



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, July 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.

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

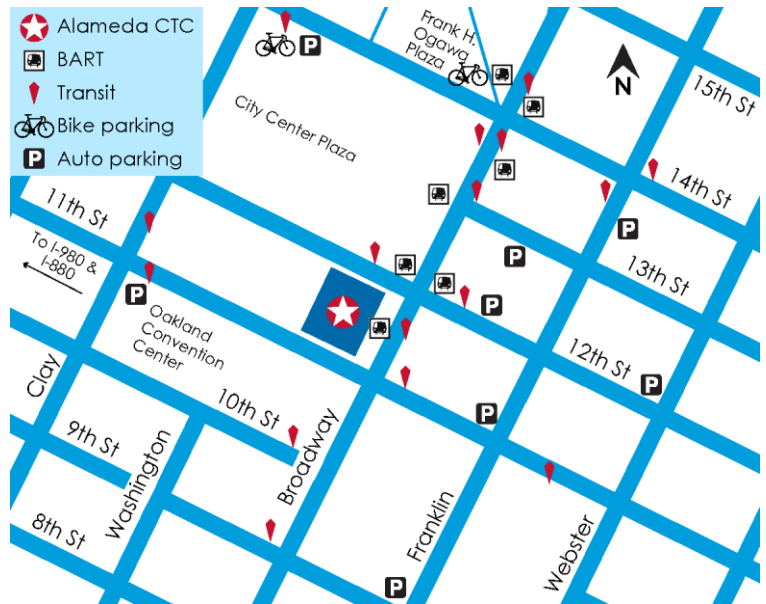
Glossary of Acronyms

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, July 10, 2014, 1:30 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

***NOTE: THE GOODS MOVEMENT TECHNICAL TEAM MEETS FROM 11:30 A.M. TO 1:00 P.M.**

The [Technical Team Meeting Agenda](#) is available on the Alameda CTC 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. June 5, 2014 ACTAC Meeting Minutes

1 A

Recommendation: Approve the June 5, 2014 meeting minutes.

4. Policies and Legislation

4.1. Transportation Expenditure Plan Update (Verbal)

I

4.2. Legislative Update

5 I

5. Transportation Planning

5.1. Countywide Goods Movement Plan Performance Measures

23 A

Recommendation: Approve the Countywide Goods Movement Plan Performance Measures

5.2. 2014 Level of Service Monitoring Study Results

51 I

5.3. Annual Review of Alameda CTC Responses to Environmental Documents

73 I

5.4. Update on Implementation of Senate Bill 743 (Verbal)

I

5.5. Metropolitan Transportation Commission (MTC) Countywide Transportation Plan Guidelines Update (Verbal)

I

6. Programs/Projects/Monitoring

6.1. Transportation Fund for Clean Air (TFCA) FY 2014-15 Program Update

77 I

6.2. Draft 2015 Transportation Improvement Program (TIP) Comment Period

81 I

6.3. Alameda County Freeway Soundwall Policy

85 I

6.4. Alameda County Federal Inactive Projects List: June 2014 Update

95 I

6.5. California Transportation Commission June 2014 Meeting Summary

101 I

6.6. FY 2014-15 Alameda County Technical Advisory Committee Meeting Calendar

105 I

7. Member Reports

7.1. MTC Local Streets and Roads Working Group Update	107	I
7.2. Other Reports (Verbal)		I

8. Adjournment

Next Meeting: Thursday, September 4, 2014

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



Alameda County Technical Advisory Committee Fiscal Year 2014-2015

Member Agencies

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

Other Agencies

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

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Alameda County Technical Advisory Committee Meeting Minutes Thursday, June 5, 2014, 1:30 p.m.

3.1

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

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: AC Transit, 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 Alameda, City of Emeryville, City of Fremont, City of Newark, 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 May 8, 2014 Minutes

Donna Lee (BART) moved to approve the May 8, 2014 meeting minutes. Thomas Ruark (Union City) seconded the motion. The motion passed unanimously (AC Transit, ACE, ABAG, Air District, Caltrans, CHP, City of Alameda, City of Emeryville, City of Fremont, City of Newark, MTC, Port of Oakland, Union City Transit, and WETA absent).

4. Policies and Legislation

4.1. Transportation Expenditure Plan Update

Laurel Poeton informed the committee that Alameda CTC has received approval of the Transportation Expenditure Plan (Plan) from 13 of the 14 cities in Alameda County. She stated that the goal is to present the Plan to the Board of Supervisors in July for placement on the November 2014 ballot.

Laurel informed the committee that Alameda CTC has distributed a significant amount of materials at outreach events. She mentioned that Alameda CTC is placing its second order for additional materials and is in the process of translating materials from English to Chinese and Spanish. The translated versions will be available soon. Laurel told the committee members to contact her at lpoeton@alamedactc.org for additional materials or for assistance.

Laurel mentioned that staff will be at the following events and encouraged committee members to join staff:

- June 7 – Berkeley Farmers' Market – Downtown
- June 12 – Berkeley Farmers' Market – North Berkeley
- June 14 – San Lorenzo Farmers' Market

4.2 Legislative Update

Tess Lengyel gave an update on federal and state initiatives. She provided 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. Tess focused her discussion on cap-and-trade funding. Tess mentioned that the Bay Area Congestion Management Agency Association and MTC at the regional level are advocating for cap-and-trade funds to implement Senate Bill 375 and Sustainable Communities Strategies. Tess informed the committee that Alameda CTC sent a letter to the Conference Budget Committee that details cap-and-trade funding recommendations for the Bay Area.

5. Transportation Planning

5.1. 2014 Level of Service (LOS) Monitoring Study Status Update

Saravana Suthanthira gave an update on the study status and requested that the committee review the Tier 1 arterial data of the 2014 LOS Monitoring Study results and provide comments by June 11, 2014. She informed the committee that staff will present the final LOS monitoring results to the standing committees and Commission at the July 2014 meeting. The final 2014 LOS Monitoring Report will be published in September 2014.

5.2. Countywide Goods Movement Plan Vision and Goals

Tess Lengyel reminded the committee that Alameda CTC is developing a joint Regional Goods Movement Plan with MTC and a Countywide Goods Movement Plan. She informed the committee that the Goods Movement Collaborative Plan ACTAC Technical Team met earlier in the day, and Alameda CTC and MTC requested the committee recommend adoption of the Goods Movement Plan vision and goals. She noted that the team also discussed the Goods Movement Plan performance measures.

Michael Fischer of Cambridge Systematics, the project manager of the Goods Movement Collaborative and Plan, gave an overview of the project progress to date and highlighted the discussion from the Technical Team meeting on the vision and goals and the performance measures. He reviewed the changes the Technical Team requested for the goals.

Tess requested that committee members review the technical memorandum on page 53 in the packet and provide their feedback by June 19. She stated that Alameda CTC staff will email a reminder to the committee. She invited the committee to attend the first Goods Movement Roundtable on Wednesday, July 23, 2014 from 12:30 to 4:30 p.m. at Alameda CTC offices.

Farid Javandel (Berkeley) moved to approve the Goods Movement Plan vision and goals. Bruce Williams (Oakland) seconded the motion. The motion passed unanimously (AC Transit, ACE, ABAG, Air District, Caltrans, CHP, City of Alameda, City of Emeryville, City of Fremont, City of Newark, MTC, Port of Oakland, Union City Transit, and WETA absent).

6. Programs/Projects/Monitoring

6.1. Alameda CTC At Risk Monitoring Reports

James O'Brien gave an update on the State Transportation Improvement Program (STIP) and Federal Surface Transportation Program/Congestion Mitigation and Air Quality (STP/CMAQ) At Risk Monitoring Reports. Jacki Taylor gave an update on the Transportation Fund for Clean Air At Risk Monitoring Report.

Bruce Williams (Oakland) moved to approve the Alameda CTC At Risk Monitoring Reports. Angie Perkins Haslam (LAVTA) seconded the motion. The motion passed unanimously (AC Transit, ACE, ABAG, Air District, Caltrans, CHP, City of Alameda, City of Emeryville, City of Fremont, City of Newark, MTC, Port of Oakland, Union City Transit, and WETA absent).

6.2. FY 2012-2013 Measure B and Vehicle Registration Fee Program Compliance Reports

Matt Todd gave an update on this agenda item. He reviewed Master Programs Funding Agreement (MPFA) compliance policies with the committee along with the reporting and review process. Matt noted that per the MPFA and the reserve policies and monitoring procedures, recipients have two requirements as outlined in the memo starting on page 87 in the packet. Alameda CTC received seven requests for exemptions from jurisdictions that did not meet these requirements for FY12-13. Matt informed the committee that the Policy and Planning Committee (PPC) must approve the seven requests for exemption from the Timely Use of Funds and Reserve Policies. He also notified ACTAC that the jurisdictions requesting the exemptions must be present at the PPC meeting.

6.3. Transportation Fund for Clean Air (TFCA) FY 2014-15 Program

Jacki Taylor gave an update on TFCA FY14-15 applications received. She informed the group that staff will provide a summary to the PPC and the Commission this month. Jacki stated that a remaining balance currently exists, and she will continue reviewing applications and working with project sponsors until the balance is programmed.

6.4. Alameda County Federal Inactive Projects List: May 2014 Update

Vivek Bhat gave an update on the May 2014 federal inactive list of projects. He encouraged committee members to stay current with their invoicing activity.

6.5. California Transportation Commission May 2014 Meeting Summary

Vivek Bhat stated that the May 2014 California Transportation Commission (CTC) meeting was held in San Diego, CA. He stated that three agenda items of significance pertaining to transportation projects/programs within Alameda County were considered at the CTC meeting. Vivek mentioned that the CTC discussed the following: 1) 2016 STIP and how the process is beginning six months in advance; 2) the adopted amendments for the 2014 Active Transportation Program; and 3) the 18-month extension for the completion for the BART to Warm Springs Extension project.

7. Member Reports

7.1. Metropolitan Transportation Commission Local Streets and Roads

Keith Cooke said that most of the updates were covered in the topics on the meeting agenda.

7.2. Other Reports

Donna Lee mentioned BART is working to place the 2014 Transportation Expenditure Plan outreach materials on the BART cars.

8. Adjournment and Next Meeting

The meeting adjourned at 2:45 p.m. The next meeting is:

Date/Time: Thursday, July 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



Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: July 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).

Federal Budget Update

The House and Senate continue to take up Fiscal Year (FY) 2015 appropriations bills and are continuing to work to pass each of their 12 respective bills.

House Transportation and Housing and Urban Development (THUD): The full House approved its FY15 THUD bill the week of June 9th. The bill reflects an allocation of \$52 billion in discretionary spending – an increase of \$1.2 billion above the fiscal year 2014 enacted level

and a decrease of \$7.8 billion below the President's budget request. However, given the reduction in offsets caused by a decline in Federal Housing Administration receipts, the program level within the bill is more accurately \$1.8 billion below the current level.

In 2014, the net total discretionary appropriations at DOT totaled \$17.7 billion. 91 percent of that total came from just six budget accounts: FAA operations, FAA procurement, New Starts, Amtrak capital and debt service subsidies, TIGER, and Amtrak operations subsidies. Those six accounts totaled \$16.2 billion in 2014 and are cut to \$15.3 billion in the House bill. The FY15 total for DOT discretionary spending would be \$17.1 billion (so about a \$700 million cut from FY14).

- The bill sets Highway Trust Fund (HTF) obligations at last year's levels.
- The bill freezes FTA formula grants at FY14 level of \$8.595 billion.
- The bill would cut TIGER grants down to \$100 million from \$600 million in FY14 (but remember the House usually zeros out the program (this is a Senator Patty Murray (D-WA) favorite that she always makes certain to include).
- The bill would cut Amtrak capital grants by \$200 million from \$1.05 billion in 2014 to \$850 million in FY15
- The bill would cut New Starts by \$252 million from \$1.943 billion in 2014 to \$1.691 billion in FY15.
- The bill cuts transit research from \$43 million in FY14 to \$15 million and cuts the transit research and training account from \$5 million to \$3 million.

Senate THUD: Due to disagreements between Democratic and Republican leadership, the bill has been stalled as of the time of this writing. Specifically, Senate Majority Leader Harry Reid (D-NV) and Minority Leader Mitch McConnell (R-KY) have not been able to reach an agreement on the amendment process for the bill. Senate leaders have said they may make a second attempt at trying to pass the package after the July 4th recess.

The Senate draft bill provides \$54.4 billion in discretionary spending for FY15. This is \$2.4 billion above the House level and \$3.6 billion below the FY14 level. \$16.3 billion is provided for the six, main discretionary budget accounts: FAA operations, FAA procurements, New Starts, Amtrak capital and debt service subsidies, TIGER, and Amtrak operation subsidies. This is \$926 million above FY15 House funding levels (\$15.331 billion) and \$73 million above current funding levels.

- HTF obligations: The bill provides \$40.25 billion, the same funding level as the FY15 House bill and enacted level for FY14.
- FTA formula grants: \$8.6 billion; this is a slight increase of \$5 million above both the FY14 level and FY15 House THUD bill.
- TIGER Grants: \$550 million; the House provides only \$100 million for FY15; the current level is \$600 million.
- FTA Capital Investment Grants account (New Starts and Small Starts) is \$2.163 billion, \$472 million more than the House THUD bill.
 - The Committee press release states that this funding will help communities build new rail and bus rapid transit capacity in California and other states.
- Amtrak capital grants: \$1.39 billion (which is the current FY14 level); the House cut \$200 million from Amtrak.

- Transit research and technical assistance received \$36.5 million for FY15.

Highway Trust Fund: There continues to be movement in the Senate and House but it is becoming increasingly more likely that Congress will pass some type of short term fix for the Highway Trust Fund and a short-term extension of MAP-21 in the coming weeks.

In mid-June, a bipartisan proposal led by Senators Chris Murphy (D-CT) and Bob Corker (R-TN) to shore up the Highway Trust Fund (HTF) was discussed which would increase the gas tax by 12 cents per gallon over the next two years and index the tax to inflation. According to the two senators, this would raise \$164 billion over 10 years. In order to offset the revenue raised by the increased tax, the two senators propose finding tax relief by either permanently extending some of the tax provisions in the tax extenders bill or reducing taxes by at least the amount of revenue raised from the gas tax over the next decade. Some Senate Republicans have already expressed their concern over the proposal. Orrin Hatch (R-UT), the ranking member of the Senate Finance Committee, which has jurisdiction over funding the surface transportation bill, immediately stated he opposed the gas tax increase.

Although Senators Murphy and Corker claim the proposal will fund the HTF over the next decade, the bill does not address the immediate shortfall the HTF faces this summer. Senators Murphy and Corker realize that their proposal will not garner the support necessary for passage in the next month; instead they hope they can work to gain enough support to provide funding for the HTF over the long-term, and that this proposal could be a viable option during debate about a long-term solution as early as in the lame-duck session.

Senate EPW: The Senate EPW Committee marked up its bipartisan bill on May 15. The MAP-21 Reauthorization Act (S.2322) would reauthorize the Federal-aid Highway Program at current funding plus inflation from FY2015 through FY2020. The bill gradually boosts the core highway program from \$38.44 billion in 2015 to \$42.59 billion by 2020. The plan does not specify how it would pay for the programs; this will be left up to the Senate Finance and House Ways & Means Committees. In general, the reauthorization proposal follows a similar structure to MAP-21.

Senate Finance and House Ways & Means continue to say they are looking for a long-term solution, while also considering a stop gap patch to buy more time this year. The Committees will need to find approximately \$16 billion per year to deposit into the Highway Trust Fund to keep it solvent and pay for this next surface transportation reauthorization bill. If the Committees are unable to find the full amount (approximately \$100 billion) to support the full six-year bill, EPW will likely start to take years off of the bill starting with FY2020.

Senate Banking: The Senate Banking Committee staff continues to say they are ready to mark up and are simply waiting for the go ahead from both Senate Majority Leader Reid and the Senate Finance Committee.

Senate Finance: Senate Finance Committee Members have had several bipartisan discussions over the last few weeks on possible funding fixes for the Highway Trust Fund and are scheduled to address a short-term patch for the HTF during the week of July 7.

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

In June, Governor Brown signed the fiscal year 2014-2015 budget, including a final program that allocates cap and trade funds for the 2014-15 FY and beyond.

For the 2014-15 fiscal year, the budget appropriates \$872 million largely in accordance with the Governor's original proposal released in January and his May Revise. This amount includes a \$100 million payment on the loan taken from the cap and trade account last year, which means the Governor assumes auction revenue will only generate approximately \$772 million next year. Many expect cap and trade auction revenue in 2014-15 will far exceed \$1 billion, particularly with the fuels on transportation coming on line in January 2015 as part of the cap and trade program.

The budget trailer bill that included the cap and trade agreement, SB 862, is expected to be amended by a clean-up bill. In particular, the existing provisions for the Transit and Intercity Rail Capital program include eligibility for rail operators, yet don't explicitly authorize bus operators. The California State Transportation Agency (CalSTA) has drafted amendments to make bus eligibility more clear. The amendments will add equal emphasis to bus projects and amend the definition of an eligible application to include all transit operators. Additional amendments will address concerns about the expenditure of high speed rail funds, and provide greater clarity on public review and comment on the guidelines to be developed for the various programs.

Future Year Cap and Trade Allocations:

For the 2015/16 fiscal year and beyond the package would allocate all cap & trade revenue based on the percentages as shown in Table 1 and as described below. Each of these programs will be continuously appropriated except for the 40% pot of funds.

- 20% for housing and Sustainable Communities Strategies projects. Half of these funds must be used for affordable housing projects. The remaining funds would be used to implement sustainable communities plans. The Strategic Growth Council (SGC) would administer these funds, and would be responsible for developing guidelines and selection criteria for this competitive grant program. The language also states that the SGC shall coordinate with metropolitan planning commissions to identify and recommend projects. This program has goal of expediting 50% of these funds on projects that benefit disadvantaged communities.

- 10% for transit capital and intercity rail projects. The California Transportation Commission and the Transportation Agency would administer this competitive grant program for rail and bus capital funds. While bus transit projects are eligible, the emphasis is rail connectivity projects. The disadvantage community benefit goal for this program is 25%.
- 5% for public transit operations. Each transit operator would receive a portion of these funds based on the State Transit Assistance (STA) formula. However, receipt of these funds will be dependent on Caltrans determination of whether the use of the funds meets criteria established by CalSTA and CARB to ensure that the funds result in GHG reductions.
- 25% for high speed rail. This allocation will be a continuous appropriation which will allow the High Speed Rail Authority to securitize these revenues.
- 40% for various state programs. These funds would be appropriated to various programs administered by CARB, such as the Low Carbon Transportation program, as well as programs administered by the Energy Commission and the Resources Agency. Unlike the other programs these funds will be annually appropriated as part of the Budget Act.

In addition to creating these programs, the budget trailer bill will also establish an accountability program to ensure the cap & trade funds are appropriately spent and result in GHG emission reductions. MTC prepared analyses of potential cap and trade allocations to the Bay Area, including to transit operators (Attachment B), as well as a comparison of how the CalEnviroscreen program, which the state is using to identify communities of concern, differs from the region's definition of community of concerns (Attachment C).

On July 1, 2014, a meeting of the SGC was announced for July 10th to begin the guideline process for the Affordable Housing and SCS program. Attachment D includes the staff memo to the SGC establishing the initial administrative structure of this program, which is very different from the advocacy of Alameda CTC, MTC and the Transportation Coalition for Sustainable Communities.

Below provides a summary of the 2014-2015 cap and trade authorized funding amounts, the administering agencies and future year allocations beginning in FY 2015-2016.

