



Alameda County Technical Advisory Committee Meeting Agenda Monday, May 10, 2018, 1:30 p.m.

Chair: Arthur L. Dao

Staff Liaisons: [Vivek Bhat](#)

Clerk: [Vanessa Lee](#)

1. Call to Order/Pledge of Allegiance

2. Roll Call

3. Public Comment

4. Consent Calendar Page/Action

- | | | |
|---|---|---|
| 4.1. Approve the February 8, 2018 ACTAC Meeting Minutes | 1 | A |
|---|---|---|

5. Programs/ Projects/ Monitoring

- | | | |
|--|----|---|
| 5.1. Approve Lifeline Transportation Program – Cycle 5 Project List | 5 | A |
| 5.2. Local Business Equity Program Update | 11 | I |
| 5.3. Alameda County Three Year Project Initiation Document (PID) Work Plan | 19 | I |
| 5.4. Senate Bill 1 Update | I | |
| 5.5. Alameda County Federal Inactive List Update | 25 | I |

6. Policy and Transportation Planning

- | | | |
|---|----|---|
| 6.1. 2018 Level of Service Monitoring Study Preliminary Results | 29 | I |
| 6.2. Implementing Senate Bill (SB) 743 Related California Environmental Quality Act Traffic Impact Analysis | 47 | I |

7. Member Reports

8. Staff Reports

9. Adjournment

Next Meeting: Thursday, June 7, 2018

Notes:

- All items on the agenda are subject to action and/or change by the Commission.
- To comment on an item not on the agenda (3-minute limit), submit a speaker card to the clerk.
- Call 510.208.7450 (Voice) or 1.800.855.7100 (TTY) five days in advance to request a sign-language interpreter.
- If information is needed in another language, contact 510.208.7400. Hard copies available only by request.
- Call 510.208.7400 48 hours in advance to request accommodation or assistance at this meeting.
- Meeting agendas and staff reports are available on the [website calendar](#).
- Alameda CTC is located near 12th St. Oakland City Center BART station and AC Transit bus lines. [Directions and parking information](#) are available online.



Alameda CTC Schedule of Upcoming Meetings:

Commission Chair

Supervisor Richard Valle, District 2

Commission Vice Chair

Mayor Pauline Cutter,
City of San Leandro

AC Transit

Board President Elsa Ortiz

Alameda County

Supervisor Scott Haggerty, District 1
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART

Director Rebecca Saltzman

City of Alameda

Mayor Trish Spencer

City of Albany

Councilmember Peter Maass

City of Berkeley

Councilmember Kriss Worthington

City of Dublin

Mayor David Haubert

City of Emeryville

Mayor John Bauters

City of Fremont

Mayor Lily Mei

City of Hayward

Mayor Barbara Halliday

City of Livermore

Mayor John Marchand

City of Newark

Councilmember Luis Freitas

City of Oakland

Councilmember At-Large
Rebecca Kaplan
Councilmember Dan Kalb

City of Piedmont

Vice Mayor Teddy Gray King

City of Pleasanton

Mayor Jerry Thorne

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Arthur L. Dao

Description	Date	Time
Alameda County Technical Advisory Committee (ACTAC)	June 7, 2018	1:30 p.m.
Finance and Administration Committee (FAC)	June 11, 2018	8:30 a.m.
I-680 Sunol Smart Carpool Lane Joint Powers Authority (I-680 JPA)		9:30 a.m.
I-580 Express Lane Policy Committee (I-580 PC)		10:00 a.m.
Planning, Policy and Legislation Committee (PPLC)		10:30 a.m.
Programs and Projects Committee (PPC)		12:00 p.m.
Transit Planning Committee (TPC)		1:30 p.m.
Independent Watchdog Committee (IWC)	July 9, 2018	5:30 p.m.
Paratransit Technical Advisory Committee (ParaTAC)	September 11, 2018	9:30 a.m.
Alameda CTC Commission Meeting	May 24, 2018	2:00 p.m.
Paratransit Advisory and Planning Committee (PAPCO)	May 21, 2018	1:30 p.m.
Bicycle and Pedestrian Community Advisory Committee (BPAC)	June 28, 2018	5:30 p.m.

All meetings are held at Alameda CTC offices located at 1111 Broadway, Suite 800, Oakland, CA 94607. Meeting materials, directions and parking information are all available on the [Alameda CTC website](http://www.AlamedaCTC.org).



Alameda County Technical Advisory Committee Fiscal Year 2017-2018

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, February 8, 2018, 1:30 p.m.

4.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

1. Introductions/Roll Call

Tess Lengyel called the meeting to order. A roll call was conducted. All members were present with the exception of Debbie Bell, Sergeant Ed Clarke, Kevin Connolly, Anthony Fournier, Cindy Horvath, Matt Maloney, Gail Payne, Mike Tassano, Michael Tree and Zhongping "John" Xu.

Subsequent to the Roll Call

Gail Payne and Debbie Bell arrived during item 4.1. Cindy Horvath arrived during item 4.2. Donna Lee left after item 4.2.

2. Public Comment

There were no public comments.

3. Administration

3.1 Approval of October 5, 2017 ACTAC Meeting Minutes

Obaid Khan moved to approve the meeting minutes. Fred Kelley seconded the motion. The motion passed with the following votes:

Yes: Andrichak, Andrino-Chavez, Davenport, Evans, Imai, Kelley, Khan, Larsen, Lee, Lengyel, Ruark, Stella, Thomas, Victor, Williams

No: None

Abstain: None

Absent: Bell, Clarke, Connolly, Fournier, Horvath, Maloney, Payne, Tassano, Tree, Xu

4. Programs/Projects/Monitoring

Tess Lengyel moved agenda item 5.1 after item 4.2.

4.1. Lifeline Transportation Program – Cycle 5 Guidelines and Programming Process.

Jacki Taylor recommend that the Commission approve the proposed programming process for the Cycle 5 Lifeline Transportation Program, including the release of a call for projects and approval of the project evaluation criteria and weighting for project selection. Ms. Taylor covered the program roles and responsibilities and provided information on funding, eligible applicants, eligible projects, evaluation criteria and weighting, and the programming schedule.

Obaid Khan asked if there is coordination or leveraging of Transportation Fund for Clean Air (TFCA) funding along with Cycle 5 funding shuttles. Vivek Bhat said that TFCA funds may be used as local match for lifeline funds.

Chris Andrichak moved to approve this item. Thomas Ruark seconded the motion. The motion passed with the following votes:

Yes: Andrichak, Andrino-Chavez, Bell, Davenport, Evans, Imai, Kelley, Khan,
 Larsen, Lee, Lengyel, Payne, Ruark, Stella, Thomas, Victor, Williams
No: None
Abstain: None
Absent: Clarke, Connolly, Fournier, Horvath, Maloney, Tassano, Tree, Xu

4.2. Transportation Fund for Clean Air (TFCA) FY2018-19 Policies and Expenditure Plan Application

Jacki Taylor recommended that the Commission approve the Transportation Fund for Clean Air (TFCA) FY2018-19 Policies and Expenditure Plan Application. She stated that the Alameda CTC is required to annually program the TFCA revenue received from the Bay Area Air Quality Management District (Air District) and annually review the Air District's TFCA CPM policies and revenue. The FY 2018-19 TFCA Expenditure Plan Application identifies approximately \$2.28 million of funding available for projects and is due to the Air District by March 5, 2018, prior to a detailed program of projects.

Bruce Williams moved to approve this item. Donna Lee seconded the motion. The motion passed with the following votes:

Yes: Andrichak, Andrino-Chavez, Bell, Davenport, Evans, Imai, Kelley, Khan, Larsen,
 Lee, Lengyel, Payne, Ruark, Stella, Thomas, Victor, Williams
No: None
Abstain: None
Absent: Clarke, Connolly, Fournier, Maloney, Tassano, Tree, Xu

4.3. Development of the 2019 Transportation Improvement Program (TIP)

Jacki Taylor gave an update on MTC's call for "non-exempt" projects for the 2019 Transportation Improvement Program (TIP). She noted that ACTAC representatives are requested to coordinate the actions related to the development of the 2019 TIP for their respective agencies. Responses regarding new and updated non-exempt projects for the 2019 TIP are due to MTC no later than March 1, 2018.

This item was for information only.

4.4. Alameda County Federal Inactive List

Jacki Taylor provided an update on the January 2018 Federal Inactive List and she highlighted potential deobligation dates for inactive projects. Vivek Bhat encouraged ACTAC members to stay current with their federal invoicing and highlighted key dates for projects on the Inactive List.

This item was for information only.

5. Policy and Transportation Planning

5.1. Grade Crossing Analysis and Safety Improvements Update

Tess Lengyel recommended that the Commission approve the grade crossing prioritization framework and approve staff using the prioritization results to advance discussions for a joint advocacy and improvement program. She introduced Kristen Villanueva and Dike Ahanotu with Cambridge Systematics. Ms. Villanueva covered the Rail Strategy Study objectives and grade crossing framework including assessment and prioritization. In regards to prioritization, Ms. Villanueva presented quantitative and qualitative factors used for analyzing grade crossings and corridors as well as trespass activities. She presented the draft scoring methodology and the resulting draft Tier 1 crossings and draft Tier 1 corridors lists developed as a result of applying the methodology. She reviewed next steps and implementation options for the Tier 1 list and addressed how this analysis has supported a rail safety program in the Safe Routes to Schools Program. Mr. Ahanotu covered the grade crossing toolkit that included sample treatments and an example application.

Cindy Horvath asked how the points were decided in the scoring method. Ms. Villanueva stated that the points are weights and Alameda CTC wanted to weigh social cost as the highest because it includes safety impacts, noise as the second given its impact on communities, and Priority Development Areas as third to account for future impacts. The final points reflect an equity factor for Communities of Concern.

Hans Larsen asked about the opportunity of funding for projects and what is the criteria for funding projects. Ms. Lengyel stated that funding is dependent upon the funding source. She noted that Alameda CTC wants to be in alignment with Union Pacific Railroad and the Public Utility Commission. Other funding sources may be Senate Bill 1, Regional Measure 3, Measure BB and state funds.

Hans Larsen moved to approve this item. Aleida Andrino-Chavez seconded the motion. The motion passed with the following votes:

Yes: Andrichak, Andrino-Chavez, Bell, Davenport, Evans, Imai, Kelley, Khan, Larsen, Lee, Lengyel, Payne, Ruark, Stella, Thomas, Victor, Williams

No: None

Abstain: None

Absent: Clarke, Connolly, Fournier, Horvath, Maloney, Tassano, Tree, Xu

6. Member Reports

Obaid Khan announced that the City of Dublin is hiring an Associate Engineering position and requested anyone that is interested in the position to see him.

Aleida Andrino-Chavez announced that the City of Albany is welcoming LimeBike and the official opening is February 14, 2018 at noon. She stated that it's a good option for the first and last mile of travel.

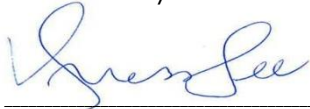
7. Adjournment and Next Meeting

The meeting adjourned at 3:25 p.m. The next meeting is:

Date/Time: Thursday, March 8, 2018 at 1:30 p.m.

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

Attested by:

A handwritten signature in blue ink, appearing to read "Vanessa Lee", written over a horizontal line.

Vanessa Lee,
Clerk of the Commission



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: May 3, 2018

TO: Alameda County Technical Advisory Committee

FROM: Vivek Bhat, Director of Programming and Project Controls
Jacki Taylor, Senior Program Analyst

SUBJECT: Approve Lifeline Transportation Program – Cycle 5 Project List

Recommendation

It is recommended that the Commission approve the proposed Cycle 5 Lifeline Transportation Program, as detailed in Attachment A; and approve amending the Cycle 3 Lifeline Transportation Program to add AC Transit's San Pablo and Telegraph Rapid Bus Upgrade project to its Proposition 1B project list.

