



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

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City of Oakland

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Councilmember Michael Gregory

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Arthur L. Dao

Alameda County Technical Advisory Committee

Thursday, September 4, 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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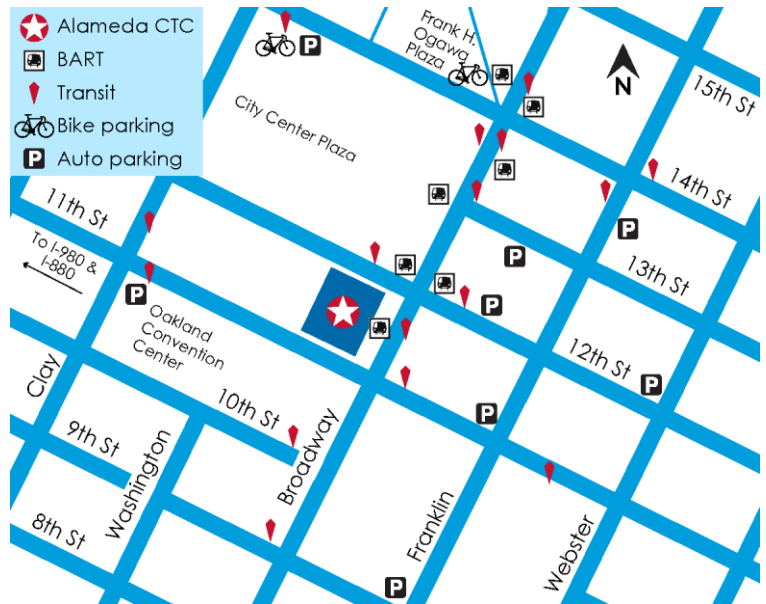
Glossary of Acronyms

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

Location Map

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

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



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

Accessibility

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



Meeting Schedule

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

Paperless Policy

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

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Alameda County Technical Advisory Committee Meeting Agenda

Thursday, September 4, 2014, 1:30 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

1. Introductions/Roll Call

Chair: Arthur L. Dao, Alameda CTC Executive Director

2. Public Comment

Staff Liaison: Matt Todd, Principal Transportation Engineer

Public Meeting Coordinator: Angie Ayers

3. Administration

Page A/I

3.1. July 10, 2014 ACTAC Meeting Minutes

1 A

Recommendation: Approve the July 10, 2014 meeting minutes.

4. Policies and Legislation

4.1. Transportation Expenditure Plan Update (Verbal)

I

4.2. Legislative Update

7 I

5. Transportation Planning

5.1. Countywide Multimodal Plans Status Update

15 I

- Goods Movement Plan
- Multimodal Arterial Plan
- Transit Plan

5.2. Implementation of Senate Bill 743 and Report from ACTAC Ad Hoc Committee (Verbal)

I

6. Programs/Projects/Monitoring

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

21 A

Recommendation: Approve (1) the FY 2014-15 TFCA program, including a five-year period for TFCA-eligible operations and expenditures for Bay Area Bike Share projects in Berkeley and Oakland and a four-year period for TFCA-eligible expenditures for AC Transit's East Bay Bus Rapid Transit (EBBRT) project; and (2) Alameda CTC Resolution 14-007(Revised) to reflect TFCA funding for the EBBRT project.

6.2. Lifeline Transportation Program Cycle 4 – Fund Estimate and Programming Schedule

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6.3. Metropolitan Transportation Commission I-880 Integrated Corridor Management Project

39 I

6.4. Metropolitan Transportation Commission I-880 Express Lane Project

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6.5. 2014 Active Transportation Program	49	I
6.6. Fiscal Year 2013-14 Annual Measure B/Vehicle Registration Fee Program Compliance Workshop	53	I
6.7. California Transportation Commission August 2014 Meeting Summary	55	I
6.8. Alameda County Federal Inactive Projects List	61	I

7. Member Reports

7.1. MTC Local Streets and Roads Working Group Update	67	I
7.2. Other Reports (Verbal)		I

8. Adjournment

Next Meeting: Thursday, October 9, 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, July 10, 2014, 1:30 p.m.

3.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

1. Introductions/Roll Call

Arthur L. Dao 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 Highway Patrol (CHP), City of Albany, City of Piedmont, City of Pleasanton, 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 June 5, 2014 Minutes

Donna Lee (BART) moved to approve the June 5, 2014 meeting minutes. Thomas Ruark (Union City) seconded the motion. The motion passed unanimously (AC Transit, ACE, ABAG, Air District, CHP, City of Albany, City of Piedmont, City of Pleasanton, Port of Oakland, Union City Transit, and WETA absent).

4. Policies and Legislation

4.1. Transportation Expenditure Plan Update

Tess Lengyel informed the committee that Alameda CTC received unanimous approval of the Transportation Expenditure Plan from all 14 cities in Alameda County and the Board of Supervisors. In addition, the Board of Supervisors approved placing a measure on the November 2014 ballot. Staff is working to get the documents to the Registrar of Voters as soon as possible. Tess thanked the committee members for their support of the 2014 Plan.

Tess informed the committee that the Bay Area Economic Institute performed an economic analysis of the 2014 Plan. The report is on the Alameda CTC website. The analysis results show that the \$8 billion investment of the 2014 Plan will yield \$20 billion of economic activity and create about 150,000 jobs. Committee members requested staff provide talking points that include some of the major points from the economic analysis, so they can share this information with their communities. Tess stated that staff created speaking points for the Commission and will share that information with the committee via email.

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 mentioned that the final state budget for approval did not allow for the regional

administration of cap-and-trade funding, for which the region advocated. She gave a brief highlight of what the budget included.

5. Transportation Planning

5.1. Countywide Goods Movement Plan Vision and Goals

Tess Lengyel reminded the committee that Alameda CTC is developing a joint Regional Goods Movement Plan with the Metropolitan Transportation Commission (MTC) and a Countywide Goods Movement Plan. She informed the committee that the Goods Movement Collaborative and Plan ACTAC Technical Team met earlier in the day, and Alameda CTC and MTC requested ACTAC recommend adoption of the Goods Movement Plan performance measures. She noted that the Commission adopted the Goods Movement Plan vision and goals in June, and staff will take the performance measures to the Commission for adoption in July.

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 key discussion points on the performance measures during the Technical Team meeting. He reviewed the changes the Technical Team requested for the performance measures.

Kathleen Livermore (Alameda) moved to approve the Goods Movement Plan performance measures. Amber Evans (Emeryville) seconded the motion. The motion passed unanimously (AC Transit, ACE, ABAG, Air District, CHP, City of Albany, City of Piedmont, City of Pleasanton, Port of Oakland, Union City Transit, and WETA absent).

5.2. 2014 Level of Service (LOS) Monitoring Study Results

Saravana Suthanthira presented the final 2014 LOS monitoring study results and informed the committee that the detailed spreadsheet results are available on the website. She informed the members that staff will present the final LOS monitoring results including the results from CMP Deficiency determination to the Planning, Policy and Legislation Committee and the Commission at the July 2014 meetings. Alameda CTC will publish the final 2014 LOS Monitoring Report in September 2014.

5.3. Annual Review of Alameda CTC Responses to Environmental Documents

Matt Bomberg requested ACTAC members provide input on Alameda CTC responses to environmental documents that include responses to Environmental Impact Reports and General Plan Amendments over the last year. He requested that the committee review the list of projects on page 75 in the agenda packet and confirm the information listed is accurate. He noted that this information is used for the Congestion Management Program conformity findings activities for FY13-14. Matt requested responses from the committee by July 31, 2014.

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

Kara Vuicich informed the committee that the Governor's Office of Planning and Research (OPR) is delayed in releasing the revised California Environmental Quality Act guidelines for transportation analysis. OPR will contact Alameda CTC when the preliminary discussion draft is available.

Kara stated that an ACTAC Ad Hoc Committee has been formed to:

- Review the draft guidelines and formulate comments for consideration by the Planning, Policy and Legislation Committee and the Commission; and
- Develop a scope of work and an approach for implementation assistance.

Kara will schedule a meeting with the ACTAC Ad Hoc Committee when the preliminary discussion draft is available.

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

Tess Lengyel gave an update to this agenda item. She stated that Countywide Transportation Plans provide input into regional planning initiatives. MTC is in the process of updating its guidelines for development of countywide plans by the county congestion management agencies (CMAs). Tess stated that government code authorizes counties to develop Countywide Transportation Plans, and establishes MTC as responsible for developing guidelines to assist CMAs in plan development.

MTC last updated the guidelines in 2000, and as a result of significant federal legislation and policy changes, MTC is in the process of updating the guidelines now. MTC is hosting a series of meetings to bring together county agencies, interested parties, and community organizations. Tess also discussed the approach and schedule for the updates. She noted that Alameda CTC requested MTC to have flexibility in the guidelines, because "one size does not fit all." Carolyn Clevenger with MTC stated that the draft guidelines will come out the week of July 14, 2014.

6. Programs/Projects/Monitoring

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

Jacki Taylor gave a status update on the FY 2014-15 TFCA Program. She informed the committee that the call for projects was extended to ensure the amount of funds is programmed by the November deadline. Jacki reviewed the table on page 78, which summarized the draft evaluation results and tentative requests to date. She also gave an update on specific projects listed in the table.

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

Jacki Taylor gave an update on this agenda item. She informed the committee that members are requested to coordinate the review of the Draft 2015 TIP for their respective agencies and to copy Alameda CTC on all submitted comments. Jacki noted that MTC must receive the comments by July 31, 2014; she referred ACTAC members to the MTC notice on page 83 in the agenda packet.

6.3. Alameda County Freeway Soundwall Policy

Vivek Bhat gave an update on this agenda item. He clarified that the soundwalls addressed in this policy are retrofit soundwalls as defined by the Code of Federal Regulations and were not associated with any highway expansion projects. He also noted that the soundwalls considered in the policy would need to be constructed on the Caltrans right-of-way. Vivek reviewed the background on how the Alameda County Freeway Soundwall transitioned from Caltrans to Alameda CTC. He

reviewed the funding sources for this program along with the roles and responsibilities for the local jurisdictions, Alameda CTC, and Caltrans.

Members inquired about resource options available to perform initial evaluations of any noise barrier reports. Staff clarified the jurisdictions may select their own consulting team/ resources to perform such activities.

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

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

6.5. California Transportation Commission June 2014 Meeting Summary

Vivek Bhat stated that the May 2014 California Transportation Commission (CTC) meeting was held in Sacramento, 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 month 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.

6.6. FY2014-15 Alameda County Technical Advisory Committee Meeting Calendar

Matt Todd mentioned that the ACTAC meeting is now scheduled on the Thursday before the second Monday in the month. He mentioned that staff placed the actual dates for the committee to place on their calendar in the agenda packet.

7. Member Reports

7.1. Metropolitan Transportation Commission Local Streets and Roads

Vivek Bhat informed the committee that Keith Cooke (San Leandro) accepted the nomination to continue being the ACTAC representative on MTC's Local Streets and Roads Working Group (LSRWG). The LSRWG did not meet in June.

7.2. Other Reports

Donna Lee of BART referenced an article in the San Francisco Chronicle that discussed the Alameda County transportation sales tax BART station expansion and modernization at San Leandro, Lake Merritt, MacArthur, 19th Street, Oakland Coliseum, South Hayward, and West Oakland BART stations. Donna said that she doesn't know where the author of the article received the list of stations, and she is researching the information for accuracy.

Kathleen Livermore of Alameda said that the Northern Waterfront in Alameda has a new developments planned. The city requires transportation demand management to join the Transportation Management Association. She said that the city is trying to embed the requirement for the yearly contribution for alternative transportation items. The city wants to make sure that the requirement is more robust than a condition for approval, so that in 10 years, the Homeowner Associations can't say they don't want to pay the amount. Kathleen wanted to know what other jurisdictions have done in this instance.

8. Adjournment and Next Meeting

The meeting adjourned at 3:30 p.m. The next meeting is:

Date/Time: Thursday, September 4, 2014 at 1:30 p.m.