Table 1: 2014-15 Cap and Trade Funding

Program	Administering Agency	FY 14-15 Budget	Future Year Allocations
Sustainable Communities and Clean Transportation			
High Speed Rail	High Speed Rail Authority	\$250.0	25%
Transit and Intercity Rail Capital Program	CalSTA	\$25.0	10%
Low Carbon Transit Operations	Caltrans/California Air Resources Board (CARB)	\$25.0	5%
Affordable Housing and Sustainable Communities	Strategic Growth Council	\$130.0	20% (split evenly)
Low Carbon Transportation	CARB	\$200.0	Annual appropriation
Energy Efficiency and Clean Energy			
Energy efficiency upgrades/Weatherization	Dept. of Community Services and Development	\$75.0	Annual appropriation
Agricultural Energy and Operational Efficiency	Dept. of Food and Agriculture	\$15.0	
Energy efficiency for public buildings	Energy Commission	\$20.0	
Natural Resources and Waste Diversion			
Water Action Plan - Water-Energy Efficiency (SB 103 has been appropriated)	Dept. of Fish and Wildlife	\$40.0	Annual appropriation
Water Action Plan - Wetlands and Watershed Restoration	Dept. of Fish and Wildlife	\$25.0	
Fire Prevention and Urban Forests	Dept. of Forestry and Fire Protection	\$42.0	
Waste Diversion	Cal Recycle	\$25.0	
Total		\$872.0	

Legislation: Alameda CTC has sponsored and Assemblymember Buchanan has carried AB 1811 which will authorize Alameda CTC the ability to require a high-occupancy vehicle to have an electronic transponder or other electronic device for law enforcement purposes. This bill was passed out of the Senate on June 26th and has gone to the Governor's office for approval. Staff met with the Governor's office on July 2 to discuss the importance of the bill and urged the Governor's support. The Governor is expected to take action on this bill before mid-July.

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. MTC Cap and Trade summary for Bay Area Transportation Allocations
- C. MTC CalEnviroscreen and Communities of Concern Comparison map
- D. Strategic Growth Council proposed administration structure for the Affordable Housing and SCS program

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.

Cap and Trade Funding for S.F. Bay Area Transportation in FY 2014-15 and Future Years

	Fiscal Year 2014-15	Future Years Scenario 1 (\$2.5 billion total)	Future Years Scenario 2 (\$3.75 billion total)	Future Years Scenario 3 (\$4.5 billion total)
State-Administered Competitive Programs				
Sustainable Communities (Includes transportation & affordable housing, split 50/50)	\$ 130,000,000	20% (~ \$500,000,000)	20% (~ \$750,000,000)	20% (~ \$900,000,000)
Transit Statewide Competitive Program	\$ 25,000,000	10% (~ \$250,000,000)	10% (~ \$375,000,000)	10% (~ \$450,000,000)
Low Carbon Transportation (<i>Clean Vehicles</i>) ¹	\$ 200,000,000	TBD	TBD	TBD

	Fiscal Year 2014-15	Future Years Scenario 1 (\$2.5 billion total)	Future Years Scenario 2 (\$3.75 billion total)	Future Years Scenario 3 (\$4.5 billion total)
Transit Formula Program² (Statewide Amount)	\$ 25,000,000	\$ 125,000,000	\$ 187,500,000	\$ 225,000,000
San Francisco Bay Area Total	\$ 9,306,250	\$ 46,531,250	\$ 69,796,875	\$ 83,756,250
Revenue-Based Funds³	\$ 6,893,750	\$ 34,468,750	\$ 51,703,125	\$ 62,043,750
Population-Based Funds	\$ 2,412,500	\$ 12,062,500	\$ 18,093,750	\$ 21,712,500
SFMTA	\$ 2,335,980	TBD	TBD	TBD
BART	\$ 1,867,003			
Santa Clara VTA	\$ 834,322			
AC Transit	\$ 652,051			
Caltrain	\$ 347,828			
Golden Gate Transit	\$ 311,795			
SamTrans	\$ 290,238			
ACE	\$ 28,765			
CCCTA	\$ 40,277			
City of Dixon	\$ 323			
ECCTA	\$ 17,177			
City of Fairfield	\$ 8,064			
City of Healdsburg	\$ 51			
LAVTA	\$ 19,252			
NCPTA	\$ 3,144			
City of Petaluma	\$ 1,706			
City of Rio Vista	\$ 401			
City of Santa Rosa	\$ 8,719			
Solano County Transit	\$ 20,530			
Sonoma County Transit	\$ 10,062			
City of Union City	\$ 3,027			
VTA - Corresponding to ACE	\$ 16,281			
WCCTA	\$ 22,377			
WETA	\$ 70,657			

Notes

1) Pursuant to funding plan to be adopted on June 26, 2014 by Air Resources Board. Proposed plan can be found at this URL:

http://www.arb.ca.gov/msprog/aqip/fundplan/fy1415_funding_plan_aqip_ggrf_final.pdf

2) Pursuant to SB 862, Statutes of 2014, 5 percent of annual Cap and Trade Revenue will be disbursed by the State Transit Assistance formula pursuant to Public Utilities Code 99313 and 99314

3) Operator shares for FY 2014-15 are based on State Transit Assistance shares from State Controller's 2013-14 3rd Quarter payment, which were used in the 2015 Fund Estimate. Individual operator shares vary annually based on each operator's share of statewide qualifying revenue, including fares as well as local funds. Future revenue scenarios are based on a December 2013 ICF International Study, "Modeling the Economic Impacts of AB 32 Auction Proceeds Investment Opportunities "

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Comparison of CalEnviroScreen 2.0 with MTC "Communities of Concern" and Air District "CARE Communities"

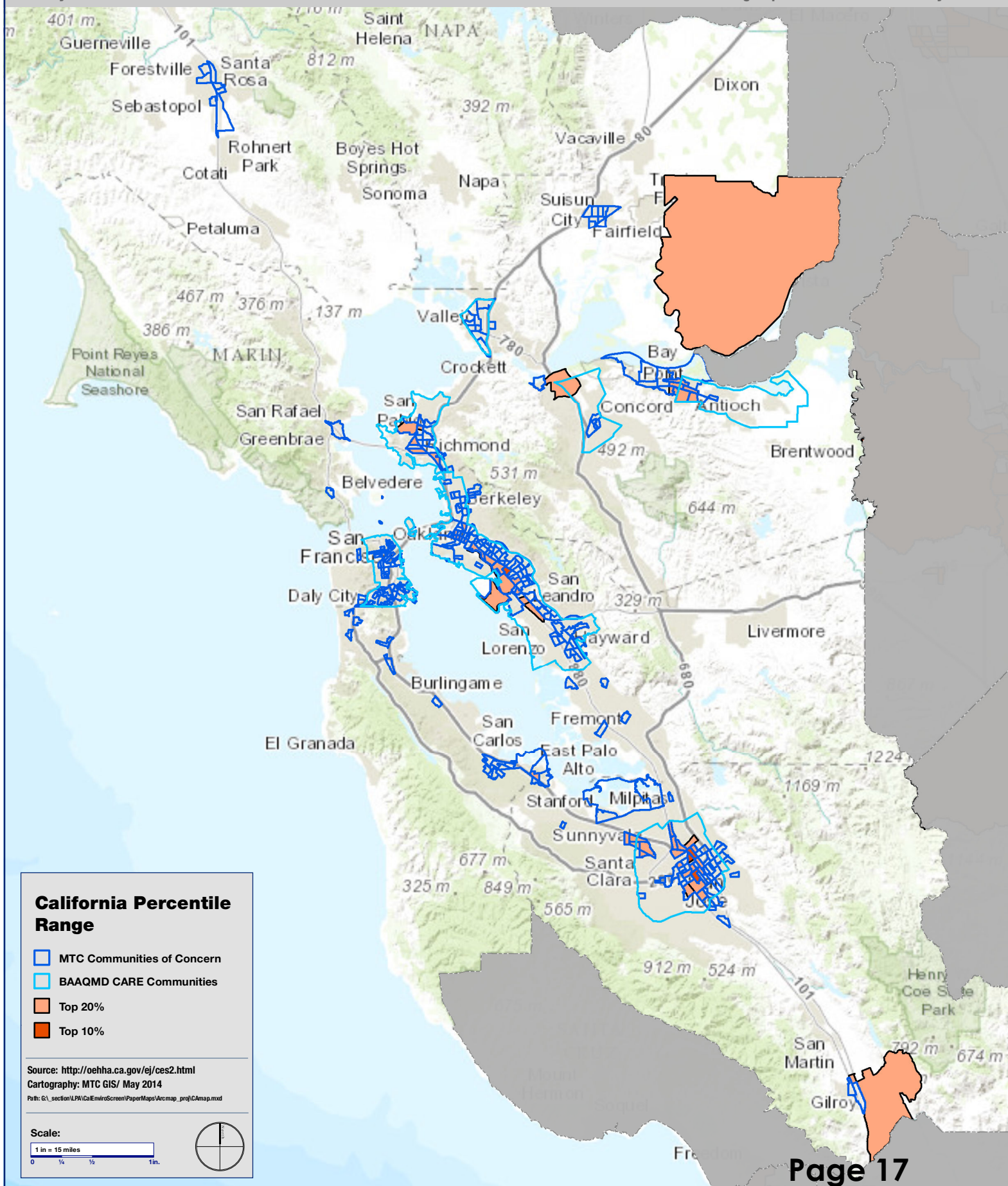


Metropolitan Transportation Commission
Planning, Financing and Coordinating
Transportation for the nine-county
San Francisco Bay Area

120

Analytical Services

Geographic Information Systems



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STAFF REPORT: ADMINISTRATION OF THE AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM

BACKGROUND

The [Budget Act of 2014](#) appropriates \$130 million from the Greenhouse Gas Reduction Fund (GGRF) for the FY 2014-15 budget to the Strategic Growth Council (Council) to develop and administer the Affordable Housing and Sustainable Communities (AHSC) Program. Accompanying legislation, [SB 862](#), apportions 20 percent of the GGRF's proceeds on an annual basis to the AHSC program beginning in FY 2015-16.

The AHSC Program furthers the regulatory purposes of [AB 32](#) and [SB 375](#) by investing in projects that reduce greenhouse gas emissions by creating more compact, infill development patterns, encouraging active transportation and mass transit usage, and protecting agricultural land from sprawl development. These projects, described in the [AB 32 Scoping Plan](#), will support ongoing climate objectives and contribute substantial co-benefits by:

- Reducing vehicles miles traveled and associated greenhouse gas and other emissions by improving mobility options and increasing infill development; or
- Preventing conversion of agricultural lands by making strategic investments that protect agricultural lands to reduce greenhouse gases emissions.

Applicable law requires that 50 percent of AHSC funds be utilized to provide housing opportunities for lower income households. The law also requires 50 percent of funds must benefit disadvantaged communities.

The Council is charged with leveraging the programmatic and administrative expertise of relevant state departments and agencies in implementing the program. The Council is also charged with coordinating with the metropolitan planning organizations and other regional agencies to identify and recommend projects within their respective jurisdictions that best reflect the program's goals and objectives. These projects must be consistent with regional Sustainable Communities Strategies, or where not applicable, other regional greenhouse gas emission reduction plans.

In addition to creating the AHSC Program, [SB 862](#) increased the Council membership by two members. One member will be appointed by the Speaker of the Assembly and one member will be appointed by the Senate Committee on Rules. Each will serve at the pleasure of their appointing authority.

OVERVIEW

The Affordable Housing and Sustainable Communities Program contains a variety of land use and transportation-oriented strategies to reduce greenhouse gas emissions. These include, but are not limited to: intermodal affordable housing projects that support infill and compact development; transit

capital projects; complete streets and active transportation projects; and tools to preserve agricultural land under pressure from being converted to non-agricultural uses.

Pursuant to SB 862, the Council is required to develop and administer the AHSC Program and to leverage the programmatic and administrative expertise of relevant state agencies and departments in implementing the program. The Council is responsible for the overall administration of the AHSC Program and will retain the central authority for the governance of this program. The Council and its members acting together have joint responsibility for the development of program design, program guidelines, selection criteria, and selection of projects and other administrative duties as defined by the Council. The Council will use the breadth of expertise in its multi-agency and member constituency to collaboratively discharge these responsibilities.

It is recommended that the specific implementation of the AHSC Program rely on the programmatic and administrative expertise of relevant state agencies and departments as recommended in statute. It is recommended that the AHSC Program be funded and Implemented through two parallel components – 1) a majority component focused on compact, infill and transit-oriented development and associated infrastructure, described herein simply as the AHSC Program; and 2) a complementary agricultural component that will focus on the protection of agricultural lands from sprawl development, referenced below as the Sustainable Communities Agricultural Land Preservation Program (SCAPP).

In order to successfully implement each program component, staff recommends the Department of Housing and Community Development within the Business, Consumer Services, and Housing Agency implement the housing, transportation and infrastructure development components of the AHSC Program. Staff further recommends that the SCAP Program be implemented separately by the California Natural Resources Agency or the California Department of Conservation. Each program component is described further below.

THE AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

The AHSC Program will provide grants and affordable housing loans for infill and compact transit-oriented development and infrastructure. Projects funded by the AHSC Program will demonstrate how they support reduction of greenhouse gas emissions by increasing accessibility of housing, employment centers and key destinations via low-carbon transportation options (walking, biking and transit), resulting in fewer vehicle miles traveled. A minimum of 50 percent of available funds will be invested in projects benefitting disadvantaged communities, and a minimum of 50 percent of program funds will be utilized to provide housing opportunities for lower income households.

The complexity of multi-component projects involving housing, transportation, infrastructure, transit ridership and other elements will require special technical knowledge of contracting negotiation, management and administration, underwriting, and monitoring. The Department of Housing and Community Development, in cooperation with the California State Transportation Agency, has successfully supported a TOD-Housing program with many administrative requirements similar to those

required for support of the statutory guidelines and emerging other criteria for the Affordable Housing and Sustainable Communities Program. The Department of Housing and Community Development (HCD) has effectively managed \$300 million from Prop 1C bond funds for the TOD Housing Program over the past 7 years, coordinated with the Infill Infrastructure Grant Program and other local funds, and incorporating provisions supporting implementation of regional and local plans. This positions the department well to work as the administrative center for most elements of the Affordable Housing and Sustainable Communities Program.

SUSTAINABLE COMMUNITIES AGRICULTURAL LAND PROTECTION PROGRAM

Senate Bill 862 designates the Strategic Growth Council with coordinating the implementation of the Affordable Housing and Sustainable Communities Program. A component of the program is the protection of agricultural lands to support infill development. In Section 75212, projects eligible for funding include, “acquisition of easements or other approaches or tools that protect agricultural lands that are under pressure of being converted to nonagricultural uses, particularly those adjacent to areas most at risk of urban or suburban sprawl or those of special environmental significance.”

Protecting agricultural lands at risk of conversion to non-agricultural uses reduces GHG emissions, and may result in enhanced carbon sequestration depending on the crop and management of the protected lands. Investments under this program can also further climate adaptation strategies, not only by considering where critical agricultural lands currently exist, but also by understanding more fully where to plan for and protect agricultural lands as the population grows and climate changes.

As its being developed, it will remain a goal of the larger Affordable Housing and Sustainable Communities Program to protect agricultural lands as a way to support and encourage infill development. However, staff recognizes that the types of strategies that are used to protect agricultural lands are unique to land conservation practice, leaving some eligible projects difficult to administer if they had to be included as part of a larger development project. By administering the agricultural lands component through a separate process, informed by its own set of guidelines, it will allow for a more effective implementation without losing the connection to the broader goals of the program.

RECOMMENDED ACTION

Staff Recommendation: The Department of Housing and Community Development within the Business, Consumer Services, and Housing Agency implement the housing, transportation and infrastructure components of this program and that the Sustainable Communities Agricultural Land Preservation Program component be implemented separately by the California Natural Resources Agency or the California Department of Conservation. This implementation will include, but not limited to, working with the Council to develop program guidelines including grants and loans, evaluating applications, preparing agreements, monitoring agreement implementation, reporting and amendments.

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Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: July 7, 2014

SUBJECT: Countywide Goods Movement Plan Performance Measures

RECOMMENDATION: Approve the Countywide Goods Movement Plan Performance Measures

Summary

Goods movement is critical to a strong economy and a high quality of life in Alameda County. The central location of the county in the Bay Area, combined with significant freight transportation assets, such as major interstates, the Port of Oakland and two major rail lines, position it as a goods movement hub for Northern California. Alameda CTC is developing a Countywide Goods Movement Plan that will outline a long-range strategy for how to move goods efficiently, reliably, and sustainably within, to, from and through Alameda County by roads, rail, air and water. The performance measures support plan development including the identification of gaps and needs in the goods movement system, the evaluation and prioritization of strategies to improve goods movement, and the ongoing monitoring of goods movement system performance.

Attachment A presents the Draft Countywide Goods Movement Plan multimodal performance measures which incorporate comments received by ACTAC at their June meeting. The memorandum presents both an overview of how performance measures will be used in the development of the plan as well as the recommended set of performance measures. The performance measures are designed to correspond to the vision and goals that were approved by the Commission in June 2014. This item is recommended for approval.

Fiscal Impact: There is no fiscal impact.

Attachments:

- A. Alameda County and MTC Goods Movement Plans – Performance Measures Technical Memorandum

Staff Contact

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

[Matthew Bomberg](#), Assistant Transportation Planner

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ALAMEDA COUNTY AND MTC REGIONAL GOODS MOVEMENT PLANS

Task 3a – Multimodal Performance Measures

Draft Technical Memorandum

prepared for

**Alameda County Transportation Commission
and Metropolitan Transportation Commission**

prepared by

Cambridge Systematics, Inc.

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1.0 INTRODUCTION

As part of Goods Movement Plan development for the Alameda County Transportation Commission (ACTC) and Metropolitan Transportation Commission (MTC), a robust set of performance measures will be implemented to evaluate the physical and operational performance of the multimodal goods movement system. These measures will support these agencies in gauging freight system condition and use, identifying freight system priorities, developing policy, and making strategic investments that align with the overarching goods movement system vision and goals. After Plan development is complete, the performance measures may be adapted for continued monitoring of system-level trends and progress towards goals.

The set of recommended performance measures presented in this technical memorandum will form one basis for evaluating projects, programs and policies identified through the Goods Movement Plan. A performance-based evaluation process will help stakeholders and decision makers understand the benefits of proposed goods movement actions through the analysis of objective qualitative and quantitative information. Consistent with Plan Bay Area and the Alameda Countywide Transportation Plan, this technical memorandum lays out a performance-based evaluation process, as well as specific performance measure categories and metrics that will be used in the Plan's Task 4 evaluation. This memorandum contains the following sections:

- **Section 2.0 – Overview of Performance Measures.** This section describes the purpose of performance measures, criteria that should be considered when selecting performance measures, and current performance measurement development at the Federal and state levels. Information in this section provides context and describes the basis for how the proposed performance measures were developed.
- **Section 3.0 – Performance-Based Evaluation Process.** This section details the process developed to evaluate the projects, programs and policies using performance measures as part of this Plan. This includes tying measures to Plan Vision and Goals, as well as to goods movement system issues, needs and opportunities. The process incorporates quantitative and qualitative data into evaluation, but does not rely exclusively on measures, in order to create a more flexible process.

Section 4.0 – Performance Measure Development and Recommendations. This section presents recommended performance measures to align with the evaluation process described in Section 3.0, and includes identification of potential data sources and description of how they will be applied during the evaluation.

2.0 OVERVIEW OF PERFORMANCE MEASURES

In recent years, the use of performance measures in the public sector has matured and expanded significantly, yet nationally the use of freight-specific performance measures remains limited, and performance measures used vary significantly between states and regions. This is due in part to the shared public- and private-sector roles in the freight system and the lack of data available to support measures. This section provides an overview of performance measures, describes current Federal guidance on the development and use of these measures, and highlights current efforts underway in California in terms of developing freight specific measures.

In this memorandum, the term “strategy” is used to describe an overall approach to addressing an issue, need or opportunity. A strategy includes projects, programs and policies. Projects typically represent individual and geographically specific capital investments. Programs represent funding pools that may be applied to similar types of small projects, but are typically open to jurisdictions across the county or region. Policies are incentives or restrictions for the Alameda CTC or MTC to oversee and implement, and typically require broad organizational partnerships and advocacy.