Summary

The Metropolitan Transportation Commission (MTC) Lifeline Transportation Program (LTP) provides funding for projects that improve mobility for the region's low-income communities. In January 2018, MTC released the Cycle 5 LTP Guidelines and the Fund Estimate which identified \$4.8 million for Alameda County from a mix of State Transit Assistance (STA) and Federal Transit Administration (FTA) Section 5307 funding. Eligibility for these two fund sources is limited to transit operators. A Total of five (5) project applications were received, requesting a cumulative total of \$8.62 million. The applications were scored by a review panel in accordance with MTC's Cycle 5 LTP Guidelines and a proposed funding recommendation is detailed in Attachment A.

The Cycle 3 LTP, approved in 2012, included Proposition 1B Transit funding, which was allocated by MTC formula directly to transit operators for projects targeted towards low-income communities. This funding was not part of the discretionary Lifeline program; however, Alameda CTC was required to provide board-level concurrence for the Proposition 1B project list submitted by each operator for its share of the formula funding. MTC also requires board-level approval when any new projects are added to a previously-approved/concurred Lifeline Proposition 1B project list.

Background

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

- Are developed through a collaborative and inclusive planning process that engages a broad range of stakeholders such as public agencies, transit operators, community-based organizations and residents, and outreach to underrepresented communities.
- Improve a range of transportation choices by adding new or expanded services, including but not limited to: enhanced fixed route transit services, first-and last-mile shuttles, taxi voucher programs, and other eligible projects.
- Address transportation gaps and/or barriers identified in Community-Based Transportation Plans (CBTP) or other substantive local planning efforts involving focused outreach to low-income populations, such as countywide or regional welfare-to-work transportation plans, the Coordinated Public Transit-Human Services Transportation Plan or other documented assessment of need. Findings emerging from one or more CBTPs or other relevant planning efforts may also be applied to other low-income areas, or otherwise be directed to serve low-income constituencies within the county, as applicable.

LTP projects are selected at the county level based on locally-identified needs. Common transportation gaps/ barriers identified through the local and regional planning efforts are spatial and temporal gaps in fixed route transit, safety and access to transit, and transit affordability. Projects typically funded through the LTP include fixed-route transit, transit stop improvements, youth and senior transportation, community shuttles and mobility management activities.

Cycle 5 Program

As with prior cycles, the region's CMAs continue to serve as the LTP Administrators for the funding distribution and project selection process within their respective counties. Some key attributes of the Cycle 5 program included:

- Fund estimate – MTC provided just two (2) years of revenue for Cycle 5. Prior LTP cycles have included three (3) years of revenue.
- Funding period – The Cycle 5 funding is intended for use in FYs 2018-19 and 2019-20.
- Eligible fund recipients – Transit agencies are the only eligible direct recipients for the two fund sources available for Cycle 5, STA and federal Section 5307.
- Minimum match – MTC requires a minimum 20% local match for LTP funding. Operations projects receiving federal 5307 funds are required to provide a minimum 50% local match.

- Reporting – Funding recipients are to comply with LTP reporting requirements, including performance measures data (e.g., annual ridership), in addition to the reporting requirements of the awarded fund source(s).

Project Selection Process

Applications were solicited through a discretionary call for projects released February 26, 2018. A total of five (5) project applications, requesting a cumulative total of \$8.562 million, were received by the March 23, 2018 due date:

1. AC Transit, Preservation of Existing Service in Communities of Concern: \$3.65M
2. BART, Coliseum BART Elevator Renovation: \$1.44M
3. BART, MacArthur BART Wayfinding Improvement: \$1.9M
4. LAVTA, Route 14 Operations: \$320K
5. Union City Transit, Route 2 Operations: \$1.25M

The applications were scored by an evaluation panel in accordance with MTC's LTP Guidelines and using Alameda CTC's approved criteria and established weight for each criterion as shown in the below table:

Approved Lifeline Cycle 5 Evaluation Criteria and Weight

Project need/goals and objectives	30%
Community-Based Transportation Plan (CBTP) priority	10%
Implementation plan and project management capacity	10%
Project budget/sustainability	10%
Coordination and program outreach	5%
Cost-effectiveness and performance indicators	10%
Demand	10%
Project Readiness	10%
Matching funds above minimum required	5%
Total	100%

The criteria included six (6) MTC standard/ LTP-required evaluation criteria along with three (3) additional county-level criteria. The LTP Cycle 5 applications were evaluated by a six-member review panel which included representatives from: Alameda County Public Health, Central Contra Costa Transit Authority (County Connection), Alameda County Technical Advisory Committee (ACTAC), Alameda County Paratransit Technical Advisory Committee (ParaTAC) and Alameda CTC programming staff. The staff recommendation, detailed in Attachment A, has been

constrained to the amounts available by fund source and primarily considers the review panel's project ranking. It includes at least partial funding for all applicant agencies and four (4) of the five (5) submitted projects. When assigning the level and type of funding, in addition to project rank, considerations included geographic equity and the level of funding needed for a usable segment.

Per MTC direction, due to the uncertainty of forecasting STA revenues, in developing a Cycle 5 program CMAs may program up to 95% of their county's STA fund estimate and are to identify a single contingency project to receive the remaining 5% of estimated STA revenue, if available. Staff recommends directing the 5% STA contingency to AC Transit's project.

Cycle 3 Program Amendment

The Cycle 3 LTP fund estimate included Proposition 1B Transit funding allocated directly to transit operators by MTC formula. Proposition 1B LTP funding was made available for transit capital projects located in Communities of Concern (CoCs) or other low-income communities.

Per MTC's LTP Cycle 3 Guidelines the Proposition 1B projects were not to be scored as part of the LTP Cycle 3 discretionary call for projects. Rather, transit operators were required to submit Proposition 1B project lists to the Alameda CTC for board-level approval/concurrence. AC Transit is requesting to amend its Cycle 3 Proposition 1B project list by moving \$500,000 originally approved for a project in Contra Costa County to the San Pablo and Telegraph Corridors Rapid Bus Upgrade project, which serves CoCs in Oakland and Berkeley. This project has not previously received LTP funding and MTC has requested Alameda CTC concurrence in order to add this project to its LTP Cycle 3 Proposition 1B project list. Contra Costa County concurs with the request.

Next Steps

Approved LTP Cycle 5 programs are due from CMAs to MTC by May 31, 2018. MTC also requires a project-level resolution of local support from all project sponsors awarded Cycle 5 funding. The resolutions are due to Alameda CTC by the end of May 2018.

For the Cycle 3 LTP amendment, MTC approval is scheduled for June 2018 and is contingent upon Alameda CTC's approval/concurrence.

Fiscal Impact: There is no fiscal impact associated with the requested action.

Attachments:

- A. Lifeline Transportation Program - Cycle 5 Program Recommendation

Cycle 5 Lifeline Transportation Program - Proposed Program

Lifeline Cycle 5 - Fund Estimate			
STA	STA 5%	FTA Section 5307	Total Funding
\$ 3,273,938	\$ 83,749	\$ 1,514,825	\$ 4,872,512

Sponsor	Project	Description	Lifeline Funding Request	Total Project Cost	Funding Recommendation			Lifeline \$ Recommended	Rank	Notes
					STA	STA (5% Reserve)	FTA Section 5307			
AC Transit	Preservation of Existing Service in Communities of Concern	The project aims to continue and improve transit service to several key Communities of Concern in the southern, central and northern portions of Alameda County. The routes (Route 20, 40, 51A, 51B, 72, 800, and 801) serve low-income communities that have been identified because of spatial gaps in service in the Community Based Transportation Plan (CBTP).	\$ 3,650,000	\$ 35,541,400	\$ 2,051,426	\$ 83,749	\$ 1,514,825	\$ 3,650,000	1	1
LAVTA	Route 14 Operating Assistance	Wheels Route 14 provides service between the North Livermore Low Income Community and a variety of essential destinations including shopping, employment, healthcare, and direct regional rail connections via the Livermore Transit Center/ACE station and Dublin/Pleasanton BART station.	\$ 320,000	\$ 1,090,000	\$ 320,000	\$ -	\$ -	\$ 320,000	2	
BART	Coliseum BART Elevator Renovation Project	Renovation of two elevators at the Coliseum BART Station as part of Phase 1 for the Elevator Renovation Program. The project addresses the growing needs of aging equipment to provide safe, reliable, and operational elevators in an area servicing a community that is roughly 30% low-income.	\$ 1,440,000	\$ 1,800,000	\$ 720,000	\$ -	\$ -	\$ 720,000	3	2
Union City Transit	Operations Support for Route 2	The Route 2 is the main east-west route in the area that connects the Union City Intermodal Station with job centers along the Whipple Road corridor, which includes a lot of manufacturing and distribution facilities. The route provides vital lifeline public transportation access for the Decoto neighborhood, an established community of concern in Union City.	\$ 1,252,411	\$ 1,565,514	\$ 182,512	\$ -	\$ -	\$ 182,512	4	
BART	MacArthur BART Wayfinding Improvement Project	The project will update current wayfinding signage with new real-time displays with departure information for transit operations at the MacArthur BART station in Oakland. The updated signage would allow patrons to better plan commutes and train transfers. Approximately 30% of the weekday MacArthur station patrons are low-income.	\$ 1,900,000	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	4	
Total Requested:			\$ 8,562,411	Total Recommended:	\$ 3,273,938	\$ 83,749	\$ 1,514,825	\$ 4,872,512		

Notes:

1. CMAs are to program up to 95% of the STA fund estimate and identify a single project to receive the remaining 5% which is to be held in reserve by MTC until the actual STA revenue is received. The 5% STA balance is estimated to be \$83,749. If available in the future, it is recommended for AC Transit's project, Preservation of Existing Service in Communities of Concern.
2. In light of a recommendation for partial funding, BART staff confirmed that other funding will be committed to the project to deliver the full project scope of two elevators.

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Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: May 3, 2018

TO: Alameda County Technical Advisory Committee

FROM: Vivek Bhat, Director of Programming and Project Controls
Seung Cho, Director of Budgets and Administration

SUBJECT: Local Business Contract Equity Program

Recommendation

This item is to provide an update on the Alameda County Transportation Commission (Alameda CTC) Local Business Contract Equity (LBCE) Program. This item is for information only.

Summary

Alameda CTC has an established LBCE Program to create economic growth and jobs within Alameda County by requiring local contracting that supports residents and businesses in Alameda County. The LBCE Program helps to identify and engage the participation of Local Business Enterprise (LBE), Small Local Business Enterprise (SLBE), and Very Small Local Business Enterprise (VSLBE) firms located in Alameda County on applicable contracts. A Sponsor Agency may request to use its own local business preference program in lieu of the Alameda CTC LBCE Program if such program has been formally adopted by the Sponsor Agency's governing body. Staff would like to discuss the option for local jurisdictions to adopt their own local business preference program to further encourage Alameda County-based local, small local and very small local businesses to locate and remain in the county.

Background

The Alameda CTC LBCE Program supports local businesses which bring economic and social vitality to our communities and encourages businesses to employ residents of Alameda County and to spend Measure B, Measure BB and Vehicle Registration Fee (VRF) funds for goods and services within the County. The revenues generated by Measure B, Measure BB and the VRF provide significant funding for transportation-related contracts for professional services and construction firms.

It is Alameda CTC's objective to identify and include qualified Alameda County-based businesses in the purchases of goods and services required by the Alameda CTC and its Sponsor Agencies for area-wide transportation capital projects, local streets and roads, mass transit projects, bicycle and pedestrian safety, special transportation for seniors and people with disabilities, and other programs included in the Transportation Expenditure Plans.