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

Attested by:



Angie Ayers,
Public Meeting Coordinator

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Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: August 28, 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).

Highway Trust Fund: On July 31, by a vote of 81-13, the Senate passed a clean version of the original House bill to keep the Highway Trust Fund solvent through May 2015. This came hours after the House voted 272-150 for the same bill. President Obama signed the bill into law in August, averting a stoppage of the highway trust fund payments. If this stopgap funding measure did not pass, the U.S. Department of Transportation was expected to initiate significant cuts, beginning the first part of August, in reimbursements to states for highway

and transit programs. Passage of this bill came after several days of shuffling the bill back and forth between the House and Senate with various amendments.

The first move came from the Senate, which passed the original House bill (H.R. 5021) by a vote of 79-18, after attaching several amendments to it. One amendment, adopted 71-26, would have replaced some of the offsets in the House bill with slightly different offsets. Another amendment, adopted 66-31, would have reduced the length of the stopgap from lasting until May 2015 to lasting until mid-December 2015, which would have effectively forced lawmakers to vote on a longer-term measure during the lame duck session. Two amendments were rejected. An amendment by Senator Pat Toomey would have exempted some reconstruction projects damaged in declared emergencies from environmental reviews and permit requirements. Another amendment by Senator Mike Lee would have devolved almost all transportation funding responsibilities to the states.

On July 31, the House voted 272-150 to strip out the approved Senate amendments to H.R. 5021, in order to extend the HTF funding through May 2015, with \$10.8 billion. The Senate was prepared to dig in for a fight until the Congressional Budget Office discovered a math error which made the Senate bill actually \$2.8 billion short of what the patch required. Running out of time before the August recess, and with other issues left to be dealt with, Senate leaders reluctantly called for a vote on the House bill, which ultimately passed 81-13.

Members of Congress return to Washington from their five week break after Labor Day.

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.

Legislature End of Session: The Legislature left town for Summer Recess on July 3rd and returned on August 4th. Recess was filled with negotiations on the water bond and proposals mandating the regulation of groundwater supplies and initial hearings on the development of various cap & trade program guidelines were held.

Since their return in early August, the Legislature has been addressing the fiscal committee deadline whereby all bills had to be out of the Appropriations Committees by August 16th. The remainder of the month included lengthy floor sessions, and the end of session actions that accompany the end of the two-year session. The Legislature adjourned the 2013-14 session by midnight on August 31st.

Cap and Trade: For the 2014-15 fiscal year, the budget appropriates \$872 million of Cap and Trade funds. 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. Table 1 summarizes FY 14-15 Cap and Trade amounts and future allocation percentages.

Table 1: 2014-15 Cap and Trade Funding

Program	Administering Agency	FY 14-15	Future Years
Sustainable Communities and Clean Transportation			
High Speed Rail	High Speed Rail	\$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 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	

Future Year Cap and Trade Allocations: For the 2015/16 fiscal year and beyond the package would allocate all Cap and 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.

Strategic Growth Council: The SGC held a meeting in July to begin the process of developing the guidelines for the Affordable Housing & Sustainable Communities Program. The SGC plans to move forward with the following schedule:

- Mid-August three workshops will be held on the development of the draft guidelines. The workshops will be held in southern, central, and northern California.
- Early October the draft guidelines will be presented to the SGC.
- There will be three more workshops throughout the state in October.
- December the SGC will approve the final guidelines
- Funding Solicitation will be released in January 2015

- Application deadline in April 2015
- Awards to be announced in June 2015

Additional Cap and Trade hearings were held in August and a hearing on CalEnviroscreen will be held in the Bay Area in early September. Staff is working with partners on key messages for the CalEnviroscreen hearing to support changes that would allow the Bay Area to benefit more from Cap and Trade than it would if only CalEnviroscreen was used to determine disadvantaged communities. The Bay Area definition of communities of concern has been requested for consideration in the distribution of Cap and Trade funds.

Legislation: Alameda CTC sponsored and Assemblymember Buchanan 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 was signed by the Governor on July 7th.

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

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.



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: August 28, 2014

SUBJECT: Countywide Multimodal Plans Status Update

RECOMMENDATION: Receive an update on the Countywide Modal Plans

Summary

The 2012 Countywide Transportation Plan identified the need for more detailed countywide transportation planning efforts in three key areas: goods movement, transit and arterial roadways. Once completed, the Countywide Goods Movement, Transit and Multimodal Arterials Plans as well as the existing Countywide Bicycle and Pedestrian Plans, and the updated Community Based Transportation Plans will form the basis of the next Countywide Transportation Plan update. The updated Countywide Transportation Plan, which is planned for adoption in late spring 2016, will then feed into the next Regional Transportation Plan update which will be finalized in summer 2017.

The Commission approved the scope and budget for the Goods Movement Plan in June and October 2013, and for the Countywide Transit and Multimodal Arterials Plans in September 2013 and February 2014, respectively. In April 2014, the Commission approved partnering with AC Transit to add scope and budget for AC Transit's Major Corridors study to the Countywide Transit Plan. This partnership has enabled greater coordination and collaboration between these two closely related transit planning efforts.

Subsequent to these approvals, staff has worked to select consultant teams and finalize consultant contracts. All three plans are now officially underway, and staff is working with the consultant teams to coordinate public and stakeholder outreach and participation, data sharing, and any overlapping areas for recommended projects and programs.

This memorandum provides an update on the development of each modal plan. In addition, the memorandum recommends that the Alameda CTC form an Ad Hoc Committee of Commission members to provide input into the Countywide Transit Plan development.

Background

Staff has finalized consultant contracts for the Goods Movement, Transit and Multimodal Arterials Plans, and work is underway for all three planning efforts. Over the next 15-18

months, all three plans will finalize goals and performance measures; identify needs, issues and opportunities; identify preferred networks (where applicable) and related projects and programs; and then evaluate and prioritize projects and programs using the adopted goals and performance measures for each plan. All three consultant teams and Alameda CTC staff are meeting regularly to align and coordinate public and stakeholder outreach and engagement, data collection and analysis, production and review of deliverables, and meeting schedules.

The Alameda County Technical Advisory Committee (ACTAC) will serve as the technical advisory committee for all three planning efforts. The Commission will make all policy decisions, provide overall direction, and will approve the final plans.

The public and other stakeholders will be engaged throughout all of these planning efforts. All three plans are conducting individual or small group meetings with key stakeholders, and the Goods Movement Plan is holding a number of roundtable meetings on specific issues and overall plan development and advocacy. Additionally, for all the modal plans two rounds of community workshops are being planned for 2015. The first round of workshops will occur in early 2015 and will focus on introducing the three planning efforts to the public and soliciting input on community needs, issues and priorities. The second round of workshops will likely take place in fall 2015 and will focus on presenting and soliciting feedback on different transit network alternatives and potential multimodal projects and programs for arterial roadways and on goods movement as applicable.

Goods Movement Plan

Goods movement is an essential part of a thriving economy and has important environmental and community benefits as well as impacts. Alameda County's geography and transportation system assets make it critical to the goods movement system in the Bay Area, the Northern California mega-region, and the nation. The Alameda CTC, in partnership with the Metropolitan Transportation Commission (MTC) is undertaking goods movement work including organizing a Goods Movement Collaborative that brings together key partners and stakeholders to advocate for freight and goods movement. In addition, Alameda CTC is developing a Countywide Goods Movement Plan to identify short- and long-term needs, strategies, and priorities for investing in the goods movement system. These efforts are being closely coordinated with the development of a regional goods movement plan and will in turn inform state and federal freight planning efforts currently underway.

The Goods Movement Project Team has developed and adopted the project vision, goals, and performance measures; completed its first round of stakeholder outreach; and completed a baseline assessment technical analysis. Stakeholder outreach to date has included over 25 meetings with groups representing environment/public health interests, businesses, shippers, carriers, labor, and local elected officials. The project team also hosted the first of six goods movement roundtables which was attended by 90 diverse

stakeholders and affirmed the need for an ongoing forum to identify and advocate for goods movement system improvements.

Future work will include developing freight forecasts, identifying strategies (including capital projects, programs, and policies) to improve the goods movement system and evaluating these using project performance measures, and conducting a second round of stakeholder outreach to "ground-truth" the results of the technical strategy evaluation.

Multimodal Arterial Plan

The Countywide Multimodal Arterial Plan will build on the previous corridor planning and Countywide Transportation Plan efforts of Alameda CTC to better understand the existing and future role and function of the countywide arterial roadway system, provide a framework for the integrated management of major arterial corridors to support all modes, improve overall mobility, connectivity, and safety on the countywide arterial system while better serving the adjacent land uses, and identify a priority of short and long term improvements. The plan development will be closely coordinated with local jurisdictions, Caltrans and bus transit operators.

The scope of work for the Multimodal Arterial Plan is divided into three components, summarized briefly below. The Plan will also develop a more detailed stakeholder engagement plan, a data collection plan, a travel demand forecasting white paper, and a specialized GIS-based tool that will be used to develop recommended improvements. Meetings with individual jurisdiction staff as well as other key stakeholders will occur at key points throughout plan development.

- Milestone One:
 - Create vision, goals and objectives
 - Develop performance measures
 - Identify arterial network
 - Create roadway typologies
- Milestone Two:
 - Identify modal priorities
 - Develop preferred cross-sections
 - Confirm performance measures
- Milestone Three:
 - Confirm and finalize preferred cross-sections
 - Identify short- and long-term improvements, including both projects and supportive programs

Once complete, these elements will be combined into a draft and final plan that will then be incorporated into the update of the Countywide Transportation Plan.

Transit Plan

The Countywide Transit Plan will enable Alameda County's jurisdictions and transit providers to better align transit, land use and economic development goals and objectives and will ultimately identify near- and long-term transit capital and operating priorities in the county. It will also address ADA paratransit needs and services as they relate to future transit investment priorities. By developing consensus on a vision for future transit service in Alameda County as well as funding priorities, the Countywide Transit Plan will enable the Alameda CTC, its member jurisdictions and transit operators to leverage existing and advocate for additional resources to improve local, regional and inter-regional transit serving Alameda County.

The Countywide Transit Plan will build on recent transit planning efforts led by MTC as part of the Transit Sustainability Project (TSP) and will be closely coordinated with planning efforts being undertaken by individual transit operators, including AC Transit's Major Corridors Study which will develop, analyze and rank capital improvements for AC Transit's major corridors.

The scope of work for the Countywide Transit Plan can be divided into the following major elements:

- Benchmarking:
 - Existing conditions and inventory of existing plans, studies and data
 - Understand the market for future transit services: the consultant team will analyze future demand for transit service and determine key transit travel markets based on future socioeconomic and demographic conditions, and projected land use and transportation network conditions.
- Visioning:
 - Develop vision, goals and performance measures based on existing plans and policies
- Assessment:
 - Develop future network scenarios: the consultant team will develop three potential transit network scenarios that represent different "packages" of potential transit improvements
 - Analyze performance and prioritize corridors and investments
 - Develop final network recommendations, including projects and programs
- Implementation:
 - Develop plans and guidelines: based on the final network recommendation, the consultant team will develop a complementary ADA paratransit strategy, and will also develop design guidelines and identify transit-supportive infrastructure improvements
 - Implementation and financial plan

Similar to the Goods Movement and Multimodal Arterial Plans, these elements will be combined into a draft and final plan that will then be incorporated into the update of the Countywide Transportation Plan.

Creation of Ad Hoc Committee for the Transit Plan

To develop the Transit Plan, in-depth interviews of key transit interest groups and stakeholders will be conducted. These meetings will generally follow an open-ended interview style format and allow stakeholders to identify needs, issues and opportunities related to transit service in Alameda County.

Local elected officials are a key stakeholder group for the Countywide Transit Plan, and the Alameda CTC constitutes an existing body of local elected officials to offer input to the Countywide Transit Plan about issues in their respective jurisdictions. However, the typical Commission meeting structure is not well-matched to the focus group structure. Therefore, it is recommended that the Alameda CTC approve the creation of an ad hoc committee to offer more targeted input about transit issues in a focus group format.

