reim	N	TBD	IQA	580	Var	Var	Improve traffic operations	Castro Valley Local Area Traffic Circulation Imps	Strobridge/Castro Valley		TBD	06/2016	3.5	1.5	PSR-PDS	Alameda County Public Works Agency	Alameda County Public Works Agency
10	Reim	N	TBD	IQA	580	39.8	40.1	Noise Mitigation	Construct Noise Barrier	Along I-580 between MacArthur Blvd. and Kingsland Place in Oakland	230094	TBD	06/2016	10.0	2.0	NBSSR	City of Oakland	City of Oakland
11	Reim	N	TBD	IQA	238 580 880	Var	Var	Improve traffic operations	Integrated Corridor Mobility (ICM) Program and adaptive ramp metering	Various	230091	TBD	06/2016	12.0	3.0	PSR-PDS	ACTC	ACTC
12	Reim	N	TBD	IQA	SR-61 SR-77 238	Var	Var	Improve bicycle and pedestrian safety and mobility	12-mile Class I bicycle/pedestrian facility generally in BART alignment that crosses various state route facilities	BART alignment from Fruitvale BART to Hayward BART	240347	TBD	06/2016	30.0	6.0	PSR-PDS	ACTC	ACTC

DRAFT ALAMEDA COUNTY Three-Year PID Strategic Plan(FY2014/15, 15/16, 16/17)

Index #	SHA or R (Reimbursement)	Executed Reimbursement Agreement (Y/N)	Agreement Number	Lead/QA/QA	Route	Begin Postmile	End Postmile	Purpose & Need	Improvement Description	Location	RTP Project Number	Initiation Date (MM/DD/YYYY)	Estimated PID Completion Date (MM/YYYY)	Capital Cost (\$M)	Support Cost (\$M)	Type of PID	Project Sponsor	Implementing Agency
PROPOSED FY 2016/17 WORK PLAN																		
13	Reim	N	TBD	QA	80	3.5	4.0	Improve traffic operations	Widen I-80 Eastbound Powell Street Off-ramp	Emeryville	230108	TBD	06/2017	3.0	1.0	PSR-PDS	City of Emeryville	City of Emeryville
14	Reim	N	TBD	QA	92	R4.9	R5.3	Improve traffic operations	Industrial Blvd I/C reconstruction	Hayward		TBD	06/2017	4.5	1.5	PSR-PDS	City of Hayward	City of Hayward
15	Reim	N	TBD	QA	92	R4.1	R4.9	Improve traffic operations	Clawiter I/C modification	Hayward	21093	TBD	06/2017	45.0	7.0	PSR-PDS	City of Hayward	City of Hayward
16	Reim	N	TBD	QA	238	10.5	11.1	Improve traffic operations	Operational Improvements & Safety	SR-238(Mission Blvd Improvements in the vicinity of the East West Connector Project)	94506	TBD	06/2017	12.0	3.0	PSR-PDS	ACTC	ACTC
17	Reim	N	TBD	QA	238	16.3	16.7	Improve traffic operations	Widen connector to NB 880	San Leandro		TBD	06/2017	100.0	22.0	PSR-PDS	ACTC	ACTC
18	Reim	N	TBD	QA	580	30.9	36.34	Noise Mitigation	Construct Noise Barrier	Along I-580 Between 106th Ave. and Peralta Oaks Ct. - Westbound traffic side	230094	TBD	06/2017	10.0	2.0	NBSSR	City of Oakland	City of Oakland
19	Reim	N	TBD	QA	580	9.2	10.2	Improve traffic operations	I/C modification	Vasco Rd I/C in Livermore	21100	TBD	06/2017	27.5	5.0	PSR-PDS	City of Livermore	City of Livermore
20	Reim	N	TBD	QA	580	R29.4	R31.4	Improve traffic operations	Ramp modifications Strobbridge/Castro Valley I/C	Strobbridge/Castro Valley		TBD	06/2017	7.0	2.0	PSR-PDS	Alameda County Public Works Agency	Alameda County Public Works Agency
21	Reim	N	TBD	QA	580	20.0	21.0	Improve traffic operations	I580 /680 Interchange Improvements	Tri Valley		TBD	06/2017	150.0	20.0	PSR-PDS	ACTC	ACTC

DRAFT ALAMEDA COUNTY Three-Year PID Strategic Plan(FY2014/15, 15/16, 16/17)

Index #	SHA or R (Reimbursement)	Executed Reimbursement Agreement (Y/N)	Agreement Number	Lead/QA/IQA	Route	Begin Postmile	End Postmile	Purpose & Need	Improvement Description	Location	RTP Project Number	Initiation Date (MM/DD/YYYY)	Estimated PID Completion Date (MM/YYYY)	Capital Cost (\$M)	Support Cost (\$M)	Type of PID	Project Sponsor	Implementing Agency
PROPOSED FY 2016/17 WORK PLAN (continued)																		
22	Reim	N	TBD	IQA	680	R11.0	R21.8	Improve traffic operations	NB and SB HOV/HOT lane from Alcosta Blvd. to SR-84	I-680 between SR-84 Contra Costa County Line	230683	TBD	06/2017	310.0	50.0	PSR-PDS	ACTC	ACTC
23	Reim	N	TBD	IQA	880	14.1	14.8	Improve traffic operations	Industrial Parkway West I/C	Hayward	230053	TBD	06/2017	36.0	5.0	PSR-PDS	City of Hayward ACTC	City of Hayward ACTC
24	Reim	N	TBD	IQA	880	17.6	18.3	Improve traffic operations	Add I-880 NB & SB auxiliary lanes Paseo Grande St. I/C to Winton I/C	From West A St. I/C to Winton I/C in Hayward	230052	TBD	06/2017	27.5	5.0	PSR-PDS	ACTC	ACTC
25	Reim	N	TBD	IQA	880	13.7	14.5	Improve traffic operations	Add I-880 NB & SB auxiliary lanes Whipple Road to Industrial Pkwy West	From Whipple Road to Industrial Pkwy West, Hayward	230054	TBD	06/2017	15.0	4.5	PSR-PDS	ACTC	ACTC
26	Reim	N	TBD	IQA	880	16.7	18.2	Improve traffic operations	Winton I/C reconstruction	Winton Ave. Hayward	230052	TBD	06/2017	34.0	5.0	PSR-PDS	City of Hayward	City of Hayward
27	Reim	N	TBD	IQA	880	13.0	14.2	Improve traffic operations	I-880 / Whipple Road Interchange	Union City		TBD	06/2017	34.0	5.0	PSR-PDS	Union City/ Hayward	Union City/ Hayward
28	Reim	N	TBD	IQA	880	R32.0	25.5	Improve traffic operations	Extend NB HOV /HOT lanes	From Hacienda to north of Washington and north of Washington to Hegenberger in San Leandro & Ala County	230088	TBD	06/2017	170.0	45.0	PSR-PDS	ACTC	ACTC
29	Reim	N	TBD	IQA	880	20.2	20.8	Improve traffic operations	Washington to Lewelling I/C reconstruction	San Leandro		TBD	06/2017	34.0	5.0	PSR-PDS	ACTC	ACTC
30	Reim	N	TBD	IQA	880	18.0	18.6	Improve traffic operations	West A St. I/C reconstruction	West A Street, Hayward	230047	TBD	06/2017	22.0	5.0	PSR-PDS	ACTC	ACTC
31	Reim	N	TBD	IQA	880	10.4	13.0	Improve traffic operations	I-880 auxiliary lanes, Dixon Landing to Alvarado-Niles	Fremont, Newark, Union City		TBD	06/2017	20.0	5.0	PSR-PDS	ACTC Caltrans	ACTC Caltrans