Applicability

The LBCE Program applies to contracts in excess of \$25,000, in accordance with both Paragraphs 1 and 2 below:

1. Fund Source- The LBCE Program applies to contracts which are funded either:
 - a) Solely by VRF, Measure B and/or Measure BB funds, or
 - b) In part by VRF, Measure B, and/or Measure BB funds in combination with other local funds.
2. Contract Type- The LBCE Program applies to contracts which are either:
 - a) Administered by Alameda CTC, or
 - b) Related to, or in support of, a Sponsor Agency-administered capital project.

The LBCE Program does not apply to contracts that include State and/or Federal funds.

Over the years, Alameda CTC has worked closely with project sponsors in coordinating the implementation of the LBCE program. We have also received feedback regarding the implementation challenges from a jurisdiction's perspective. One common suggestion has been to find ways to simplify the LBCE program by providing more discretion at the jurisdiction level. The LBCE program allows for a jurisdiction to use its own local business preference program, in lieu of Alameda CTC's program.

Use of Sponsor Agency Local Business Preference Program

A Sponsor Agency may request to use its own local business preference program in lieu of this LBCE Program if such program has been formally adopted by the Sponsor Agency's governing body. A Sponsor Agency's request to use its own local business program must include a copy of the program and evidence of the governing body's adoption of such program. Substitution of the LBCE Program must be approved in writing by the LBCE Liaison Officer prior to advertisement of the contract.

The County of Alameda and the Cities of Oakland and San Leandro currently have their own local business preference program and on occasion have applied their locally adopted programs in lieu of the Alameda CTC's LBCE program.

Staff would like to discuss the option for local jurisdictions to adopt their own local business preference program in lieu of Alameda CTC's LBCE program. A sample Local Agency Local Business Preference Program Boilerplate is attached as a reference. Local jurisdictions would need to adopt this policy at their respective Councils/ Boards and request Alameda CTC's approval prior to advertisement of any Alameda CTC locally funded contract that does not include State and/or Federal funds.

Fiscal Impact: There is no fiscal impact associated with the requested action.

Attachment:

- A. Sample Local Agency Local Business Preference Program Boilerplate

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LOCAL AGENCY LOCAL BUSINESS PREFERENCE PROGRAM

(a) **Findings:** The [Governing Body, e.g. City Counsel, Board, Commission, etc.] of the [Jurisdiction] hereby finds that it is in the [Jurisdiction's] interest to have a healthy local business community. The [Governing Body, e.g. City Counsel, Board, Commission, etc.] also finds that [Jurisdiction] businesses, particularly small and nonprofit organizations, often encounter obstacles to participating in [Jurisdiction] projects and procurements, obtaining financing and credit, and bonding and insurance, which affects the economic viability and growth of these businesses and organizations.

(b) **Declaration of Policy and Purpose:**

(1) It shall be a policy of the [Jurisdiction] that [Jurisdiction] business enterprises, including small and nonprofit businesses, should be encouraged to participate as contractors and suppliers in the provision of goods and services to the [Jurisdiction]. Policies and programs that enhance opportunities and utilize the skills and expertise of [Jurisdiction] businesses, including small businesses and nonprofit organizations, serve the public interest, primarily because the growth and development of such businesses have a significant positive impact on the economic health of the [Jurisdiction]. A [Jurisdiction] ordinance that grants a preference for awarding contracts for projects and procurements to businesses located or operating within the [Jurisdiction] serves the public interest by encouraging businesses, including small and nonprofit businesses, to locate, hire residents and remain in [Jurisdiction].

(2) Investment in [Jurisdiction] businesses is important to sustain and expand regional partnerships that connect workforce and local business participation, a vibrant arts community and educational development.

(3) It is a goal of this section to encourage the enactment of legislation that mandates setting aside a percentage of the [Jurisdiction]'s budget for all projects developed or built by the [Jurisdiction] for workforce training, local employment and the arts.

(4) Because many [Jurisdiction] businesses are small and may not have the resources, capability or experience to act as a prime contractor or to provide specialty services, it shall be a policy of the [Jurisdiction] to encourage qualified prime contractors to use [Jurisdiction] businesses, including small businesses and nonprofit organizations, as subcontractors and suppliers to participate in [Jurisdiction] projects and purchases and gain experience in a way that will enhance their ability to eventually compete for contracts as prime contractors.

(c) **Definitions.**

(1) **“Contract”** means any contract or agreement between the [Jurisdiction] and a person to provide or procure labor, goods, materials, equipment, furnishing, supplies or services to, for or on behalf of the [Jurisdiction]. Except as otherwise specifically defined in this section a contract does not include:

(i) Awards made by the [Jurisdiction] with Federal or State grant monies or [Jurisdiction] general fund grants to a nonprofit entity where the [Jurisdiction] offers assistance, guidance or supervision on a project or program and the recipient of the grant award uses the monies to provide services to the community;

(ii) Contracts wherein the funding or monies available for the project, service or procurement, whether for the whole or a portion of the project's scope, are restricted by the funder, donor or grantor, whether as to amount, use or otherwise;

(iii) Sales transactions where the [Jurisdiction] sells its personal or real property;

(iv) Gifts of materials, equipment, supplies or services to the [Jurisdiction];

- (v) Contracts exempted from the provisions of Chapter 1-6 of the [Jurisdiction] Municipal Code; or
- (vi) Contracts that would violate any State or Federal law or grant requirements.

(2) **“Contract awarding authority”** or **“CAA”** means the [Jurisdiction] officer, department, employee or legislative body authorized and empowered by law to enter into contracts on behalf of the [Jurisdiction]. In the case of an agreement with a prime contractor to perform or fund the performance of construction related services, the term “contract awarding authority” or “CAA” shall mean the prime contractor receiving funds from the [Jurisdiction] to perform or fund the performance of such services.

(3) **“Contractor”** or **“prime contractor”** means any person who submits a bid or proposal to perform, perform any part of, agrees with a person to provide services in relation to or enters into any contract subject to this Chapter with the CAA for public works or improvements to be performed, or for goods or services or supplies to be purchased at the expense of the [Jurisdiction] or to be paid out of monies deposited in the treasury or out of trust monies under the control of, or collected by, the [Jurisdiction].

(4) **“Joint venture”** means and may be referred to as an “association” of two (2) or more businesses, one of which is a [Jurisdiction] business or [Jurisdiction] nonprofit organization acting as a contractor and performing or providing services on a contract, in which each joint venture or association partner combines property, capital, efforts, skill and/or knowledge. The [Jurisdiction] business or nonprofit organization participating in the joint venture must receive at least five percent (5%) of the total contract amount for the provisions of this Chapter to apply. The joint venture must conform to all pertinent laws that govern the creation of such entities.

(5) **“Person”** means one or more individuals, partnerships, associations, organizations, trade or professional associations, corporations, nonprofit organizations, and cooperatives.

(6) **“[Jurisdiction] business”** means any business which possesses or establishes all of the following at least six (6) months before bids or proposals are opened by the [Jurisdiction]. Such a business will be subject to monitoring to prove validity of the following:

- (i) A written agreement for [Jurisdiction] occupancy or proof of ownership of a [Jurisdiction] office;
- (ii) Proof that business is transacted or revenue generated in an office located in [Jurisdiction];
- (iii) A conspicuously displayed business sign at the [Jurisdiction] business premises except where the business operates out of a residence;
- (iv) Proof that the office is appropriately equipped for the type of business for which certification as a [Jurisdiction] business is sought. Where equipment, such as computer and reproduction and communications machines are typically and routinely used in a non-[Jurisdiction] location, comparable equipment shall be installed and routinely used at the [Jurisdiction] office;
- (v) A valid [Jurisdiction] business license.

(d) **Contracts Subject to this Section:** The provisions of this Chapter shall apply to the following categories of contracts awarded by the [Jurisdiction]:

(1) Construction and public works contracts awarded to prime contractors valued at or above One Hundred Thousand Dollars (\$100,000.00);

(2) Professional and non-professional service contracts valued at or above Twenty-Five Thousand Dollars (\$25,000.00);

(3) Contracts for the procurement of goods, materials, equipment, furnishings or supplies valued at or above Five Thousand Dollars (\$5,000.00).

With respect to special services and professional personal services contracts, no provision or requirement of this section shall supersede or pre-empt the [Jurisdiction]'s powers to contract with and employ any persons for the furnishing to the [Jurisdiction] special services as described in California Government Code Section 53060, and California Government Code Section 4526, including, but not limited to, advice in financial, economic, accounting, engineering, legal or administrative matters if such persons are specially trained and experienced and competent to perform the special services required. The [Jurisdiction] shall have the sole discretion to determine what bases of competence and professional qualifications are necessary for the satisfactory performance of the services required.

(e) **Local Business Preference:** Whenever a competitive process is utilized by the [Jurisdiction] to award a contract identified in Section 1-6-225(c)(1), the following shall apply:

(1) Solely for the purpose of calculating the lowest bid or proposal, a sum equal to ten percent (10%) of the total bid, or of the base bid and each alternate, of the proposal shall be deducted from the amount of the total bid, or the base bid and each alternate, respectively, of the bid or the proposal of a contractor, prime contractor or supplier whose principal place of business is located within the [Jurisdiction]. If, after performing the above calculation there is a tie for the lowest bid the contractor, prime contractor or supplier whose principal place of business is located within the [Jurisdiction] shall be deemed the lowest bid subject to the qualifications concerning responsibility, as required by law. If the tie bidders both have as their principal places of business the [Jurisdiction], then the [Governing Body, e.g. City Counsel, Board, Commission, etc.] shall draw lots to determine to whom to award the contract.

(2) Solely for the purpose of calculating the lowest bid a sum equal to five percent (5%) of the total bid, or of the base bid and each alternate, or the proposal shall be deducted from the amount of the total bid, or the base bid and each alternate, respectively, of a bid or proposal submitted by a contractor, prime contractor or supplier that is a joint venture wherein one of the joint venturers is a business that has as its principal place of business, its headquarters, or a significant portion of its operations within the [Jurisdiction].

(3) Under no circumstances shall the real dollar amount of the percentage applied under subsections (a) or (b) exceed Fifty Thousand Dollars (\$50,000.00) in the reduction of the lowest bid, or the base bid and each alternate, or the proposal respectively.

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Memorandum

5.3

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: May 3, 2018

TO: Alameda County Technical Advisory Committee

FROM: Vivek Bhat, Director of Programming and Project Controls
Jacki Taylor, Senior Program Analyst

SUBJECT: Alameda County Three-Year Project Initiation Document (PID) Work Plan

Recommendation

This item is to provide an update on The Alameda County Three-Year Project Initiation Document (PID) Work Plan. This item is for information only.

Summary

Each year, the Alameda CTC is to provide Caltrans with an updated Three-Year PID Work Plan for Alameda County. The proposed draft update (Attachment A) covers FYs 2018-19, 2019-20 and 2020-21 and reflects comments received from project sponsors by April 27, 2018.

Background

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

Caltrans has requested the Alameda CTC update the Three-Year PID Work Plan for Alameda County (FYs 2018-19, 2019-20 and 2020-21). A draft update is included as Attachment A. Per Caltrans' Non- SHOPP Workload Guidance, any PSR/PID work that needs Caltrans oversight must be listed in this three-year Work Plan, which is approved by Caltrans by July 1st of each year.

As with prior years, local agencies that wish to complete a PSR/PID document would need to be included in the Caltrans-approved PID Work Plan, execute a cooperative agreement with Caltrans and reimburse Caltrans for their oversight services. The only exception is if the proposed project is entirely funded using State resources.

In addition to new projects, the FY 2018-19 list also includes projects carried over from FY 2017-18. Project sponsors are provided an opportunity to re-prioritize, add and delete projects when the PID Work Plan is revisited ahead of each fiscal year.

Fiscal Impact: There is no fiscal impact associated with the requested action.