2.1 Purpose of Transportation System Performance Measures

Performance measures are data-driven tools that provide one way for agencies to assess the condition of the transportation system, identify gaps and opportunities for system improvement, identify and evaluate strategies to meet goods movement goals, and monitor ongoing performance. They can also be used to help decision makers allocate limited resources more effectively than would otherwise be possible. It is common for different performance measures to be applied to each of these unique purposes, situations and system needs. A variety of performance measure applications are described, below:

- **Linking Strategies to Vision and Goals.** Performance measures can be developed and applied to help link Plan strategies to the Vision and Goals of the Plan. **As Section 3.0 shows, linking performance measures to the Vision and Goals is central to developing a performance-based project evaluation process.**
- **Needs Assessment and Strategy Development.** Performance measures can be applied to assess condition, performance, and use of the transportation system. They also help identify system gaps where additional projects, programs or policies may be needed. **The “Round 1” evaluation of the performance-based evaluation process described in Section 3.0 is focused on this gap analysis application of performance measures.**
- **Project Evaluation and Prioritization.** Performance measures can provide information needed to know when and where to invest in projects and programs that provide the greatest

benefits. Performance measures can help determine which projects, programs, and policies should be included in high priority strategies and can also help in the analysis of tradeoffs and/or synergies between different projects, programs, and policies. **The “Round 2” evaluation of the performance-based evaluation process described in this memorandum is focused on this application of performance measures.**

- **Managing Performance.** Applying performance measures can improve the management and delivery of programs, projects and services. The right performance measures can highlight the technical, administrative, and financial issues critical to governing the fundamentals of any program or project.
- **Communicating Results.** Performance measures help communicate the value of public investments in transportation and provide a concrete way for stakeholders to see an agency’s commitment to improving the transportation system and help build support for transportation investments.
- **Strengthening Accountability.** Performance measures promote accountability with respect to the use of taxpayer resources and reveal whether transportation investments are providing the expected performance or demonstrate the need for improvements.

2.2 Choosing Performance Measures

Performance measures should be carefully selected to align with transportation agency goals and the existing (or potential) data and resources available. When considering performance measures, questions related to how they will be applied and the availability of data should be considered. The most appropriate performance measures will also depend on regional and local characteristics and unique features. An example of a unique feature in Alameda County and the Bay Area is the presence of global gateways such as the Port of Oakland, the Oakland International Airport, San Francisco International Airport, and other smaller seaports. These gateways serve as major connectors to local and regional surface transportation systems and international destinations; they facilitate import and export activity, and are critical pieces of the region’s economy. Performance measures should encapsulate the multimodal nature of the goods movement system and types of goods movement activities. Another example is the Bay Area’s awareness and concern about public health and environmental quality. The high level of awareness and commitment of residents and businesses to environmentally sustainable values and policies suggests that these issues should also be reflected in recommended performance measures per adopted Vision and Goals.

While performance measures provide many benefits, a few pitfalls should be avoided when implementing performance measurement systems, including:

- **Selecting performance measures based only on available data, and not adequately fulfilling agency Vision and Goals.** High-quality data may not immediately be available to measure performance against overarching Vision and Goals. Although it is prudent to begin with measures for which data are available, it is also important to ensure that each of the measures implemented does in fact link to the Vision and Goals of the agency, and are not selected purely on the basis of data availability.
- **Avoiding performance measures based on availability of quantitative data and robust forecasting and analysis tools.** Similar to the previous point, while high-quality data are important to performance evaluation (and desired), qualitative information can also be applied and provide insight into system conditions and use. In addition, in some cases, there may be an inability of quantitative measures to adequately address all political and community value considerations and/or project types. Likewise, while robust tools such as travel demand and economic models can provide detailed evaluation of discrete projects, other lower-tech tools such as spreadsheets and sketch analyses can also be applied and provide useful results.
- **Too many, or too few, performance measures can undermine the agency's ability to utilize them effectively.** Too many performance measures may cause a lack of focus and foster wide-ranging data collection efforts that consume valuable resources. As states and regions progress in their efforts to incorporate performance measures they tend to reduce their number of measures to a "critical few." However, utilizing too few performance measures can leave agencies with gaps in critical areas, undermining the effectiveness of their performance measurement program. One solution to the "too many" or "too few" measures conundrum is the development of performance indices. The philosophy behind using performance indices is simple - consolidate a great deal of information into one number. When it is necessary to present information from several related areas simultaneously (e.g., demand and capacity), a performance index can be used as a management tool that allows these sets of information to be compiled into an overall measure.

2.3 National Performance Measure Development

Prior to the most recent transportation legislation, freight performance measures were not widely used, in part due to shared public- and private-sector roles. The signing of the Moving

Ahead for Progress in the 21st Century (MAP-21)¹ transportation legislation in July 2012, thrust performance measures into the spotlight. MAP-21 notes that State DOTs and MPOs will be required to establish and use a performance-based approach to transportation decision making and the development of short and long-range transportation plans.

Performance measures, to be established by U.S. DOT, will be developed to align with the seven National Goals established as part of the legislation, which include: safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. Several of these core goal areas can be directly tied to the freight system. At this time, national performance measures related to goods movement have not been formalized, however dialog on the subject indicates the need to include system condition and system performance (e.g., travel time, delay and travel time reliability) as meaningful freight system measures. Other categories of measures may also be applied to the freight system. The U.S. DOT is required to establish performance measures for States and MPOs to use to assess the Interstate and National Highway Systems. Once performance measures are set, States and MPOs must establish performance targets in coordination with other State and local transportation agencies.

2.3.1 Current Status of U.S. DOT Mandated MAP-21 Performance Measure Development

In March 2014, the U.S. DOT published a Notice of Proposed Rulemaking (NPRM) for State DOT and MPO performance measure development as part of the requirements to implement MAP-21 performance provisions. The Safety Performance Measures NPRM proposes safety performance measures and State DOT and MPO requirements for establishing and reporting specific annual targets for fatalities and serious injuries. Not yet released, a second set of performance-related NPRMs will focus on pavement, bridges, and asset management; a third will focus on congestion, emissions, system performance, freight, and public transportation.²

2.3.2 U.S. DOT Freight Condition and Performance Report

While states are required by MAP-21 to develop highway-focused performance measures, U.S. DOT is developing a multimodal freight system condition and performance report. Due for release in fall 2014, this report is expected to provide best practices for freight system condition and performance monitoring. Much like the best practice framework, U.S. DOT is in the process of identifying at least one measure to link to each of the National Freight Goals so that they can

¹ <http://www.dot.gov/map21>.

² <https://www.fhwa.dot.gov/tpm/rule.cfm>.

gauge how the Nation is achieving those goals. The draft measures, as of April 2014, include those in Table 2.1.

Table 2.1 U.S. DOT Freight Condition and Performance Report Draft Performance Measures

National Freight Goals	Draft Performance Measures
Improving the contribution of the freight transportation system to economic efficiency, productivity, and competitiveness	Total cost of moving freight; productivity indices
Reducing congestion on the freight transportation system	Free-flow/optimal traffic volume congestion measures; fluidity index
Improving the safety, security, and resilience of the freight transportation system	Number and rate of fatalities and serious injuries; TSA/Coast Guard reduction in security risks; resilience measures
Improving the state of good repair of the freight transportation system	Reduction in long-term maintenance costs; reduction in user costs; highway/bridge conditions indices
Using advanced technology, performance management, innovation, competition, and accountability in operating and maintaining the freight transportation system	Adoption of ITS technologies; other measures on adoptions of innovative technology (e.g., cold ironing)
Reducing adverse environmental and community impacts of the freight transportation system	GHG emissions from freight transportation; energy usage; hazmat releases; community impacts

Source: Jack Wells, U.S. DOT FHWA Talking Freight Webinar: MAP-21 Freight Provisions, January 22, 2014.

U.S. DOT has admitted that they are experiencing significant data challenges as part of this effort, and are working diligently to identify measures that are meaningful to the diverse group of public- and private sector stakeholders that have an interest in freight system condition and performance.

2.4 California Freight Mobility Plan Performance Measures

At the state level, the California Freight Advisory Committee was commissioned by Caltrans to advise on the development of state freight performance measures consistent with MAP-21. In November 2013 the Committee reviewed draft performance measures tied to six goals. While the goals have been solidified, the specific measures are still under review and have not been finalized. The six goals developed by Caltrans as part of that process are described below.

- Economic Contribution Goal.** Improve the contribution of the California freight transportation system to economic efficiency, productivity, and competitiveness. The performance measures that are being developed to support this goal track factors related to the cost of moving goods, the state's market share and the value of international trade.

- **Congestion Relief Goal.** Manage congestion on the freight transportation system. Performance measures related to this goal track the extent of congestion and delay on the network; they measure cumulative delay and system reliability.
- **Safety and Security Goal.** Improve the safety, security, and resilience of the freight transportation system. Performance measures track the number of crashes, injuries and fatalities associated with different freight.
- **System Infrastructure and Preservation Goal.** Improve the state of good repair of the freight transportation system. Performance measures tied to this goal will track the condition of pavement, bridges, rail tracks, and channels.
- **Innovative Technology and Innovation Practices Goal.** Use technology and innovation to develop, operate, maintain, and optimize the efficiency of the freight transportation system and to reduce its environmental and community impacts. Performance measures within this category are tied to the rate of implementation of new technologies or practices that improve performance.
- **Environmental Stewardship Goal:** Reduce adverse environmental and community impacts of the freight transportation system. Performance measures in this category include reductions in criteria pollutants, noise impacts and impacts to threatened species.

3.0 PLAN DEVELOPMENT PROCESS AND HOW PERFORMANCE MEASURES WILL BE USED

The intent of employing a performance-based evaluation process is to provide an objective means of evaluating projects, programs and policies (i.e. strategies) relative to the Goods Movement Plan vision and goals. The performance measures should inform strategy development and advance key needs and issues. This section describes the Goods Movement Plan performance evaluation process and how it will be used to evaluate projects, programs and policies.

3.1 Goods Movement Plan Building Blocks

There are several critical building blocks for the development of the Plan. These include:

- **Vision and Goals.** The vision and goals are aspirational statements about what the Plan is intended to accomplish. It also hints at the types of benefits businesses and residents of the County will receive if the Plan is successful. The Vision and Goals were developed to align with higher-level goals developed for the Countywide Transportation Plan and the Regional Transportation Plan but they also reflect the need to address critical issues and opportunities focused specifically on the freight system as identified by stakeholders and prior studies.
- **Goods Movement Functions.** The goods movement functions describe, at a high level, what functions different elements of the goods movement system perform to serve all of the different goods movement needs of the County and the region. We have described the goods movement system in terms of the following functions:
 - **Global Gateways.** This function is the County's and region's conduit to international trade. The primary global gateways in Alameda County and in the region include the major maritime facilities at the Port of Oakland, and the Oakland International Airport and San Francisco International Airport. At the regional scale, there are also several smaller ports outside of Alameda County that contribute to the global gateway function.
 - **Interregional Corridors and the Intra-regional Core System.** A number of highway routes and parallel rail routes in the County and region are classified as interregional corridors because their primary, though not exclusive, function is to move freight between regional economic centers. The intra-regional core network serves areas with the highest concentration of population and subsequently highest share of demand for goods movement. This core network also provides primary access to major facilities such as the Port of Oakland, rail yards, warehouse/industrial districts, and connections to the interregional corridors. The intra- and interregional corridor functions are necessarily intertwined, as many intra-regional movements occur on the interregional corridors.

- **Urban Goods Movement System and Last-Mile Connectors.** The urban goods movement system refers to networks of city streets that move freight to or from its origin or final destination. Last-mile connectors are local truck routes within the urban goods movement system and include connections between major freight facilities (such as seaports, airports, intermodal terminals, industrial parks, and major warehousing clusters) and the rest of the transportation system.

The freight system in the county/region needs each of the functional elements to perform effectively. We will look at the goods movement needs, issues, and opportunities of each of the functional elements.

- **Needs, Issues, and Opportunities.** Needs generally refer to gaps or deficiencies in the system which, if corrected, will move the freight system closer to the Vision and Goals. Issues are similar to needs but they tend to be more cross-cutting, such as impacts on community livability and quality of life. Opportunities are ways that the system can be modified or transformed to deliver a higher level of benefits than the current system delivers.
- **Strategies.** The Plans will include a portfolio of strategies that will address the needs, issues, and opportunities of all the functional elements in combination. Strategies will be comprised of projects, programs, and policies grouped together for ease in communicating how individual elements, when taken together, achieve the Vision and Goals of the Plans. The number of strategies evaluated during this project will relate to the number of needs, issues and opportunities identified. Table 3.1 provides an example of how these elements are linked. As shown, the effect of interstate congestion on trucks and lack of truck parking could translate into a strategy for improved truck mobility, access, and parking. Projects, programs or policies that facilitate those improvements could be included within that strategy.

Table 3.1 Example Strategy Development

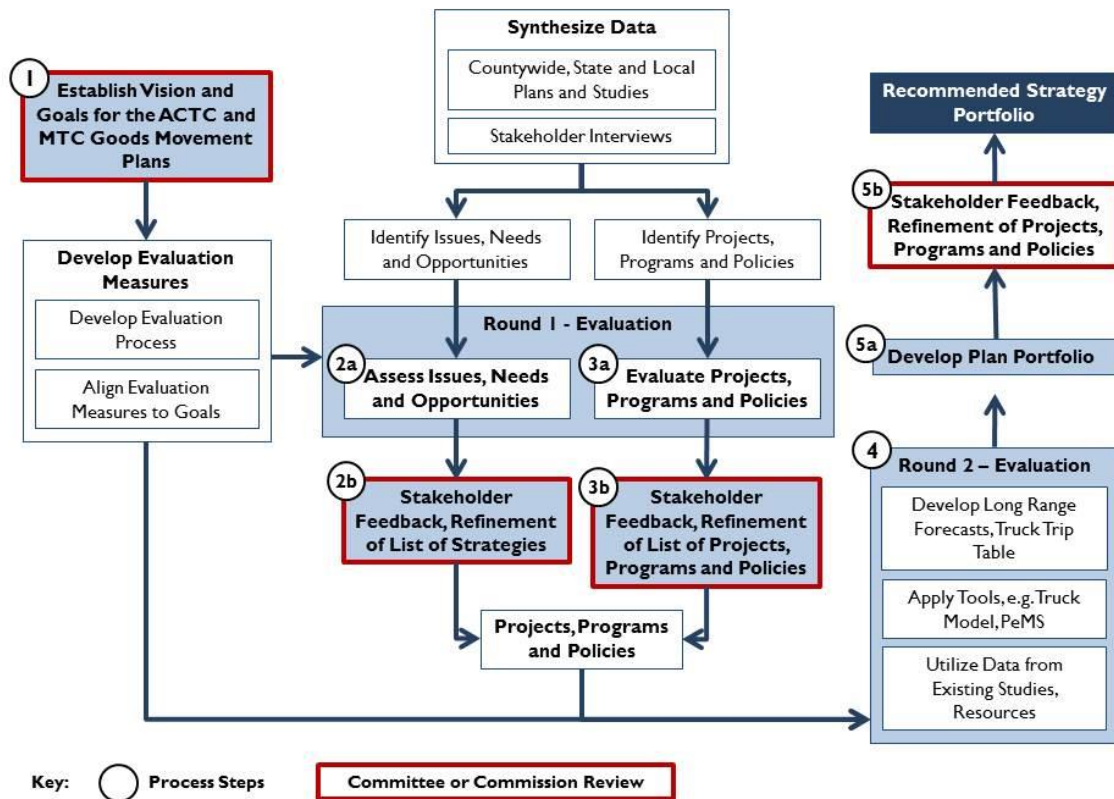
Needs, Issues, or Opportunities	Example Strategy	Example Projects, Programs, or Policies
Recurrent congestion on I-880 and I-580 truck corridors will increase No public truck stopping or parking locations in Alameda County	Improve Truck Mobility, Access, and Parking	Various projects including interchange improvements, lane additions, ramp metering, service patrols, etc.
		Reexamine STAA Designated Routes
		Additional Truck Rest Areas
		Truck Stop Electrification

3.2 Performance-Based Evaluation Process Description

Figure 3.1 shows the overall performance-based evaluation framework, with the numbered steps below corresponding to the numbering on the figure.

- Step 1 – Establish Vision and Goals.** As the Vision and Goals are a foundational element of the Plan, they will be reviewed with stakeholders, the Executive Team, and the Technical Teams before being presented to the Alameda CTC Commission for approval. Ultimately, strategies will be designed to ensure that there is progress towards the Vision and Goals and the effectiveness of the Plan will be measured against how well the Vision and Goals are being met.
- Step 2a – Identify and Assess Issues, Needs and Opportunities.** The initial input on issues, needs and opportunities is taken from stakeholders and prior studies. A matrix will be developed to highlight how the “Issues, Needs, and Opportunities” relate to both the Plan Goals and Goods Movement Functions. The reason for this matrix is to show how addressing issues, needs and opportunities will contribute to achieving Goals as well as to show which particular Goods Movement Functions have needs and present opportunities so that strategies can be more effectively designed. In addition, if issues, needs, and opportunities cut across multiple Goods Movement Functions, they may deserve greater attention or higher priority in developing strategies. Ultimately, the Plan that will be developed in later stages of the process can be thought of as a “portfolio”. For the portfolio to be “balanced” it needs to include strategies that address all of the issues, needs, and opportunities and all of the Goods Movement Functions. In some cases, improving the performance of the system to achieve a goal for a particular function (and addressing a particular need) could create the need to create a balancing strategy for a different Goods Movement Function. For example, expanding activity at the Port of Oakland (global gateway function) by improving rail service in order to meet economic/jobs goals could create community noise and at-grade crossing impacts on communities and reduce the efficiency of the urban goods movement. The matrix of issues, needs, and opportunities in this case would help indicate the need to develop balancing strategies such as grade separations or quiet zones.

Figure 3.1 Performance-Based Evaluation Framework



Performance measures can play a useful role in assessing the issues, needs, and opportunities at this stage of Plan development by corroborating the qualitative input provided by stakeholders. They can also play a useful role in targeting which specific components of the system exhibit the highest priority issues, needs, and opportunities by providing a measureable way of comparing, for example, the severity of a need in one part of the system with that of another. For example, safety may be a goal and stakeholders may have identified specific roadways or at-grade rail/roadway crossings that present safety issues. A performance measure such as number of crashes/incidents could be used to determine which locations present the highest priority safety problems.

It is important to note that performance measures are just an input to the assessment of issues, needs, and opportunities and will not always take precedence over stakeholder input or other policy considerations. This is because the data and tools available to assess performance measures may be insufficient to reach definitive conclusions and stakeholder perceptions are an important part of the assessment process. It is also important to note that some performance measures may be useful for assessing issues, needs, and opportunities based on current condition but tools may not be available to estimate

quantitatively the impact of projects, programs, and policies on this same performance measure. Thus, a mix of different performance measures will be needed for needs assessment and project evaluation.

- **Step 2b – Stakeholder Feedback.** After the issues, needs and opportunities are identified and assessed (both qualitatively and with quantitative performance measures) the results will be presented to stakeholders in a series of interest group meetings and at a Roundtable to receive their input on the results of the assessment. The assessment will also be presented to the Executive Team and the Technical Team for their input.
- **Step 3a – Initial Evaluation of Projects, Programs, and Policies.** As the consultant team is developing the needs assessment that comprises Step 2a, a parallel process will begin to develop potential strategies that can address issues, needs, and opportunities. The consultant team will compile as comprehensive a list of potential projects, programs, and policies as possible drawing from projects already incorporated in the Countywide Transportation Plan and Regional Transportation Plan, prior studies and plans, and best practices. In Step 3a, this list of potential projects, programs and policies will be evaluated to determine 1) if there are projects, programs, and policies that address each of the identified issues, needs, and opportunities for each Goods Movement Function (as appropriate); 2) to determine if projects, programs, and policies are likely to have sufficient goods movement benefits to be considered for more detailed analysis; and 3) to determine if there appear to be synergies or tradeoffs among particular projects, programs, and policies that will need to be considered in subsequent analysis.

The strategies (projects, programs, and policies) will first be evaluated qualitatively to determine if there are at least some projects, programs, and policies that will address each of the issues, needs, and opportunities for each of the goods movement functions to which those issues, needs, and opportunities are applicable. While this will largely be a qualitative process, performance measures can be used to inform the evaluation. In this step the team will also identify “gaps” that need to be filled, and introduce new projects, programs or policies to address issues and needs.