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Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: April 7, 2014

SUBJECT: Development of the 2015 Transportation Improvement Program (TIP)

RECOMMENDATION: Receive an update on the Development of the 2015 Transportation Improvement Program (TIP)

Summary

MTC is required by the State to prepare and adopt an updated Transportation Improvement Program (TIP) every two years. The attached MTC memo is a primer on the 2015 TIP development process. ACTAC Representatives are requested to coordinate the 2015 TIP update for their respective agencies. The next and final step of the process is the updating of current TIP listings for the 2015 TIP, through MTC's online TIP database (FMS) between the dates of April 14-28, 2014.

Background

The TIP is a federally-required comprehensive listing of all Bay Area surface transportation projects that are to receive federal funding, are subject to a federally required action, or are considered regionally significant for air quality conformity (AQC) purposes. MTC is required by the State to prepare and adopt an updated TIP every two years. To align with the State's schedule for approving the 2015 TIP by December 2014, MTC has begun developing the region's 2015 TIP.

The 2013 TIP will be locked down from Tuesday, April 1, 2014 until the 2015 TIP is approved, which is scheduled for December 2014. Initial actions for developing the 2015 TIP have already taken place and include submitting new non-exempt projects and existing non-exempt project changes by March 27th and submitting final 2013 TIP amendment requests by the lockdown date of April 1, 2014. The attached memo is MTC's primer on the 2015 TIP development and focuses on the final step of the process, the review and update of project listings for the 2015 TIP. The review will take place through MTC's online TIP database (FMS) between the dates of April 14th and 28th. ACTAC representatives are requested to coordinate the 2015 TIP update for their respective agencies. Because the Alameda CTC is required to review and submit updates on behalf of cities and the County, updates for local agency projects are to be completed by Thursday, April 24, 2014 to allow Alameda CTC staff time to review and submit the updates by MTC's

ultimate deadline of Monday, April 28, 2014. Transit operators and Caltrans will have until April 28th to submit updates.

Fiscal Impact: There is no fiscal impact.

Attachments

A. MTC Primer on 2015 TIP Development and Schedule

Staff Contact

[Jacki Taylor](#), Program Analyst



**METROPOLITAN
TRANSPORTATION
COMMISSION**

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E-MAIL info@mtc.ca.gov
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Memorandum

TO: Partnership Technical Advisory Committee, Local Streets
and Roads Working Group, Programming and Delivery
Working Group, Transit Finance Working Group

DATE: March 26, 2014

FR: Adam Crenshaw, Programming and Allocations Section

RE: Primer on 2015 TIP Development and Schedule

Background

The federally required Transportation Improvement Program or TIP, is a comprehensive listing of all Bay Area surface transportation projects that are to receive federal funding, are subject to a federally required action, or are considered regionally significant for air quality conformity purposes. The 2013 TIP was adopted by the Commission on July 18, 2013 and approved by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) on August 12, 2013. It is valid through August 12, 2017. MTC is required by the State to prepare and adopt an updated TIP every two years. To align with the State's effort in developing the 2015 Federal-Statewide TIP (FSTIP) MTC is beginning the process to update the region's TIP. The 2015 TIP will cover the four-year period of FY 2014-15 through FY 2017-18.

Because it takes several months to prepare a new TIP, the 2013 Transportation Improvement Program (TIP) is set to go into a lockdown on Tuesday, April 01, 2014. This is necessary to provide the time needed to conduct the required air quality conformity analysis and determination, allow for adequate public participation in the development process, provide sufficient time for Caltrans, FHWA and FTA review and approval, and to ensure that programming data is consistent as we move from the current 2013 TIP to the new updated 2015 TIP. This memo is a primer on the TIP development process.

Initial Actions for Developing the Draft 2015 TIP

March 27 – Submit new non-exempt projects and project changes via email to Adam Crenshaw at acrenshaw@mtc.ca.gov. See the March 10 memorandum for further detail on this action.

April 1 – Deadline to submit applications through FMS for the final amendment and administrative modification to the 2013 TIP. FMS will be locked down at the end of the day.

April 14 to April 28 – FMS will be open for Sponsors and CMAs to review projects and submit changes for the 2015 TIP.

The full schedule for the 2015 TIP development process is attached (Attachment A).

Review of Projects for the 2015 TIP Development Process

Developing the 2015 TIP entails reviewing all of your current TIP projects and submitting any new projects and changes to existing projects through FMS. CMAs are advised to coordinate the timely project review by counties and cities within their jurisdiction. While Sponsors and CMAs will not be able to submit projects or changes through FMS between April 1 and April 14, projects are available for review in FMS using the “Project Search” function and the “Project Detail Report”. Attachment 2 is a step-by-step tutorial on the process of generating the “Project Detail Report.” When reviewing projects, please be sure to review the latest version of the project as this will show how the project currently appears in our 2013 TIP including any pending revisions.