Attachment:

- A. Alameda County Draft FY 2018-19 Three-Year Project Initiation Document (PID) Work Plan (FYs 2018-19, 2019-20 and 2020-21)

DRAFT - ALAMEDA COUNTY Three-Year PID Work Plan (FYs 2018/19, 2019/20 and 2020/21)

Index	"SHA" or "R" (Reimbursement)	Executed Reimbursement Agreement (Y/N)	Agreement Number	Lead/ QA/ IQA	Route	Begin Postmile	End Postmile	Purpose & Need	Description	Location	RTP Project Number	Initiation Date (MM/DD/YYYY)	Estimated PID Completion Date (MM/YYYY)	Capital Cost (\$M)	Support Cost (\$M)	Type of PID	Project Sponsor	Implementing Agency	Sponsor Status Update/ Notes (Remove from PID List, Change Year, Etc.)
PROPOSED FY 2018/19 WORK PLAN (includes Prior Years)																			
1	R	Y	04-2465	IQA	580	13.5	19.9	Improve traffic operations	BART to Livermore	From Dublin BART Station to Isabel I/C in Livermore	240196	05/2015	06/2017	1200.0	360.0	PSR-PDS	BART	BART	
2	R	N	TBD	IQA	123	Var	Var	Multi-Modal Corridor Improvements	Multi-modal corridor study to identify develop an implementable multimodal improvement plan for the San Pablo Avenue corridor	Along San Pablo Avenue from Oakland through Alameda County and, in partnership with Contra Costa County, extending up to approximately Hilltop Mall.	TBD	09/2016	04/2019	TBD	TBD	TBD	ACTC	ACTC/ jurisdictions	
3	R	N	TBD	IQA	262	0.0	1.1	Improve traffic operations	Improvements to SR 262(Mission Blvd.) and SR-262/I-680 & SR-262/880 connections	Rte 262 (Mission Blvd) Cross Connector	230110	03/2018	03/2019	90.0	25.0	PSR-PDS	Fremont	ACTC	
4	R	N	TBD	IQA	880	14.1	14.8	Improve traffic operations	Industrial Parkway West I/C	Hayward	240025	06/2017	06/2018	40.0	10.0	PSR-PDS	Hayward/ ACTC	ACTC	
5	R	N	TBD	IQA	880	16.7	18.2	Improve traffic operations	Winton I/C reconstruction	Winton Ave. Hayward	240037	06/2017	06/2018	26.0	7.0	PSR-PDS	Hayward	ACTC	
6	R	N	TBD	IQA	880	13.0	14.2	Improve traffic operations	I-880 / Whipple Road Interchange-Industrial Parkway Southwest I/C	Union City	240052	06/2017	06/2018	38.0	10.0	PSR-PDS	Union City/ Hayward/ ACTC	ACTC	
7	R	N	TBD	IQA	13	10.7	13.9	Multi-Modal Corridor Improvements	Bicycle and pedestrian crossing improvements, vehicular and transit improvement, safety improvements and ITS improvements	Along Ashby Avenue at the intersection with San Pablo Avenue and nearby streets including bike boulevards and other nearby streets.	240202	01/2017	04/2019	2.0	0.5	PSR-PDS	ACTC	ACTC/ jurisdictions	
8	R	N	TBD	IQA	186 and 238	Var	Var	Multi-Modal Corridor Improvements	Multi-modal corridor study to identify develop an implementable multimodal improvement plan for the E14th and Mission Blvd corridor.	Along E14th and Mission Blvd from I680/Mission Blvd interchange to San Leandro BART	TBD	05/2017	06/2019	TBD	TBD	TBD	ACTC	ACTC/ jurisdictions	
9	R	N	TBD	IQA	61	6.2	7.0	Central Avenue Safety Improvements	Reduces lanes from four to three, and includes a center lane, bike lanes, and various pedestrian safety countermeasures.	Central Avenue between Main Street/Pacific Avenue and Sherman Street/Encinal Avenue	240347	07/2017	06/2019	12.3	0.2	PEER	City of Alameda	City of Alameda	PID effort initiated.
10	R	N	TBD	IQA	260	0.0	0.0	Appetzato Pkwy Dedicated Bus Lanes	Will feature dedicated bus lanes, bus stops and signal modifications, including signal modification at SR 260/ Webster Street	Appetzato Pkwy between Main Street and SR 260/Webster Street	240077	07/2017	06/2019	9.8	0.2	PEER	City of Alameda	City of Alameda	Alameda to confirm with Caltrans if PID is necessary. Keep on list for now.
11	R	N	TBD	IQA	84	6.9	10.8	Relinquish from Caltrans to Fremont per MOU	Improve to a state of good repair and upgrade to a "complete street"	In Fremont, along Thornton Av (880 to Fremont), Fremont Bl (Thornton to Peralta), Peralta Bl (Fremont to Mowry), and Mowry Av (Peralta to SR 262/Mission)	TBD	07/2016	08/2019	11.3	1.7	PSSR	Fremont	Fremont	Added Postmiles, Revised Estimated PID Completion based on Caltrans schedule.

Note: Projects are **NOT** listed in order of priority.

DRAFT - ALAMEDA COUNTY Three-Year PID Work Plan (FYs 2018/19, 2019/20 and 2020/21)

Index	"SHA" or "R" (Reimbursement)	Executed Reimbursement Agreement (Y/N)	Agreement Number	Lead/ QA/ IQA	Route	Begin Postmile	End Postmile	Purpose & Need	Description	Location	RTP Project Number	Initiation Date (MM/DD/YYYY)	Estimated PID Completion Date (MM/YYYY)	Capital Cost (\$M)	Support Cost (\$M)	Type of PID	Project Sponsor	Implementing Agency	Sponsor Status Update/ Notes (Remove from PID List, Change Year, Etc.)
PROPOSED FY 2018/19 WORK PLAN (includes Prior Years), continued																			
12	R	N	TBD	IQA	880	26.4	26.6	Bike/Ped Improvements	Study a bike/ped facility crossing over 880 on 66th Ave/Zhone Way, with potential realignments of access ramps to 880.	66th Avenue/Zhone Way between San Leandro St and Oakport St	17010-0011	TBD	1 year	10.0	2.0	PSR-PDS	Oakland	Caltrans/ Oakland	NEW. ATP design application Est. July '18; PID should proceed ASAP. Caltrans supports project.
13	R	N	TBD	IQA	680	15.3	15.3	Improve traffic operations	I/C reconfiguration	Sunol Boulevard I/C in Pleasanton	TBD	TBD	TBD	4.5	1.5	PSR-PDS	Pleasanton	Pleasanton	Move to FY 2018/19. PID process underway. Cooperative agreement drafted.
14	R	N	04-2680	IQA	680			Improve traffic operations	Stoneridge Drive Interchange	Stoneridge Drive @ the I-680 NB ramp	17-01-0042	TBD	TBD	2.9	0.8	PEER	Pleasanton	Pleasanton	NEW. Caltrans approval for PEER process is pending. TOAR complete.
PROPOSED FY 2019/20 WORK PLAN																			
15	R	N	TBD	IQA	185	0.0	2.9	Streetscape	Streetscape improvement (Phase II)	East 14th St from 162nd Ave to SR-238 O/C	TBD	11/2016	06/2017	7.5	1.5	PSR-PDS	Alameda County PWA	Alameda County PWA	Working with Caltrans on the relinquishment.
16	R	N	TBD	IQA	185	1.2	3.7	Streetscape	Streetscape improvement (Phase III)	Mission Blvd SR-238 O/C to Hayward City Limits	TBD	06/2018	12/2019	6.5	1.5	PSR-PDS	Alameda County PWA	Alameda County PWA	Working with Caltrans on the relinquishment.
17	R	N	TBD	IQA	580	R29.4	R31.4	Improve traffic operations	Ramp modifications Strobridge/Castro Valley I/C	Strobridge/Castro Valley	TBD	11/2018	07/2020	20.0	2.0	PSR-PDS	Alameda County PWA	Alameda County PWA	Working with Caltrans regarding R/W options.
18	R	N	TBD	IQA	80	Var	Var	Improve traffic operations	Conversion of HOV lanes to Express Lanes	SFOBB approach on I-80, I-880 & I-580; SFOBB Direct Connector in Oakland to SR-4; SR-4 to Carquinez Bridge Toll Plaza	230656 230657 240741	07/2018	12/2019	70.2	19.7	PSR-PDS	ACTC MTC CCTA	ACTC MTC CCTA	
19	R	N	TBD	IQA	580	20.0	21.0	Improve traffic operations	I580 /680 Interchange Improvements	Tri Valley	TBD	06/2018	06/2019	105.0	65.0	PSR-PDS	ACTC	ACTC	
20	R	N	TBD	IQA	880	20.3	25.5	Improve traffic operations	Extend NB HOV /HOT lanes	From Hacienda to north of Washington and north of Washington to Hegenberger in San Leandro	230088 240741	07/2018	06/2019	170.0	45.0	PSR-PDS	ACTC MTC	ACTC MTC	
21	R	N	TBD	IQA	680	R11.0	R21.8	Improve traffic operations	NB and SB HOV/HOT lane from Alcosta Blvd. to SR-84	I-680 between SR-84 Contra Costa County Line	230683	07/2018	06/2019	220.0	65.0	PSR-PDS	ACTC	ACTC	
22	R	N	TBD	IQA	880	TBD	TBD	Bike Ped	New Bike/Ped Overcrossing, linking Warm Springs BART, Business Center, and Bay Trail	Between Fremont Blvd South I/C and Warren Ave I/C	TBD	07/2018	09/2019	32.0	9.0	PSR-PDS	Fremont	Fremont	Updated project cost reflects total project with escalation factors.

Note: Projects are **NOT** listed in order of priority.

DRAFT - ALAMEDA COUNTY Three-Year PID Work Plan (FYs 2018/19, 2019/20 and 2020/21)