The consultant team will compile any existing data (e.g. from completed Project Study Reports, environmental documents, or from analyses of similar projects in similar contexts) on the expected performance improvements (performance measures) associated with the projects, programs, and policies to help determine if they will really result in freight benefits that help achieve the goals. We will also examine the degree to which the projects, programs, and policies address priority needs and opportunities as identified during the Step 2a needs assessment. While performance measures will not be a sole determinant of this evaluation, they will provide one valuable source of input. Some projects may be eliminated from further consideration within these Plans if they have minimal freight benefits or if they

do not address priority needs; this does not mean that these projects do not have merit, just that they are not expected to provide significant benefit to the freight system. Ultimately, the Plans will include projects, programs, and policies that address as many of the issues, needs, and opportunities for each of the goods movement functions as possible in order to develop a “balanced portfolio” of strategy recommendations.

Finally, this step will examine whether any of the strategies appear to have critical interdependencies or tradeoffs. For example, one strategy to reduce truck related congestion on a major freeway route would be to improve operations on truck routes on parallel arterial roadways. This strategy might represent a tradeoff when compared to a strategy to increase capacity on the freeway itself. At this stage, some projects that have critical interdependencies may be combined into larger mega projects for subsequent evaluation.

- Step 3b – Stakeholder Feedback.** The results of the evaluation process will determine the final list of projects, programs, and policies that will be evaluated in the second round of evaluation. At the same Roundtable and the Executive and Technical Team meetings that are described at the conclusion of Task 2b, input will also be requested on the types of strategies that should be evaluated to address the needs, issues, and opportunities. The preliminary set of strategies identified in Step 3a will be presented to stakeholders, the Executive Team, and the Technical Team along with the initial evaluation along with the results of the needs assessment to get input before the list of strategies to be evaluated in more detail in subsequent phases is finalized. Once this input has been incorporated, the results of the assessment and the proposed list of strategies to be evaluated will be presented to the Commission for their concurrence prior to full evaluation of the strategies. Since the Regional Plan is scoped to develop strategies with less detailed analysis and less detailed scoping of projects than the Countywide Plan, the needs analysis conducted through Steps 2 and 3 will be sufficient to provide the necessary information to develop the proposed Regional Plan. Therefore, the analysis described in Step 4 will not be applied to the Regional Plan.
- Step 4 – Evaluate Strategies (Projects, Programs, and Policies).** For the Alameda Countywide Goods Movement Plan, the projects, programs and policies developed in Step 3 will be subject to a more comprehensive evaluation that will use performance measures as a major organizing framework. Where possible the performance measures will apply quantitative data.

The performance measures may need to be slightly different than those used in the needs assessment task to the extent that the data and tools that are available to evaluation future performance will not be the same as those used to measure existing conditions. Methods and data will be sought to assess all performance measures but for certain types of projects,

programs and policies there may not be any available data and tools with which to predict performance measure impacts and in these cases, the assessment of performance improvements will need to be qualitative.

Performance measure values for each of the strategies will provide an input to the evaluation process, providing information for stakeholders and decision makers. Quantitative performance measure evaluations and the qualitative assessments will be used to develop a performance rating of each strategy (e.g. “high”, “medium”, or “low”) with respect to each of the five goals defined in the Vision and Goals statement. In addition, for the cases where project tradeoffs or synergies are expected, the projects may be evaluated in combination to examine synergistic benefits. A limited number of project combinations will be defined in consultation with Alameda CTC staff.

- Step 5a – Develop Plan Portfolio.** As described previously, a project, program and policy portfolio will address the identified issues, needs, and opportunities for each of the goods movement functions. By selecting from amongst the strategies that are rated “high” for at least one of the evaluation categories and that address a critical issue, need, or opportunity for one or more of the goods movement functions, the portfolio will provide balance amongst all of the issues, needs, and opportunities and goods movement functions. In this way, the portfolio will ensure that the highest priority strategies applied to the highest priority issues, needs, and opportunities will be selected and the Plan will achieve the Goals identified in Step 1.
- Step 5b – Stakeholder Feedback.** To ensure that the application of the performance measure evaluation process is not a simple mechanical process, the results of the evaluation will be provided to the stakeholders in a final Plan Development Workshop/Roundtable. During this workshop, the stakeholders will have access to the evaluation results and recommended projects, programs and policies. The data and information associated with performance measures will also be provided. Participants can use this information and other information that they have about the strategies to recommend adjustments to the final set of strategies to be incorporated in the Plan. The results of this workshop will be reviewed by the Executive Team and the Technical Teams. Stakeholder input received through this process will be used to create the Goods Movement Plan. The Plan will also require review and approval recommendations from the Alameda CTC Technical Advisory Committee and the Planning, Policy and Legislation Committee. The Alameda CTC Commission has the authority to approve the final Goods Movement Plan. All of these meetings are open to the public and welcome comment and discussion.

The recommended performance measures, how they align with the Plan’s Goals and the identified issues, needs, and opportunities, and whether the measures can be applied to needs

assessment (Steps 2 and 3), strategy evaluation (Step 4), or both is presented in the next section of this memorandum.

4.0 PERFORMANCE MEASURE DEVELOPMENT AND RECOMMENDATIONS

In developing and selecting the performance measures, the key points raised in Section 2.0 of this memorandum were fully considered. Performance measures have been selected to reflect the Visions and Goals, as well as issues, needs and opportunities identified to date. Thus, the performance measures developed in this memorandum are clearly mapped to individual goals; they are also linked to the issues, needs and opportunities through “Round 1” of the evaluation process. The alignment with regional goods movement visions and goals also ensures that the measures will be consistent with the U.S. Department of Transportation’s (DOT) MAP-21 guidance and consistent with the approaches that are being used by Caltrans to evaluate and prioritize projects for the Statewide Freight Mobility Plan.

4.1 Performance Measure Recommendations

In order to understand the recommendations in this memorandum, two terms must be explained; performance measures and performance metrics. Performance measures are broad categories of measures that address specific goal areas. Within these categories, specific performance metrics have been developed that are essentially the evaluation criteria that can be used to determine needs and benefits. Metrics can be evaluated using models, quantitative data from prior studies, or can be evaluated qualitatively.

Performance metrics have been selected based on a combination of factors including best practices, ability to be quantified, data availability and resource capability, and ease of understanding. Because the ability to quantify the metrics is important to ensure objective project evaluations, the metrics focus on the highway system, where the Alameda CTC travel demand model can be applied. For the non-highway modes, other data tools and methods will be employed, such as data from the State Rail Plan, data from prior studies (such as the Caltrans Corridor System Master Plans), data from prior health risk assessments, emissions impacts estimates using emissions factors from the Air Resources Board’s EMFAC model, and the IMPLAN economic input-output model.

Table 4.1 contains the complete list of recommended performance measures and performance metrics under each goal area and identification of when they can be applied during the performance evaluation.

Table 4.1 Recommended Set of Performance Measures and Metrics, by Goal Area

Goals	Measures	Metrics	Application
Goal 1 – Preserve and strengthen an integrated and connected, multimodal goods movement system that supports freight mobility and access, and is coordinated with passenger transportation systems and local land use decisions.	Travel Time Delay	Travel time delay on key freight (truck) routes	Steps 2 and 3- Needs Assessment Step 4 – Strategy Evaluation
		Travel time delay on railways, terminals, ports, airports	Steps 2 and 3- Needs Assessment
	Multimodal Connectivity and Redundancy	Freight generator access to freight routes	Steps 2 and 3- Needs Assessment Step 4 – Strategy Evaluation
		Freight generator access to rail lines, terminals, ports, and airports	Steps 2 and 3- Needs Assessment Step 4 – Strategy Evaluation
	Coordinate with Passenger Systems	Freight system element shares use with passenger system – May also include an assessment of the degree that each of the shared modes contribute to travel delay and/or safety issues where data are available	Steps 2 and 3- Needs Assessment
Goal 2 – Provide safe, reliable, efficient, resilient, and well-maintained goods movement facilities and corridors.	Compatibility with Land Use Decisions	Freight generator proximity to non-compatible land uses	Steps 2 and 3- Needs Assessment Step 4 – Strategy Evaluation
	Travel Time Reliability	Buffer time index on key freight (truck) routes	Step 4 – Strategy Evaluation
		Truck-involved crashes and crash rates	Steps 2 and 3- Needs Assessment
	Freight-Related Crashes	Crashes at at-grade rail crossings	Steps 2 and 3- Needs Assessment
		Bridge conditions ratings	Steps 2 and 3- Needs Assessment
		Key freight (truck) highway and arterial routes pavement conditions ratings	Steps 2 and 3- Needs Assessment
	Freight Resiliency	Addresses freight system vulnerability to major service disruptions due to major natural or other events	Steps 2 and 3- Needs Assessment; Related to Goal 1 Multimodal Connectivity and Redundancy measure
Goal 3 – Increase jobs and economic opportunities that support residents and businesses.	Economic Contribution	Jobs and output generated	Step 4 – Strategy Evaluation

Goals	Measures	Metrics	Application
Goal 4 – Reduce and mitigate impacts from goods movement operations to create a healthy and clean environment, and support improved quality of life for those communities most burdened by goods movement.	Emissions/Air Quality/Public Health	Tons of GHG emissions	Step 4 – Strategy Evaluation
		Tons of PM emissions	Step 4 – Strategy Evaluation
	Equity	Freight Impacts, such as light, noise pollution, air pollution and vehicle emissions, job creation, and freight encroachment, on adjacent communities	Steps 2 and 3- Needs Assessment Step 4 – Strategy Evaluation
Goal 5 – Promote innovative technology and policy strategies to improve the efficiency of the goods movement system.	Use of Innovative Technologies	Use of ITS and innovative technologies	Steps 2 and 3- Needs Assessment Step 4 – Strategy Evaluation

4.2 Recommended Performance Measure Descriptions

For each of the performance measures selected, a detailed discussion of what they are, why they are included, what metrics are included and how these metrics can be evaluated are included below under each goal area.

Goal 1. Preserve and strengthen an integrated and connected, multimodal goods movement system that supports freight mobility and access, and is coordinated with passenger transportation systems and local land use decisions.

- **Travel Time Delay.** Delay due to recurrent and non-recurrent congestion on the freight network is one of the most critical issues facing Alameda County, and significantly impedes mobility on the system. By quantifying the travel time delay on the freight links and nodes, projects can be evaluated based on how well they support and improve mobility. Two specific metrics can be developed for this measure that calculates the delay on key freight (truck) routes³ and delay on rail lines and various freight nodes (terminals, ports, airports).

Travel delay on key freight routes is measured as the sum of all of the extra time trucks experience due to speeds below the selected delay threshold. The Caltrans PeMS database contains existing delay data on all major highways that can serve as a standard for delay calculations. Changes in truck travel time delay can be calculated through changes in Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT) using the Alameda CTC travel demand model for project evaluation.

³ It is expected that as part of this project key freight routes that are important for truck movement in Alameda County will be selected.

The *delay on rail lines and terminals, ports, and airports* metric can be used for needs assessment. The delay data can be calculated using quantitative data obtained from individual sources such as railroads, the Port of Oakland, and various studies that have quantified these delays. However, it should be kept in mind that some of the delay in this metric will be hard to capture, and in such cases, qualitative evaluations may be used based on input from stakeholders or drawing from best practice examples in other locations.

- **Multimodal Connectivity and Redundancy.** To provide better access, projects should improve/support multimodal connectivity and redundancy. Redundancy of the system can also support system resiliency and emergency response goals by providing alternative routes of transport. By using GIS spatial tools, projects can be evaluated for providing access to freight generators (e.g., businesses, warehouses, etc.) both in terms of *highway access as well as access to rail line, terminals, ports and airports*.
- **Coordinate with Passenger Systems.** Freight projects should be coordinated with the passenger transportation system in such a way that the project should also be beneficial for passenger movement, or at the very least, not conflict with passenger movement. For instance, on shared-use rail tracks, freight improvements should be coordinated with passenger improvements so as to maximize project benefit. By evaluating whether a project has shared use with passenger service, we can determine how well it is coordinated with passenger service. In addition, data will be compiled that show the degree that each mode in a shared-use corridor or facility contributes to delay for all users and/or safety issues (e.g., crashes involving multiple modes or incidents at rail-road crossings).
- **Compatibility with Land Use Decisions.** Freight projects should be coordinated with land use decisions to ensure that projects are not introduced in close proximity to non-compatible land uses. To evaluate projects, GIS spatial tools can be used to determine the *proximity of the freight infrastructure to non-compatible land uses* with and without the project. In cases where there are non-compatible land uses in proximity to freight uses, strategies will be developed that move towards more effective buffers to offset impacts due to proximity to freight uses.

Goal 2. Provide safe, reliable, efficient and well-maintained goods movement facilities.

- **Travel Time Reliability.** Travel time reliability is one of the most commonly used performance measures and directly addresses the goal to provide a reliable and efficient goods movement facility. Reliability measures are used in the Countywide Transportation Plan as well for auto and transit trips. For freight, *buffer time index (BTI)* can be calculated on key freight routes for each project. BTI expresses the percentage of extra travel time for a typical trip needed to ensure an on-time arrival, and this is also calculated as part of the

Caltrans PeMS database. Travel times can be calculated using the Alameda CTC travel demand model.

- **Freight System Resiliency.** Freight projects will be evaluated as to whether they will introduce or expand infrastructure that is vulnerable to sea level rise. Data from the San Francisco Bay Conservation and Development Commission's Adapting to Rising Tides Project will be used to perform this assessment.
- **Freight-Related Crashes.** Understanding the safety benefits of projects is another essential performance measure for freight projects, the change in both the *number and rate of truck-related crashes* should be looked at. In the Countywide Transportation Plan, safety is measured similarly using annual injury and fatality crashes. Baseline crash data is readily available from the Statewide Integrated Traffic Records System (SWITRS). Also, GIS visualization is available through the Transportation Injury Mapping System (TIMS) developed by UC Berkeley. VMT data can be obtained from Caltrans to normalize the absolute number of crashes into a crash rate.

In addition, the *number of crashes at at-grade crossings* is of particular importance from a freight perspective, as crashes at at-grade crossings demonstrates a key preventable source of crashes for which countermeasures can be deployed from both the rail and the roadside. The FHWA Office of Safety offers existing at-grade crossing crash data for which project-specific impacts can be estimated from.

Crash data will be used to identify locations of existing safety issues. This data will be combined with a qualitative assessment of the degree to which projects, policies, or programs correct safety issues.

- **Freight Infrastructure Conditions.** *Bridge and pavement* conditions on key highway and arterial freight routes are two important metrics in understanding the County's maintenance goals. For example, estimates of MTC's StreetSaver Pavement Condition Index (PCI) are reported in both MTC's and Alameda CTC's monitoring reports. Highway and bridge condition data is also available through Caltrans.

Goal 3. Increase economic growth and prosperity that supports communities and businesses.

- **Economic Contribution.** *Jobs and output generated* by projects is the most direct way to measure whether a project supports economic growth and prosperity. Changes in employment and output can be modeling through IMPLAN and other economic modeling tool, or through quantitative calculations. While it will be beneficial to determine jobs generated for different income and skill levels, most of the available economic modeling tools do not provide this level of detail. However, it may be possible to examine the existing job and income profile of specific economic sectors in which job growth is anticipated as a

result of freight investments to get a general sense of the occupational impacts of freight investments.

Goal 4. Reduce environmental and community impacts from goods movement operations to create a healthy and clean environment, and support improved quality of life for those communities most burdened by goods movement.

- **Emissions/Air Quality/Public Health.** Consistent with Plan Bay Area and Countywide Transportation Plan's performance measures and targets, measuring air quality/health impacts can be focused on *GHG (CO₂) as well as Particulate Matter (PM) reduction*. Tracking GHG emissions will understand if projects help meet SB 375 goals to reduce greenhouse gas emissions. The Alameda CTC travel demand model and the CARB EMFAC model can be used to estimate changes in vehicle emissions. Local studies, such as those published by the BAAQMD can also provide useful data sources.
- **Equity.** *Freight impacts on adjacent communities* can be qualitatively discussed with the aid of visual tools including GIS maps. These impacts can include light, noise pollution, air pollution and emissions related to goods movement vehicles, job creation, and encroachment due to close proximity to freight sources. Projects that help reduce such impacts on communities most burdened by goods movement can support quality of life goals.

Goal 5: Promote innovative technology strategies to improve the efficiency of the goods movement system.

- **Use of Innovative Technologies.** Technological advances including vehicle technologies to reduce emissions, Intelligent Transportation System technologies to improve efficiency should be included as part of the project evaluation process. A simple qualitative method can be used to determine whether projects employ innovative technologies.



Memorandum

5.2

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DATE: July 7, 2014

SUBJECT: 2014 Level of Service Monitoring Study Results

RECOMMENDATION: Receive information on the 2014 Level of Service Monitoring Study results

Summary

As required by the Congestion Management Program (CMP) legislation, Alameda CTC monitors the Level of Service (LOS) on CMP roadways in Alameda County biennially. The last LOS Monitoring was completed in 2012, and the subsequent monitoring cycle is in 2014. Monitoring the roadways for the 2014 cycle began in March and completed in the first week of June 2014. Travel time data was collected for monitoring purposes using the floating car survey method until 2012. In December 2013, the Alameda CTC Commission approved using commercially available travel time data for monitoring LOS on a majority of CMP roadways starting with the 2014 monitoring cycle. Accordingly, two types of data collection methodologies have been used in the 2014 cycle. This provides a cost effective approach for LOS monitoring and an opportunity for additional monitoring due to robust data, which can allow for more analysis options. The data collection for the 2014 cycle was completed by the first week of June and maps showing final results for each CMP network are attached to this memorandum. Detailed spreadsheet results are available on the website at <http://www.alamedactc.org/events/view/13636>. Detailed analysis of these results will be presented at the Committee meeting, including identification of potential deficiency. The final report will be developed and published in September 2014.

Background

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

The CMP network, shown in Attachment A, contains 232 miles of Tier 1 and 90 miles of Tier 2 roadways. Of the total 232 miles of Tier 1, 134 miles (58 percent) are interstate freeways, 71 miles (31 percent) are conventional state highways, and 27 miles (11 percent) are

city/county arterials. In addition, Tier 1 roadways also include 23 freeway-to-freeway connector ramps. All Tier 2 roadways are arterials.

Until 2012 LOS monitoring cycle, data collection was performed using floating car surveys. In December 2013, the Commission approved, based on a validation exercise, the use of commercially available data for monitoring purposes on a majority of Tier 1 roadways (all the freeways and ramps with the exception of two segments in each group) and on about two thirds of Tier 2 roadways. As a result of this decision, additional special roadways such as the three bay crossing bridges, where commercial data is available, were included for monitoring in 2014. In addition, the 2014 monitoring scope also includes monitoring of the HOV/Express Lanes (managed lanes) in the county using the floating car methodology because commercial data is not yet available for these managed lanes. The following table provides a summary of the types of data collected in 2014 for various parts of the CMP roadway network and other roadways.

CMP Network	Miles/# Number	2012 Data Collection	2014 Data Collection
Tier 1 Freeways	134	Floating Car Surveys	Commercial Data*
Tier 1 Arterials	98	Floating Car Surveys	Floating Car Surveys
Tier 1 Ramp Connectors	23 ramps	Floating Car Surveys	Commercial Data*
Tier 2 Arterials	90	Floating Car Surveys	65 miles INRIX/25 miles Floating Car Surveys
Bay Crossing Bridges	3 bridges	From Caltrans/MTC as available	Commercial Data
HOV/Express Lanes	84**	Not Monitored	Floating Car Surveys

* Two segments for these roads and ramps that did not have adequate INRIX coverage will be monitored using floating car surveys.

** Directional miles for HOVs; centerline miles for other CMP roadways are shown.

For the commercial data, INRIX data is used; it is obtained free of cost from the Metropolitan Transportation Commission. For the 2014 monitoring cycle, data was downloaded beginning from the first week of March through end of May 2014. Floating car surveys began in the first week of April and data collection was completed by the first week of June. Attachments B through H present the 2014 LOS results for various components of the CMP network. Detailed results including information on the CMP segments and prior monitoring year results are available on the Alameda CTC website. During the data collection period, draft results for Tier1 and 2 networks, as available, were shared with ACTAC for review.