Beginning April 14, 2014, the Universal Application module of FMS will be opened for Sponsors and CMAs to begin reviewing projects and submitting new projects and revisions to existing projects. To access your projects, follow the following steps:

1. Go to the FMS site at www.fms.mtc.ca.gov
2. Sign in and click on the “Universal Application” tab
3. Choose “Resume In-process Application” - this will allow you to see the latest version of all your projects in an editable format
4. Begin your project review
5. You only need to submit the projects that require changes
6. If a project does not require any changes you do not need to submit it and MTC staff will carry it forward unchanged

As a reminder, cities and counties do not have submittal rights in the FMS application. CMAs are required to submit projects on behalf of the cities and counties. Transit operators can submit project revisions directly.

To reduce the need of future TIP revisions, CMAs, transit operators and project sponsors need to ensure that all entries are complete and correct before submitting them. Do not “submit” a project until you are sure that the review of that project is completed. You can “save and exit” the project and return to complete and submit it at a later date.

Projects will be available for review starting **Monday, April 14, 2014**. Please complete the process as soon as possible, **BUT PROJECTS NEEDING REVISIONS SHOULD BE SUBMITTED NO LATER THAN 5:00 PM on MONDAY, APRIL 28, 2014.** When your review is complete, please inform Adam Crenshaw via email at acrenshaw@mtc.ca.gov.

All fields in the application are editable. Please make revisions only where necessary.

Areas to Focus Your Review

When conducting your review, please focus on the following:

1. Should the project be archived as completed?
2. Do any new projects need to be added to the TIP?

3. Is the RTP ID for each project correct and is the TIP project consistent with the RTP project that it references?
4. Do the project description and expanded project description include enough detail to fully describe the scope of work being implemented?
5. Is the funding information for the project correct?
6. Is the other information in FMS correct?

Further details on reviewing these areas of focus are included below.

Archiving projects

If all federal or state funding for the project have been awarded or obligated, the project has been completed, or if all project funding is prior to FY2014-15 and if no further federal action is anticipated for the project, the project can be archived and removed from the TIP. To archive a completed project:

1. Set the 'Is project completed/opened to traffic' field to "Yes"
2. In the 'Reason for Revision' field include a note to "Archive this project as it has been completed"
3. Submit the application

If a project in the 2013 TIP has failed and will not be moving forward, it may also be removed from the TIP. To remove these projects from TIP:

1. Leave the 'Is project completed/opened to traffic' field set to "No"
2. In the 'Reason for Revision' field include a note to "Delete this project as it will not be completed"
3. Update the funding information to remove all funds that had been programmed for this project, but were not expended.
4. Submit the application

This is important, as completed projects must be reported to FHWA, and these archived projects are used to develop the list of completed projects. Projects that are deleted from the TIP as they are not moving forward will be excluded from that list.

If a project is included in the TIP more than once please delete one of the duplicate projects using the method described for failed projects, but the 'Reason for Revision' should state that the project is a duplicate project. Please also include the TIP ID number of the project that will remain in the TIP.

If the project is not yet completed and you would like it to be included in the new 2015 TIP for informational purposes, even though all funds are in prior year (before FY 2014-15), select the "No, project is not complete" box and include a note in the 'Reason for Revision' field that the project should be "carried forward for informational purposes". In addition, you are requested to justify the need for retaining these projects in the TIP. For projects with delay in phases etc, sponsors are requested to update the project delivery milestones; update the phase years in the funding and point out projects (via email) that will cross the AQ analysis year of FY2014-15.

New TIP Projects

Please review your projects in the 2013 TIP to see if any projects need to be added. In addition to federally funded projects, the TIP must also include regionally significant locally funded projects. Review your agency's capital improvement program for FY 2014-15 through FY 2017-18 to

determine if your locally funded projects must be included in the TIP. A locally funded project is considered regionally significant if it impacts air quality in the Bay Area or if it will require any federal agency action. For example, the addition of an interchange to the interstate system, which is a capacity increasing project or a project that requires federal permits, would need to be shown in the TIP.

To propose a new regionally significant project, go to the 'Universal Application' tab of FMS and select 'Create New Project'. Please then fill out the required fields (fields marked with an “*”) and submit the project. If any new project impacts air quality, you must email Adam Crenshaw at MTC with the details of the project by Thursday, March 27, 2014.

RTP Project Reference

Please ensure that each project in the TIP is referencing the correct *Plan Bay Area* RTP project. All projects in the TIP must also be consistent with the RTP project that they reference. To demonstrate consistency with the RTP, the TIP project must adhere to the following:

1. The scope of the TIP project as included in the project description and expanded description must be within the scope of the project as described in the RTP
2. The total cost of the project shown in the TIP, including funding in prior and later years, should be less than or equal to the cost of the project in the RTP. Please note that the cost of the project in the RTP is not rounded.
3. Funds for the project cannot be programmed in a year that falls after the project completion year as stated in Appendix A of the *Final Transportation Air Quality Conformity Analysis for Plan Bay Area*.

A list of all projects included in *Plan Bay Area* is available at:

http://onebayarea.org/pdf/final_supplemental_reports/FINAL_PBA_Project_List.pdf.

The *Final Transportation Air Quality Conformity Analysis for Plan Bay Area* is available at:

http://onebayarea.org/pdf/final_supplemental_reports/FINAL_PBA_Air_Quality_Conformity_Analysis.pdf

For the new TIP to be federally approved, the TIP must meet federal requirements for regional air quality (AQ) conformity. This refers to a set of regulations that require metropolitan planning organizations such as MTC to assess the impact of the projects in the TIP on the region's air quality. Hence lists of any new non-exempt projects or changes to existing non-exempt projects should be submitted to MTC before the deadline of **Thursday, March 27, 2014**.