Index	"SHA" or "R" (Reimbursement)	Executed Reimbursement Agreement (Y/N)	Agreement Number	Lead/ QA/ IQA	Route	Begin Postmile	End Postmile	Purpose & Need	Description	Location	RTP Project Number	Initiation Date (MM/DD/YYYY)	Estimated PID Completion Date (MM/YYYY)	Capital Cost (\$M)	Support Cost (\$M)	Type of PID	Project Sponsor	Implementing Agency	Sponsor Status Update/ Notes (Remove from PID List, Change Year, Etc.)
PROPOSED FY 2020/21 WORK PLAN																			
23	R	N	TBD	IQA	80	3.5	4.0	Improve traffic operations	Widen I-80 Eastbound Powell Street Off-ramp	Emeryville	230108	TBD	TBD	3.0	1.0	PSR-PDS	Emeryville	Emeryville	
24	R	N	TBD	IQA	92	R4.9	R5.3	Improve traffic operations	Industrial Blvd I/C reconstruction	Hayward	TBD	TBD	TBD	4.5	1.5	PSR-PDS	Hayward	Hayward	
25	R	N	TBD	IQA	92	R4.1	R4.9	Improve traffic operations	Clawiter I/C modification	Hayward	21093	TBD	TBD	45.0	7.0	PSR-PDS	Hayward	Hayward	
26	R	N	TBD	IQA	880	17.6	18.3	Improve traffic operations	Add I-880 NB & SB auxiliary lanes Paseo Grande St. I/C to Winton I/C	From West A St. I/C to Winton I/C in Hayward	230052	TBD	TBD	27.5	5.0	PSR-PDS	Hayward/ ACTC	Hayward	
27	R	N	TBD	IQA	880	13.7	14.5	Improve traffic operations	Add I-880 NB & SB auxiliary lanes Whipple Road to Industrial Pkwy West	From Whipple Road to Industrial Pkwy West, Hayward	230054	TBD	TBD	15.0	4.5	PSR-PDS	Hayward/ ACTC	Hayward	
28	R	N	TBD	IQA	880	18.0	18.6	Improve traffic operations	West A St. I/C reconstruction	West A Street, Hayward	230047	TBD	TBD	22.0	5.0	PSR-PDS	Hayward/ ACTC	ACTC	
29	R	N	TBD	IQA	880	10.4	13.0	Improve traffic operations	I-880 auxiliary lanes, Dixon Landing to Alvarado-Niles	Fremont, Newark, Union City	TBD	TBD	TBD	20.0	5.0	PSR-PDS	Hayward/ ACTC	ACTC Caltrans	
30	R	N	TBD	IQA	580	9.2	10.2	Improve traffic operations	I/C modification	Vasco Rd I/C in Livermore	21100	07/2018	06/2020	27.5	5.0	PSR-PDS	Livermore	Livermore	
31	R	N	TBD	IQA	580	Var	Var	Improve traffic operations	I-580 Freeway Corridor Management System	Various	TBD	TBD	TBD	TBD	TBD	PSR-PDS	ACTC	ACTC	
32	R	N	TBD	IQA	580	18.0	18.0	Improve traffic operations	I/C reconfiguration upgrade	Fallon Road / El Charo Road I/C @ I-580	230086	09/2017	09/2018	18.0	4.0	PSR-PDS	ACTC/ Dublin/ Pleasanton/ Livermore	ACTC/ Dublin	
33	R	N	TBD	IQA	580	TBD	TBD	Improve traffic operations	I/C reconfiguration upgrade	Hacienda Drive I/C @ I-580	230086	09/2017	09/2018	23.0	4.0	PSR-PDS	ACTC/ Dublin/ Pleasanton	ACTC/ Dublin	
32	R	N	TBD	IQA	580	30.9	36.34	Noise Mitigation	Construct Noise Barrier	Along I-580 Between 106th Ave. and Peralta Oaks Ct.—Westbound traffic side	230094	TBD	TBD	10.0	2.0	NBSSR	Oakland	Oakland	Remove sound walls from PID list.
33	R	N	TBD	IQA	580	39.8	40.1	Noise Mitigation	Construct Noise Barrier	Along I-580 between MacArthur Blvd. and Kingsland Place in Oakland	230094	TBD	TBD	10.0	2.0	NBSSR	Oakland	Oakland	Remove sound walls from PID list.
34	R	N	TBD	IQA	980	TBD	TBD	Improve function of I-980 and surface streets for all modes	Study potential reconfigurations of I-980 , including an at grade boulevard option	I-980 between I-880 and I-580	TBD	TBD	TBD	TBD	TBD	PSR-PDS	Oakland	Caltrans/ Oakland	No current plans to proceed absent regional support; keep in last year.

Note: Projects are **NOT** listed in order of priority.

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Memorandum

5.5

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: May 3, 2018

TO: Alameda County Technical Advisory Committee

FROM: Jacki Taylor, Senior Program Analyst
Andrea Gomez, Assistant Transportation Planner

SUBJECT: Alameda County Federal Inactive Projects

Recommendation

This item is to provide an update on The Alameda County Federal Inactive Projects. This item is for information only.

Summary

Federal regulations require agencies receiving federal funds to invoice against each federal obligation at least once every six months. Caltrans maintains a list of inactive obligations and projects are added to the list when there has been no invoice activity for six months. If Caltrans does not receive an invoice during the subsequent six-month period the project's federal funds will be at risk for deobligation by the Federal Highway Administration (FHWA). ACTAC is requested to review the latest inactive projects list (Attachment A), which identifies the federal funds at risk and the actions required to avoid deobligation. The report includes two tables, the second is for projects with remaining balances less than \$50,000. Agencies with inactive projects identified in the attached report are to work directly with their Caltrans District Local Assistance Engineer (DLAE) to clear the inactive invoicing status and provide periodic status updates to Alameda CTC programming staff until the project is removed from the Caltrans report.

Background

In response to FHWA's requirements for processing inactive obligations, Caltrans Local Assistance proactively manages federal obligations, as follows:

- If Caltrans does not receive an invoice for more than six months, the project will be deemed "inactive" and added to the list of Federal Inactive Obligations. The list is posted on the Caltrans website and updated weekly:
<http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm>.
- Caltrans will notify local agencies the first time projects are posted.

- If Caltrans does not receive an invoice within the following six months (12 months without invoicing), Caltrans will deobligate the unexpended balances. The deobligation process is further detailed in [FHWA's Obligation Funds Management Guide](#), which states that project costs incurred after deobligation are not considered allowable costs for federal participation and are therefore ineligible for future federal reimbursement.

It is the responsibility of local agencies to work in collaboration with their DLAE to ensure projects are removed from the inactive list and avoid deobligation. Additionally, per the Metropolitan Transportation Commission (MTC) Regional Project Delivery Policy, MTC Resolution 3606, *"Agencies with projects that have not been invoiced against at least once in the previous six months or have not received a reimbursement within the previous nine months have missed the invoicing /reimbursement deadlines and are subject to restrictions placed on future regional discretionary funds and the programming of additional federal funds in the federal TIP until the project receives a reimbursement."* Thus, agencies with inactive projects must resolve their inactive status promptly to avoid deobligation and restrictions on future federal funds. MTC actively monitors inactive obligations and may periodically reach out directly project sponsors for status updates.

Next Steps

Agencies with inactive projects identified in the attached report are to work directly with their Caltrans District Local Assistance Engineer (DLAE) to clear the inactive invoicing status. Agencies are requested to also provide periodic status updates to Alameda CTC programming staff until the project is removed from the Caltrans report. Email status updates to Andrea Gomez, agomez@alamedactc.org.

Fiscal Impact: There is no fiscal impact associated with the requested action.

Attachment:

- A. Alameda County Federal Inactive Projects List, dated 4/17/18

Alameda County Inactive Obligations
Updated by Caltrans, 4/17/18

5.5A

Updated on 04/17/2018

Project No.	Status	Agency Action Required	Reason for Delay	Prefix	Agency	Description	Potential Deobligation Date	Latest Date	Authorization Date	Last Expenditure Date	Last Action Date	Total Cost	Federal Funds	Expenditure Amount	Unexpended Balance
5014038	Inactive	Submit invoice to District by 05/21/2018	Next invoice will be submitted by 5/21.	HSIPL	Alameda	PARK STREET, PARK STREET DRAW BRIDGE TO ENCINAL AVE, INSTALL LEFT TURN LANES PHASE, UPGRADE SIGNALS	6/21/2018	6/21/2017	1/18/2012	6/21/2017	6/21/2017	\$964,300.00	\$733,400.00	\$49,741.71	\$683,658.29
5014043	Inactive	Submit invoice to District by 05/21/2018		ATPLNI	Alameda	JEAN SWEENEY OPEN SPACE: RAIL TO TRAIL CONVERSION OF THE FORMER ALAMEDA BELTLINE. CROSS ALAMEDA TRAIL - EDUCATION AND OUTREACH TO	4/17/2018	4/17/2017	4/17/2017		4/17/2017	\$141,000.00	\$123,000.00	\$0.00	\$123,000.00
5106008	Inactive	Invoice under review by Caltrans. Monitor for progress.	Latest revision resubmitted 2/16/18.	SRTSL	Emeryville	SAN PABLO AVE (SR 123) BETWEEN 43RD & 47TH AVE., PEDESTRIAN WALKWAY	1/19/2018	1/19/2017	5/4/2012	1/19/2017	1/19/2017	\$617,290.00	\$617,290.00	\$392,579.98	\$224,710.02
5050044	Inactive	Carry over project. Invoice under review by Caltrans. Monitor for progress.		CMLNI	Hayward	DOWNTOWN HAYWARD AND POSSIBLE ADDITIONAL LOCATIONS CAR SHARING SERVICES	12/2/2017	12/2/2016	12/2/2016		12/2/2016	\$245,880.00	\$200,480.00	\$0.00	\$200,480.00
5012131	Inactive	Submit invoice to District by 05/21/2018	Prroject started 4/20. Will submit first invoice by 5/21.	ATPL	Oakland	MACARTHUR BLVD FROM HIGH ST TO RICHARDS ST. INSTALLATION OF BIKE LANES (CLASS I/II), TRAFFIC AND INTERSECTION RECONFIGURATION FOR PED/BIKE SAFETY	4/6/2018	4/6/2017	4/6/2017		4/6/2017	\$4,999,047.00	\$3,598,000.00	\$0.00	\$3,598,000.00
5012134	Inactive	Invoice under review by Caltrans. Monitor for progress.	Caltrans requires award package to approve CE. Contract award scheduled May 8th.	STPL	Oakland	7TH STREET FROM WOOD ST TO PERALTA ST. ROAD DIET, BICYCLE LANES, SIDEWALK ENHANCEMENT, AND PEDESTRIAN AMENITIES	4/6/2018	4/6/2017	4/6/2017		4/21/2017	\$3,744,000.00	\$3,288,000.00	\$0.00	\$3,288,000.00
5012143	Inactive	Submit invoice to District by 05/21/2018	billing in progress	ATPL	Oakland	TELEGRAPH AVENUE BETWEEN 20TH STREET AND 41ST STREET INSTALLATION OF DEDICATED BICYCLE FACILITIES, PEDESTRIAN CROSSINGS, AND TRANSIT	4/6/2018	4/6/2017	4/6/2017		7/24/2017	\$877,000.00	\$877,000.00	\$0.00	\$877,000.00
5012113	Inactive	Invoice under review by Caltrans. Monitor for progress.	Final report was submitted 4/19	HSIPL	Oakland	HEGENBERGER ROAD @ EDES AVE, BALDWIN ST, HAMILTON ST, 73RD AVE, UPGRADE TRAFFIC SIGNALS & INSTALL FLASHING BEACONS	3/21/2018	3/21/2017	1/25/2012	3/21/2017	3/21/2017	\$742,858.00	\$668,571.00	\$598,093.60	\$70,477.40
5012114	Inactive	Carry over project. Provide status update to DLAE immediately.	Final report was submitted 4/19	HSIPL	Oakland	BANCROFT AVE. / 94TH AVE., INSTALL TRAFFIC SIGNALS, CONSTRUCT CURB RAMPS	3/21/2018	3/21/2017	1/23/2012	3/21/2017	3/21/2017	\$564,062.00	\$485,100.00	\$415,787.97	\$69,312.03
6073030	Inactive	Carry over project. Invoice returned to agency. Contact DLAE.		VPPL	University Of California	WITHIN CITY OF BERKELEY, STUDY ON-CAMPUS PARKING PRICING	9/9/2016	9/10/2015	9/10/2015		9/10/2015	\$211,585.00	\$169,185.00	\$0.00	\$169,185.00
6073028	Inactive	Carry over project. Provide status update to DLAE immediately.		LTAP	University Of California	UNIVERSITY OF CALIFORNIA, BERKELEY TECHNOLOGY TRANSFER CENTER, LOCAL TECHNICAL ASSISTANCE PROGRAM	4/30/2016	5/1/2015	5/1/2015		5/1/2015	\$199,726.00	\$99,863.00	\$0.00	\$99,863.00
5933109	Future	Submit invoice to District by 08/20/2018	Est. next invoice by 6/30/18	CML	Alameda County	VARIOUS LOCATIONS PURCHASE OF ELECTRIC VEHICLES	7/5/2018	7/5/2017	7/5/2011	7/5/2017	7/5/2017	\$4,766,131.00	\$2,707,472.00	\$2,436,839.60	\$270,632.40
5933142	Future	Invoice under review by Caltrans. Monitor for progress.		HSIPL	Alameda County	FAIRMONT DRIVE BETWEEN LAKE CHABOT ROAD AND 2700 FAIRMONT DRIVE INSTALL GUARDRAILS.	7/28/2018	7/28/2017	7/28/2017		7/28/2017	\$80,300.00	\$80,300.00	\$0.00	\$80,300.00
5933141	Future	Submit invoice to District by 08/20/2018	Est. next invoice by 7/15/18	HSIPL	Alameda County	PALOMARES RD. BETWEEN PALO VERDE RD. AND HIGHWAY 84 & REDWOOD RD. BETWEEN MARCEL RD. AND CAMINO ALTA MIRA IN CASTRO VALLEY, ALAMEDA	8/2/2018	8/2/2017	8/2/2017		8/2/2017	\$70,000.00	\$63,000.00	\$0.00	\$63,000.00
6480007	Future	Invoice under review by Caltrans. Monitor for progress.		STPL	Alameda County Transportation Commission	ALAMEDA COUNTY - COUNTYWIDE, COMMUNITY -BASED TRANSPORTATION PLAN UPDATES	7/5/2018	7/5/2017	10/29/2013	7/5/2017	7/5/2017	\$593,750.00	\$475,000.00	\$332,679.22	\$142,320.78
5057043	Future	Submit invoice to District by 08/20/2018		ATPL	Berkeley	NEAR LECONTE ELEMENTARY SCHOOL ALONG SHATTUCK AVE, AT WARD, STUART AND RUSSELL STREETS AND MERGE TO ADELIN STREET CONSTRUCT BULB-OUTS,	9/21/2018	9/21/2017	9/14/2016	9/21/2017	9/21/2017	\$510,567.00	\$452,004.00	\$5,167.20	\$446,836.80
6204109	Future	Submit invoice to District by 08/20/2018		CML	Caltrans	ROUTE 92 (CLAWITER RD TO HESPERIAN BLVD) & I 880 (DECOTO RD RAMP & I 880), INSTALL RAMP METERS (TC)	8/17/2018	8/17/2017	9/13/2013	8/17/2017	8/17/2017	\$7,219,000.00	\$656,000.00	\$280,649.65	\$375,350.35
5050041	Future	Submit invoice to District by 08/20/2018		STPL	Hayward	INDUSTRIAL BLVD. - CLAWITER RD. TO 659 FT. SOUTH OF DEPOT RD. PAVEMENT REHABILITATION	7/20/2018	7/20/2017	1/23/2014	7/20/2017	7/20/2017	\$1,538,563.00	\$1,335,000.00	\$1,212,897.41	\$122,102.59
5012132	Future	Submit invoice to District by 08/20/2018		ATPL	Oakland	INTERNATIONAL BLVD FROM 1ST AVENUE TO 107TH AVENUE AND EAST 12TH STREET FROM 1ST AVENUE TO 14TH AVENUE INSTALL PEDESTRIAN LIGHTING, REPAIR	8/10/2018	8/10/2017	8/10/2017		8/10/2017	\$3,437,904.00	\$2,481,000.00	\$0.00	\$2,481,000.00
5012144	Future	Submit invoice to District by 08/20/2018		ATPL	Oakland	IN OAKLAND ON 20TH ST. BETWEEN BROADWAY AND HARRISON ST. PEDESTRIAN IMPROVEMENT SIDEWALK WIDENING, BULB OUT PED CROSSWALK IMPROVE,	9/28/2018	9/28/2017	2/7/2017	9/28/2017	9/28/2017	\$700,000.00	\$700,000.00	\$114,195.41	\$585,804.59
5012129	Future	Invoice under review by Caltrans. Monitor for progress.		HSIPL	Oakland	9TH ST/MADISON, 8TH ST/JACSON, 8TH/MADISON, 8TH ST/OAK ST, 7TH ST/MADISON UPGRADE TRAFFIC SIGNALS	8/25/2018	8/25/2017	9/2/2014	8/25/2017	8/25/2017	\$936,439.00	\$606,000.00	\$60,233.07	\$545,766.93
5012125	Future	Submit invoice to District by 08/20/2018		STPL	Oakland	CITYWIDE STREETS - SEE STATE COMMENT SCREEN FOR ELIGIBLE LOCATIONS, ROAD REHAB & DIETING, BIKE LANES, AND ADA UPGRADES	8/25/2018	8/25/2017	6/8/2014	8/25/2017	8/25/2017	\$5,568,845.00	\$4,422,000.00	\$4,077,357.77	\$344,642.23
5012103	Future	Submit invoice to District by 08/20/2018		BHLO	Oakland	ADELIN STREET BRIDGE OVER UPRR AMTRAK, BRIDGE# 33C028 SEISMIC RETROFIT	7/5/2018	7/5/2017	5/4/2011	7/5/2017	7/5/2017	\$712,000.00	\$630,334.00	\$316,887.16	\$313,446.84
5012133	Future	Submit invoice to District by 08/20/2018		CMLNI	Oakland	CITYWIDE, OAKLAND CARSHARE AND OUTREACH PROGRAM	9/26/2018	9/26/2017	9/8/2015	9/26/2017	9/26/2017	\$384,631.00	\$320,526.00	\$15,871.16	\$304,654.84