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

Staff Contacts

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[Kara Vuicich](#), Senior Transportation Planner

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Memorandum

6.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: August 28, 2014

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

RECOMMENDATION: Approve (1) the FY 2014-15 TFCA program, including a five-year period for TFCA-eligible operations and expenditures for Bay Area Bike Share projects in Berkeley and Oakland and a four-year period for TFCA-eligible expenditures for AC Transit's East Bay Bus Rapid Transit (EBBRT) project; and (2) Alameda CTC Resolution 14-007(Revised) to reflect TFCA funding for the EBBRT project.

Summary

TFCA funding is generated by a vehicle registration fee collected by the Bay Area Air Quality Management District (Air District) to fund eligible projects that result in the reduction of motor vehicle emissions. A total of \$3.348 million is available to program for FY 2014-15 by the Alameda CTC. The staff recommendation includes: (1) Approval of the FY 2014-15 TFCA program of projects, as detailed in Attachment A, including a five-year period for both operations and TFCA expenditures for Bay Area Bike Share projects in Berkeley and Oakland and a four-year TFCA expenditure period for AC Transit's East Bay Bus Rapid Transit (EBBRT) project; and (2) Approval of Alameda CTC Resolution 14-007(Revised) to reflect \$925,000 of TFCA programmed for the EBBRT project.

Background

TFCA funding is generated by a \$4.00 vehicle registration fee collected by the Air District. Eligible projects are to result in the reduction of motor vehicle emissions and 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 programming 40 percent of the revenue generated 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 the funds are to be allocated to transit-related projects on a discretionary basis.

The development of the annual TFCA program includes the following considerations:

- The total amount of available TFCA is required to be completely programmed on an annual basis.
- The eligibility and cost-effectiveness requirements of the program.
- A jurisdiction may borrow against its projected future share in order to receive more funds in the current year, which can help facilitate the programming of all available funds.

FY 2014-15 Program

A recommended FY 2014-15 TFCA program, totaling \$3.348 million is included as Attachment A. The FY 2014-15 TFCA available funding was almost twice the typical annual amount due to the return of funding initially programmed to the Air District in FY 2012-13 for its Port Truck Drayage Program. This allowed for the consideration of programming larger amounts of TFCA to individual projects, including a total of \$1.2 million for Bay Area Bike Share expansion in the cities of Berkeley and Oakland and \$925,000 for AC Transit's EBBRT project. The funding recommendations for these projects require exceptions to the TFCA County Program Manager Fund Policies (TFCA Policies) or other actions, as follows:

- The TFCA Policies limit the use of TFCA funding for operations to two years. For the Bay Area Bike Share expansion projects, staff is recommending a five-year period for operations and TFCA-eligible expenditures, in order to align the TFCA funding with the five-year warranty for the bikes and station equipment, which is consistent with guidance provided by Air District staff. To facilitate the extended period, staff has requested the Air District grant an exception to the TFCA Policies. The Air District Board is scheduled to consider the exception request in September 2014. Additionally, since MTC is coordinating the funding for the expansion of the Bay Area Bike Share program to the East Bay, it's anticipated that the Alameda CTC will enter into a TFCA funding agreement directly with MTC for the Berkeley and Oakland projects.
- For the AC Transit EBBRT project, staff is recommending an extended, four-year TFCA expenditure period to align with the project schedule. The standard TFCA expenditure period is two-years, but the Air District's TFCA Policies do allow for an extended expenditure period, if approved at the time of programming.

Additionally, the recommended amount is intended to reduce the Alameda CTC's overall funding commitment to the EBBRT project, memorialized through Alameda CTC Resolution 14-007. It is recommended that Resolution 14-007 be revised, as proposed in Attachment B, to reflect the TFCA funding.

Next steps

The Alameda CTC is required to provide a Commission–approved program of projects to the Air District by November 21, 2014. The Alameda CTC will subsequently enter into project-specific funding agreements with project sponsors. Once a funding agreement is executed, eligible project costs as of July 3, 2014 will be eligible for reimbursement.

Fiscal Impact: The fiscal impact of this item is \$3.348 million which was included in the budget adopted for FY 2014-15.

Attachments

- A. TFCA County Program Manager Fund, FY 2014-15 Program
- B. Alameda CTC Resolution 14-007, Revised

Staff Contacts

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

[Matt Todd](#), Principal Transportation Engineer

[Jacki Taylor](#), Program Analyst

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TFCA County Program Manager Fund, FY 2014-15 Program

Sponsor	Project Name	Project Description	Total Project Cost	Amount Requested	TFCA Share	TFCA Cost-effectiveness	Amount Recommended	Notes
70% Cities/County Share								
Alameda County	Chabot Road Class 2 Bike Lanes	Install Class 2 Bike Lanes on Lake Chabot Road between Middleton Avenue and E. 14th Street, closing a gap in existing bike facilities.	\$ 240,000	\$ 240,000	\$ 290,477	\$89,538	\$ 74,000	
Berkeley/MTC	Bay Area Bike Share Expansion to Berkeley	Expand the regional Bay Area Bike Share program to the City of Berkeley. Berkeley's service area will consist of 400 bicycles circulating among 34 stations in an area including Downtown Berkeley, UC Berkeley, Upper Shattuck Avenue, North Berkeley, West Berkeley, Lower Adeline Avenue, Telegraph Avenue Corridor, College Avenue Corridor and will be contiguous with Oakland's planned service area. Budget includes 5 years of operations.	\$ 10,485,106	\$ 317,000	\$ 263,708	\$33,468	\$ 317,000	A 5-year expenditure period is requested. See Notes 1, 2, 4.
Dublin	Village Parkway Bike Lanes and Bicycle Detection	Install Class 2 bike lanes on Village Parkway from Dublin Boulevard to Amador Valley Boulevard, including enhanced bicycle detection at Amador Valley Boulevard and Dublin Boulevard intersections and a protected left-turn phase on Village Parkway at Brighton Drive.	\$ 120,000	\$ 100,000	\$ 240,249	\$89,590	\$ 90,000	
Fremont	Downtown Fremont Arterial Management	Signal timing and coordination of the three busiest corridors in the City of Fremont. The three corridors consist of Mowry Avenue, Stevenson Boulevard, and Fremont Boulevard from downtown Fremont to I-880. Project will upgrade existing traffic signal equipment and add new equipment to enhance the operation of traffic signal coordination and traffic monitoring system.	\$ 440,000	\$ 440,000	\$ 534,614	\$72,963 to \$89,280	\$ 430,000	Fremont Blvd segment is cost-effective up to \$125K of TFCA.
Hayward	West "A" Street Arterial Management - Video Detection	Project provides traffic signal retiming and coordination along "A" Street at 10 intersections between Mission Boulevard and Hesperian Boulevard, including upgrading existing controllers and closing the gap between the existing signal interconnect system to allow communications between the Traffic Operations Center (TOC) and the on-street controllers. This project was previously funded (TFCA project 14ALA05). This request is to cover additional costs associated with the inclusion of video detection at 4 intersections, which was not anticipated to be needed at the time of the original request.	\$ 259,000	\$ 50,000	\$ (469,101)	\$58,348	\$ 50,000	Additional funding for TFCA project 14ALA05.
Oakland	Oakland Broadway "B" Shuttle Peak Hour Operations	The Free Broadway Shuttle (the "B") operates between the Jack London Oakland Amtrak Station and Grand Avenue at 11-16 minute frequencies. The TFCA request is for the eligible peak hour service for FY 2014-15.	\$ 769,441	\$ 41,487		\$89,936	\$ 41,500	Project has an additional \$219K of Regional TFCA.
Oakland	Oakland CityRacks Phase 11	Purchase and installation of approximately 200 bike racks throughout Oakland. Racks hold 2 bicycles each, resulting in approximately 400 bikes accommodated. This request will fund phase 11 of Oakland's ongoing citywide bike rack program.	\$ 88,000	\$ 88,000	\$ 746,565	\$43,838	\$ 88,000	
Oakland/MTC	Bay Area Bike Share Expansion to Oakland	Expand the regional Bay Area Bike Share program to the City of Oakland. Oakland's service area will consist of 700 bicycles circulating among 70 stations in an area including Downtown Oakland, Lake Merritt neighborhoods, Telegraph Ave corridor, Broadway corridor, West Oakland, Jack London Square, and Fruitvale and will be contiguous with Berkeley's planned service area. Budget includes 5 years of operations.	\$ 18,757,521	\$ 900,000		\$54,334	\$ 900,616	A 5-year expenditure period is requested. See Notes 1, 3, 4.
Subtotal Cities/County (70%) Requested:			\$ 2,176,487		Amount Recommended:		\$ 1,991,116	
					TFCA 70% Available:		\$ 2,643,536	
					Difference:		\$ 652,420	

TFCA County Program Manager Fund, FY 2014-15 Program
TFCA County Program Manager Fund, FY 2014-15 Program, continued

Sponsor	Project Name	Project Description	Total Project Cost	Amount Requested	TFCA Share	TFCA Cost-effectiveness	Amount Recommended	Notes
30% Transit Discretionary Share								
AC Transit	Zero-Emission Bus Purchase for Broadway Shuttle	Purchase of six zero-emissions buses to replace the fleet for the Oakland Broadway Shuttle service. The TFCA funds will provide local match to FTA funds that are covering the incremental cost of the zero-emissions buses over hybrid-electric buses.	\$ 8,200,000	\$ 405,000	NA	\$ 817,834	\$ 0	Project is not cost-effective for TFCA.
AC Transit	East Bay Bus Rapid Transit (BRT)	The BRT system includes dedicated bus lanes, bus signal priority and real time bus arrival information, bus fare collection system, stations, and other passenger amenities along Broadway and International Boulevard/E 14th Street in Oakland to E 14th Street in San Leandro.	\$ 179,000,000	\$ 925,000	NA	\$ 89,250	\$ 925,000	A 4-year expenditure period is requested.
CSU East Bay	CSUEB to Hayward BART - 2nd Shuttle, Peak Hour Operations	FY 14/15 operations for second shuttle between California State University East Bay and the Hayward BART Station, 10am - 7 pm, M-F.	\$ 536,000	\$ 159,000	NA	\$ 89,852	\$ 145,000	
LAVTA	Route 8 Peak Hour Operations	Route 8 serves the Pleasanton area, connecting BART, ACE, educational, residential and commercial destinations (TFCA request is for two FYs, 2014-15 & 2015-16).	\$ 114,000	\$ 84,000	NA	\$ 89,406	\$ 66,000	
LAVTA	Route 12 Peak Hour Operations	Route 12 serves the Cities of Dublin, Livermore and Pleasanton, spanning the Tri-Valley East to West, and connecting BART, ACE, educational, residential and commercial destinations (TFCA request is for two FYs, 2014-15 & 2015-16).	\$ 210,000	\$ 128,000	NA	\$ 89,999	\$ 112,000	
LAVTA	Route 15 Peak Hour Operations	Route 15 serves the City of Livermore, providing a vital connection between residential, commercial and regional transit destinations (TFCA request is for two FYs, 2014-15 & 2015-16).	\$ 120,000	\$ 109,000	NA	\$ 89,713	\$ 109,000	
Subtotal Transit Discretionary (30%) Requested:			\$ 1,810,000			Amount Recommended:	\$ 1,357,000	
						TFCA 30% Available:	\$ 704,580	
						Difference:	\$ (652,420)	

TFCA Category	Amount Available	Amount Requested	Amount Recommended	Difference
70% Cities/County	\$ -	\$ 2,176,487	\$ 1,991,116	\$ 652,420
30% Transit Discretionary	\$ -	\$ 1,810,000	\$ 1,357,000	\$ (652,420)
Totals	\$ -	\$ 3,986,487	\$ 3,348,116	\$ -

Notes:

1. Requires Air District approval of an exception to the FYE15 TFCA County Program Manager Policies to allow for a 5-year operations period. Policy #7 limits operations funding to 2 years.
2. The Berkeley bike share project is eligible for up to \$850K of TFCA funding if project is operated for five years. Sponsor may request balance in future TFCA cycles.
3. The Oakland bike share project is eligible for up to \$1.4 million of TFCA funding if project is operated for five years. Sponsor may request balance in future TFCA cycles.
4. For the Bay Area Bike Share expansion projects in Berkeley and Oakland, the TFCA funding agreement will likely be directly with MTC, a co-sponsor of the Bay Area Bike Share program.