Project Description

Review the project title, the project description, and expanded project description to ensure that the name, limits and scope accurately describe the work that will be implemented. The project description should include the following three elements separated by a colon or semi-colon(“:” or “;”):

1. The jurisdiction where the work is being implemented (e.g. “County A”, “City B”, “Transit System C”, etc)
2. The limits of the project (e.g. “On Street X from Avenue Y to Z Road”, “Citywide”, etc)
3. The scope of work that is being implemented or activities undertaken (e.g. “Rehabilitate roadway”, “Install Traffic Signal”, “Replace 2 trolley buses”, etc). Please be sure to

specifically call out any regionally non-exempt activities such as road extensions or road diets and the installation of any new traffic signals.

Project Funding

Please also review your projects' funding information to confirm that the dollar amounts, fund sources and programming years are correct.

Please note that only funding and phases programmed in the active four-year TIP period (FY2014-15 to FY2017-18) are considered to be programmed in the TIP. Funds programmed in years before or after these years are included for informational purposes only and are not eligible for actions that require TIP programming. One example of this is that funding programmed in FY2018-19 cannot be obligated using Expedited Project Selection Procedures, but funding programmed in FY2017-18 may be obligate in certain circumstances. If you have unobligated FHWA funds or FTA funds that have not been put into grants yet and those funds are currently programmed in FY2013-14 or earlier, please be sure to reprogram those funds into the active four-year TIP period.

Federal regulations require that TIP project listings show the total cost of all phases (e.g. ENV, PS&E, PE, ROW or CON) for projects in the TIP, even if those phases are programmed outside of the TIP period or if they are funded using only local funds. If a project listing does not show any amount programmed for a capital phase, (ROW or CON) a TIP amendment and perhaps a new conformity analysis may be required to amend a capital phase into the TIP if necessary in the future.

Funds for a single phase of a project (e.g. ENV, PS&E, PE, ROW or CON) must be listed in the same year, which is the year of allocation/obligation for that phase. Exceptions are for pre-approved corridor projects (as listed in the RTP), annual ongoing service/operations projects (such as the Freeway Service Patrol), multi-year program of projects (such a various streets and roads rehabilitation, or bus rehabilitation/replacement programs), or projects with multiple segments (in which case the project description or expanded description must include a statement noting the number of segments such as segments 1 through 3).

Federal regulations also require that the cost of the project and each of the phases be shown in year of expenditure (YOE) dollars. The total cost of the project must also be consistent with the total cost of the project as indicated in the RTP, *Plan Bay Area*.

MTC also requires that only committed funding be included in the active four years of the TIP. For federal and state funding in the TIP period, please ensure that the funds have been approved through their respective programs. Local funds in the active four years of the TIP need to be committed to the project through an approved capital improvement program (CIP) or similar board-approved action. If you have more than \$2 million in local funds programmed to a single project please upload the relevant pages from the appropriate CIP or board-approved action in the 'Miscellaneous Documents' section of the 'Project Documents' tab in FMS. This is very critical to ensuring that the projects are fully funded and the TIP is fiscally constrained.

Even if the funding for future project phases has not been committed to a project, federal regulations still require that the full cost of the project, including those phases, be shown in the TIP. If specific funding has not been identified or secured, please show it as RTP-Long Range

Plan funds (RTP-LRP) funds programmed in FY2018-19 or later. When submitting a project application, please ensure that RTP-LRP funds are not programmed within the four-year TIP period (FY2014-15 through FY17-18).

Other Information in the TIP

Location Information

Ensure that the State Assembly, State Senate and Congressional district information included for your projects is correct. This information is helpful when your legislators request transportation funding data.

Project Milestones

Sponsors are requested to review the project delivery milestones as well the years the various phases are programmed in the TIP. If there is a schedule delay for a non-exempt project, sponsors should notify MTC via email, by **Thursday, March 27, 2014**.

Contact Information

Please also ensure that the contact information for your projects is up to date. The ‘Sponsoring Agency’ contact should be the project manager or someone else from the sponsoring agency who is able to answer questions about all aspects about the project. If your agency is partnering with another agency to implement the project, please include a similar contact from the partner agency as the ‘Implementing Agency’ contact. If the implementing agency is the same as the sponsoring agency, please include an alternate contact as the ‘Implementing Agency’ contact.

Project Level AQ

While you are not required to complete the project-level PM_{2.5} air quality conformity information for your project in order to include the project in the 2015 TIP, you will need to have completed the project-level conformity process before you complete your environmental review. As such, this review of projects is a good time to begin the process by clicking on the ‘Edit Project Conformity’ button on the ‘Air Quality’ tab in FMS and answering the six questions available under ‘Step 1: Project Identification’. Please note that your answers to some questions may cause the answers to other questions to be auto-populated as the categories described in questions 3, 4, and 5 are mutually exclusive.

After Project Review

Once you are done reviewing a project, if you determine that no change is needed from the previous version you will not need to submit the revision to the project. MTC staff will review the projects and carry them forward into the 2015 TIP as is.

However, if you do make a change to any of the information in the project listing, please include a summary of what changes were made in the ‘Reason for Revision’ and ‘Description of Change’ fields and either submit the project directly (for CMAs and Transit Operators) or work with your partner CMAs to submit the project for you (for cities and counties). The deadline for submitting these changes in FMS is 5:00pm Monday, April 28, 2014. FMS will be locked down for project sponsors and CMAs at this time and any changes not submitted by this deadline will not be reflected in the 2015 TIP.

MTC staff will then review all of the projects to be included in the new TIP and develop the Draft 2015 TIP and Draft Air Quality Conformity Analysis. These documents will be released for public review and comment on Thursday, June 26, 2014, with a public hearing scheduled for Wednesday, July 9, 2014. In order to accommodate this schedule, **no edits will be accepted after Monday, April 28, 2014.**

MTC Staff Contacts

If you have any funding specific question(s) please contact the following MTC staff persons:

FHWA Funds including: STP/CMAQ, FHWA Earmarks	Craig Goldblatt	(510) 817-5837
FTA Funds including: Section 5307/5337/5339 and AB664	Shruti Hari	(510) 817-5960
FTA Earmarks	Glen Tepke	(510) 817-5781
State and Regional Funds including: STIP/TE, TCRP, CMIA, TCIF, RM2 – Highway	Kenneth Kao	(510) 817-5768
FTA Funds including: Section 5310/5311/5316/5317	Kristen Mazur	(510) 817-5789
Proposition 1B – PTMISEA and SLPP	Kenneth Folan	(510) 817-5804
RM2 – Transit	Craig Bosman	(510) 817-5770
Questions on Project Level Conformity /POAQC process	Harold Brazil	(510) 817-5747
2015 TIP Development and Fund Management System (FMS)	Adam Crenshaw	(510) 817-5794

We appreciate your help updating the TIP. Time spent now getting the TIP entries correct will save time in the future by minimizing additional changes, preventing additional air quality conformity analyses, and avoiding potential project delivery delays.