Alameda County Inactive Obligations
Projects with less than \$50,000
Updated by Caltrans, 4/17/18

Updated on 04/17/2018

Project No.	Status	Agency Action Required	Reason for Delay	Prefix	Agency	Description	Potential Deobligation Date	Latest Date	Authorization Date	Last Expenditure Date	Last Action Date	Total Cost	Federal Funds	Expenditure Amount	Unexpended Balance
5014040	Inactive	Carry over project. Provide status update to DLAE immediately.		TCSPL	Alameda	INTERSECTIONS OF PARK ST/LINCOLN AVE AND PARK ST/BUENA VISTA AVE, PEDESTRIAN SAFETY TRANSPORTATION IMPROVEMENTS	3/7/2018	3/7/2017	3/22/2013	3/7/2017	3/7/2017	\$319,633.00	\$282,885.00	\$253,485.54	\$29,399.46
5933097	Inactive	Records indicate project is in Final Voucher. District to contact Final Voucher Unit to check status of project closure.		HSIPL	Alameda County	MULTIPLE LOCATIONS - SEE SCOMMENT FOR DETAILS, REPAIR / REPLACE DRAINAGE INLET	5/10/2018	5/10/2017	2/23/2009	5/10/2017	5/10/2017	\$551,214.00	\$485,100.00	\$478,065.25	\$7,034.75
6204105	Inactive	Submit invoice to District by 05/21/2018		HPLUL	Caltrans	I-580 LIVERMORE; GREENVILLE RD TO ISABEL AVE, CONSTRUCT W/B HOV LANE	4/6/2018	4/6/2017	7/10/2012	4/6/2017	4/6/2017	\$73,055,000.00	\$6,187,759.00	\$6,187,484.25	\$274.75
5012117	Inactive	Submit invoice to District by 05/21/2018	Project is complete; Est. final invoice by 4/27.	HSIPL	Oakland	ON W. MACARTHUR BLVD. BETWEEN MARKET ST. & TELEGRAPH AVE., MODIFY TRAFFIC SIGNALS	4/26/2018	4/26/2017	10/22/2013	4/26/2017	4/26/2017	\$1,012,927.00	\$699,400.00	\$659,400.00	\$40,000.00
5156003	Inactive	Records indicate project is in Final Voucher. District to contact Final Voucher Unit to check status of project closure.		STPL	Piedmont	MORAGA AVE: PALA AVE-CITY LIMIT & HIGHLAND AVE: SIERRA AVE-MOUNTAIN AVE REHABILITATE PAVEMENT	6/21/2018	6/21/2017	8/13/2015	6/21/2017	3/15/2018	\$384,766.00	\$129,000.00	\$128,655.40	\$344.60
5041045	Inactive	Submit invoice to District by 05/21/2018	Est. next invoice by 4/27/18	HSIPL	San Leandro	IN SAN LEANDRO AT THE INTERSECTION OF DAVIS ST AND CARPENTIER ST. INSTALL PEDESTRIAN ACTIVATED HAWK SIGNAL, ACCESSIBLE PEDESTRIAN SIGNAL EQUIPMENT, IMPROVE STREET LIGHTING FEATURES	4/21/2018	4/21/2017	4/21/2017		4/21/2017	\$44,300.00	\$37,655.00	\$0.00	\$37,655.00
5178013	Future	Submit invoice to District by 08/20/2018		SRTSLNI	Albany	ELEMENTARY SCHOOLS IN CITY OF ALBANY, SAFE ROUTES TO SCHOOL PROGRAM	9/21/2018	9/21/2017	8/16/2012	9/21/2017	9/21/2017	\$200,000.00	\$185,000.00	\$137,283.58	\$47,716.42
5012115	Future	Invoice returned to agency. Resubmit to District by 08/20/2018		HSIPL	Oakland	SAN PABLO @ WEST GRAND AVE. AND @ WEST STREET, UPGRADE SIGNALS/MODIFY INTERSECTIONS	7/28/2018	7/28/2017	1/23/2012	7/28/2017	7/28/2017	\$489,326.00	\$415,800.00	\$375,800.00	\$40,000.00

Color Key

	Project is inactive for more than 12 months and is carried over from last quarter inactive project list.
	Invoice / Final invoice is under review
	Project is in final voucher process. District can contact Final voucher unit to verify and get an update.
	Invoice is returned and agency needs to contact DLAE to resubmit the invoice.
	Invoice is overdue.



Memorandum

6.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: May 3 ,2018

TO: Alameda County Technical Advisory Committee

FROM: Tess Lengyel, Deputy Executive Director of Planning and Policy
Saravana Suthanthira, Principal Transportation Planner
Chris G. Marks, Associate Transportation Planner

SUBJECT: 2018 Level of Service Monitoring Study Preliminary Results

Recommendation

Receive an update on the 2018 Level of Service Monitoring Study's preliminary results. This item is for information only.

Summary

State Congestion Management Program (CMP) legislation, passed in 1991, requires Congestion Management Agencies such as Alameda CTC to monitor Level of Service (LOS) on the CMP network biennially. The last monitoring cycle was completed in 2016. The current LOS Monitoring cycle commenced on March 1, 2018 and will continue until May 31, 2018. The final report will be published in August 2018.

Each LOS monitoring cycle serves two purposes: (1) to report on the performance of freeways, highways, and arterials in the county, and (2) to identify potentially deficient roadway segments pursuant to the state legislative requirement. The CMP network used for monitoring includes Tier 1 roads (all freeways, highways, and major arterials). Only Tier 1 roads are subject to the legislatively mandated conformity (deficiency) requirements. Tier 2 arterial roads are monitored for informational purposes alone. For 2018, Alameda CTC is monitoring a 549-mile CMP network including 221 miles of new Tier 2 arterials roads. Additionally, Alameda CTC will report transit speeds for 146 miles of the CMP network that are part of major bus transit corridors, making this effort a truly multimodal performance monitoring. Attachment A shows Tier 1 and Tier 2 roadways included in the 2018 monitoring effort and Attachment B shows the transit network included in the 2018 monitoring effort.

Background

For each cycle since 2014, Alameda CTC has increasingly used commercial speed data as a cost-efficient way to monitor and report on the performance of the roadway network. For the 2018 LOS monitoring cycle, Alameda CTC is utilizing commercial speed data wherever available and supplementing those data with floating car runs only where the commercial data are either unavailable or provide insufficient coverage to meet the legislative requirements.

Alameda CTC collects data for three time periods:

- Afternoon peak period (4:00 PM – 6:00 PM) – all roads
- Morning peak period (7:00 AM – 9:00 AM) – all roads
- Weekend peak period (1:00 PM – 3:00 PM) - freeways

Data collection for the 2018 cycle will be completed at the end of May and final results will be presented at the June Committee meetings, at which time any potentially deficient segments will be identified. The final report will be published in August 2018. Table 1 shows the different network categories included in the 2018 monitoring effort and data collection methods used in both the current, and previous cycle.