**ALAMEDA COUNTY TRANSPORTATION COMMISSION****RESOLUTION 14-007- REVISED****AC Transit Sponsored East Bay Bus Rapid Transit (EBBRT)
Project Funding Plan****Commission Chair**

Supervisor Scott Haggerty, District 1

Commission Vice ChairCouncilmember Rebecca Kaplan,
City of Oakland**AC Transit**

Director Elsa Ortiz

Alameda CountySupervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5**BART**

Director Thomas Blalock

City of Alameda

Mayor Marie Gilmore

City of Albany

Mayor Peggy Thomsen

City of Berkeley

Councilmember Laurie Capitelli

City of Dublin

Mayor Tim Sbranti

City of Emeryville

Vice Mayor Ruth Atkin

City of Fremont

Mayor Bill Harrison

City of Hayward

Councilmember Marvin Peixoto

City of Livermore

Mayor John Marchand

City of Newark

Councilmember Luis Freitas

City of Oakland

Vice Mayor Larry Reid

City of Piedmont

Mayor Margaret Fujjoka

City of Pleasanton

Mayor Jerry Thorne

City of San Leandro

Councilmember Michael Gregory

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Arthur L. Dao

WHEREAS, the Alameda CTC agreed to prioritize programming for the AC Transit sponsored East Bay Bus Rapid Transit (EBBRT) Project in Oakland and San Leandro, previously identified through the MTC adopted Resolution 3434 on September 23, 2008, and through the Alameda County Congestion Management Agency (ACCMA) Resolution 08-018; and

WHEREAS, the Alameda CTC has been a project sponsor, partner and funding agency for over \$48 million of Measure B, federal and state funds for rapid transit corridor improvements and over \$25 million of Measure B to the overall funding to bus rapid transit projects; and

WHEREAS, AC Transit has identified an overall EBBRT project cost of \$178 million (including contingencies) and funding from \$75 million of FTA Small Starts, \$3.1 million of FTA 5309, \$44.9 of RM2, \$9.4 of Measure B, \$14.595 million of STIP, \$3.9 million of PTMISEA, \$0.2 million of federal OBAG funds, and \$.3 million of AC Transit District funds; and

WHEREAS, AC Transit has identified an overall EBBRT project construction cost of \$97.9 million (within the overall EBBRT project cost); and

WHEREAS, AC Transit identified a need of up to \$40 million of funds for the construction phase of the EBBRT project from the Alameda CTC, and its predecessor agencies, and requested Regional Transportation Improvement Program (RTIP) funds, as well as other fund sources, to be considered to support the EBBRT project; and

WHEREAS, the Alameda CTC has approved programming of \$12.695 million, of the \$40 million of funds identified in ACCMA Resolution 08-018, to support the EBBRT project; and

WHEREAS, AC Transit has identified the need for an additional \$26.65 million, of the \$40 million of funds identified in ACCMA Resolution 08-018, to complete the EBBRT project funding plan so the project can be advertised for the construction phase contract; and

WHEREAS, a project funding plan has been identified that includes \$12.15 million of Regional Measure 2 (RM2) funds to the EBBRT project, that were previously identified for the Line 72R Improvements/Richmond Parkway Project; and

WHEREAS, a project funding plan has been identified that includes \$0.6 million of RM2 funds to the EBBRT project, that were previously identified for the Express Bus South Project; and

WHEREAS, a project funding plan has been identified that includes \$6.0 million of Transit Performance Initiative (TPI)- Incentive Program funds, that are identified for enhancing transit productivity and ridership; and

WHEREAS, a project funding plan has been identified that includes \$7.9 million of AB664 Net Bridge Toll Revenue (AB664) funds, that were previously identified for state of good repair programs; and

WHEREAS, AC Transit and the funding partners have agreed to proceed with the EBBRT project using the funding plan detailed above.

NOW, THEREFORE BE IT RESOLVED, the Alameda CTC will prioritize programming RTIP funds, to the Line 72R Improvements project, up to \$12.15 million, to account for RM2 funds programmed to the EBBRT project; and

BE IT FURTHER RESOLVED, the Alameda CTC will prioritize programming RTIP funds to AC Transit projects supporting TPI - transit productivity and ridership projects, up to \$4.0 million, to account for TPI funds programmed to the EBBRT project; and

BE IT FURTHER RESOLVED, the Alameda CTC will prioritize programming RTIP funds to AC Transit projects supporting state of good repair programs, up to \$7.9 million, to account for AB664 funds programmed to the EBBRT project; and

BE IT FURTHER RESOLVED, the Alameda CTC will commit to program 33% of future RTIP funding cycles, up to \$12 million in a cycle, starting with the 2016 STIP for the Line 72R, TPI and state of good repair projects in order to fully repay the project funding, which will be no more than total of \$24.05 million; and

BE IT FURTHER RESOLVED, that in the event the local transportation sales tax administered by the Alameda CTC is augmented, additional funds identified for the EBBRT will offset payments required for the Line 72R, TPI and state of good repair projects, and the funding partners (Alameda CTC, AC Transit and MTC) may reconsider the funding plan detailed in this resolution; and

BE IT FURTHER RESOLVED, the Alameda CTC and/or AC Transit may propose exchanges or substitute projects or fund sources that will advance funding to support the EBBRT project and/or the Line 72R, TPI and state of good repair projects; and

BE IT FURTHER RESOLVED, the Alameda CTC has identified \$925,000 of Transportation Fund for Clean Air (TFCA) County Program Manager Funding as a substitute fund source to support the EBBRT project; and

BE IT FURTHER RESOLVED, the Alameda CTC's programming of \$925,000 of TFCA to support the EBBRT project will reduce the total Alameda CTC funding commitment to AC Transit in support the EBBRT, Line 72R, TPI and/or the state of good repair projects from no more than total of \$24.05 million to no more than a total of \$23.125 million; and

BE IT FURTHER RESOLVED, no repayment is required for the \$0.6 million of RM2 funds previously identified for the Express Bus South Project or \$2.0 million of TPI funds identified for the EBBRT project, and

BE IT FURTHER RESOLVED, that if the construction contract is awarded below the current project cost estimate, the funding required for the Line 72R, TPI and state of good repair projects will be reduced by a like amount; and

BE IT FURTHER RESOLVED, that AC Transit will provide regular reporting, in an approved Alameda CTC format, on the status of the project, including, schedule, cost estimate (including all contingency) and funding plan, and will provide updates at the 65%, 95% and Ready to List (RTL) milestones of the design; and

BE IT FURTHER RESOLVED, that AC Transit will include a reasonable level of contingency in the funding plan that is consistent with construction contract industry standards; and

BE IT FURTHER RESOLVED, any project that is proposed to receive programming from the Alameda CTC will be required to submit information required to establish project eligibility and that the project is able to use the funds as required by the funding agency; and

BE IT FURTHER RESOLVED, that this resolution will replace the programming commitment for the EBBRT project detailed in ACCMA Resolution 08-018 ; and

BE IT FURTHER RESOLVED, that no additional programming commitments are required from the Alameda CTC for the EBBRT project or any other activity related to the project.

Duly passed and adopted by the Alameda County Transportation Commission at the regular meeting of the Board held on Thursday, September 25, 2014 in Oakland, California by the following votes:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

ATTEST:

Scott Haggerty, Chairperson

Vanessa Lee, Clerk of the Commission

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Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: August 28, 2014

SUBJECT: Lifeline Transportation Program Cycle 4 - Fund Estimate and Programming Schedule

RECOMMENDATION: Receive an update on the Lifeline Transportation Program Cycle 4 programming process.

Summary

The Metropolitan Transportation Commission (MTC) is scheduled to release guidelines for the Cycle 4 Lifeline Transportation Program on October 22, 2014. As with Cycle 3, the Alameda County Transportation Commission (Alameda CTC) will be administering the call for projects. A proposed schedule for Cycle 4 programming is attached (Attachment A). Adopted county programs are tentatively due to MTC in March 2014.

Background

MTC established the Lifeline Transportation Program in 2006 to address the mobility needs of low-income residents of the San Francisco Bay Area. The Lifeline Program is intended to support community-based transportation projects that:

- Are developed through a collaborative and inclusive planning process that includes broad partnerships among a variety of stakeholders.
- Address transportation gaps and/or barriers identified through a Community-Based Transportation Plan (CBTP) or are otherwise based on a documented assessment of needs within the designated communities of concern.
- Expand the range of transportation choices by adding a variety of new or expanded services.

Lifeline projects are selected at the county level and are tailored to meet a broad range of locally identified needs, including fixed-route transit, transit stop improvements, senior and children's transportation, community shuttles, auto loan programs, and mobility management activities. Three funding cycles have been completed, providing \$162 million for 213 projects regionally.

For Cycle 4, MTC is proposing an estimated \$65 million in funding for the region from a mix of state and federal funds (Proposition 1B Transit, State Transit Assistance (STA) and Job Access and Reverse Commute (JARC)) which can be used for both capital and operating projects. Of this amount, \$9.1 million is estimated for Alameda County from STA and JARC sources with

additional Proposition 1B funds (approximately \$8.9 million) going to eligible transit operators in the county. Attachment B, prepared by MTC, provides an overview of the funding available for the upcoming Cycle 4.

Next Steps:

MTC is scheduled to approve and release the Cycle 4 guidelines on October 22, 2014. Alameda CTC will be presenting the Lifeline Cycle 4 programming process at the October Committees and Commission meetings based on any draft versions of the guidelines we receive through MTC. A call for projects is scheduled to be released (by the Alameda CTC) in early November. Alameda CTC also proposes to hold an application workshop for interested project sponsors in mid-November. A final program of projects is due to MTC in April 2014. A detailed schedule is listed in Attachment A.

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

Attachments

- A. Lifeline Transportation Program Cycle 4 – Proposed Programming Schedule
- B. Fund Estimate (MTC material)

Staff Contact

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

[Vivek Bhat](#), Senior Transportation Engineer

Alameda CTC Proposed Programming Schedule for Lifeline Cycle 4

Programming Activities	Proposed Date
Draft fund estimate and schedule to ACTAC	September 4, 2014
MTC to approve final guidelines	October 22, 2014
Program information / Process to Alameda CTC Committees & Board	October 2014
Alameda CTC to release Call for Projects (CFP)	Early November 2014
Alameda CTC to hold application workshop	Mid-November 2014
Applications due to Alameda CTC	Mid-December 2014
Final program to Alameda CTC Committees and Board	March 2014
Alameda CTC approved program due to MTC	April 2014
MTC approval of program	April 2014

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**Table A – Lifeline Transportation Program
Cycle 4 Funding
FY2013-14 through FY2015-16**

Fund Source	FY2014	FY2015	FY2016	Total
STA ¹	\$ 10,041,926	\$ 10,511,855	\$ 10,511,855	\$ 31,065,636
Prop 1B ²	-	\$ 24,827,359	-	\$ 24,827,359
5307 Lifeline Set-Aside (JARC) ³	\$ 2,681,772	\$ 2,936,255	\$ 2,988,034	\$ 8,606,061
5307 Lifeline Set-Aside (JARC) Small UA Carryover ⁴	\$ 469,974	\$ -	\$ -	\$ 469,974
Total	\$ 13,193,672	\$ 38,275,469	\$ 13,499,889	\$ 64,969,030

Notes:

(1) FY14 & FY15 STA revenue generation amounts are consistent with those in the most recent MTC Fund Estimate (MTC Resolution No. 4133). As such, the FY14 STA revenue generation is based on the \$392 million in the enacted FY2013-14 State Budget and the FY15 STA revenue generation is based on the \$373 million estimated in the proposed FY2014-15 State Budget. These amounts will be updated as the MTC Fund Estimate (Res. 4133) is updated. The FY14 STA amount does not include the \$1.05 million that was used for the Cycle 3 JARC funding restoration. The FY16 STA estimate assumes no growth.