Thank you for your prompt attention to this request.

Attachment 1: Draft TIP Development Schedule
Attachment 2: Process of generating the Project Detail Report

2015 Transportation Improvement Program (TIP) Development Schedule	
Wednesday, March 05, 2014	
Proposed Milestone Dates	Milestone
Thursday, March 27, 2014	Deadline to submit non-exempt project changes (including changes to Capital Phases) to be included in 2015 TIP
Tuesday, April 01, 2014	Last day to submit changes to the 2013 TIP (Admin Mod 13-13 and Amendment 13-15) - FMS WILL BE LOCKED DOWN AT THE END OF THE DAY
Monday, April 14, 2014	FMS Unlocked - Start of Project Sponsor and CMA review and update of projects for the 2015 TIP
Monday, April 28, 2014	Deadline to submit all changes and new exempt projects for the 2015 TIP - Projects with no changes do not need to be submitted at this time as MTC staff will handle them - FMS WILL BE LOCKED DOWN AT THE END OF THE DAY
Wednesday, June 11, 2014	PAC Meeting - authorize public hearing and release of the Draft 2015 TIP & Draft AQ Conformity Analysis
Thursday, June 26, 2014	Begin the Public Review Period for the Draft 2015 TIP & Draft AQ Conformity Analysis
Wednesday, July 09, 2014	Public Hearing on the Draft 2015 TIP & Draft AQ Conformity Analysis
Thursday, July 31, 2014	End of Public Review Period for the Draft 2015 TIP & Draft AQ Conformity Analysis
Wednesday, September 10, 2014	PAC review of the Final 2015 TIP & Final AQ Conformity Analysis and referral to Commission
Wednesday, September 24, 2014	Final 2015 TIP & Final AQ Conformity Analysis approved by Commission
Tuesday, October 07, 2014	Start of FSTIP Public Participation (Statewide Public Review Process)
Tuesday, October 28, 2014	End of FSTIP Public Participation (Statewide Public Review Process)
Friday, November 14, 2014	FSTIP submitted to FHWA/FTA
Wednesday, December 17, 2014	Final FHWA/FTA Approval of the Final 2015 TIP & Final AQ Conformity Analysis

Attachment B: Process of Generating the Project Detail Report

The Project Detail Report can be generated following the steps below:

- 1) Log into FMS and go to the Advanced Project Search Page
- 2) Select the project or choose a list of projects based on specific search criteria. Be sure to select “Accepted”, “Active”, “Proposed”, and “Submitted” in the Status field so that you can capture the latest version of the project in your search.
- 3) The list of active projects are as shown below

Map it	TIP ID	FMS ID	Version	Project Name	County	Sponsor	Status
<input type="checkbox"/>	ALA070022	189.00	5	Park St Streetscape	ALA	Alameda	ACTIVE
<input type="checkbox"/>	ALA070049	3797.00	2	Signal Coordination: 8th St, Otis Dr, & Park St.	ALA	Alameda	ACTIVE
<input type="checkbox"/>	ALA090017	4157.00	1	Fruitvale Avenue Rail Bridge Seismic Retrofit	ALA	Alameda	ACTIVE
<input type="checkbox"/>	ALA990054	450.00	8	Tinker Avenue Reconfiguration	ALA	Alameda	ACTIVE

- 4) Select a project/projects (By checking the box/boxes to the left of the “Map it” icon) – highlighted below.

Map it	TIP ID	FMS ID	Version	Project Name	County	Sponsor	Status
<input checked="" type="checkbox"/>	ALA070022	189.00	5	Park St Streetscape	ALA	Alameda	ACTIVE
<input checked="" type="checkbox"/>	ALA070049	3797.00	2	Signal Coordination: 8th St, Otis Dr, & Park St.	ALA	Alameda	ACTIVE
<input type="checkbox"/>	ALA090017	4157.00	1	Fruitvale Avenue Rail Bridge Seismic Retrofit	ALA	Alameda	ACTIVE
<input type="checkbox"/>	ALA990054	450.00	8	Tinker Avenue Reconfiguration	ALA	Alameda	ACTIVE

5) Select the Project Detail Report from the drop down menu

Select a Report ▼

Generate report Refresh Print Data

Select a Report
Project Listing 2009 TIP
Project Authorization
Project Detail Report

		ID	Version	Project Name	County	Sponsor	Status	
<input checked="" type="checkbox"/>		ALA070022	189.00	5	Park St Streetscape	ALA	Alameda	ACTIVE
<input checked="" type="checkbox"/>		ALA070049	3797.00	2	Signal Coordination: 8th St, Otis Dr, & Park St.	ALA	Alameda	ACTIVE
<input type="checkbox"/>		ALA090017	4157.00	1	Fruitvale Avenue Rail Bridge Seismic Retrofit	ALA	Alameda	ACTIVE
<input type="checkbox"/>		ALA990054	450.00	8	Tinker Avenue Reconfiguration	ALA	Alameda	ACTIVE

Select a Report ▼

Generate report Refresh Print Data

6) Press on the Generate Report buttons highlighted above.