Based on the LOS results, deficiency will be determined in the first week of July for the Tier1 CMP network and will be presented at the Committee meeting. Detailed analysis of the LOS results in terms of LOS trend, potential reasons for any significant changes in performance will be presented at the Committee meeting in July. The study report will be developed and shared with the Committee in September 2014.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. CMP Tiers 1 and 2 Network
- B. 2014 LOS Monitoring Results – Tier 1 Freeways PM Peak Period
- C. 2014 LOS Monitoring Results – Tier 1 Freeways AM Peak Period
- D. 2014 LOS Monitoring Results – Tier1 and Tier 2 Arterials PM Peak Period
- E. 2014 LOS Monitoring Results – Tier1 and Tier 2 Arterials AM Peak Period
- F. 2014 LOS Monitoring Results – CMP Network LOS F segments
- G. 2014 LOS Monitoring Results – HOV/Express Lanes PM Peak Period
- H. 2014 LOS Monitoring Results – HOV/Express Lanes AM Peak Period
- I. 2014 LOS Monitoring Results – Freeways Weekend Peak Period

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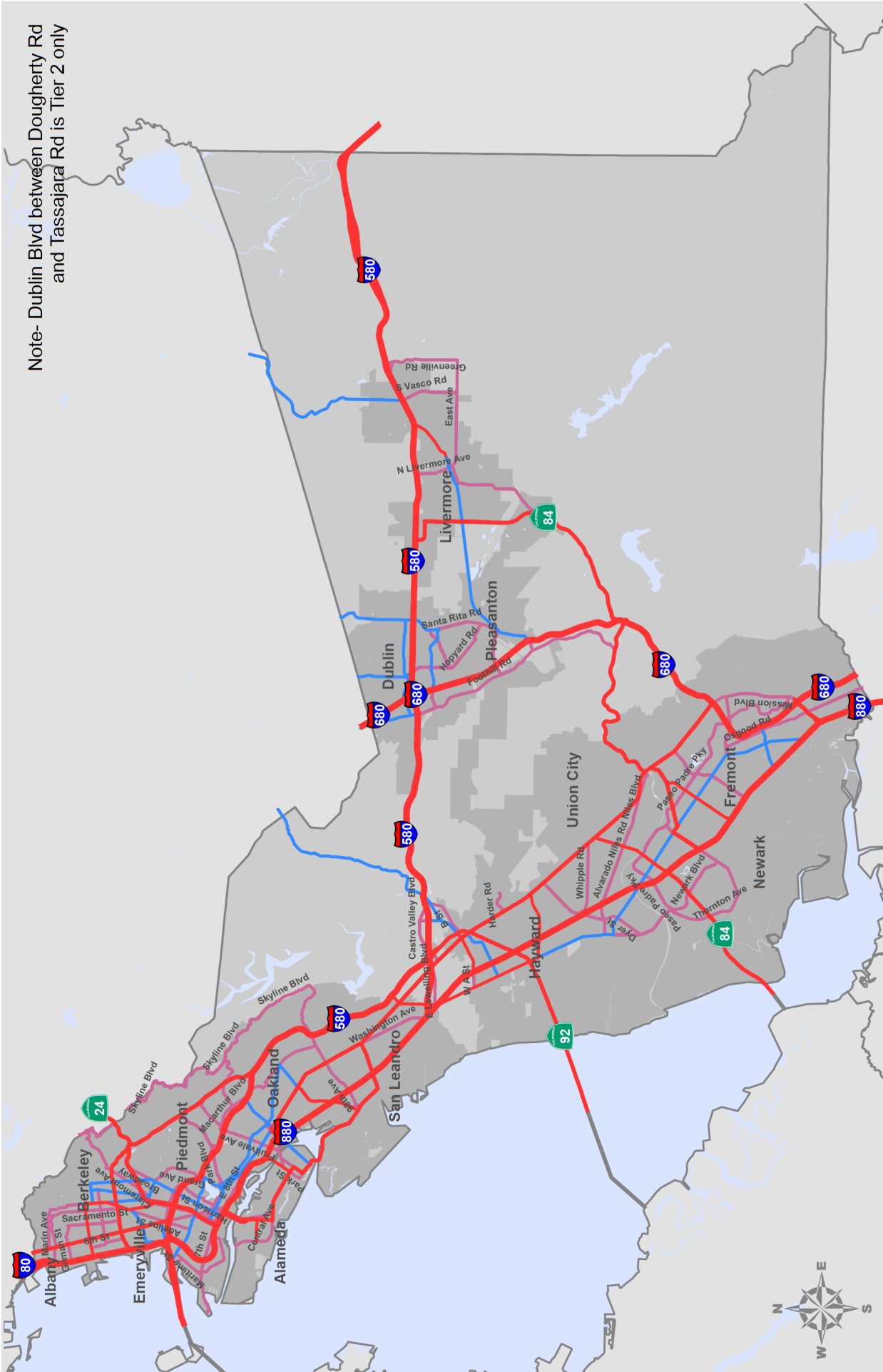
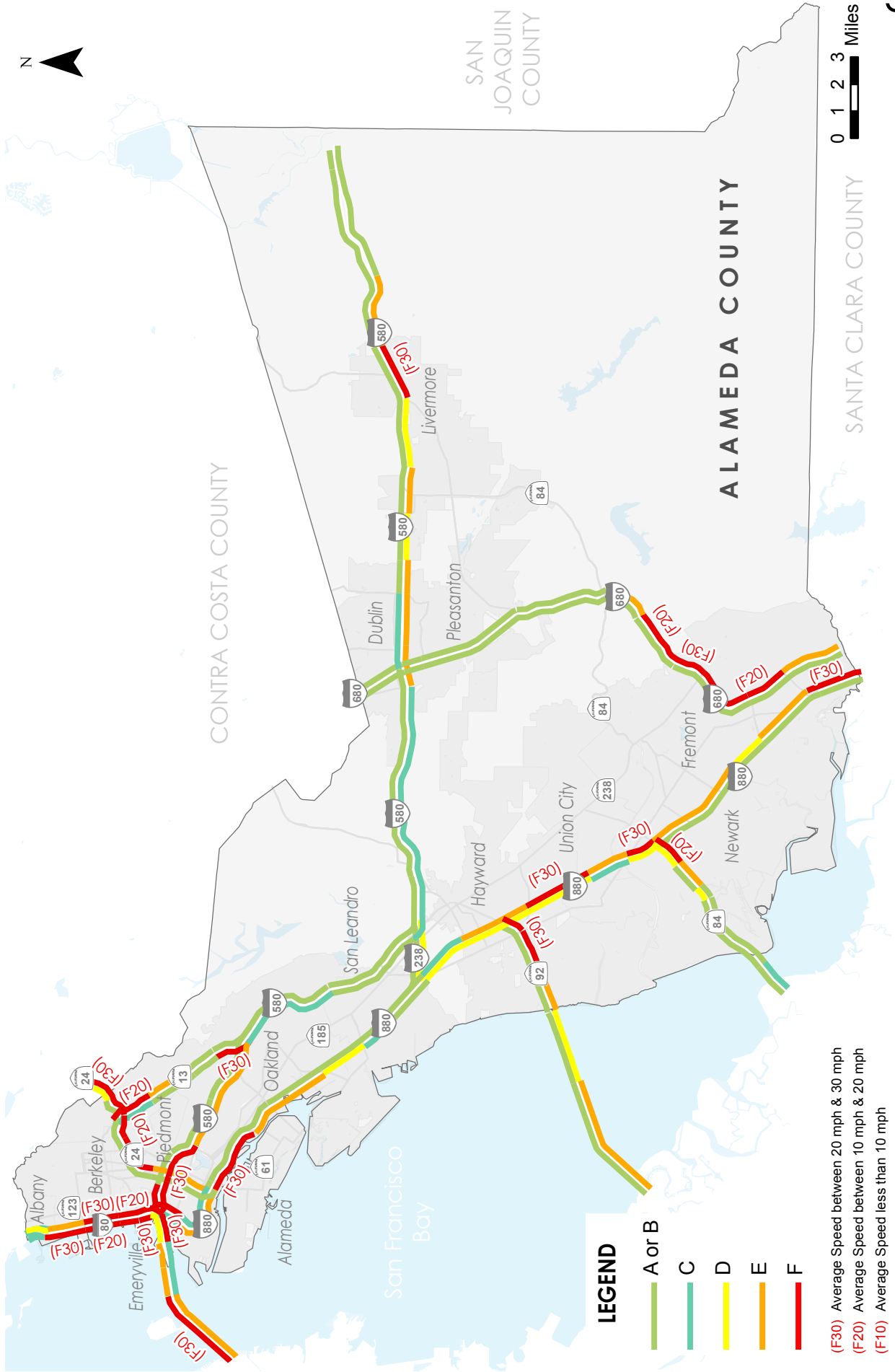


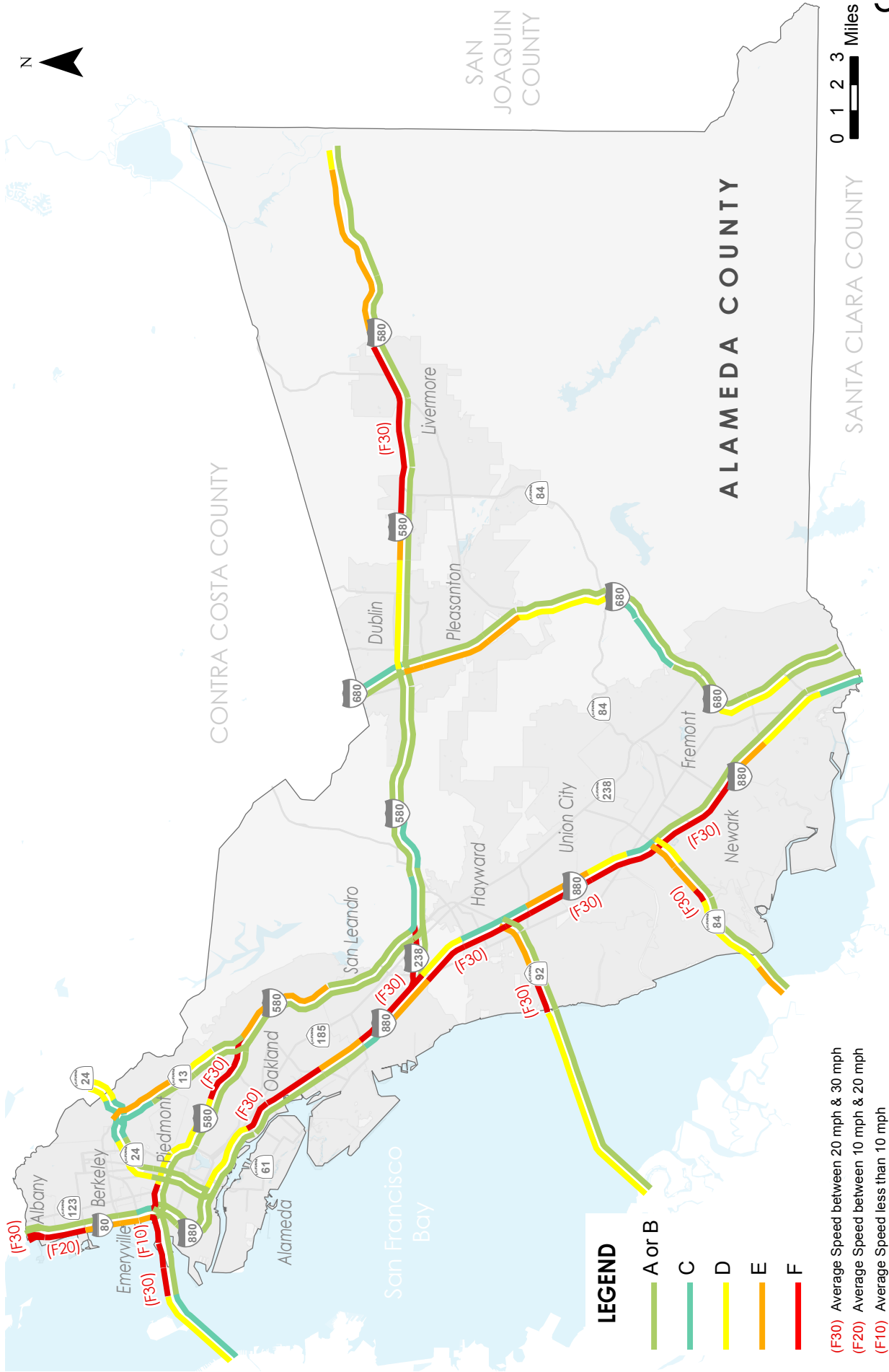
Figure 1 : Designated Countywide System Map

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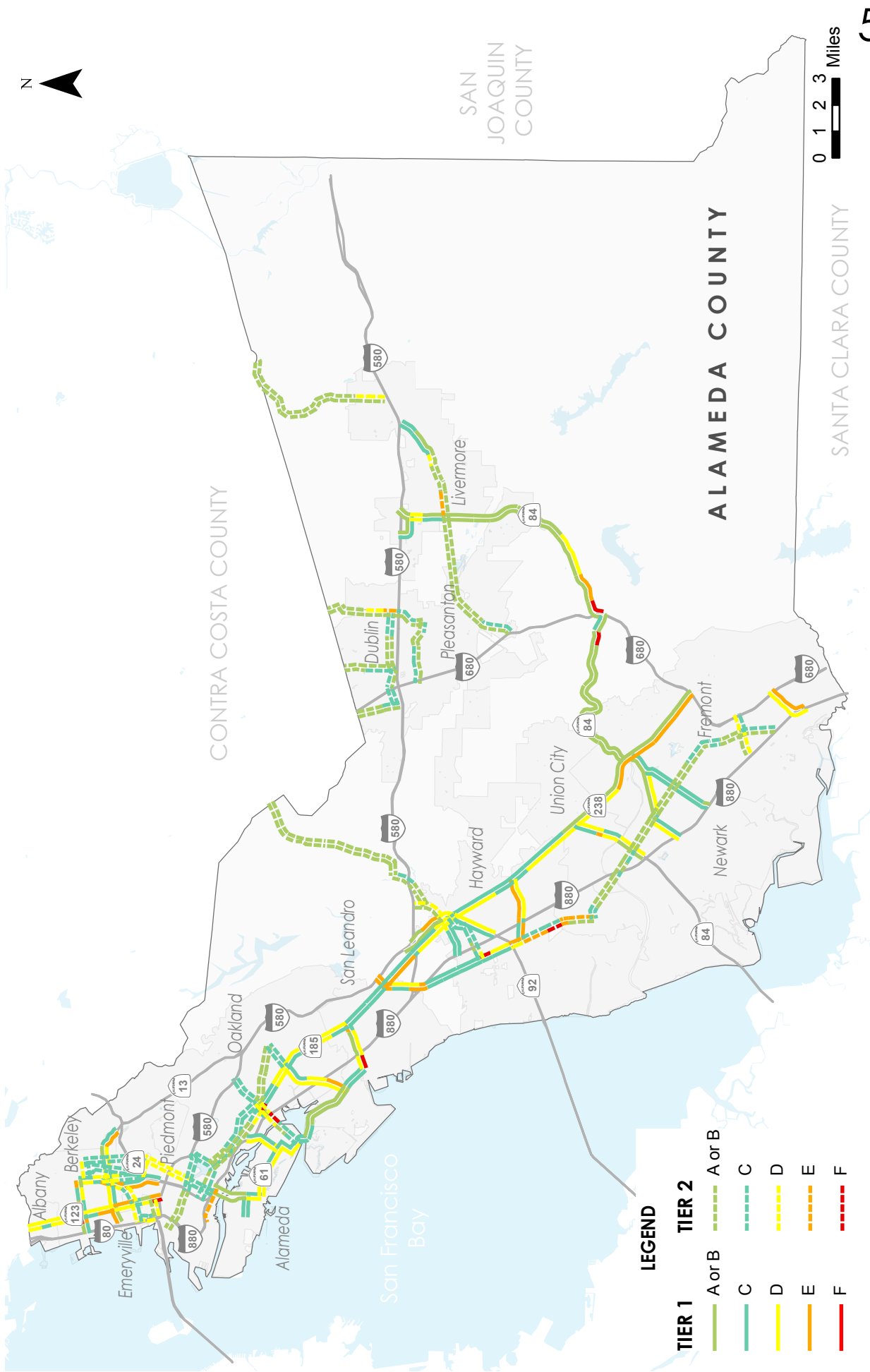
**2014 LEVEL OF SERVICE MONITORING RESULTS:
TIER 1 FREEWAYS & BRIDGES - PM PEAK PERIOD**

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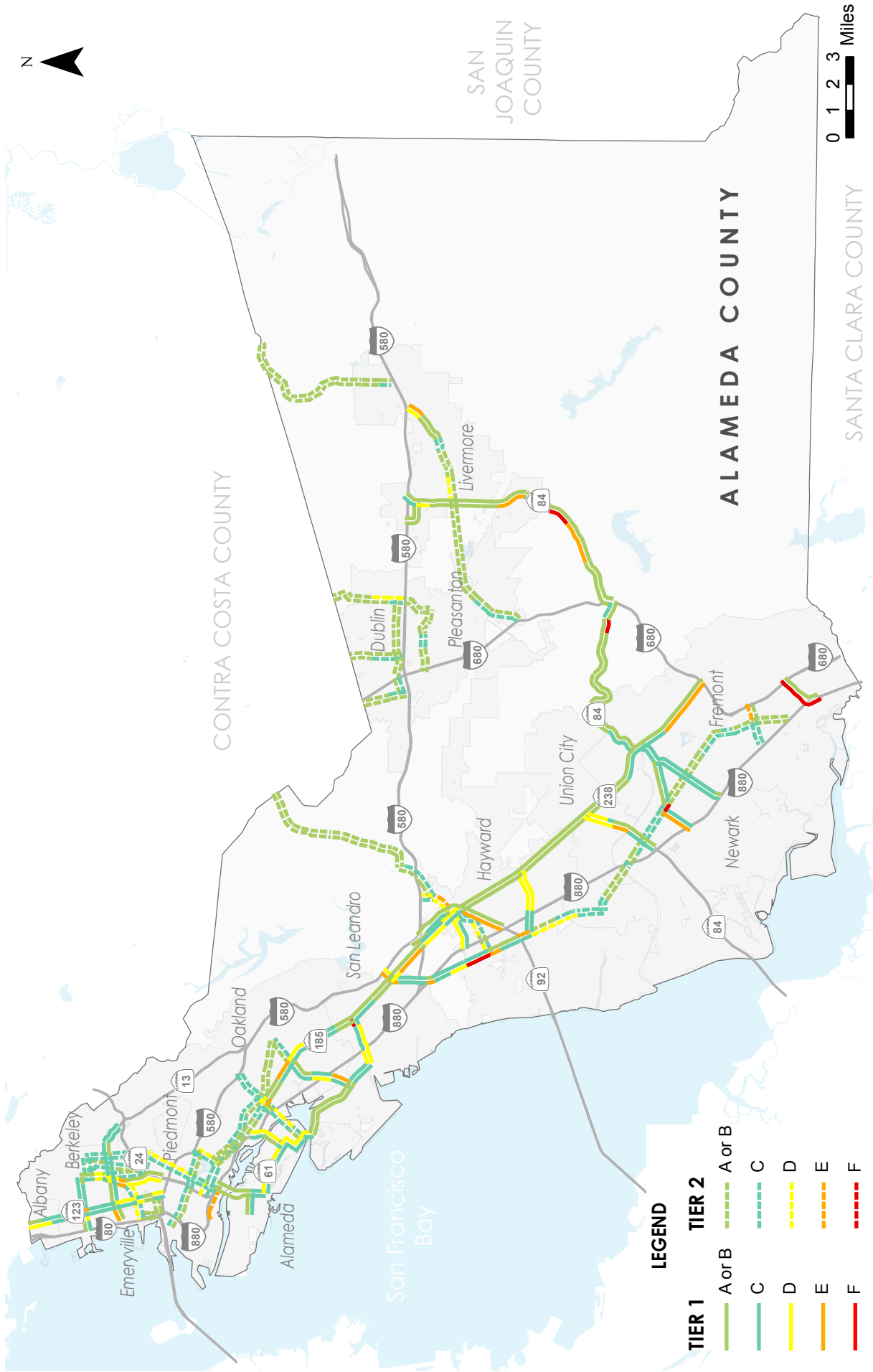
**2014 LEVEL OF SERVICE MONITORING RESULTS:
TIER 1 FREEWAYS & BRIDGES - AM PEAK PERIOD**