(2) FY15 Prop 1B appropriations will be the only appropriations for Cycle 4 and the final Prop 1B appropriations for the Lifeline Transportation Program.

(3) FY14 5307 amounts are based on actual apportionments. FY14 amount does not include the \$208K that was used for the Cycle 3 JARC funding restoration. FY15 assumes a 1.61% growth rate and FY16 assumes a 1.76% growth rate. These growth rates are consistent with projected growth rates for the FY15 & FY16 Transit Capital Priorities program, and are based on the CBO baseline for FTA formula programs as reported by Transportation Weekly, February 7, 2014, which assume FY2014 enacted plus annual inflation increases. Preliminary projections subject to revision.

(4) FY14 5307 Small UA Carryover amount is FY13 actual small UA apportionments that were not programmed in Lifeline Cycle 3.

Table B – Estimated STA & JARC (5307) Funding Targets by County

County	FY2014			FY2015			FY2016		
	STA	FY13 Small UA Carryover JARC (5307)		STA	JARC (5307)		STA	JARC (5307)	
	Estimate	Actual	Actual	Estimate	Estimate	Estimate	Estimate	Estimate	Total Estimate
& Share of Regional Low Income Population	22.6%	2,384,718	31,800	2,496,315	657,215	2,330,082	668,804		9,187,591
Alameda	14.3%	1,346,848	-	1,409,876	415,595	1,315,990	422,924		5,264,562
Contra Costa	2.6%	261,613	-	273,855	76,083	255,619	77,425		1,019,476
Marin	2.0%	220,273	71,632	230,581	73,787	215,226	75,088		959,208
Napa	12.5%	1,315,298	-	1,376,849	363,854	1,285,163	370,270		5,069,538
San Francisco	8.4%	760,955	-	796,566	244,677	743,521	248,992		3,035,522
San Mateo	23.1%	2,381,850	61,111	2,493,313	652,697	2,327,280	664,207		9,222,840
Santa Clara	6.4%	583,569	273,831	610,878	282,069	570,199	287,043		2,885,201
Solano	7.9%	786,802	31,600	823,622	170,278	768,776	173,280		2,797,731
Sonoma		-	-	-	-	700,000	-		700,000
MTC - Means-Based Fare Project		-	-	-	-	-	-		-
Total	100.0%	10,041,926	469,974	10,511,855	2,936,255	10,511,855	2,988,034		40,141,670

County	Three-Year Total			95% STA Programming Targets		
	& Share of Regional Low Income Population	STA ¹		FY2014	FY2015	
		Estimate	JARC (5307) Estimate	Estimate	Estimate	Total Estimate
Alameda	22.6%	7,211,115	1,976,476	2,265,482	2,371,499	6,850,559
Contra Costa	14.3%	4,072,714	1,191,848	1,279,506	1,339,382	3,869,079
Marin	2.6%	791,087	228,389	248,532	260,162	751,532
Napa	2.0%	666,080	293,128	209,259	219,052	632,776
San Francisco	12.5%	3,977,310	1,092,228	1,249,533	1,308,007	3,778,444
San Mateo	8.4%	2,301,042	734,480	722,907	756,738	2,185,990
Santa Clara	23.1%	7,202,443	2,020,398	2,262,758	2,368,647	6,842,320
Solano	6.4%	1,764,646	1,120,556	554,391	580,334	1,676,413
Sonoma	7.9%	2,379,200	418,531	747,462	782,441	2,260,240
MTC - Means-Based Fare Project		700,000	-	-	-	665,000
Total	100.0%	31,065,636	9,076,034	9,539,830	9,986,262	29,512,354

Table C – Estimated Proposition 1B Transit Funding Targets by Transit Operator and County

Transit Operator ² & Hybrid Formula (Share of Regional Low Income Ridership & Share of Regional Low Income 2012 Population)	Prop 1B ¹			
	FY2014	FY2015	FY2016	Total
AC Transit	-	4,299,828	-	4,299,828
BART	-	4,604,653	-	4,604,653
County Connection (CCCTA)	-	255,194	-	255,194
Golden Gate Transit/Marin Transit	-	787,196	-	787,196
Wheels (LAVTA)	-	125,625	-	125,625
Muni (SFMTA)	-	6,189,054	-	6,189,054
SamTrans	-	1,230,533	-	1,230,533
Tri Delta Transit (ECCTA)	-	178,754	-	178,754
VINE (NCTPA)	-	299,070	-	299,070
VTA	-	4,832,062	-	4,832,062
WestCat (WCCTA)	-	81,113	-	81,113
Solano County Operators	-	899,217	-	899,217
Sonoma County Operators	-	1,045,061	-	1,045,061
Total	0	24,827,359	0	24,827,359

(1) FY15 Prop 1B appropriations are the only appropriations in Cycle 4.

(2) Only transit operators who have previously received Proposition 1B Lifeline funds are included in the formula distribution

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Memorandum

6.3

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: August 28, 2014

SUBJECT: Metropolitan Transportation Commission (MTC) I-880 Integrated Corridor Management (ICM) Project

RECOMMENDATION: Receive an update on the Project

Summary

In March 2011, Metropolitan Transportation Commission (MTC), in partnership with the corridor's stakeholders, including Caltrans, the Alameda County Transportation Commission (ACTC) and the Santa Clara Valley Transportation Authority (VTA), embarked upon an I-880 Integrated Corridor Management (ICM) Project. The goal of the I-880 ICM Project is to relieve congestion and improve safety by identifying how existing and planned Intelligent Transportation Systems (ITS) and operations can be better coordinated and integrated across networks and jurisdictional boundaries. As part of this effort, the project team identified a coordinated freeway and arterial incident management strategy as one of the initial projects for deployment within the northern segment of the I-880 Corridor. MTC staff will attend the committee meeting to report on the status of the I-880 ICM North Alameda Segment Project.

Background

The I-880 ICM North Alameda Segment Project is a collaborative effort by MTC, in partnership with Caltrans, the ACTC, City of San Leandro, City of Oakland and Alameda-Contra Costa Transit District (AC Transit) to develop an enhanced arterial incident management strategy for the I-880 Corridor.

The goal of the project is to identify, design, and implement ITS infrastructure to facilitate management of traffic that naturally diverts from the freeway due to major incidents on I-880. This project does not include installation of any signs or devices on the freeway, or any measures to actively divert traffic from the freeway to local streets.

The I-880 ICM North Alameda Segment Project proposes to install ITS equipment on arterial streets along the I-880 Corridor in the Cities of San Leandro and Oakland (see Attachment A - Project Map). ITS equipment to be installed includes trailblazer signs, CCTV cameras traffic detection stations, traffic signal controller cabinets and various communication improvements.

The installation of integrated corridor management infrastructure is expected to provide the following benefits to the Cities of Oakland and San Leandro.

1. Minimize impacts to the cities when a major incident occurs on I-880.
 - a. Provide direction to motorists, using trailblazer signs, to preferred routes back to the freeway downstream of an incident on I-880.
 - b. Improve traffic signal coordination to efficiently move traffic in response to a major incident or special event.
 - c. Reduce intrusion of motorists onto streets that are not suitable alternate routes to return traffic back to the freeway.
2. Provide enhanced tools for traffic management and data collection.
 - a. Install traffic detection devices (sensors and cameras) on arterial streets throughout the corridor.
 - b. Provide cities with the ability to develop incident management traffic signal timing templates for implementation when future incidents or events occur.
 - c. Install updated traffic signal controller equipment and/or service enclosures as needed to meet technical requirements of the ICM system.
 - d. Provide a communication infrastructure throughout the corridor.
3. Improved air quality through decreased motor vehicle emissions and fuel consumption.
 - a. Coordinate traffic signal systems between the Cities of San Leandro and Oakland to minimize traffic delays.
 - b. Implement traffic signal systems and timing plans that may be remotely adjusted to improve traffic flow due to an incident, special event or day-to-day recurrent congestion.

This project builds on the Corridor System Management Plan (CSMP) for the I-880 Corridor and the Federal ICM Initiative, and is an important step toward providing an integrated ITS system along this corridor. The system will be compatible with other regional systems and corridors, including the I-80 ICM system and East Bay Bus Rapid Transit (BRT) Project.

The maintenance and operations of the intelligent transportation systems installed by the project will be subject to the terms and conditions of future agreements between MTC, Caltrans and the Cities of Oakland and San Leandro. A Memorandum of Understanding (MOU) and maintenance plan will be developed prior to project construction.

Schedule

<u>Milestone</u>	<u>Completion Date</u>
Preliminary Design	October 2014
Draft MOU	Early 2015
Final Design	May 2015
Final MOU	Fall 2015
Begin Construction	Late 2015
Project Completion	Late 2016

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

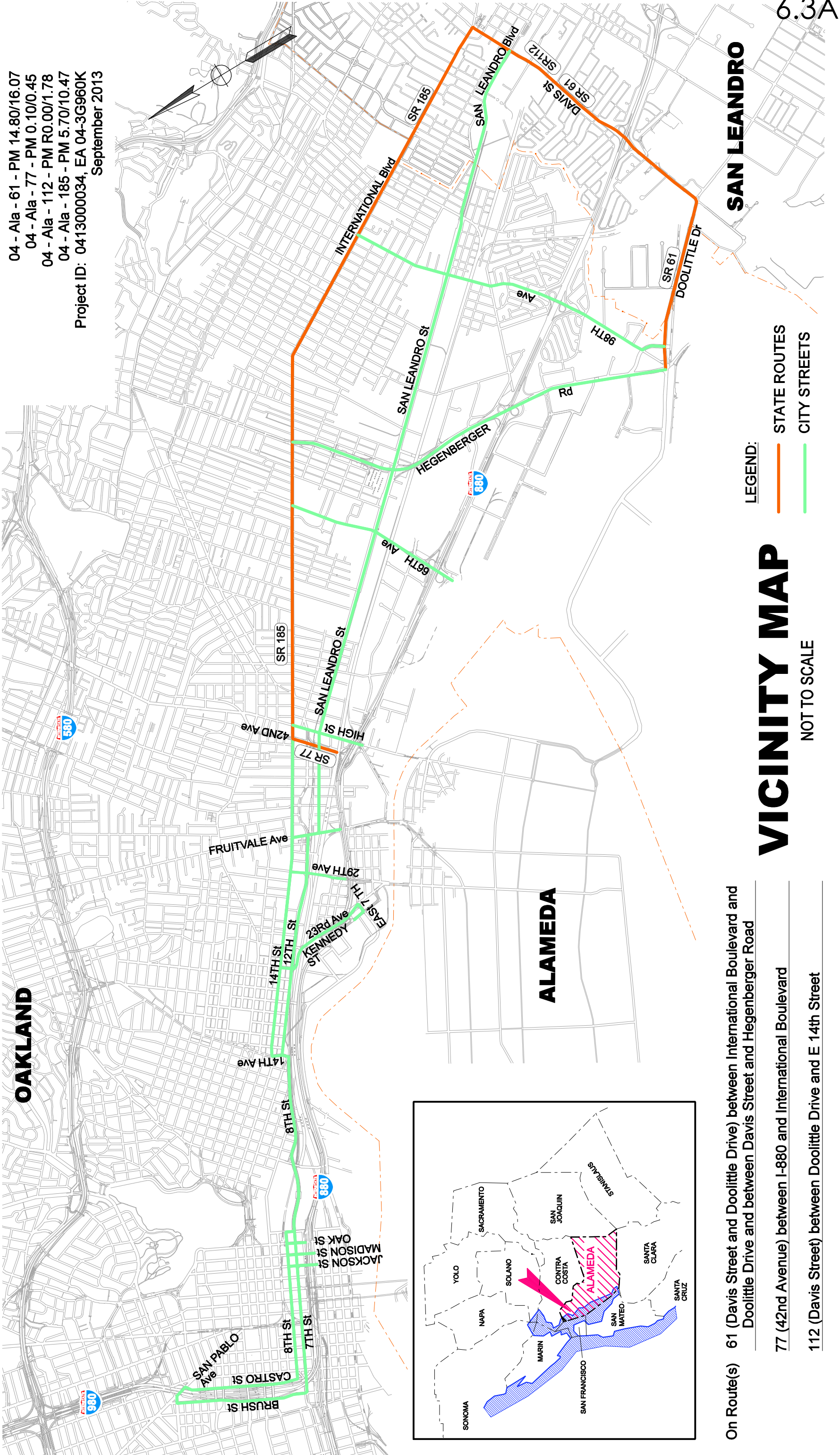
Attachments

- A. Project Map

Staff Contact

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

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Memorandum

6.4

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• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: August 28, 2014

SUBJECT: Metropolitan Transportation Commission (MTC) I-880 Express Lane Project

RECOMMENDATION: Receive an update on the Project

Summary

At the March 2013 ACTAC meeting, the Metropolitan Transportation Commission (MTC) staff provided an update on Bay Area Express Lane network development, including two express lanes in Alameda County: I-80 and I-880. MTC staff will share additional details of I-880 express lane implementation at the September 2014 committee meeting.