Memorandum

6.3

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: April 7, 2014

SUBJECT: Alameda County Federal Inactive Projects List: March 2014 Update

RECOMMENDATION: Receive an update on the March 2014 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 new guidance for processing Inactive Obligations, Caltrans developed new guidelines for managing federal inactive obligations. The new guidelines treat all federal-aid as well as the American Recovery and Reinvestment Act (ARRA) inactive projects equally. In order to manage these changes more proactively Caltrans changed 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 03/06/14
- B. Justification Form

Staff Contact

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

[Vivek Bhat](#), Senior Transportation Engineer

ALAMEDA COUNTY LIST OF INACTIVE OBLIGATIONS

UPDATED BY CALTRANS ON APRIL 3, 2014

Updated on 04/03/2014

Project No (newly added projects highlighted in GREEN)	Status	Agency/District Action Required	Prefix	Agency	Description	Latest Date	Authorization Date	Last Expenditure Date	Last Action Date	Total Cost	Federal Funds	Expenditure Amt	Unexpended Bal
5014037	Inactive	Invoice returned to agency. Resubmit to District by 05/20/2014	HSIPL	Alameda	SHORELINE DRIVE, WESTLINE DR, AND BROADWAY, REDUCE TRAVEL LANES FROM 4 TO 2; INSTALL BIKE LNS	4/18/2013	1/18/2012	4/18/2013	3/5/2014	831,454.00	416,400.00	64,542.79	351857.21
5014038	Inactive	Invoice under review by Caltrans. Monitor for progress.	HSIPL	Alameda	PARK STREET, PARK STREET DRAW BRIDGE TO ENCINAL AVE, INSTALL LEFT TURN LANES PHASE, UPGRADE SIGNALS	6/20/2013	1/18/2012	6/20/2013	6/20/2013	166,250.00	126,350.00	4,118.67	122231.33
5933028	Inactive	Submit invoice to District by 05/20/2014	STPLZ	Alameda County	OAKLAND ESTUARY (FRUITVALE AV) BR NO 33C- 0147, SEISMIC RETROFIT	6/27/2013	9/1/1996	6/27/2013	6/27/2013	561,250.00	488,021.00	466,237.38	21783.62
6273053	Inactive	Submit invoice to District by 05/20/2014	HPLUN	Alameda County Congestion Management Agency	I-880- 23RD. AVE. TO 29TH. AVE. INTERCHANGES., REPLACE INTERCHANGES-OVERCROSS	4/11/2013	5/8/2009	4/11/2013	4/11/2013	2,249,750.00	1,787,000.00	1,628,695.47	158304.53
6273061	Inactive	Submit invoice to District by 05/20/2014	IMDL	Alameda County Congestion Management Agency	I-580- EAST OF OVER CROSSING OF ISABEL AVE.- TO FIRST ST. IN CITY OF LIVERMORE, WIDEN THE EASTBOUND INTERSTATE 580 FOR AUX. LANES	6/13/2013	5/31/2011	6/13/2013	6/13/2013	1,525,000.00	225,000.00	219,947.58	5052.42
6273063	Inactive	Submit invoice to District by 05/20/2014	IMDL	Alameda County Congestion Management Agency	I-580 WESTBOUND; W.OF GREENVILLE RD. O.C. TO W.OF SAN RAMON RD./ FOOHILL O.C., PRELIMINARY ENGINEERING	6/13/2013	7/22/2011	6/13/2013	6/13/2013	12,600,000.00	250,000.00	243,149.99	6850.01
6273065	Inactive	Submit invoice to District by 05/20/2014	STPCML	Alameda County Congestion Management Agency	COUNTY WIDE, IMPLEMENT A COUNTYWIDE SR2S PROGRAM	5/14/2013	3/29/2011	5/14/2013	5/14/2013	3,604,000.00	3,189,000.00	1,312,825.06	1876174.94
5012087	Inactive	Submit invoice to District by 05/20/2014	CML	Oakland	66TH AVE.FROM SAN LEANDRO TO INTERNATION BLVD, STREETSCAPE	5/9/2013	3/30/2009	5/9/2013	5/9/2013	2,067,126.00	1,230,000.00	1,193,441.26	36558.74
5012100	Inactive	Invoice returned to agency. Resubmit to District by 05/20/2014	ESPLE	Oakland	7TH STREET FROM UNION TO PERALTA STREETS, PEDESTRAIN STREETSCAPE IMPROVE	4/10/2013	8/4/2009	4/10/2013	4/10/2013	4,070,044.00	3,630,000.00	3,470,509.81	159490.19
5012115	Inactive	Invoice under review by Caltrans. Monitor for progress.	HSIPL	Oakland	SAN PABLO @ WEST GRAND AVE. AND @ WEST STREET, UPGRADE SIGNALS/MODIFY INTERSECTIONS	5/21/2013	1/23/2012	5/21/2013	2/20/2014	489,326.00	415,800.00	69,513.78	346286.22
5012121	Inactive	Invoice under review by Caltrans. Monitor for progress.	BPMP	Oakland	HEGENBERGER RD. OVER SAN LEANDRO STREET- BRIDGE # 33C0202, BRIDGE PREVENTIVE MAINTENANCE	4/29/2013	4/29/2013		10/22/2013	761,250.00	673,935.00	0	673935
5101026	Inactive	Submit invoice to District by 05/20/2014	CML	Pleasanton	I-580 AT FOOTHILL RD, FOOTHILL RD: CANYON WAY NORTH TO I-580 WB RAMP, REALIGN FREEWAY RAMPS FOR BIKE LANE GAP CLOSER	4/30/2013	4/30/2013		5/10/2013	3,960,000.00	709,000.00	0	709000
5014040	Future	Invoice returned to agency. Resubmit to District by 08/20/2014	TCSPL	Alameda	INTERSECTIONS OF PARK ST/LINCOLN AVE AND PARK ST/BUENA VISTA AVE, PEDESTRIAN SAFETY TRANSPORTATION IMPROVEMENTS	9/18/2013	3/22/2013	9/18/2013	9/18/2013	319,633.00	282,885.00	27,950.60	254934.4