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**2014 LEVEL OF SERVICE MONITORING RESULTS:
TIER 1 & TIER 2 ARTERIALS - PM PEAK PERIOD**

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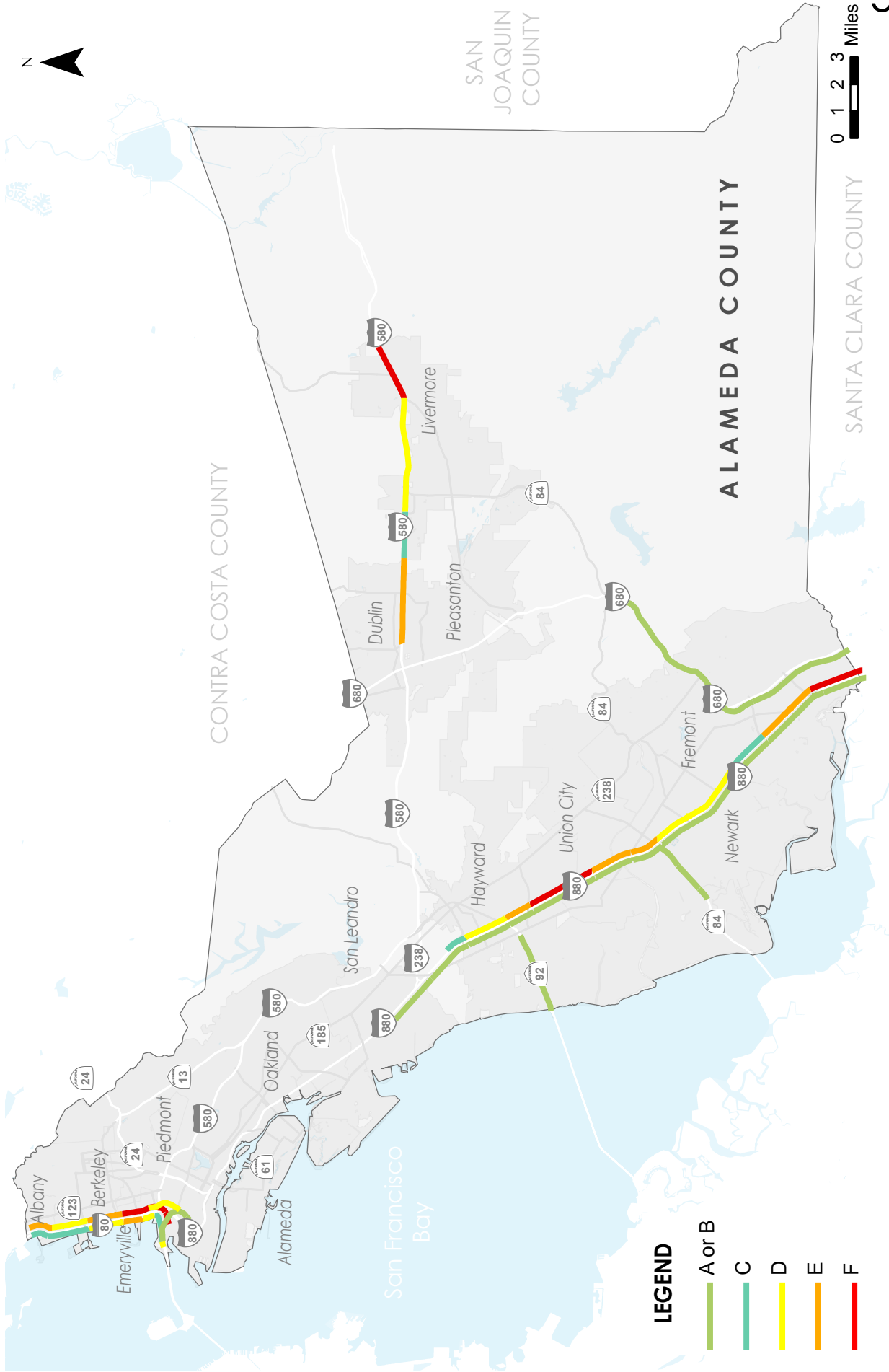
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**2014 LEVEL OF SERVICE MONITORING RESULTS:
LOS F SEGMENTS - AM & PM PEAK PERIODS**

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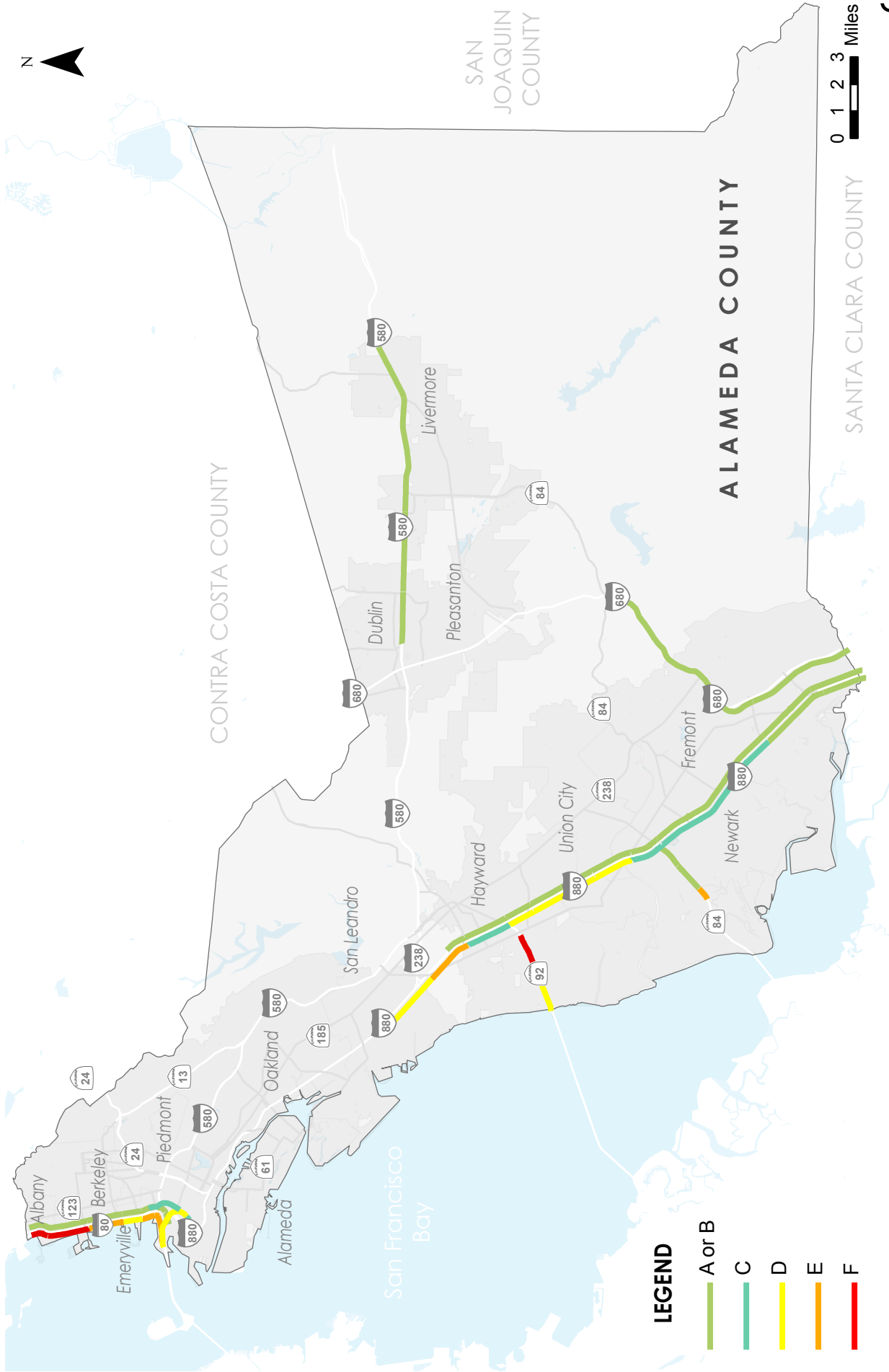


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**2014 LEVEL OF SERVICE MONITORING RESULTS:
HOV or EXPRESS LANES - PM PEAK PERIOD**

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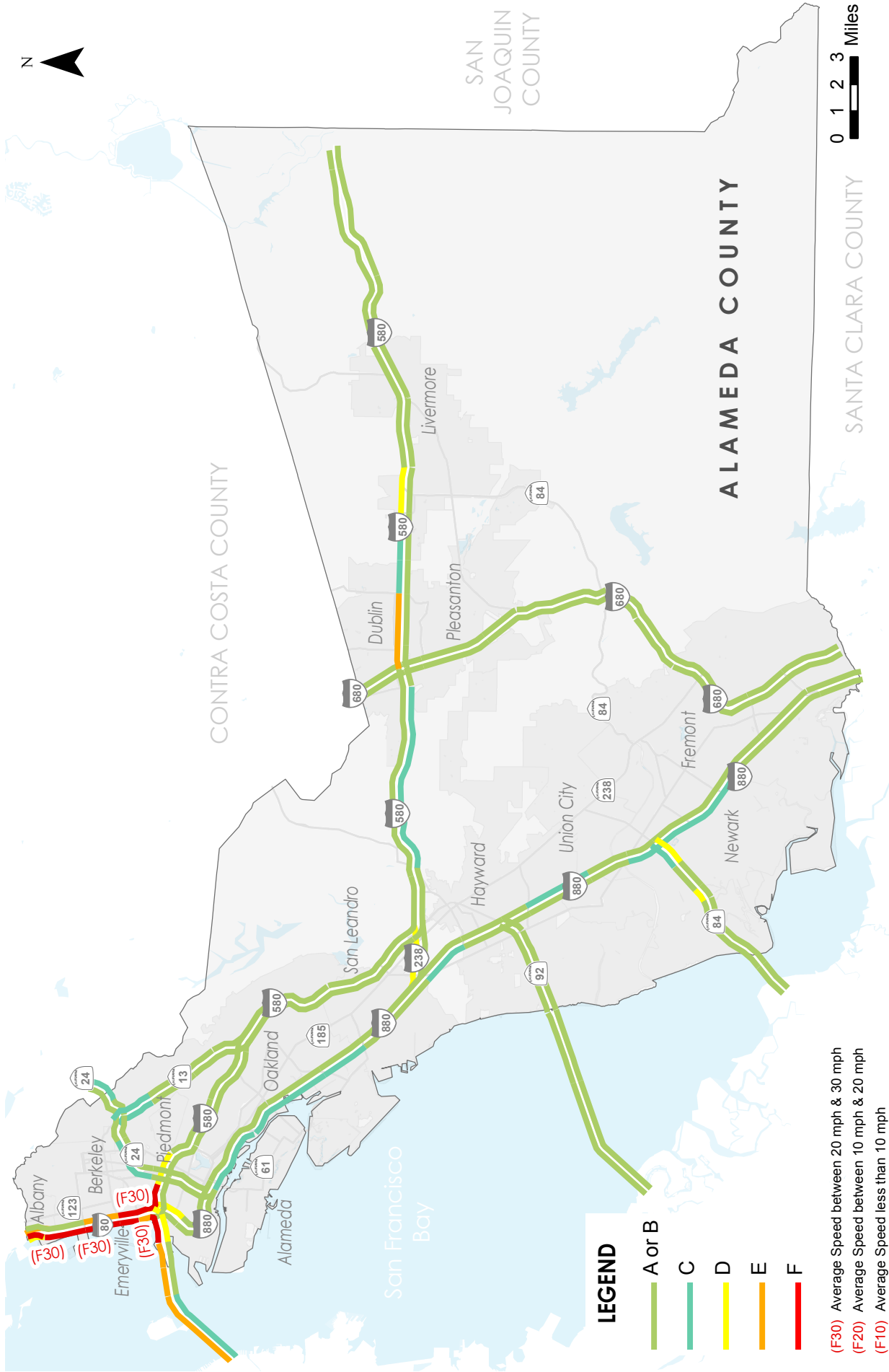
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**2014 LEVEL OF SERVICE MONITORING RESULTS:
HOV & EXPRESS LANES - AM PEAK PERIOD**

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**2014 LEVEL OF SERVICE MONITORING RESULTS:
TIER 1 FREEWAYS & BRIDGES - WEEKEND**

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Memorandum

5.3

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: July 7, 2013

SUBJECT: Annual Review of Alameda CTC Responses to Environmental Documents

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

Summary

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

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

The deadline for responses is July 31, 2014. The record of projects will be used to determine local conformity with the Land Use Analysis Program (LUAP) element of the Congestion Management Program (CMP) for fiscal year 2013-2014 (FY 13/14).

Background

Alameda CTC Environmental Document Review

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

Jurisdictions are required to send the Alameda CTC all Notices of Preparation (NOPs) and Draft and Final Environmental Impact Reports (DEIRs and FEIRs) for all land use actions (specific plans, master plans, general plan amendments, and development projects). Attachment A presents a record of projects for which the Alameda CTC received environmental documents and dates of Alameda CTC responses for FY 13/14. "Completed" projects are projects for which a CMP land use analysis was satisfactorily completed during FY 13/14. "Inactive" projects are projects which have outstanding CMP requirements but staff believes may be discontinued. Complete and inactive projects will not be carried forward to the next conformity period. Jurisdictions are asked to review this record for completeness and accuracy.

Congestion Management Program Conformity Findings

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

- 1) Land Use Analysis Program
 - a. Environmental Document Review – ensure Alameda CTC has received all documents and all CMP analyses adequately conducted;
 - b. Land Use Forecast Review (review of allocation of Association of Bay Area Government projections to Traffic Analysis Zones);
 - c. Land Use Approvals Data/Housing Element Progress Report – Alameda CTC coordinating land use data collection with Association of Bay Area Governments so no requirement for FY 13/14.
- 2) Travel Demand Management – Complete Alameda CTC's Site Design Checklist;
- 3) Payment of Fees; and
- 4) Deficiency Plans – as needed in some jurisdictions.

The schedule of future conformity findings activities for FY 13/14 is as follows:

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

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Record of Alameda CTC Responses to Environmental Documents for FY13-14

Staff Contact

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

[Matthew Bomberg](#), Assistant Transportation Planner

CMP - Land Use Analysis Program (for the period between July 1, 2013 - June 30, 2014)								
	Jurisdiction	Project Type	Project Title	Exempt ^o / Tier 1	NOP Response	Draft Response	Final Response	CMP Conformity Status [‡]
1	City of Alameda	GPA/DEIR	Alameda Point General Plan and Zoning Amendments, Master Infrastructure Plan, and Town Center and Waterfront Plan	Tier 1	1/23/2013	--	--	Complete
2	City of Berkeley	DEIR	West Berkeley Project	Tier 1	11/10/2011	3/30/2012		Active
3	City of Berkeley	DEIR	2211 Harold Way Mixed Use Project	Tier 1	6/19/2013			Active
4	City of Dublin	DEIR	The Green Mixed Use Project	Tier 1	8/1/2013	6/19/2013		Active
5	City of Dublin	DEIR	The Village at Dublin Retail Project	Tier 1	1/23/2013	9/18/2013*	11/11/2013	Complete
6	City of Dublin	DEIR	Dublin Crossing Specific Plan	Tier 1	--	8/1/2013*	11/11/2013	Complete
7	City of Dublin	DEIR	Heritage Park Project	Exempt	10/8/2013	--	--	Complete
8	City of Fremont	DEIR	Warm Springs/South Fremont Community Plan	Tier 1	4/22/2013	2/28/2014*		Active
9	City of Fremont	GPA	Carmax	Exempt	10/10/2013	--	--	Complete
10	City of Fremont	GPA	Stevenson Place	Exempt		--	--	Complete
11	City of Fremont	GPA	Mission Boulevard Townhomes	Exempt		--	--	Complete
12	City of Hayward	DEIR	Mission Boulevard Corridor Specific Plan	Tier 1	05/13/11	5/8/2013*		Active
13	City of Hayward	DEIR	Hayward 2040 General Plan	Tier 1	08/27/13	3/21/2014*		Active
14	City of Newark	DEIR	Newark General Plan Tune Up	Tier 1	2/12/2013	9/26/2013*	11/11/2013	Complete
15	City of Oakland	DEIR	Lake Merritt Station Area Plan	Tier 1	3/27/2012	12/19/2013*		Active
16	City of Oakland	DEIR	Broadway/Valdez District Specific Plan	Tier 1	6/14/2012	--	--	Active
17	City of Oakland	DEIR	West Oakland Specific Plan	Tier 1	11/8/2012	3/17/2014*		Active
18	City of Oakland	DEIR	Broadway West Grand 2013 Modified Project (23rd/Broadway)	Tier 1	3/13/2013			Active
19	City of Oakland	DEIR	Oakland Coliseum Area Specific Plan	Tier 1	5/20/2013			Active

NOTES:

Alameda CTC does not review Mitigated Negative Declarations

* Indicates comments made on DEIR

‡ CMP Conformity Status:

Active - Project has outstanding CMP requirements

Complete - Project has completed CMP requirements - determined to be exempt of comments on DEIR addressed

Inactive - No activity on project within last two years

o Exempt refers to projects below threshold of generating 100 p.m. peak-hour trips above existing land uses/zoning designation

CMP - Land Use Analysis Program (for the period between July 1, 2013 - June 30, 2014)								
	Jurisdiction	Project Type	Project Title	Exempt ⁰ / Tier 1	NOP Response	Draft Response	Final Response	CMP Conformity Status [#]
20	City of Oakland	DEIR	Children's Hospital and Research Center Oakland Master Plan Project	Tier 1	8/27/2013			Active
21	City of Oakland	DEIR	The Shops at Broadway	Tier 1	8/17/2012	9/30/2013	--	Complete
22	City of Oakland	GPA	Jack London Square Development Project	Exempt		--	--	Complete
23	City of Oakland	DEIR	Victory Court Ballpark Development	Tier 1	12/9/2010			Inactive
24	City of Oakland	DEIR	Proposed Amendments to the Broadway/MacArthur/San Pablo Redevelopment Plan	Tier 1	7/18/2011			Inactive
25	City of Oakland	DEIR	Emerald Views Residential Development Project (formerly 19th Street Residential Condominium Project)	Tier 1	12/7/2007	11/21/2011*		Inactive
26	City of Pleasanton	DEIR	East Pleasanton Specific Plan	Tier 1	11/25/2013			Active
27	City of Pleasanton	GPA	Chick-fil-a	Exempt	1/24/2014	--	--	Complete
28	City of San Leandro	DEIR	San Leandro Shoreline Development Project	Tier 1	8/1/2013 (DEIR) 12/19/2013 (DSEIR)			Active
29	Veterans Administration/Navy	FONSI	Land Transfer and VA Clinic, Cemetery, and VA Offices	Tier 1	--	3/14/2013*	12/10/2013	Complete

NOTES:

Alameda CTC does not review Mitigated Negative Declarations

* Indicates comments made on DEIR

CMP Conformity Status:

Active - Project has outstanding CMP requirements

Complete - Project has completed CMP requirements - determined to be exempt of comments on DEIR addressed

Inactive - No activity on project within last two years

0 Exempt refers to projects below threshold of generating 100 p.m. peak-hour trips above existing land uses/zoning designation



Memorandum

6.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: July 7, 2014

SUBJECT: Transportation Fund for Clean Air (TFCA) FY 2014-15 Program Update

RECOMMENDATION: Receive an update on the Status of the TFCA FY 2014-15 Program

Summary

The Transportation Fund for Clean Air (TFCA) County Program Manager FY 2014-15 program is currently under development. Applications were initially due on May 12, 2014. This item provides an update on the status of the applications received to date as well as any pending evaluations or tentative requests. Of the approximately \$3.35 million of TFCA funding available for projects this year, \$2.32 million was requested leaving an initial unrequested balance of \$1.03 million. Additional applications have been received and staff continues to evaluate the submitted projects. A recommendation for the FY 2014-15 program will be available September 2014.