Background

Bay Area agencies are authorized to develop and operate 550 miles of High Occupancy Vehicle (HOV)/Express Lanes within four Bay Area Counties (see Attachment A – Map of Bay Area Express Lane Network). Express lanes are expected to provide the following benefits:

- Expand travel choices by allowing solo drivers to use the underutilized capacity in the HOV lane for a fee when time saving is of a value;
- Optimize the existing corridor capacity and improve efficiency of the corridor;
- Provide better travel time reliability; and
- When positive net revenue exists, create a revenue source to pay for future corridor improvements, including closing gaps in the HOV network, transit investments and other improvements to increase connectivity.

On January 1, 2005, Assembly Bill 2032 (AB 2032) authorized the Alameda CTC and Santa Clara Valley Transportation Authority (VTA) to implement express lanes on two corridors each. As a result, the two agencies are planning for express lanes on 280 miles of freeway in the I-680, I-580, US 101 and SR-85/SR-237 corridors. Alameda CTC and Sunol Smart Carpool Lane JPA have been implementing express lanes in the I-580 and I-680 corridors. The I-680 Southbound Express Lane is currently in operation while project development activities are underway to implement similar projects in the I-680 Northbound and I-580 corridors. On a monthly basis, Alameda CTC staff provides updates at the Sunol Smart Carpool Lane JPA and I-580 Policy Committee meetings. The Alameda CTC Commission continues to review the updates provided at the Committees.

In October 2011, the California Transportation Commission (CTC) authorized MTC to develop and operate 270 additional miles of express lanes within Alameda, Contra Costa and Solano counties on I-80, I-880 (Alameda County only) and I-680 (Solano and Contra Costa Counties) as well as the westbound approaches to the Bay Bridge, San Mateo Bridge and Dumbarton Bridge. Express lanes on I-880 are among the first projects and are currently in the preliminary engineering and environmental studies phase with a scheduled opening in 2017. The I-880 Express Lane Project will also include installation of traffic monitoring stations, changeable message signs and closed circuit television elements of the freeway performance initiative (FPI) that was discussed at the May 2014 ACTAC meeting. In addition, MTC will construct a communications backbone for express lanes, also known as the Backhaul. The construction of express lanes on I-80, which would extend from the Carquinez Bridge to the Bay Bridge toll plaza, will be addressed in a future phase following implementation of the I-80 Integrated Corridor Mobility Project.

In recent months, MTC staff has been sharing preliminary project information with Alameda CTC staff to seek review comments/input. MTC staff has also met with engineering and public works staff from Oakland, San Leandro, Hayward, Union City, Fremont, Alameda County and AC Transit to discuss project improvements, its benefits and implementation.

MTC staff will attend the September ACTAC meeting to provide a presentation about the I-880 Express Lane development.

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

Attachments

A. Map of Bay Area Express Lane Network

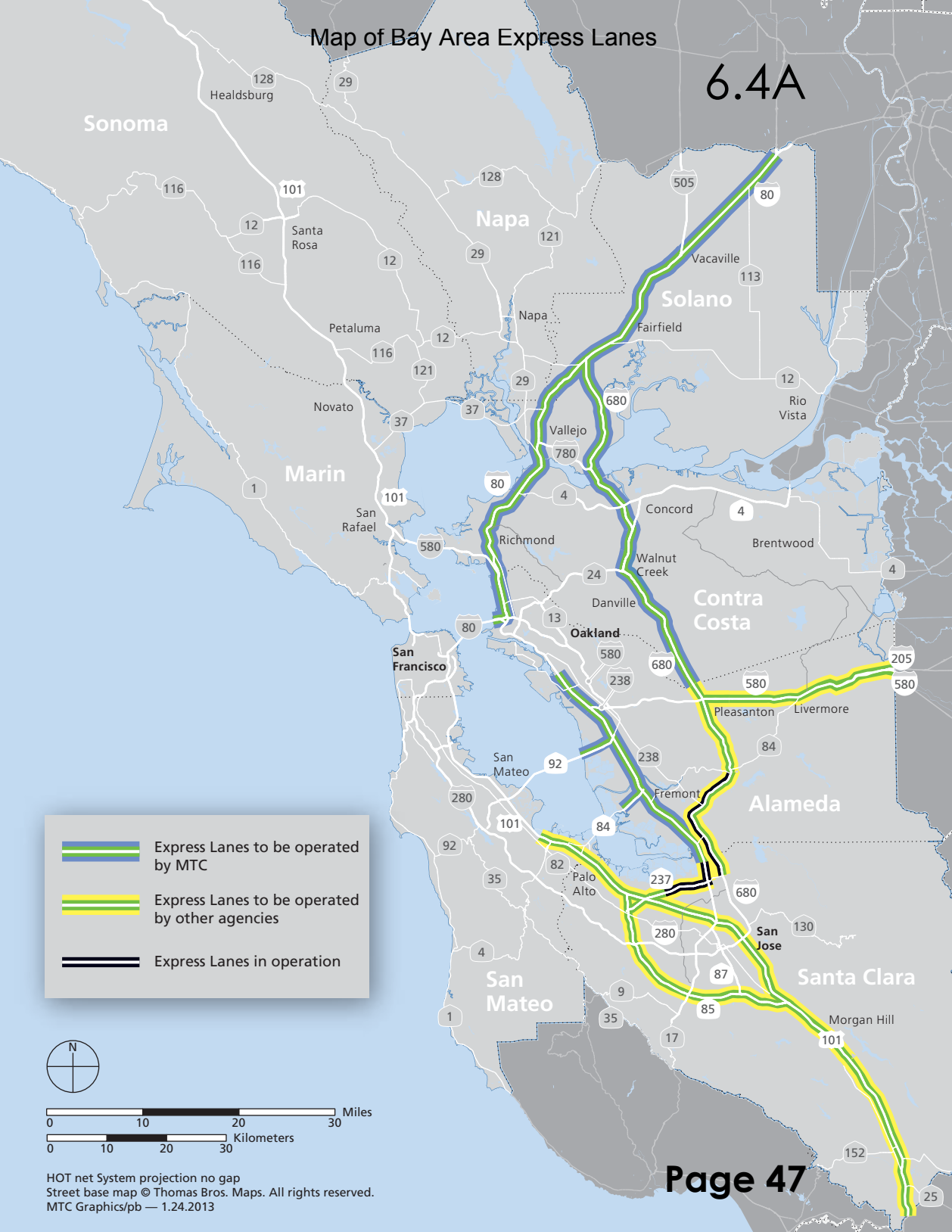
Staff Contact


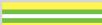

[Stewart D. Ng](#), Deputy Director of Programming and Projects

[Kanda Raj](#), Project Controls Team

Map of Bay Area Express Lanes

6.4A



-  Express Lanes to be operated by MTC
-  Express Lanes to be operated by other agencies
-  Express Lanes in operation



0 10 20 30 Miles
0 10 20 30 Kilometers

HOT net System projection no gap
Street base map © Thomas Bros. Maps. All rights reserved.
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Memorandum

6.5

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: August 28, 2014

SUBJECT: 2014 Active Transportation Program

RECOMMENDATION: Receive an update on the Program

Summary

The Active Transportation Program was signed into legislation in September 2013 and consolidated existing state and federal active transportation funding sources into a single program. The California Transportation Commission (CTC) adopted program guidelines for the 2014 ATP on March 20, 2014 and required receipt of project applications on or before May 21, 2014. Applications were received for 770 projects, requesting in excess of \$1 billion. The 2014 ATP will cover a two-year period from 2014-15 through 2015-16.

Background

The 2014 ATP includes two years of programming, 2014-15 and 2015-16, with \$368 million in funding capacity for the following program components:

- Statewide (50% or \$184 million)
- Small Urban & Rural (10% or \$37 million)
- Large MPO (40% or \$147 million)

Per ATP guidelines, a minimum 25% (\$92 million) of all ATP funds must benefit disadvantage communities.

Legislation creating the ATP was signed by the Governor on September 26, 2013. The Commission adopted program guidelines for the 2014 ATP on March 20, 2014 and required receipt of project applications on or before May 21, 2014.

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 \$35 million (Attachment A). At the August 2014 meeting, the CTC adopted a program of projects for the 2014 ATP Statewide component and Small Rural and Urban component.

Four (4) projects from Alameda County totaling approximately \$9 million were included on the list of recommended projects for the statewide component.

Agency	Project Title	ATP funds Recommended (\$1,000s)
Alameda CTC	East Bay Greenway	2,656
Albany	Complete Streets Implementation for San Pablo Ave. and Buchanan St.	335
Oakland	International Blvd. Pedestrian Lighting and Sidewalk Repair	2,481
Oakland	LAMMPS/ Laurel Mills, Maxwell Park and Seminary Active Transportation Connection	3,598
	Total	9,070

CTC staff recommendation can be accessed by visiting the following link:

http://www.catc.ca.gov/programs/ATP/ADOPTED_2014_ATP_Statewide_and_Rural_082014.pdf

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. Project Sponsors were required to complete a supplemental application by July 24, 2014, in order to be considered for regional funding through the MTC. CTC staff expects to bring forward MPO programming recommendations at the November 12, 2014 Commission meeting.