Table 1 CMP Network Categories and Data Collection Methodology

	CMP Network Category	Miles	2016 Data Collection	2018 Data Collection
Tier 1	Freeways	140	Commercial Data	Commercial Data
	Ramps and Special Segments	23 Connections	Commercial Data	Commercial Data
	Arterials	99	Floating Car Surveys	Commercial Data
	Total	239		
Tier 2	Arterials	89	65 Miles Commercial Data 25 Miles Floating Car Surveys	Commercial Data
	New Arterials	221	Not Reported	Commercial Data
	Total	310		
	HOV/Express lanes	86	Floating Car Surveys	Express Lane Data and Floating Car Surveys

	CMP Network Category	Miles	2016 Data Collection	2018 Data Collection
	Transit Corridors	146	Not Reported	Automatic Vehicle Location Data

Preliminary data from March 2018 shows freeway speeds have either stayed the same or increased slightly in the afternoon peak-period and decreased slightly for the morning peak-period since 2016. Attachment C and D show the preliminary results for the 2018 monitoring period based on data collected between March 1 and March 22. Attachment E shows a comparison of results from the PM peak period between 2016 and 2018, on Tier 1 Freeways by segment for each roadway. Any additional results including transit performance available after the agenda mail out will be provided as a handout at the meeting or emailed to ACTAC prior to the meeting.

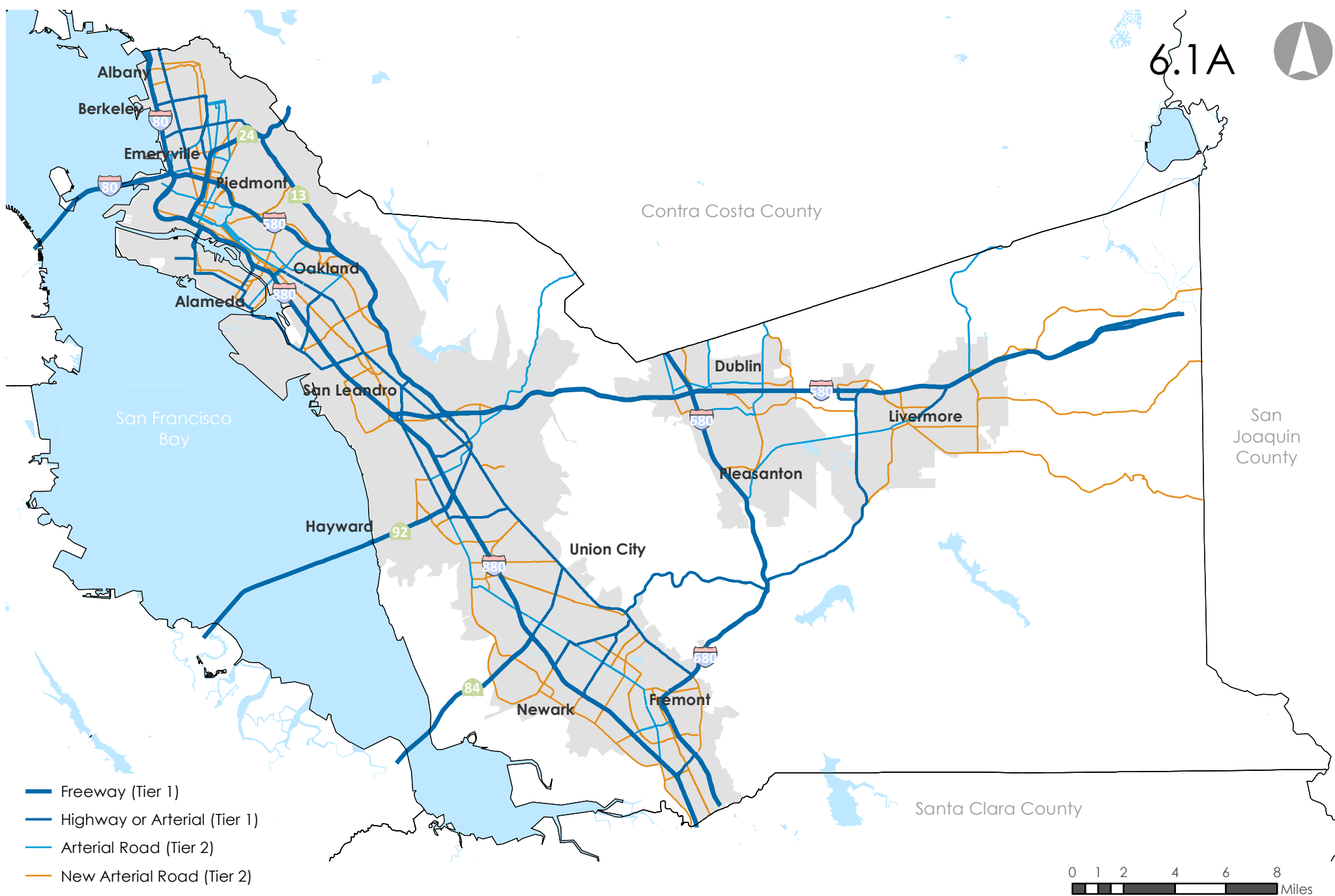
A complete and detailed analysis of the 2018 LOS results along with any notable changes in performance of the CMP roadways compared to 2016 conditions will be presented in June when complete data will be available.

Fiscal Impact: There is no fiscal impact associated with the requested action.

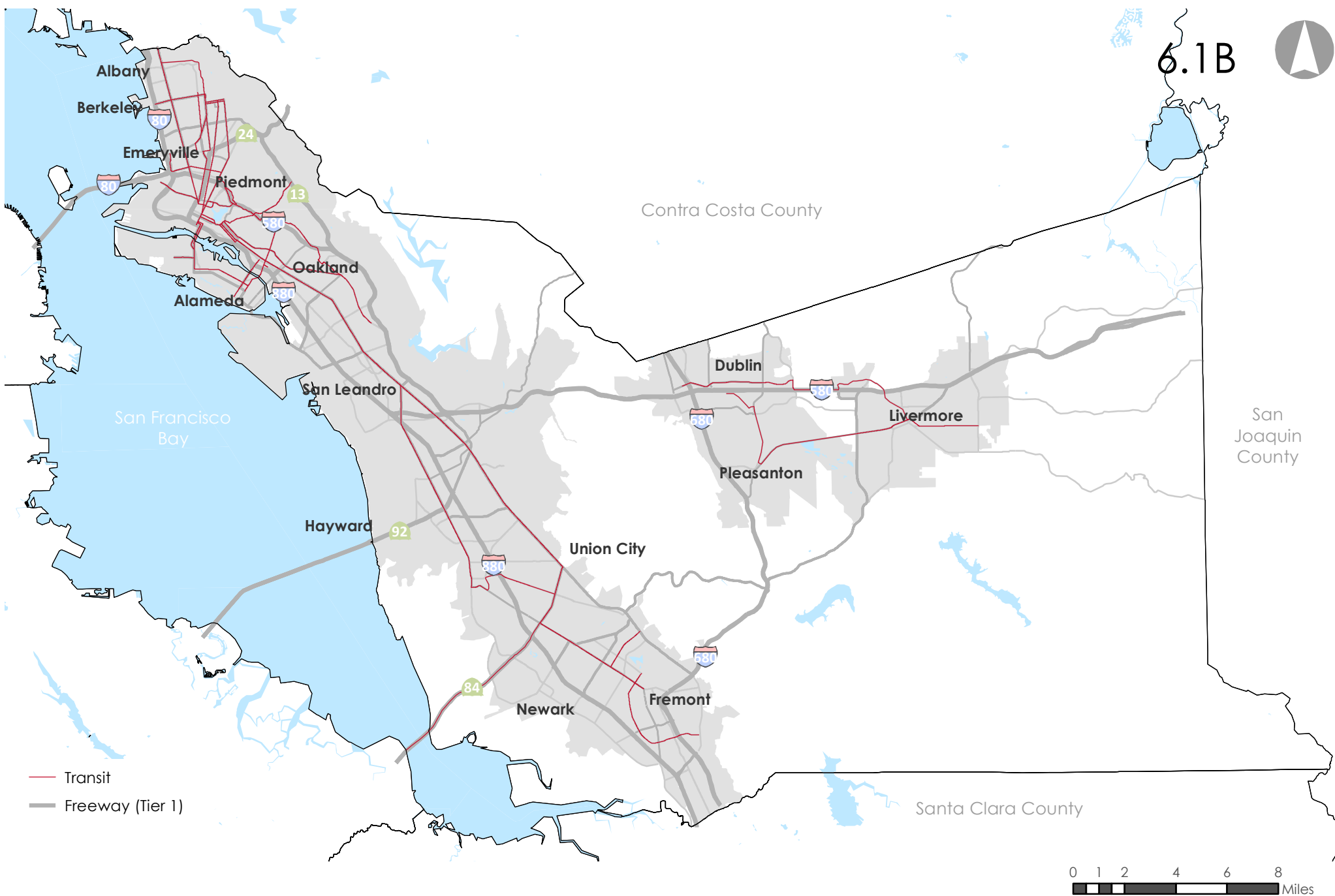
Attachments:

- A. 2018 LOS Monitoring CMP Roadway Network
- B. 2018 LOS Monitoring Transit Network
- C. 2018 Level of Service Monitoring Preliminary Results (March): Tier 1 Freeways & Bridges PM-Peak Period
- D. 2018 Level of Service Monitoring Preliminary Results (March): Tier 1 Freeways & Bridges AM-Peak Period
- E. 2018 Preliminary LOS Monitoring Results