ALAMEDA COUNTY LIST OF INACTIVE OBLIGATIONS

UPDATED BY CALTRANS ON APRIL 3, 2014

Updated on 04/03/2014

Project No (newly added projects highlighted in GREEN)	Status	Agency/District Action Required	Prefix	Agency	Description	Latest Date	Authorization Date	Last Expenditure Date	Last Action Date	Total Cost	Federal Funds	Expenditure Amt	Unexpended Bal
5933119	Future	Submit invoice to District by 08/20/2014	SRTSL	Alameda County	MULTIPLE SCHOOLS IN EAST AND WEST OAKLAND, IMPLEMENT GOLDEN SNEAKERS PROGRAM, SAFETY PATROLS	9/25/2013	8/3/2012	9/25/2013	9/25/2013	500,000.00	500,000.00	35,190.82	464809.18
6480003	Future	Submit invoice to District by 08/20/2014	TGR2DGL	Alameda County Transportation Commission	SAN LEANDRO ST. OAKLAND COLISEUM BART TO 85TH AVE., BICYCLE AND PEDESTRIAN PATH	9/17/2013	9/17/2012	9/17/2013	9/17/2013	1,348,000.00	1,078,400.00	12,880.53	1065519.47
5178013	Future	Invoice under review by Caltrans. Monitor for progress.	SRTSLNI	Albany	ELEMENTARY SCHOOLS IN CITY OF ALBANY, SAFE ROUTES TO SCHOOL PROGRAM	9/18/2013	8/16/2012	9/18/2013	9/18/2013	200,000.00	185,000.00	26,591.11	158408.89
5057038	Future	Submit invoice to District by 08/20/2014	RPSTPLE	Berkeley	BERKELEY BAYTRAIL EXTENSION, WALKWAY & BIKELANE (TC)	7/11/2013	2/16/2012	7/11/2013	7/11/2013	1,870,199.00	1,860,199.00	1,093,398.84	766800.16
5432017	Future	Final Invoice under review by Caltrans. Monitor for progress.	HPLUL	Dublin	DUBLIN BLVD. - BETWEEN DOUGHTERY ROAD TO SCARLET, RESURFACE	9/25/2013	11/8/2012	9/25/2013	9/25/2013	297,000.00	297,000.00	215,127.69	81872.31
5053025	Future	Invoice returned to agency. Resubmit to District by 08/20/2014	CML	Livermore	DOWNTOWN LIVERMORE, BIKE & PED. TRAIL	7/25/2013	4/4/2012	7/25/2013	7/25/2013	1,154,649.00	1,153,989.00	905,049.03	248939.97
5012088	Future	Submit invoice to District by 08/20/2014	CML	Oakland	FRUITVALE AVE. , STREETSCAPE	9/19/2013	3/9/2009	9/19/2013	9/19/2013	3,406,270.00	2,620,000.00	2,256,421.23	363578.77
5012090	Future	Submit invoice to District by 08/20/2014	STPLZ	Oakland	PARK BLVD VIADUCTS 1, 2 & 3, BRIDGE # 33C0178, 33C0179 & 33C0180, SEISMIC RETROFIT	9/18/2013	8/17/2010	9/18/2013	9/18/2013	2,048,267.00	1,813,331.00	1,655,632.84	157698.16
5012101	Future	Submit invoice to District by 08/20/2014	ESPL	Oakland	VARIOUS STREET AND ROADWAY REHAB., AC OVERLAY	8/7/2013	11/18/2009	8/7/2013	8/7/2013	1,258,949.00	1,255,000.00	1,113,896.87	141103.13
6000025	Future	Submit invoice to District by 08/20/2014	STPLZ	San Francisco Bay Area Rapid Transit District	VARIOUS BART AERIAL STRUCTURES IN 4 COUNTIES. , RETROFIT OF BART AERIAL STRUCTURES	7/9/2013	8/3/2005	7/9/2013	7/9/2013	30,242,133.00	24,756,014.00	19,495,915.87	5260098.13
5041042	Future	Invoice returned to agency. Resubmit to District by 08/20/2014	HSIPL	San Leandro	BANCROFT AVE./ SYBIL AVE., UPGRADE TRAFFIC SIGNALS	7/16/2013	7/16/2013		7/16/2013	77,000.00	69,300.00	0	69300
5354027	Future	Invoice under review by Caltrans. Monitor for progress.	STPLZ	Union City	DECOTO ROAD BRIDGE , BRIDGE # 33C-0111, SEISMIC RETROFIT	8/5/2013	8/5/2013		3/14/2014	4,913,055.00	4,345,101.00	0	4345101
5354030	Future	Final Invoice under review by Caltrans. Monitor for progress.	CML	Union City	UNION CITY BLVD. - FROM SMITH ST. TO 600' SOUTH OF ALVARADO BLVD., WIDENING TO ALLOW BICYCLE LANES AND RELATED IMPRO	8/20/2013	3/22/2012	8/20/2013	8/20/2013	1,605,101.00	860,000.00	763,467.21	96532.79



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, et					
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

6.4

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: April 7, 2014

SUBJECT: California Transportation Commission March 2014 Meeting Summary

RECOMMENDATION: Receive an update on the March 2014 CTC Meeting.

Summary

The March 2014 California Transportation Commission (CTC) meeting was held in Santa Ana, 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 March 2014 CTC meeting.

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 March 20, 2014 CTC meeting.

1. 2014 State Transportation Improvement Program (STIP)

The CTC approved the 2014 STIP which includes all Alameda County Projects approved by the Alameda CTC in October 2013. The 2014 STIP will cover the five-year period from 2014-15 through 2018-19.

2. 2014 Active Transportation Program

The CTC approved the 2014 Active Transportation Program Guidelines. On September 26, 2013, the Governor signed legislation creating the Active Transportation Program (Senate Bill 99, Chapter 359 and Assembly Bill 101, Chapter 354). This legislation required the CTC, in consultation with an Active Transportation Program Workgroup, to develop program guidelines by March 26, 2014.

Outcome: CTC released a call for projects on March 21, 2014. Approximately \$180 Million will be available on a statewide competitive basis.

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

CTC allocated \$1.6 Million STIP funds for the follow-up Landscaping & Environmental Enhancements contract of the State Route 24 Caldecott Tunnel 4th Bore project.

Outcome: Allocation will allow project to proceed to construction phase.

Fiscal Impact: There is no fiscal impact.