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

Attachments

- A. 2014 ATP (Statewide Component) Alameda County Projects

Staff Contact

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

[Vivek Bhat](#), Senior Transportation Engineer

2014 Active Transportation Program Applications
Alameda County Jurisdictions
(\$1000's)

CTC ID	Agency	Project Title	Total Project Cost	Total Fund Request	14-15	15-16	RW	CON	PAED	PSE	DAC	Plan	SRTS	SRTS -NI	E1	E2	E3	Avg. Score
0110	Alameda	Encinal High School Intersection Safety Improvement Project	437	387	387			387							63	56	70	63.0
0111	Alameda	Cross Alameda Trail	2,520	2,231	226	2,005		2,005		226	2,231	141	718	123	75	89	71	78.3
0112	Alameda Co	A Street Bicycle and Pedestrian Safety Improvement Project	2,370	240		240				240					55	41	66	54.0
0113	Alameda Co	Anita Ave Ped Safety Improvement Project	2,600	265		265				265			265		53	58	59	56.7
0114	Alameda Co	D Street Ped Safety Improvement Project	4,850	485		485				485			485		53	66	55	58.0
0115	Alameda Co	Be Oakland, Be Active: A Comprehensive SRTS Program	988	988	988						988		988	988	60	-	77	68.5
0116	Alameda Co	Ashland Ave Bicycle and Ped SRTS Project	910	708		708		615		93	708		708		85	-	73	79.0
0117	Alameda Co	Hillside Elementary School SRTS Project	970	858		858		858			858		858		67	78	17	72.5
0118	Alameda CTC	East Bay Greenway	3,000	2,656	2,656				2,656		2,125		2,656		90	92	90	90.7
0119	Albany	Complete Streets Implementation for San Pablo Ave and Buchanan St	3,465	335	335		18		18	299	335		335		85	90	90	88.3
0120	BART	MacArthur Transit Village Improvements	5,657	1,500	1,500			1,500			1,500				60	29	58	49.0
0121	BART	Berkeley BART Plaza and Transit Area Improvements	10,456	3,726	3,726			3,726			3,726				45	46	46	45.7
0122	Berkeley	SRTS Improvements	292	263	32	231		231		32			263		78	69	74	73.7
0123	Berkeley	SRTS Improvements	318	286	35	251		251		35			286		78	69	76	74.3
0124	Berkeley	SRTS Improvements - LeConte ES	758	683	83	600		600		82			683		69	84	70	74.3
0125	Emeryville	South Bayfront Ped and Bicycle Bridge	19,000	-											78	85	77	80.0
0126	Fremont	Ped and Bike Improvements at Niles Elementary	899	796	80	716		716		80		20	796	20	73	52	38	54.3
0127	Fremont	Civic Cntr Dr Ped & Bike Streetscape Improvements	2,400	2,112	176	1,936		1,936	4	172					81	61	49	63.7

2014 Active Transportation Program Applications
Alameda County Jurisdictions
(\$1000's)

CTC ID	Agency	Project Title	Total Project Cost	Total Fund Request	14-15	15-16	RW	CON	PAED	PSE	DAC	Plan	SRTS	SRTS -NI	E1	E2	E3	Avg. Score
0128	Hayward	Tennyson Ped and Bicycle Bridge Project	1,242	295	168	127			168	127	295				73	67	66	68.7
0129	Hayward	Cannery Pedestrian and Bicycle Bridge Project	2,132	434	243	191			243	191	434				71	-	63	67.0
0130	Livermore	Marylin Ave Elementary SRTS	359	359		359		275	1	83	359		359		-	39	85	62.0
0131	Oakland	High Street-Courtland Ave-Ygnacio Ave Intersection Improvements for SRTS	1,128	1,128	84	1,044				84	1,128		1,128		67	79	66	70.7
0132	Oakland	International Blvd Ped Refuges	602	602	82	520		520		82	602				67	84	33	61.3
0133	Oakland	Thornhill Drive/Mountain Blvd Intersection Improvements	660	660	139	521		521		139	660				59	-	75	67.0
0134	Oakland	Harrison St/27th St/24th St Improvements	850	850	179	671		671		179	850		850		91	69	86	82.0
0135	Oakland	Park Blvd Area Improvements	1,147	1,147	241	906		906		241	1,147		1,147		71	80	93	81.3
0136	Oakland	City of Oakland Improvements for SRTS	1,236	1,236	260	976		976		260	1,236		1,236		68	75	87	76.7
0137	Oakland	International Blvd Ped Lighting and Sidewalk Repair	6,475	2,481	279	2,202		2,202		279	2,481				94	88	88	90.0
0138	Oakland	Lake Merritt to Bay Trail Bicycle Ped Gap Closure Project	16,212	3,210	2,885	325	325			2,885	3,210				84	72	76	77.3
0139	Oakland	LAMMPS/Laurel, Mills, Maxwell Park and Seminary Active Transportation Connection	4,066	3,598	695	2,903	84	2,903	611		3,598				95	91	77	87.7
0140	San Leandro	Traffic Safety Improvements at Garfield & Lincoln Schools	341	307	34	273		273		34			307	22	63	66	74	67.7
0141	San Leandro	Floresta/Monterey Intersection Improvements	801	681	60	621		621		60			681	10	-	72	48	60.0
		Total	99,141	35,507	15,573	19,934	427	22,693	3,701	6,653	28,471	161	15,136	1,163				

RW: Right of Way Phase
CON: Construction Phase
PAED: Project Approval/Environmental Document Phase
PSE: Plans, Specifications & Estimate Phase
DAC: Benefit to Disadvantaged Communities
Plan: Active Transportation Plan
SRTS: Safe Routes to School
NI: Non-Infrastructure
E1: Evaluator 1
E2: Evaluator 2
E3: Evaluator 3



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Memorandum

6.7

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: August 28, 2014

SUBJECT: California Transportation Commission August 2014 Meeting Summary

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

Summary

The August 2014 California Transportation Commission (CTC) meeting was held in San Jose. 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 August 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 August 20, 2014 CTC meeting.

1. 2014 Active Transportation Program

CTC adopted the 2014 Active Transportation Program (ATP) Statewide (50%) and Small Urban & Rural (10%) components. The 2014 ATP includes two years of programming for FYs 2014-15 and 2015-16, with \$368 million in funding capacity for the following program components:

- Statewide (50% or \$184 million)
- Small Urban & Rural (10% or \$37million)
- Large MPO (40% or \$147 million)

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 \$35 million. Four (4) projects from Alameda County were included on the list of recommended projects.

Agency	Project Title	ATP funds Recommended (\$1,000s)
Alameda CTC	East Bay Greenway	2,656
Albany	Complete Streets Implementation for San Pablo Ave. and Buchanan St.	335
Oakland	International Blvd. Pedestrian Lighting and Sidewalk Repair	2,481
Oakland	LAMMPS/ Laurel Mills, Maxwell Park and Seminary Active Transportation Connection	3,598
	Total	9,070

Outcome: 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.

2. Traffic Congestion Relief Program (TCRP)/ I-680 HOV Lane Sunol Grade Project

CTC amended TCRP Project 4.0 (Route 680; add northbound (NB) and southbound (SB) HOV lanes over Sunol Grade, Milpitas to Route 84 in Santa Clara and Alameda Counties) to re-allocate \$22.5 million previously allocated TCRP funds based on project savings. It is proposed to reprogram and re-allocate \$1,120,000 of TCRP savings to Design (\$1,100,000), R/W Support (\$10,000), and R/W Capital (\$10,000) for the SB follow-up landscaping contract. The remaining \$20,874,000 in TCRP savings is proposed to be programmed and re-allocated to Design (\$7,000,000) and Construction (\$13,874,000) for the NB HOV lanes contract. CTC also reprogrammed \$1.5 million Tier 2 TCRP funds for the NB contract and changed the implementing agency for the design phase from Caltrans to Alameda County Transportation Commission. The NB project will be phased depending upon the availability of funds.

Outcome: Re-allocation of TCRP funds will allow Alameda CTC to implement design phase.

3. State Route 238 Local Alternative Transportation Improvement Program (LATIP)/ Route 238 Corridor Improvements Phase 2 (On Route 238 from the south city limits to Industrial Parkway, and on Route 92 from Watkins Street to Santa Clara Street)

CTC approved allocation of \$2 Million for the LATIP Route 238 Corridor Improvements project Phase 2.

Outcome: Allocation will address PS&E (Design) of Phase 2 and preliminary design work for Phase 3 (Construct various pavement, sidewalk, median, traffic signal, and landscaping improvements on Route 185 from A Street to the north city limits).

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

Attachments

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

Staff Contact

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

[Vivek Bhat](#), Senior Transportation Engineer

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August 2014 CTC Summary for Alameda County Projects/ Programs

Sponsor	Program / Project	Item Description	CTC Action / Discussion
Caltrans	2014 Active Transportation Program (ATP)	Approval of 2014 Active Transportation Program (ATP) Statewide and Small Urban & Rural components.	Approved
Caltrans	Traffic Congestion Relief Program (TCRP)/ I-680 HOV Lane Sunol Grade Project	Amend TCRP Project 4.0 (Route 680; add northbound(NB) and southbound (SB) HOV lanes over Sunol Grade, Milpitas to Route 84 in Santa Clara and Alameda Counties) to: 1) Re-allocate \$22.5 million based on project savings - It is proposed to reprogram and re-allocate \$1,120,000 of TCRP savings to Design (\$1,100,000), R/W Support (\$10,000), and R/W Capital (\$10,000) for the SB follow-up landscaping contract. The remaining \$20,874,000 in TCRP savings is proposed to be programmed and re-allocated to Design (\$7,000,000) and Construction (\$13,874,000) for the NB HOV lanes contract; 2) Reprogram \$1.5 million Tier 2 TCRP funds for the NB contract; and 3) Change implementing agency for the design phase from the Department to the Alameda County Transportation Commission.	Approved
Caltrans	State Route 238 Local Alternative Transportation Improvement Program (LATIP)/ Route 238 Corridor Improvements Phase 2 (On Route 238 from the south city limits to Industrial Parkway, and on Route 92 from Watkins Street to Santa Clara Street)	Approve allocation of \$2 Million for the LATIP Route 238 Corridor Improvements project	Approved

http://www.catc.ca.gov/meetings/agenda/2014Agenda/2014_08/000_ETAPdf

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Memorandum

6.8

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: August 28, 2014

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

RECOMMENDATION: Receive an update on the August 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 significant fiscal impact to the Alameda CTC budget due to this item. This is information only.

Attachments

- A. Alameda County List of Federal Inactive Projects Report dated 08/19/14
- B. Justification Form

Staff Contact

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

[Vivek Bhat](#), Senior Transportation Engineer

Updated by CALTRANS on 08/19/2014

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
		Invoice under review by Caltrans.			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	\$157,698.16
5012090	Inactive	Monitor for Final Invoice under review by Caltrans.	STPLZ	Oakland									
5012101	Inactive	Monitor for Invoice returned to agency. Resubmit to District by	ESPL	Oakland	VARIOUS STREET AND ROADWAY REHAB., AC OVERLAY INTERSECTIONS OF PARK ST/LINCOLN AVE AND PARK ST/BUENA VISTA AVE, PEDESTRIAN SAFETY	8/7/2013	11/18/2009	8/7/2013	8/7/2013	\$1,258,949.00	\$1,255,000.00	\$1,113,896.87	\$141,103.13
5014040	Inactive	Invoice under review by Caltrans.	TCSPL	Alameda		9/18/2013	3/22/2013	9/18/2013	9/18/2013	\$319,633.00	\$282,885.00	\$27,950.60	\$254,934.40
5041042	Inactive	Monitor for Final Invoice under review by Caltrans.	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	\$0.00	\$69,300.00
5057038	Inactive	Monitor for Invoice under review by Caltrans.	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	\$766,800.16
6480003	Inactive	Monitor for Invoice under review by Caltrans.	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	\$1,065,519.47
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	\$2,316,394.58
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, CITYWIDE INTERSECTIONS (14 LOCATIONS), COUNTDOWN PED. X-SIGNALS	12/19/2013	6/30/2011	12/19/2013	12/19/2013	\$269,112.00	\$222,930.00	\$193,002.29	\$29,927.71
5012097	Future	Submit invoice to District by 11/20/2014	HSIPL	Oakland		12/19/2013	7/8/2011	12/19/2013	12/19/2013	\$116,018.00	\$80,640.00	\$31,550.58	\$49,089.42

ALAMEDA COUNTY LIST OF INACTIVE OBLIGATIONS

UPDATED BY CALTRANS ON AUGUST 19, 2014

Updated by CALTRANS on 08/19/2014

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
		Invoice under review by Caltrans.			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	\$0.00	\$124,900.00
5012117	Future	Monitor for Final Invoice under review by Caltrans.	HSIPL	Oakland									
5354008	Future	Monitor for Invoice under review by Caltrans.	STPLZ	Union City	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	\$71,998.97
		Invoice under review by Caltrans.			ALVERADO-NILES ROAD: BETWEEN DECOTO ROAD TO MANN AVE., PEDESTRIAN SAFETY IMPROVMENTS	11/27/2013	11/27/2013		11/27/2013	\$68,900.00	\$62,010.00	\$0.00	\$62,010.00
5354035	Future	Monitor for Invoice under review by Caltrans.	HSIPL	Union City									
		Invoice under review by Caltrans.			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	\$0.00	\$669,000.00
5354036	Future	Monitor for Invoice returned to agency. Resubmit to District by	STPL	Union City	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	\$21,721.87
6273038	Future		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	\$5,750,846.91
6273056	Future	Submit invoice to District by 11/20/2014	ESPL	Alameda County Congestion Management Agency									
		Submit invoice to District by 11/20/2014			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	\$516,555.49
6430001	Future		STPL	Alameda County Transportation Improvement Authority	ALAMEDA COUNTY- COUNTYWIDE, IMPLEMENT SR2S PROGRAM TO ENABLE AND ENCOURAGE CH								
6480006	Future	Submit invoice to District by 11/20/2014	STPCML	Alameda County Transportation Commission	ALAMEDA COUNTY- COUNTYWIDE, COMMUNITY BASED TRANSPORTATION PLAN UPDATES	10/24/2013	10/24/2013		10/24/2013	\$6,409,050.00	\$5,673,065.00	\$0.00	\$5,673,065.00
		Submit invoice to District by 11/20/2014											
6480007	Future	Invoice under review by Caltrans.	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	\$593,750.00	\$475,000.00	\$0.00	\$475,000.00
		Invoice under review by Caltrans.											
6480008	Future	Monitor for	STPL	Alameda County Transportation Commission		10/29/2013	10/29/2013		10/29/2013	\$4,411,000.00	\$3,905,000.00	\$0.00	\$3,905,000.00