Background

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

A jurisdiction may borrow against its projected future share in order to receive more funds in the current year, which can help facilitate the required annual programming of all available funds. Projects proposed for TFCA funding are required to meet the eligibility and cost-effectiveness requirements of the TFCA program.

Program Status

The FY 2014-15 TFCA program is currently under development and approximately \$3.35 million of TFCA funding is available for projects. Since the initial call, additional requests have been received. Based on the draft evaluation results, the projects evaluated to date are eligible for approximately \$2 million of the available funding. Evaluation of the remaining projects is dependent upon receipt of additional information from the Air District and/or project sponsors and is anticipated to be completed by the end of July. Due to the substantial remaining balance a staff recommendation for the FY 2014-15 program will be available September 2014. The below table summarizes the draft evaluation results and tentative requests to date.

Sponsor	Project Title	Project Cost	Amount Requested	Evaluation Status
Evaluated projects and draft results:				
Alameda County	Chabot Road Class 2 Bike lanes	\$ 240,000	\$ 74,000	Draft result: \$74K
Berkeley	Bay Area Bike Share Expansion to Berkeley	\$ 3,574,000	\$ 317,000	Draft result: \$317K
Dublin	Village Parkway Bike Lanes and Bicycle Detection	\$ 120,000	\$ 100,000	Draft result: \$90K
Fremont	Downtown Fremont Arterial Management	\$ 440,000	\$ 440,000	Draft result: \$430K
Oakland	Oakland Broadway "B" Shuttle Peak Hour Operations	\$ 769,441	\$ 41,000	Draft result: \$41K
Oakland	Bay Area Bike Share Expansion to Oakland	\$ 6,963,000	\$ 580,000	Draft result: \$580K
CSU East Bay	CSUEB/Hayward BART – 2 nd Shuttle Peak Hour Operations, FY 2014-15	\$ 536,000	\$ 159,000	Draft result: \$135K
LAVTA	Route 8 Peak Hour Operations, FYs 2014-15 & 2015-16	\$ 114,000	\$ 84,000	Draft result: \$66K
LAVTA	Route 12 Peak Hour Operations FYs 2014-15 & 2015-16	\$ 210,000	\$ 128,000	Draft result: \$112K
LAVTA	Route 15 Peak Hour Operations FYs 2014-15 & 2015-16	\$ 120,000	\$ 66,000	Draft result: \$66K
Pending evaluations and tentative requests to be evaluated:				
AC Transit	Zero-Emission Bus Purchase for Broadway Shuttle	\$ 8,200,000	\$ 405,000	Results pending
AC Transit	East Bay Bus Rapid Transit (EBBRT)	\$ 178,000,000	\$ 1,000,000	Results pending
AC Transit	South Ala. County Major Corridors Travel Time Improvement Project	\$ 9,800,000	\$ 1,000,000	Results pending
Emeryville	Emery-Go-Round Operations	TBD	TBD	Tentative Request
Emeryville	Electric Vehicle Charging Stations	TBD	TBD	Tentative Request
Oakland	Clityracks Bike Rack Program	TBD	TBD	Tentative Request

Next Steps

The Alameda CTC has until November 21, 2014 to submit a Commission-approved program of eligible projects. After this six-month period, any funds that remain unprogrammed may be programmed directly by the Air District. Staff will continue to work with ACTAC

Representatives to identify potential projects and evaluate requests for funding until all available funds are programmed. A FY 2014-15 TFCA program is scheduled for consideration by the Commission in September 2014.

Fiscal Impact: TFCA funding is made available by the Air District and costs associated with TFCA projects and the Alameda CTC's administration of the TFCA program are included in the Alameda CTC's 2014-15 budget.

Staff Contacts

[Matt Todd](#), Principal Transportation Engineer

[Jacki Taylor](#), Program Analyst

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Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: July 7, 2014

SUBJECT: Draft 2015 Transportation Improvement Program (TIP) Comment Period

RECOMMENDATION: Receive an update on the Draft 2015 TIP

Summary

MTC adopts a Transportation Improvement Program (TIP) every two years. As detailed in Attachment A, MTC released the Draft 2015 TIP and Air Quality Conformity (AQC) Analysis on June 26, 2014 and is soliciting public comment by July 31, 2014. ACTAC representatives are requested to coordinate the review of the Draft 2015 TIP for their respective agencies and to copy the Alameda CTC on all submitted comments.

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 AQC purposes. MTC is required to prepare and adopt an updated TIP every two years.

The development of the 2015 TIP was completed during March and April 2014 and included project sponsors submitting new projects, reviewing and updating existing project listings through MTC's online TIP database (FMS), and submitting final 2013 TIP amendment requests. The 2013 (current) TIP will remain locked down until the approval of the 2015 TIP, scheduled for December 2014. MTC released the Draft 2015 TIP and AQC Analysis for public comment on Thursday, June 26th.

ACTAC representatives are requested to review the Draft 2015 TIP and provide comments to MTC by the July 31, 2014 deadline. The attached notice from MTC provides more details about the comment period and process. The Draft 2015 TIP documents are posted online at: http://www.mtc.ca.gov/funding/tip/draft_2015/. As with the TIP development, ACTAC representatives are requested to coordinate the review within their respective agencies and to submit comments directly to MTC.

Sponsors of projects in Alameda County are requested to email Jacki Taylor a copy of all comments submitted to MTC and to contact her with any questions at jtaylor@alamedactc.org.

Fiscal Impact: There is no fiscal impact.

Attachments

A. MTC Notice of Draft 2015 TIP Release

Staff Contact

[Jacki Taylor](#), Program Analyst

[Vivek Bhat](#), Senior Transportation Engineer



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Joseph P. Bortz, MetroComm
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TTY/TDD 510.817.5769
FAX 510.817.5848
EMAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

6.2A

June 26, 2014

Amy Rein Worth, Chair
Cities of Contra Costa County

Dave Cortese, Vice Chair
Santa Clara County

Alicia C. Aguirre
Cities of San Mateo County

Tom Azumbrado
U.S. Department of Housing
and Urban Development

Tom Bates
Cities of Alameda County

David Campos
City and County of San Francisco

Bill Dodd
Napa County and Cities

Dorene M. Giacomini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Scott Haggerty
Alameda County

Anne W. Halsted
San Francisco Bay Conservation
and Development Commission

Steve Kinsey
Marin County and Cities

Sam Liccardo
San Jose Mayor's Appointee

Mark Luce
Association of Bay Area Governments

Jake Mackenzie
Sonoma County and Cities

Joe Pirzynski
Cities of Santa Clara County

Jean Quan
Oakland Mayor's Appointee

Bijan Sartipi
California State
Transportation Agency

James P. Spering
Solano County and Cities

Adrienne J. Tissier
San Mateo County

Scott Wiener
San Francisco Mayor's Appointee

Steve Heminger
Executive Director

Alix Bockelman
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

TO: Public Libraries, Interested Agencies, Organizations and Individuals

The Metropolitan Transportation Commission has released the Draft 2015 Transportation Improvement Program (TIP) and Draft Transportation-Air Quality Conformity Analysis for *Plan Bay Area* and the Draft 2015 TIP for public review and comment. The comment period starts Thursday, June 26, 2014 and ends on Thursday, July 31, 2014 at 5:00 p.m.

The federally required Transportation Improvement Program (TIP) is a comprehensive listing of surface transportation capital projects for the nine-county San Francisco Bay Area that receive federal funds, are subject to a federally required action or are regionally significant. The MTC, as the federally designated Metropolitan Planning Organization (MPO) for the San Francisco Bay Area region, prepares and adopts the TIP at least once every four years. The TIP covers a four-year period and must be financially constrained by year, meaning that the amount of dollars committed to the projects (also referred as "programmed") must not exceed the amount of dollars estimated to be available. The Draft 2015 TIP includes projects programmed over four fiscal years from FY 2014-15 through FY 2017-18. The TIP must include a financial plan that demonstrates the programmed projects can be implemented, and must be accompanied by a transportation-air quality conformity analysis. To further assist in the public assessment of the 2015 TIP, and specifically to address the equity implications of the proposed TIP investments, MTC has conducted an investment analysis with a focus on low-income and minority residents.

MTC has also prepared a Draft Transportation-Air Quality Conformity Analysis for *Plan Bay Area* and the Draft 2015 TIP. As required by federal conformity regulations, MTC must demonstrate that the TIP is consistent with ("conforms to") the federal air quality plan known as the State Implementation Plan (SIP). Conformity to the SIP means that the transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant national ambient air quality standards. For the Bay Area, the conformity analysis addresses the national 8-hour ozone standard, national carbon monoxide standard, and the national 24-hour fine particulate matter standard.

MTC has developed the Draft 2015 TIP and Draft Transportation-Air Quality Conformity Analysis in cooperation with the county Congestion Management Agencies, California Department of Transportation (Caltrans), individual cities, counties, transit operators, and other project sponsors, and in consultation with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and U.S. Environmental Protection Agency (EPA). All projects included in the TIP are consistent with the long-range Regional Transportation Plan (RTP), *Plan Bay Area* for the San Francisco Bay Area.

Copies of the Draft 2015 TIP and Draft Transportation-Air Quality Conformity Analysis are available for public review at the MTC-ABAG Library, 101 Eighth Street, Oakland, and at major public libraries in each of the nine Bay Area counties, and on the MTC website at: <http://www.mtc.ca.gov/funding/tip/>.

Prior to the formal consideration of the 2015 TIP and Transportation-Air Quality Conformity Analysis, MTC will hold a public hearing and receive public comments.

Public Hearing: MTC will hold a public hearing on the Draft 2015 TIP and Draft Transportation-Air Quality Conformity Analysis during MTC's Programming and Allocations Committee meeting on:

Wednesday, July 9, 2014, 9:40 a.m., or immediately following MTC's Administration Committee meeting, whichever occurs later, at **101 Eighth Street, Oakland, CA**

Written Comments: Written comments may be submitted to MTC's Public Information Office at: 101 Eighth Street, Oakland, CA 94607 or faxed to MTC at 510-817-5848 or sent via e-mail to info@mtc.ca.gov.

Written comments are due by **5:00 p.m. on Thursday July 31, 2014**. For more information, call MTC's Public Information Office at 510-817-5787.

The Final 2015 TIP and Final Transportation-Air Quality Conformity Analysis are scheduled for adoption by MTC on September 24, 2014. Once approved by the Commission, the 2015 TIP will be forwarded to Caltrans, FHWA and the FTA for approval and inclusion into the Federal State Transportation Improvement Program (FSTIP). Federal approval of the FSTIP is scheduled for December 2015. The Final Transportation-Air Quality Conformity Analysis and the Commission's conformity determination will be forwarded to FHWA and FTA for their joint review and concurrence.

Sincerely,



Anne Richman
Director, Programming and Allocations



Memorandum

6.3

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: July 7, 2014

SUBJECT: Alameda County Freeway Soundwall Policy

RECOMMENDATION: Receive Update on the Revised Alameda County Freeway Soundwall Policy Implementation.

Summary

Implementing soundwall projects involves lengthy lead times due to design constraints and identifying funding. The delivery of a retrofit soundwall project (wherein existing homes were in place prior to a freeway) also involves above average coordination and outreach efforts between the local agencies, property owners and other community stakeholders, Caltrans and the Alameda CTC.

The Alameda County Freeway Soundwall Policy (Policy) adopted in 2002, was not consistent with the current project nomination / project deliver methodology for soundwall projects as well as how transportation projects are advanced within Alameda County.

At its January 2014 meeting, the Commission approved revisions to the Policy to increase its effectiveness and responsiveness to citizens' request for noise barriers.

The revised Policy also details the roles and responsibilities of the Alameda CTC, Local Jurisdictions and Caltrans.

Background

Caltrans Retrofit Soundwall Program

In the 1980s the State Transportation Improvement Program (STIP) was administered by the Department of Transportation (Caltrans) and included a subprogram (HB311) to address retrofit sound wall candidate projects. The program funded soundwall projects to mitigate noise impacts for pre-existing residences after freeways were constructed.

HB 311 program was eliminated with the passage of SB 45 (1997) legislation which restructured the STIP programming process.

Under the existing STIP process, new capital projects (that meet STIP eligibility criteria), including retrofit soundwalls, could compete for funding through the STIP process.

The Alameda CTC continues to periodically receive requests from residents for soundwall projects to mitigate existing freeway noise. Based on requests received in the past, the Alameda County Congestion Management Agency (ACCMA) approved the Alameda County Freeway Soundwall Policy (Policy) in 2002. Retrofit soundwall requests within Alameda County have been reviewed and evaluated by the Alameda CTC consistent with the Policy.

The Policy is based on identifying locations where soundwalls would effectively mitigate noise and also be eligible for federal funding. The primary criteria that are considered to evaluate retrofit soundwall projects include:

- The houses were constructed prior to the freeway,
- The existing noise level is above 65 decibels,
- A soundwall would reduce noise by at least 5 decibels, and
- The soundwall could be constructed within a reasonable cost (currently identified as \$45,000 per residence).

Implementing soundwall projects involves lengthy lead times due to design constraints and identifying funding. The delivery of a retrofit soundwall project also involves above average coordination and outreach efforts between the local agencies, property owners and other community stakeholders, Caltrans and the Alameda CTC.

At its January 2014 meeting, the Commission approved revisions to the Policy.

Policy Issue 1- Roles and Responsibilities to Deliver Retrofit Soundwall Projects

Retrofit soundwall projects require a unique mix of participation from multiple stakeholders in the delivery process. Caltrans is the owner and operator of all freeways and freeway facilities (soundwalls included) in the State of California. The Alameda CTC is responsible for prioritizing STIP funds and has assisted in reviewing and evaluating retrofit soundwall requests in the past. The local jurisdiction the soundwall would be located in must also be involved from the time of the initial request. The local jurisdiction needs to work with residents, community groups and other stakeholders and provide advocacy and resources (staff and funding) to deliver and construct the projects they support. Similar to other transportation project priorities, local agencies need to nominate soundwall projects for STIP funding. In the past, organization structure and budget allowed for Caltrans to provide certain project delivery requirements such as initial evaluation of proposed soundwall locations and preparation of Noise Barrier Scope Summary Reports (NBSSR) (the scoping document required prior to a request for STIP funds). The current structure of Caltrans is no longer capable of providing the resources for these services without committing additional financial resources. The revised Policy reflects the current project delivery process for retrofit soundwalls, including the additional financial responsibilities required by project sponsors.

Policy Issue 2- Initial Evaluation of Retrofit Soundwall Requests

The existing Policy defined an initial step in the evaluation of a retrofit soundwall request to gauge feasibility. This initial step was called a “pre-NBSSR” and was intended to provide an initial low cost checklist based evaluation on the likelihood a project location would meet the base criteria of the soundwall policy (houses preceded freeway facility, noise level, effectiveness of wall, and cost effectiveness). In the past, organization structure and budget allowed for Caltrans to provide certain project delivery requirements such as an initial evaluation of proposed soundwall locations. This step was included to avoid completing a costly NBSSR study for a project that would not likely meet certain minimum project requirements. The current structure of Caltrans is no longer capable of providing this evaluation. The revised Policy reflects the current project delivery process for retrofit soundwalls, including providing local agencies with guidance and required documentation to establish the feasibility of a proposed retrofit soundwall project.

Policy Issue 3- Funding Retrofit Soundwalls Projects

One of the biggest challenges for implementing retrofit soundwall projects is the availability (or rather lack of) fund source types. Retrofit soundwalls may be eligible to be funded with State Transportation Improvement Program (STIP) funds, Federal Surface Transportation Program (Federal STP) and Local funds (Measure B Local Streets and Roads). Alameda County has already committed approximately \$200 Million of STIP funds from future cycles. The county shares of STIP funding received by Alameda County over the past several years have varied between \$0 to \$30 Million per cycle (biennial). Federal STP funds have been prioritized to fund One Bay Area Grant projects including road rehabilitation, bike, pedestrian and transit oriented development improvements. Local funds such as Measure B Local Streets and Roads direct distribution funds, which are assigned at the local agency level, are eligible to fund retrofit soundwall projects. Reviewing the past prioritization of projects for these limited fund sources, retrofit soundwall projects have not competed well against other transportation priorities within the County.

The amended Policy will reflect each agency's responsibilities in the process.

A Local Jurisdiction will be required to:

1. Provide preliminary evaluation studies to evaluate whether the requested location qualifies for a retrofit soundwall,
2. Provide an agency resolution that confirms the community support for the proposed project, and
3. Prepare an NBSSR (PSR) if applying for STIP funds.

The Alameda CTC will:

1. Forward project requests received to the respective jurisdiction(s),
2. Evaluate preliminary studies conducted by Local jurisdictions to ensure they are eligible to receive Federal / State funds, and
3. Coordinate NBSSR study requests with Caltrans' Project Initiation Document (PID) work plan process.

Existing Requests and Status

The Alameda CTC over the past decade has received close to fifty (50) soundwall requests from various parts of the county. Based on initial evaluations, nine (9) locations have been identified as potential locations where a soundwall may be constructed. Out of these, eight (8) locations are in the City of Oakland and one (1) is in the City of San Leandro. As a next step the jurisdictions were required to provide the Alameda CTC petitions signed by residents adjacent to the proposed soundwall project confirming community support of the project. Alameda CTC has received two (2) signed petitions.

The NBSSR studies for these two locations have been included in Caltrans' 3 years Project Initiation Document (PID) Work Plan request for Alameda County. In order for NBSSR work to proceed funding needs to be identified for both the study work and Caltrans oversight costs. The approved nine locations will be grandfathered into the revised Policy.

The Policy will consider soundwall locations that meet the federal (4) criteria listed in the memo above (Retrofit Soundwalls). Any noise impacts as a result of other improvements being constructed will be required to be addressed through environmental review and permitting processes.

Developments that have been constructed after the freeway has been constructed and are impacted by increasing traffic noise are not covered under the Retrofit Policy (due to Federal eligibility requirements). In such cases a jurisdiction could pursue other fund sources, such as Measure B Local Streets and Roads funds, to develop a noise barrier / mitigate noise at the impacted location.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Alameda County Transportation Commission Freeway Soundwall Policy

Staff Contact

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

[Matt Todd](#), Principal Transportation Engineer

[Vivek Bhat](#), Senior Transportation Engineer

Alameda County Transportation Commission Policy for Freeway Soundwall Implementation

Scope

The Alameda County Transportation Commission (Alameda CTC) Freeway Soundwall Policy (Policy) addresses the public's sensitivity to freeway generated noise and the requirements for considering construction of noise abatement facilities when they are reasonable and feasible.

Purpose and Goals

The Alameda CTC Policy defines the process for consideration and programming of freeway soundwall projects in Alameda County. The goals of this policy are to:

- Develop a consistent project nomination / project delivery methodology for soundwall projects similar to other transportation projects advanced within Alameda County
- Increase effectiveness and responsiveness to citizens' request for noise barriers
- Identify roles and responsibilities of Caltrans, Alameda CTC and Local jurisdictions

General

The Policy is governed by Sections 215.5 and 215.6 of the Streets and Highways Code, by applicable sections of Title 23 Code of Federal Regulations (23 CFR) Part 772 covering Type II soundwall projects, a project type classification defined by FHWA on existing freeways with development predating the freeway. A Type II project involves construction of noise abatement on an existing highway with no changes to highway capacity or alignment.