Attachments

A. March 2014 CTC Meeting summary for Alameda County Project / Programs

Staff Contact

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

[Vivek Bhat](#), Senior Transportation Engineer

March 2014 CTC Summary for Alameda County Projects/ Programs

Sponsor	Program / Project	Item Description	CTC Action / Discussion
Caltrans	2014 State Transportation Improvement Program (STIP)	Approval of 2014 STIP.	Approved
Caltrans	2014 Active Transportation Program (ATP)	Approval of 2014 ATP Guidelines	Approved
Caltrans	STIP / State Route 24 Caldecott Tunnel 4th Bore Project	Allocation of \$1.6 Million STIP funds for the follow-up Landscaping & Environmental Enhancements contract of the State Route 24 Caldecott Tunnel 4th Bore project	Approved

http://www.catc.ca.gov/meetings/agenda/2014Agenda/2014_03/000_ETAs.pdf

6.4A

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AGENDA

Topic	Estimated Time
1. Introductions (<i>Seana Gause, LSRWG Chair</i>)	10 min
2. Review of Working Group Minutes*	5 min
A. Joint Partnership Local Streets and Roads/ Programming and Delivery Working Group – January 23, 2014* (<i>Seana Gause, LSRWG Chair</i>)	
3. Standing/ Programming Updates:	
A. Federal Programs Delivery Update (STP/CMAQ, Bridge, Local Safety)* (<i>Marcella Aranda</i>)	10 min
▪ Inactive Obligations Update *	
(<i>The current Quarterly Inactive Obligations listing is available online at:</i> <i>http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm</i>)	
4. Federal/State Program Announcements:	
A. Caltrans/FHWA/CalRTPA Announcements (DLAWUA)* (<i>Memo Only</i>)	
(<i>Caltrans Division of Local Assistance has posted program updates/announcements to their website. Jurisdictions are encouraged to review the bulletins for program changes.</i>)	
i. Caltrans Local Assistance Federal-Aid Series Training Schedule	
(<i>Caltrans has posted its registration link and schedule for upcoming federal-aid series training sessions. The next Bay Area training is scheduled for June 2-6, 2014.</i> <i>http://www.cce.csus.edu/conferences/caltrans/localAssistance/training_upcTraining.cfm</i>)	
ii. ADA Requirements Clarification*	
i. Changes to Caltrans Standard Plans	
iii. DLA-OB-14-01, LAPM Environmental Procedures-NEPA CE Changes*	
(<i>DLA-OB 14-01 "Local Assistance Procedures Manual – Chapter 6, Environmental Procedures" has been posted to the Caltrans Division of Local Assistance's Office Bulletin website at:</i> <i>http://www.dot.ca.gov/hq/LocalPrograms/DLA_OB/DLA_OB.htm</i>)	
iv. Active Transportation Program District Trainings April 2014	
(<i>The Division of Local Assistance Office of Active Transportation Program and Special Programs is conducting Active Transportation Program District Trainings to assist potential applicants, partners and district staff during the month of April 2014. For district training schedule and information about the program go to: http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html</i>)	
v. LPP 13-02 "Right of Way and Utility Relocation"*	
(<i>LPP 13-02 "Right of Way and Utility Relocation" has been posted to the Local Assistance LAPM website. http://www.dot.ca.gov/hq/LocalPrograms/lpp/lpp1r1.htm</i>)	
vi. California Transportation Infrastructure Priorities (CTIP) Workgroup Report	
(<i>The recommendations coming out of the California Transportation Infrastructure Priorities Workgroup is available online at: http://calsta.ca.gov/</i>)	
vii. MAP-21 Safety Performance Measures NPRM to Be Published*	
(<i>On March 11, 2014, the US Department of Transportation (USDOT) will publish a Notice of Proposed Rulemaking (NPRM) in the Federal Register as required by the Moving Ahead for Progress</i>	

in the 21st Century Act (MAP-21). USDOT will sponsor a webcast event to provide 1) an overview of the approach to implementation of the safety performance requirements in MAP-21; and 2) details of the Safety Performance Measures NPRM.)

5. Discussion Items:

- A. PTAP Update (*Melanie Choy*) 5 min
 - i. PTAP – 14
(PTAP-14 certification letters are due by April 30, 2014. Failure to submit a signed certification letter will result in that jurisdiction's expiration date being reverted back to two years past the "last inspection date" and may result in a lapsed status.)
 - ii. PTAP – 15
(PTAP-15 local match payments were due by Friday, February 28. Please contact Melanie Choy via email at mchoy@mtc.ca.gov with any questions.)
- B. Active Transportation Program (ATP) Regional Competitive Program Draft Guidelines* (*Kenneth Kao*) 20 min
(The CTC has submitted the Draft ATP Guidelines to the Legislature and plans to approve them in March. MTC staff will discuss the draft guidelines for the Regional Competitive Program proposed for adoption by MTC in April.)
 - i. ATP Workgroup Update
(Please visit the CTC website <http://www.catc.ca.gov/programs/ATP.htm> for information and updates about the workgroup meetings, including new meeting notices, meeting agendas, and prior meetings' notes)
- C. 2014 STIP Update (*Kenneth Kao*) 5 min
- D. Federal Efficiencies Subcommittee Status Update (*Jean Higaki*) 5 min
 - i. Single Point of Contact (SPOC) Workshop
- E. 2014 LSRWG Work Plan Update (*Seana Gause*) 20 min
 - i. Statewide Needs Assessment Update (*Theresa Romell*)
- F. TIP Update* (*Adam Crenshaw*)
(The current TIP and subsequent TIP Revisions are available online at:
<http://www.mtc.ca.gov/funding/tip/2011/revisions.htm>)

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

- A. PMP Certification Status*
(Current PMP Certification status is available online at: <http://www.mtcpms.org/ptap/cert.html>).
- B. Tech Transfer: PL-11: Complete Streets Planning & Design Course*
- C. 2014 Local Streets and Roads Working Group Meeting Calendar
(The 2014 Local Streets and Roads Working Group meeting calendar is available online at:
http://www.mtc.ca.gov/meetings/schedule/2014_LSRWG_Tentative_Meeting_Schedule.pdf)
- D. 2014 Programming and Delivery Working Group Meeting Calendar
(The 2014 Programming and Delivery Working Group meeting calendar is available online at:
http://www.mtc.ca.gov/meetings/schedule/2014_PDWG_Tentative_Meeting_Schedule.pdf)

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

5 min

The next LSRWG meeting:

Thursday, April 10, 2014
9:30a – 11:30a, 2nd Floor, Claremont
101-8th Street, Oakland 94607

The next Joint LSRPDWG meeting:

Thursday, May 8, 2014
9:30a – 12:30p, 1st Floor, Room 171
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.