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



6.8B

1. CT DIST - FEDERAL AID PROJECT NO.		2. STATE PROJECT NUMBER		3. RESPONSIBLE AGENCY		4. DATE			
5. GENERAL LOCATION									
6. GENERAL DESCRIPTION OF WORK (INCLUDE PROJECT PHASES WITH OBLIGATED FUNDS)									
7. AUTHORIZATION DATE		8. FEDERAL-AID FUNDS AUTHORIZED		9. PGM CODE	10. PHASE (from E-76)	11. FEDERAL FUNDS EXPENDED TO DATE		12. UNEXPENDED FEDERAL FUNDS	
TOTAL:									
13. LAST ACTIVITY (BILLING DATE)									
Important note: Caltrans and/or FHWA reserve the right to reject a Justification and deobligate the Federal Funds.									
14. JUSTIFICATION (CHECK ONE OR MORE IF APPLICABLE)									
<input type="checkbox"/> Litigation Filed <input type="checkbox"/> Environmental Delays <input type="checkbox"/> Right of way, Utility Relocation Delays									
Justification Forms without proper supporting documents will be rejected and returned to Agencies by Caltrans. Decision to accept or reject a Justification may be based exclusively on this form and supporting documentation.									
15. LIST PROJECT HISTORY FROM INITIAL AUTHORIZATION OR FROM LAST BILLING. LIST CURRENT PROJECT STATUS/REASON FOR PROJECT BEING INACTIVE. PROVIDE BACKUP DOCUMENTATION.									
16. ACTIONS TAKEN TO RESOLVE EXISTING ISSUE(S)									
17. DATE ACTIVITIES TO BE RESUMED				18. DATE BILLINGS OR OTHER CORRECTIVE ACTION TO BE TAKEN (e.g. closure, withdrawal, etc)					
19. CURRENT COST ESTIMATE NEEDED TO COMPLETE PROJECT				20. IF ESTIMATE IS LESS THAN UNEXPENDED BALANCE, AMOUNT TO BE DEOBLIGATED (Attach copy of E-76 requesting deobligation)					
21. CONSEQUENCES IF FUNDS ARE DEOBLIGATED									
22. ADDITIONAL DOCUMENTATION (LIST ATTACHMENTS) TO SUPPORT VALIDATION OF THIS OBLIGATION									
23. AGENCY CONTACT		EMAIL		SIGNATURE		PHONE NUMBER		DATE	
24. FORM REVIEWED AND RECOMMENDED FOR APPROVAL BY:									
CT DISTRICT CONTACT NAME/TITLE				SIGNATURE		PHONE NUMBER		DATE	



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



Please go through the check list before submitting your justification form
(**DO NOT** leave anything blank)

#	Information Required	Additional Information	Check
1	Enter the District number and federal project number (including the project prefix, e.g. STPL)		
2	Enter State Project Number, if applicable		
3	Enter Responsible Agency		
4	Enter date you've completed the form		
5	Enter route information and location description		
6	Enter work description including project phases with obligated funds		
7	Enter date when funds were authorized. Use a separate line for each phase with authorized federal funds	Refer to the current inactive list/file posted in the web http://www.dot.ca.gov/hq/LocalPrograms/InactiveProjects/QuarterlyReviewofInactiveProjects.htm	
8	Enter authorized federal funds		
9	Enter all program code(s)		
10	Enter project phase (e.g. PE, RW, CON, etc.)	Use E-76 for this item	
11	Enter accumulated expenditure by program code	Refer to the current inactive list/file posted in the web http://www.dot.ca.gov/hq/LocalPrograms/InactiveProjects/QuarterlyReviewofInactiveProjects.htm	
12	Enter unexpended funds		
13	Enter last billing date		
14	Select the appropriate reason(s) for justification; for litigation filed, submit copy (with stamp) of the documents filed	http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm	
15	List project history	Include project timeline from the time of authorization or last financial transaction to present. e.g. original bid rejected - costs exceeded engineer estimate by XX%	
16	Action(s) taken to resolve the issue	Explain why previous commitment has not been met. e.g. to be re-advertised after additional funding determinations	
17	Enter date activities to be resumed	e.g. Revised date for contract award	
18	Enter billing dates or other corrective action to be taken		
19	Enter current cost estimate needed to complete		
20	Enter amount to be deobligated for unneeded funds		
21	Enter reason/consequences if funds are deobligated		
22	Additional back-up documentation	Copy of environmental approval; litigation; r/w acquisition; copy of invoice; proof that they have been working on a project since initial authorization; project timeline and funding plan; PSA; etc.	
23	Enter contact person from local agency	Person prepared the justification must sign the form	
24	DLAE approving official	Person reviewing and approving the justification must sign the form	

ANY INCOMPLETE JUSTIFICATION FORM WILL BE SENT BACK TO DLAE



AGENDA

Topic	Estimated Time
1. Introductions (<i>Seana Gause, LSRWG Chair</i>)	5 min
2. Review of Working Group Minutes*	5 min
A. Joint Partnership Local Streets and Roads/ Programming and Delivery Working Group – May 08, 2014* (<i>Seana Gause, LSRWG Chair</i>)	
3. Standing/ Programming Updates:	
A. Federal Programs Delivery Update (STP/CMAQ, Bridge, Local Safety)* (<i>Marcella Aranda, marand@mtc.ca.gov</i>)	5 min
▪ Inactive Obligations Update* (<i>The current Quarterly Inactive Obligations listing is available online at: http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm.)</i>)	
4. Federal/State Program Announcements:	
A. Caltrans/FHWA/CalRTPA Announcements (DLAWUA)* (<i>Memo Only</i>) (<i>Caltrans Division of Local Assistance has posted program updates/announcements to their website. Jurisdictions are encouraged to review the bulletins for program changes.</i>)	5 min
i. Federal Highway Trust Fund (FHTF)* (<i>In a letter dated July 1, 2014, Secretary of Transportation Anthony Foxx communicated a plan to limit disbursements from the FHTF, in order to maintain solvency of the fund.</i>)	
ii. DLA-OB 14-05 Risk Based Invoicing (<i>Caltrans has adopted a new invoice procedure statewide. Effective October 1, 2014, all agencies are required to fill out the checklist in its entirety accompanied by a billing summary when submitting invoices to the District for processing.</i>)	
5. Informational Items: (<i>"Memo Only" unless otherwise noted</i>)	10 min
A. Active Transportation Program (ATP) Update (<i>Kenneth Kao, kkao@mtc.ca.gov</i>) (<i>Please visit the MTC website, http://www.mtc.ca.gov/funding/ATP/ for information and updates about the workgroup meetings, including new meeting notices, meeting agendas, and prior meetings' notes</i>)	
• The Active Transportation Program (ATP) Call for Projects* (<i>The Regional Active Transportation Program (ATP) Call for Projects has been posted to at: http://files.mtc.ca.gov/pdf/ATP/Ltr-MTC ATP Guidelines CTC Submit 2014-04-24a.pdf. The Regional ATP applications are due by 4:00pm, July 24, 2014.</i>)	
B. TIP Update (<i>Adam Crenshaw; acrenshaw@mtc.ca.gov</i>)	
• 2013 TIP Update* (<i>The current TIP and subsequent TIP Revisions are available online at: http://www.mtc.ca.gov/funding/tip/2011/revisions.htm</i>)	
• Draft 2015 TIP and Draft 2015 Air Quality Conformity Analysis (<i>MTC has released the Draft 2015 Transportation Improvement Program (TIP) and Draft Transportation-Air Quality Conformity Analysis for Plan Bay Area for public review and comment. Comments are due by July 31, 2014. http://www.mtc.ca.gov/funding/tip/draft_2015/</i>)	

- C. 2013 Regional Pavement Condition Report (Sui Tan, stan@mtc.ca.gov)
(MTC's Regional Streets & Roads Program (RSRP) staff has completed the final draft of 2013 regional pavement condition summary report. Please review by **August 18, 2014**.)
- D. PMP Certification Status*
(Current PMP Certification status is available online at: <http://mtc.ca.gov/services/pmp/>).
- E. PTAP Update (Christina Hohorst, chohorst@mtc.ca.gov)
(For PTAP-15 awardees, if your consultant has not been in contact with you, please contact Christina Hohorst as soon as possible.)
- F. 2014 Local Streets and Roads Working Group Meeting Calendar
(The 2014 Local Streets and Roads Working Group meeting calendar is available online at: http://www.mtc.ca.gov/meetings/schedule/2014_LSRWG_Tentative_Meeting_Schedule.pdf)
- G. 2014 Programming and Delivery Working Group Meeting Calendar
(The 2014 Programming and Delivery Working Group meeting calendar is available online at: http://www.mtc.ca.gov/meetings/schedule/2014_PDWG_Tentative_Meeting_Schedule.pdf)

6. Discussion Items:

- A. MAP-21 Performance Measures (NPRM) Update* (Dave Vautin, dvautin@mtc.ca.gov) 20 min
 - i. Highway Safety Improvement Program
(The NPRM is available online at: <https://www.federalregister.gov/articles/2014/03/11/2014-05152/national-performance-management-measures-highway-safety-improvement-program>.)
 - ii. FHWA/FTA Joint Planning NPRM
(The joint Notice of Proposed Rulemaking on Statewide and Metropolitan Transportation Planning from the Federal Highway Administration and the Federal Transit Administration has been released. **Comments are due on September 2, 2014**. You can read it [here](#).)
- B. Legislative Update (Rebecca Long, rlong@mtc.ca.gov) 10 min
 - i. Cap and Trade Update
 - ii. Budget Update
- C. Draft FFY2014-15 Annual Obligation Plan of Federally-Funded Projects* (Ross McKeown, rmckeown@mtc.ca.gov) 10 min
(Staff has developed a draft FFY2014-15 Annual Obligation Plan for jurisdictional review and comment. Changes are due via FMS and to Adam Crenshaw at acrenshaw@mtc.ca.gov and Marcella Aranda at marand@mtc.ca.gov by **July 31, 2014**.)
- D. 2016 STIP Guidelines** (Kenneth Kao, kkao@mtc.ca.gov; Dave Vautin, dvautin@mtc.ca.gov) 10 min
- E. 2014 PDWG Work Plan Update* (Jean Higaki, PDWG Chair) 10 min
- F. Federal Efficiencies Subcommittee Status Update (Jean Higaki, PDWG Chair) 10 min
 - i. Single Point of Contact (SPOC) Workshop*
- G. 2014 LSRWG Work Plan Update (Seana Gause, LSRWG Chair) 20 min
 - i. 2014 Pothole Report Update (Nicholas Richter, nrichter@mtc.ca.gov)

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

5 min

The next Joint LSRPDWG meeting:

(Note: There are no regularly scheduled Partnership meetings in August)

Thursday, September 11, 2014

9:30a – 12:30p, 1st Floor, Room 171

101-8th Street, Oakland 94607

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

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