This Policy addresses Type II (Retrofit) freeway soundwalls on existing freeways for projects proposed within the State right-of-way or projects proposed by any agency using Federal-aid funds detailed under 23 CFR Part 772. Under current State law, regional transportation planning agencies (RTPAs), rather than Caltrans, are responsible for programming freeway soundwall projects. However, soundwalls proposed for construction within the State right-of-way must be approved by Caltrans and therefore must meet certain minimum requirements. In addition, 23 CFR Part 772 requires that each state that chooses to participate in a Type II program develop a priority system for Type II projects based on a variety of factors, to rank the projects in the program. Although

Caltrans does not directly control funds used by RTPAs for Type II projects, FHWA requires that each state highway agency develop and oversee the priority system used. Soundwalls are considered only where frequent human use occurs and a lowered noise level would be beneficial.

Eligibility and Funding

1. The Policy applies to soundwalls that are not part of new freeway construction. Proposed projects need to meet federal funding eligibility requirements. The federal funding process is further defined by the following conditions:
 - Residences impacted by noise should have been developed prior to opening the freeway
 - Residences affected by an existing or predicted future noise level approaching an exterior sound level of 67 decibels
 - The term “approaching” is defined as 2 decibels below the federal criterion of 67 decibels. A level of 65 decibels may be used to encompass the Alameda CTC’s definition of “approaching 67 decibels.”
 - Proposed Soundwall must provide at least 5 decibels of noise reduction at one or more benefitted receptors.
 - Maximum amount of \$45,000 per dwelling unit that is a benefitted receptor.
 - May be adjusted periodically to reflect current construction costs.
2. For the purpose of this Policy, a freeway is defined as a multilane, divided highway with a minimum of two lanes for the exclusive use of traffic in each direction and full control of access without traffic interruption, as defined in the 2010 Highway Capacity Manual.
3. The Policy applies to soundwalls built within Caltrans Right of Way.
4. Any noise impacts as a result of other improvements being constructed (new construction, expansion projects) will be required to be addressed through environmental review and permitting processes of the proposed improvement.
5. Soundwalls will not be considered for commercial areas and parking lots.
6. Alameda CTC will prioritize noise abatement needs for residences. As a second priority, after the needs of residents for soundwalls have been met, the Alameda CTC may consider noise attenuation for libraries,

hospitals, school buildings and parks along freeways. Alameda CTC will consider only those schools along freeways which have been denied noise attenuation by Caltrans.

7. Jurisdictions may propose alternative cost effective noise abatement devices, such as installation of air conditioning or soundproofing windows. Alternative noise abatement solutions must reduce the interior noise to below 52 decibels within the sensitive uses of libraries, hospitals, and schools and will not be considered for playgrounds, parking lots or any other external uses. The standard of below 52 decibels for interior noise only applies to these sensitive uses, not residences.
8. A jurisdiction could pursue other fund sources (i.e., Measure B Local Streets and Roads funds), for projects that are not eligible for federal funding and land uses not covered under the Policy.

Noise Analysis, Noise Study Report, Project Design and Development

9. The procedures for assessing noise impacts for new highway construction or reconstruction projects, retrofit projects (Community Noise Abatement Program) along existing freeways, and School Noise Abatement Projects, are included in Title 23, United States Code of Federal Regulations Part 772, the California Traffic Noise Analysis Protocol, the Project Development Procedures Manual, and Section 216 of the Streets and Highways Code.
10. Proposed projects must be compliant with Caltrans' Project Development Policies and Procedures including Caltrans' Traffic Noise Analysis Protocol.
11. Alameda CTC will only consider requests forwarded by the respective local jurisdiction where the proposed soundwall will be constructed. Alameda CTC will forward soundwall requests received from residents to the respective jurisdictions. It is the responsibility of the local jurisdiction to directly correspond with residents. Local jurisdiction will also provide Alameda CTC copies of any correspondences with the resident requesting a soundwall.
12. Local Jurisdiction will provide preliminary evaluation studies to evaluate whether the requested location qualifies for a retrofit soundwall.
13. Alameda CTC will evaluate preliminary studies conducted by Local jurisdictions to verify eligibility to receive Federal / State funds.

14. Local Jurisdiction will provide an agency resolution that confirms community support for the proposed project.
15. Local Jurisdiction will prepare a Noise Barrier Scope Summary Report (NBSSR) if applying for STIP funds.
16. Alameda CTC will coordinate NBSSR study requests with Caltrans' PID work plan process.
17. Soundwall locations evaluated under the 2002 Freeway Soundwall Policy (Rev.2009) will be grandfathered into the revised Policy and do not need to go through a pre-screening process again. Jurisdictions will need to provide an agency resolution that confirms community support for the proposed project.
18. Caltrans can assume lead or oversight role in preparation of NBSSR of proposed Soundwall project.
19. Caltrans can assume lead or oversight role in Project Delivery of proposed Soundwall project.
20. Proposed soundwalls will include standard masonry block type.
 - a. Caltrans approved alternative lightweight materials may be considered for locations where an overall project cost savings can be demonstrated. For example, a lightweight material may be proposed to be placed on an existing structure, rather than a standard masonry material which would also require a retrofit of the existing structure.
 - b. In certain scenarios, sound absorptive material may be considered to reduce reflective noise. In such scenarios the local jurisdiction supporting the soundwall request will be responsible to fund any additive costs towards the use of non-standard sound absorptive materials.
21. A maintenance contract will be required with the Local Jurisdiction and Caltrans. The Maintenance contract will assign maintenance responsibilities of a constructed Soundwall.

Policy Consistency with Federal Requirements

22. The development and implementation of a retrofit freeway soundwall is an optional program under 23 CFR Part 772.
23. This Policy applies only to Type II (Retrofit) soundwall projects proposed within the State right-of-way or projects proposed by any agency using Federal-aid funds. Freeway soundwall projects may be eligible for Federal participation if projects are classified as Type II as defined in 23 CFR Part 772.5. All Type II projects require approval from FHWA (Caltrans, as assigned). A CE (non-programmatic) is the lowest level of NEPA document allowed for Type II projects.
24. When Type II projects are proposed for Federal-aid highway participation, the applicable provisions in 23 CFR Part 772.15 apply. RTPAs using Federal funds for retrofit noise abatement must follow the requirements of 23 CFR Part 772 and either the provisions of this chapter or those of a federally approved noise abatement policy.
25. Approval of a Type II policy that is different from the policy described herein may be granted by FHWA on a case-by-case basis, with recommendation by and through Caltrans. 23 CFR Part 772.15 identifies the following restrictions for Type II projects.
 - a. No funds made available out of the Highway Trust Fund may be used to construct Type II noise barriers, as defined by this regulation, if such noise barriers were not part of a project approved by the FHWA before November 28, 1995.
 - b. Federal funds are available for Type II noise barriers along lands that were developed or were under substantial construction before approval of the acquisition of the rights-of-ways for, or construction of, the existing highway.
 - c. FHWA (Caltrans, as assigned) will not approve noise abatement measures for locations where such measures were previously determined not to be feasible and reasonable for a Type I project.

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Memorandum

6.4

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: July 7, 2014

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

RECOMMENDATION: Receive an update on the June 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 07/01/14
- 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 JULY 1, 2014

Updated on 07/01/2014

Project No (newly added projects highlighte d 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
5012090	Inactive	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	392,634.16
5012101	Inactive	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	145,052.13
5014040	Inactive	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	291,682.40
5041042	Inactive	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	77,000.00
5053025	Inactive	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	249,599.97
5057038	Inactive	Invoice under review by Caltrans. Monitor for progress.	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	776,800.16
6480003	Inactive	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	1,335,119.47
5012085	Future	Submit invoice to District by 11/20/2014	BRLS	Oakland	12TH & 14TH ST BRIDGES 33C0181 & 33C0182, BRIDGE REPLACEMENT (SEISMIC)	10/8/2013	9/1/2009	10/8/2013	10/8/2013	55,410,000.00	13,376,883.00	11,060,488.42	44,349,511.58
5012089	Future	Submit invoice to District by 11/20/2014	SRTSL	Oakland	FIVE ELEMENTARY SCH. & 1 MIDDLE SCH., SIDEWALK "BULB-OUT"	12/17/2013	3/2/2008	12/17/2013	12/17/2013	612,703.00	612,703.00	498,989.43	113,713.57
5012096	Future	Submit invoice to District by 11/20/2014	HSIPL	Oakland	WEST GRAND AVE @ MARKET ST; MACARTHUR BLVD @ FRUITVALE AVE; MARKET ST @ 55TH, INSTALL LEFT TURN LANE	12/19/2013	6/30/2011	12/19/2013	12/19/2013	269,112.00	222,930.00	193,002.29	76,109.71
5012097	Future	Submit invoice to District by 11/20/2014	HSIPL	Oakland	CITYWIDE INTERSECTIONS (14 LOCATIONS), COUNTDOWN PED. X- SIGNALS	12/19/2013	7/8/2011	12/19/2013	12/19/2013	116,018.00	80,640.00	31,550.58	84,467.42
5012117	Future	Submit invoice to District by 11/20/2014	HSIPL	Oakland	ON W. MACARTHUR BLVD. BETWEEN MARKET ST. & TELEGRAPH AVE., MODIFY TRAFFIC SIGNALS	10/22/2013	10/22/2013		10/22/2013	194,300.00	124,900.00	0	194,300.00
5012118	Future	Submit invoice to District by 11/20/2014	HSIPL	Oakland	ON 98TH AVE. BETWEEN MACARTHUR BLVD. & EDES AVE., TRAFFIC SIGNALS, PED. CROSSING	10/22/2013	10/22/2013		10/22/2013	164,200.00	99,300.00	0	164,200.00
5012119	Future	Submit invoice to District by 11/20/2014	HSIPL	Oakland	MARKET ST BETWEEN 45TH AVE. & ARLINGTON AVE., TRAFFIC SIGNALS, RESTRIPING & RECONFIGURE INTERSEC	10/22/2013	10/22/2013		10/22/2013	146,800.00	103,300.00	0	146,800.00

ALAMEDA COUNTY LIST OF INACTIVE OBLIGATIONS

UPDATED BY CALTRANS ON JULY 1, 2014

Updated on 07/01/2014

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
					MONARCH BAY DR (FORMERLY NEPTUNE DR) OVER ACF CANAL, BRIDGE # 33C0134, BRIDGE PREVENTIVE MAINTENANCE	11/21/2013	4/19/2011	11/21/2013	11/21/2013	356,250.00	315,388.00	26,451.86	329,798.14
5041039	Future	Invoice under review by Caltrans. Monitor for progress.	BPMP	San Leandro	MOWRY AVE. AND OVERACKER INTERSECTION , INSTALL RAISED MEDIAN AND IMPROVE DELINEATION	12/19/2013	11/28/2007	12/19/2013	12/19/2013	221,000.00	198,900.00	35,257.99	185,742.01
5322030	Future	Invoice under review by Caltrans. Monitor for progress.	HSIPL	Fremont	VARIOUS LOCATIONS (SEE STATE COMMENTS) , SEISMIC RETROFIT	10/10/2013	9/1/1996	10/10/2013	10/10/2013	580,000.00	513,474.00	441,475.03	138,524.97
5354008	Future	Submit invoice to District by 11/20/2014	STPLZ	Union City	ALVERADO-NILES ROAD: BETWEEN DECOTO ROAD TO MANN AVE., PEDESTRIAN SAFETY IMPROVEMENTS	11/27/2013	11/27/2013		11/27/2013	68,900.00	62,010.00	0	68,900.00
5354035	Future	Submit invoice to District by 11/20/2014	HSIPL	Union City	WHIPPLE ROAD- AMARAL ST. TO ITHACA ST., PAVEMENT REHABILITATION	11/27/2013	11/27/2013		6/8/2014	1,053,702.00	669,000.00	0	1,053,702.00
5354036	Future	Submit invoice to District by 11/20/2014	STPL	Union City	VARIOUS LOCATIONS, PURCHASE OF ELECTRIC VEHICLES	12/17/2013	7/5/2011	12/17/2013	12/17/2013	4,725,000.00	2,808,000.00	74,333.86	4,650,666.14
5933109	Future	Invoice under review by Caltrans. Monitor for progress.	CML	Alameda County	163RD. AVENUE FROM E-14 STREET TO LIBERTY STREET, SIDEWALK IMPROVMENTS	12/27/2013	8/14/2012	12/27/2013	3/20/2014	1,094,000.00	881,920.00	85,948.37	1,008,051.63
5933121	Future	Invoice under review by Caltrans. Monitor for progress.	TCSPL	Alameda County Alameda County	W GRAND AVE, MACARTHUR BLVD, 20TH/HARRISON ST , INTERCONNECT AND X-IMPROVMENTS	10/8/2013	5/17/2008	10/8/2013	10/8/2013	514,636.00	500,000.00	478,278.13	36,357.87
6273038	Future	Invoice returned to agency. Resubmit to District by 11/20/2014	CML	Alameda County Congestion Management Agency	I-580: GREENVILLE ROAD TO HACIENDA RD. , SOFTWARE DEVELOPMENT & DEPLOYMENT	11/5/2013	12/4/2009	11/5/2013	11/5/2013	9,400,000.00	7,500,000.00	1,749,153.09	7,650,846.91
6273056	Future	Submit invoice to District by 11/20/2014	ESPL	Alameda County Congestion Management Agency	I-580-CASTRO VALLEY INTERCHANGE , RECONFIGURE ON AND OFF RAMPS	10/29/2013	4/21/2008	10/29/2013	10/29/2013	20,866,748.00	1,684,093.00	1,167,537.51	19,699,210.49
6430001	Future	Submit invoice to District by 11/20/2014	STPL	Alameda County Transportation Improvement Authority	ALAMEDA COUNTY- COUNTYWIDE, IMPLEMENT SR2S PROGRAM TO ENABLE AND ENCOURAGE CH	10/24/2013	10/24/2013		10/24/2013	6,409,050.00	5,673,065.00	0	6,409,050.00
6480006	Future	Submit invoice to District by 11/20/2014	STPCML	Alameda County Transportation Commission	ALAMEDA COUNTY - COUNTYWIDE, COMMUNITY -BASED TRANSPORTATION PLAN UPDATES	10/29/2013	10/29/2013		10/29/2013	593,750.00	475,000.00	0	593,750.00
6480007	Future	Submit invoice to District by 11/20/2014	STPL	Alameda County Transportation Commission	ALAMEDA COUNTY- VARIOUS LOCATION, PLANNING ASSISTANCE PASS THROUGH TO LACAL JURIDIC	10/29/2013	10/29/2013		10/29/2013	4,411,000.00	3,905,000.00	0	4,411,000.00
6480008	Future	Submit invoice to District by 11/20/2014	STPL	Alameda County Transportation Commission									



QUARTERLY REVIEW OF **INACTIVE PROJECTS**
JUSTIFICATION FORM SUMMARY



6.4B

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

6.5

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: July 7, 2014

SUBJECT: California Transportation Commission June 2014 Meeting Summary

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

Summary

The June 2014 California Transportation Commission (CTC) meeting was held in Sacramento. Detailed below is a summary of the three (3) agenda items of significance pertaining to Projects/Programs within Alameda County that were considered at the June 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 June 25, 2014 CTC meeting.

1. 2014 Active Transportation Program

CTC adopted guidelines at its March 20, 2014 meeting for purposes of adopting an initial two-year Active Transportation Program funded with \$360 million for fiscal years 2014-15 and 2015-16. The deadline to apply for this first programming cycle was May 21, 2014.

The CTC received approximately 770 project applications statewide requesting an estimated \$1 billion in Active Transportation Program funds. Of these, 32 applications were submitted by Alameda County jurisdictions requesting approximately \$45 million. CTC staff intends to release program recommendations by August 8, 2014, for adoption by the CTC at the August 20, 2014 Commission meeting.

Projects not selected for programming in the statewide competitive component will be forwarded to the respective Metropolitan Planning Organizations (MPO) for consideration in the regional program. CTC staff expects to bring forward MPO programming recommendations at the November 12, 2014 Commission meeting.

Outcome: The Metropolitan Transportation Commission (MTC) released a regional call for projects on May 21, 2014. Approximately \$30 Million will be available on a region wide competitive basis.

2. Proposition 1B Intercity Rail (ICR) Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA) / Emeryville Station and Track Improvements Project

The CTC de-allocated \$99,000 in Proposition 1B ICR-PTMISEA funds from the Emeryville Station and Track Improvements project in Alameda County, to reflect project savings.

Outcome: The Project is complete and final billing and close out occurred in July 2012.

3. State Transportation Improvement Program (STIP) / Bicycle Lockers at Capitol Corridor Stations

CTC approved a 12-month extension to the period of allocation for the construction phase of the Bike Lockers at Capitol Corridor Stations project.

Outcome: Extension will allow project to allocate and fully expend STIP funds.

Fiscal Impact: There is no significant fiscal impact to the Alameda CTC budget due to this item. This is information only.

Attachments

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

Staff Contact

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

[Vivek Bhat](#), Senior Transportation Engineer

June 2014 CTC Summary for Alameda County Projects/ Programs

Sponsor	Program / Project	Item Description	CTC Action / Discussion
Caltrans	2014 Active Transportation Program (ATP)	The CTC received approximately 770 project applications statewide requesting an estimated \$1 billion in ATP funds. Of these, 32 applications were submitted by Alameda County jurisdictions requesting approximately \$45 million	Information Only
Caltrans	Proposition 1B Intercity Rail (ICR) Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA) / Emeryville Station and Track Improvements Project	De-allocate \$99,000 in Proposition 1B ICR-PTMISEA funds to reflect project savings	Approved
BART	State Transportation Improvement Program (STIP) / Bicycle Lockers at Capitol Corridor Stations	Approval of 12-month extension to the period of allocation	Approved

http://www.catc.ca.gov/meetings/agenda/2014Agenda/2014_06/000_ETAs.pdf

6.5A

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Memorandum

6.6

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: July 7, 2014

SUBJECT: FY 2014-15 Alameda County Technical Advisory Committee Meeting Calendar

RECOMMENDATION: Receive an update on the proposed FY 2014-15 Alameda County Technical Advisory Committee (ACTAC) meeting calendar

Summary

ACTAC members provide technical expertise, analysis and recommendations to the Alameda CTC Board related to transportation planning and programming. Some of the items discussed at ACTAC meetings are forwarded to Alameda CTC standing committees such as the Programs and Projects Committee (PPC) and the Planning, Policy and Legislation Committee (PPLC) and subsequently to the Alameda CTC Board.

The PPC and the PPLC are held on the second Monday of the month. The ACTAC meets on the Thursday prior to the PPC and the PPLC standing committee meeting day. The ACTAC meeting dates for FY 14-15 are detailed in the table below.

2014-15 ACTAC Meeting Dates
August, 2014 – No Meeting
September 4 ,2014
October 9, 2014
November 6, 2014
December – No meeting
January 8, 2015
February 5, 2015
March 5, 2015
April 9, 2015
May 7, 2015
June 4, 2015

Fiscal Impact: There is no fiscal impact.

Staff Contact

[Matt Todd](#), Principal Transportation Engineer



Memorandum

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DATE: July 7, 2014

SUBJECT: Metropolitan Transportation Commission's Local Streets and Roads Working Group

RECOMMENDATION: Nominate Alameda County Technical Advisory Committee (ACTAC) Local Streets and Roads Working Group (LSRWG) Representative for FY 14-15

Summary

The Local Streets and Roads Working Group convenes on the second Thursday of each month at the Metropolitan Transportation Commission offices in Oakland. Staff proposes the City of San Leandro to continue as ACTAC's LSRWG-representative for FY 14-15. The role of the ACTAC representative is to provide a summary of the LSRWG items to the ACTAC.

Background

The purpose of the LSRWG is to act as a forum to communicate new legislative policies related to pavement needs and to help advocate for revenues to meet those pavement needs by recommending policies to MTC's Partnership Technical Advisory Committee (PTAC). Additionally, funding opportunities and project delivery requirements are communicated and/or discussed via this working group. This includes Federal, State, Regional and Caltrans Local Assistance issues. The target audience is local governments, Public works directors and/or engineers and programming staff.

In FY 13-14 ACTAC was represented by City of San Leandro at the LSRWG meetings. Staff is proposing City of San Leandro to continue as the FY 14-15 ACTAC representative for MTC's LSRWG meetings.

Fiscal Impact: There is no significant fiscal impact to the Alameda CTC budget due to this item. This is information only.

Staff Contact

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

[Vivek Bhat](#), Senior Transportation Engineer