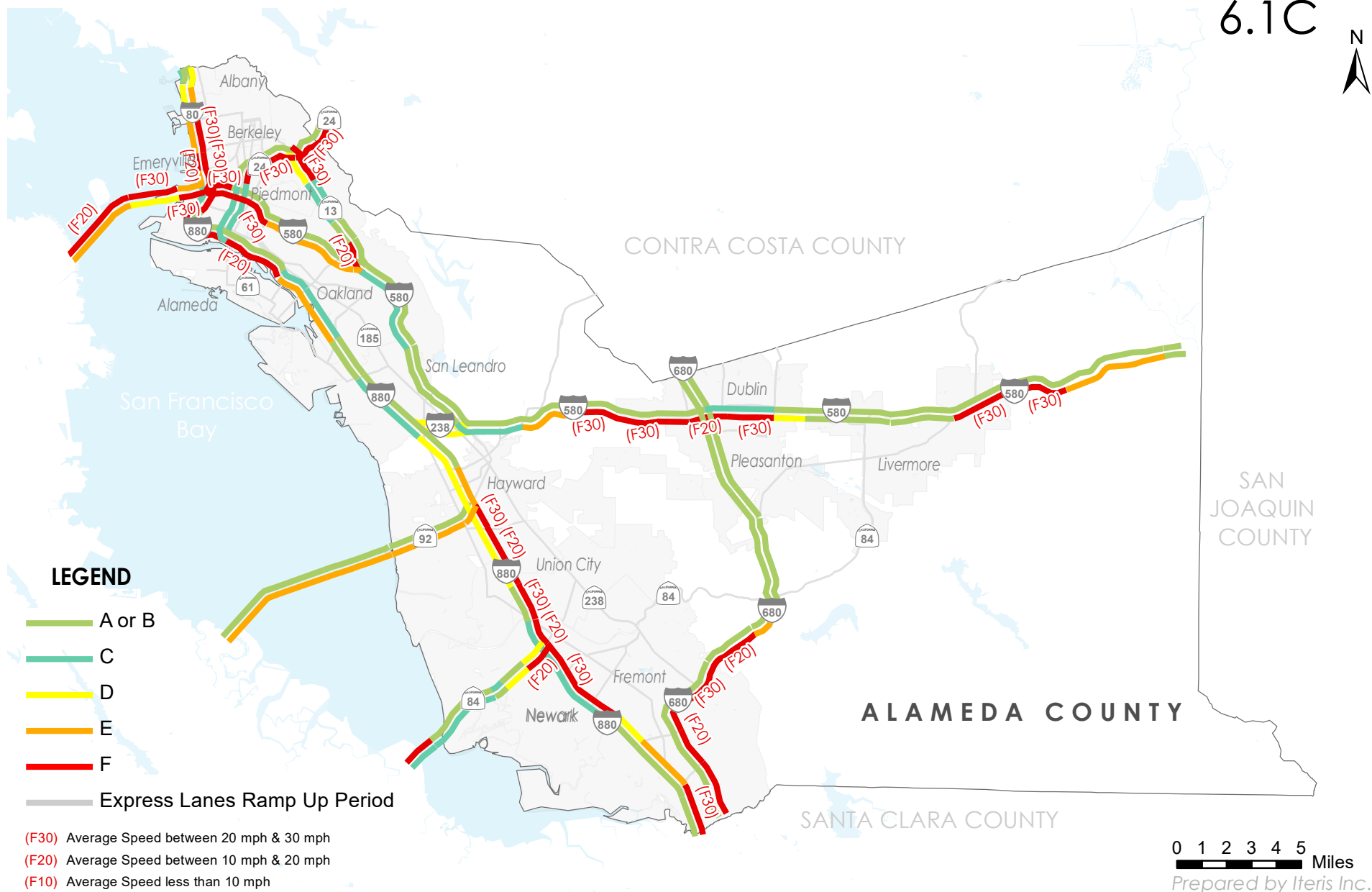
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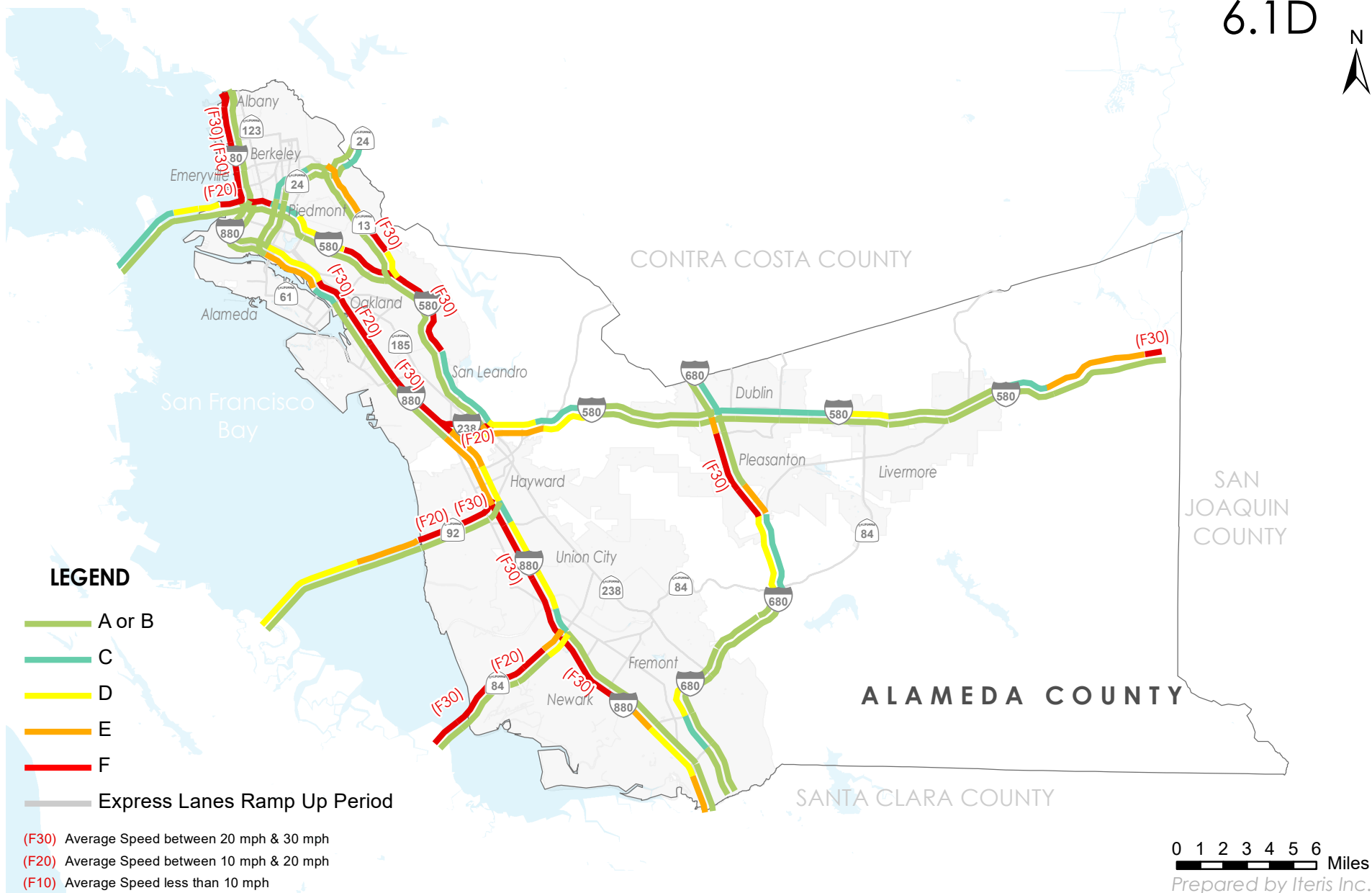


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2018 LEVEL OF SERVICE MONITORING PRELIMINARY RESULTS (MARCH): TIER 1 FREEWAYS & BRIDGES - PM PEAK PERIOD (4:00 PM to 6:00 PM)

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2018 LEVEL OF SERVICE MONITORING PRELIMINARY RESULTS (MARCH): TIER 1 FREEWAYS & BRIDGES - AM PEAK PERIOD (7:00 AM to 9:00 AM)

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2018 Level of Service Monitoring Study Preliminary Results

6.1E

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Plan Area	# Lanes	2016 results		2018 results	
		From	To					Speed	LOS	Speed	LOS
F1	I-80 - EB	SF County Line	Toll Plaza	Oak	2.01	North	5	52.80	C	46.2	D
F2	I-80 - EB	Toll Plaza	I-580 SB Merge	Oak	1.30	North	6	17.30	(F20)	20.5	(F30)
F3	I-80 - EB	I-80/I-580 (Merge)	Powell	Emery	0.54	North	6	9.90	(F10)	10.6	(F20)
F4	I-80 - EB	Powell	Ashby	Emery - Berk	0.72	North	6	11.50	(F20)	12.6	(F20)
F5	I-80 - EB	Ashby	University	Berk	1.30	North	5	19.90	(F20)	21	(F30)
F6	I-80 - EB	University	Jct I-580 (off)	Berk - Alb	1.37	North	5	29.60	(F30)	31.7	E
F7	I-80 - EB	Jct I-580 (off)	Central (County Line)	Alb	0.84	North	4	38.20	E	44.1	D
F8	I-80 - WB	Central (County Line)	Jct I-580	Alb	0.70	North	4	56.00	B	60.6	A
F9	I-80 - WB	Jct I-580	University	Berk - Alb	1.51	North	6	34.50	E	48.8	D
F10	I-80 - WB	University	Ashby	Berk	1.31	North	5	19.80	(F20)	33	E
F11	I-80 - WB	Ashby	Powell	Emery	0.71	North	5	15.20	(F20)	22.6	(F30)
F12	I-80 - WB	Powell	I-80/I-580 (Split)	Emery	0.47	North	6	29.70	(F30)	33.2	E
F13	I-80 - WB	I-580 Split	Toll Plaza	Oak	1.31	North	8	38.50	E	34.2	E
F14	I-80 - WB	Toll Plaza	SF County	Oak	2.01	North	4	32.60	E	21.2	(F30)
F15	I-238 - EB	I-880	I-580	Uninc-San L	2.59	Central	3	32.80	E	44.3	D
F16	I-238 - WB	I-580	I-880	Uninc-San L	2.48	Central	3	48.90	D	42.6	D
F17	I-580 - EB	I-580/I-238 changed fm (I-238/Fthl Off)	Grove	Unincorp	2.68	Central	5	43.50	D	53.4	C
F18	I-580 EB	Grove	Eden Canyon	Uninc - Pleas	2.19	East	4	41.10	D	38.9	E
F19	I-580 EB	Eden Canyon	San Ramon/ Foothill	Uninc - Pleas	4.82	East	4	34.80	E	24.1	(F30)
F20	I-580 EB	San Ramon/ Foothill	I-680	Pleas	0.71	East	4	-	-	15	(F20)
F21	I-580 EB	I-680	Hopyard	Plea	0.87	East	6	-	-	14.9	(F20)
F22	I-580 EB	Hopyard	Santa Rita	Plea	1.90	East	6	-	-	26.2	(F30)
F23	I-580 EB	Santa Rita	El Charro	Uninc-Pleas	1.25	East	6	-	-	45.8	D
F24	I-580 EB	El Charro	SR 84/Airway Blvd.	Unincorp	1.72	East	6	-	-	60.8	A
F25	I-580 EB	SR 84/Airway Blvd.	Portola	Liv	1.73	East	5	-	-	64.9	A
F26	I-580 - EB	Portola	1st St	Liv	2.56	East	5	-	-	56.3	B
F27	I-580 - EB	1st St	Greenville	Liv	2.13	East	6	-	-	26.1	(F30)
F28	I-580 - EB	Greenville	N.Flynn	Uninc	2.73	East	4	-	-	23.1	(F30)
F29	I-580 - EB	N.Flynn	Grant Line	Uninc	4.32	East	4	47.10	D	35.8	E
F30	I-580 - EB	Grant Line	I-205 (SJ Co) Off	Uninc	0.87	East	5	56.40	B	60.6	A
F31	I-580 - WB	I-205 (SJ Co)	Grant Line	Uninc	0.72	East	5	68.20	A	69.5	A

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Plan Area	# Lanes	2016 results		2018 results	
		From	To					Speed	LOS	Speed	LOS
F32	I-580 - WB	Grant Line	N Flynn	Uninc	4.59	East	4	65.70	A	67.4	A
F33	I-580 - WB	N Flynn	Greenville Rd	Liv - Uninc	2.43	East	5	-	-	66.9	A
F34	I-580 - WB	Greenville Rd	1st St	Liv	2.21	East	4	-	-	69.7	A
F35	I-580 - WB	1st St	Portola Ave	Liv	2.56	East	4	-	-	70.1	A
F36	I-580 - WB	Portola	SR 84/Airway Blvd	Liv	1.73	East	4	-	-	69.1	A
F37	I-580 - WB	SR 84/Airway Blvd	Fallon Rd/El Charro	Liv - Uninc	1.73	East	4	-	-	69.1	A
F38	I-580 - WB	Fallon Rd/El Charro	Tassajara	Plea	1.23	East	4	-	-	65.5	A
F39	I-580 - WB	Tassajara Rd	I-680	Plea	2.78	East	4	-	-	51.7	C
F40	I-580 - WB	I-680	San Ramon Rd	Plea	0.71	East	4	-	-	57.3	B
F41	I-580 - WB	San Ramon Rd	Eden Caynon	Plea - Uninc	4.82	East	4	58.30	B	57.9	B
F42	I-580 - WB	Eden Canyon	Center St	Uninc	2.50	East	4	64.80	A	62.8	A
F43	I-580 - WB	Center	I-580/238	Uninc	2.26	Central	5	63.50	A	60.4	A
F44	I-580 - EB	I-80	I-980	Oak	1.27	North	5	19.20	(F20)	23	(F30)
F45	I-580 - EB	I-980	Harrison	Oak	1.02	North	5	16.00	(F20)	18.1	(F20)
F46	I-580 - EB	Harrison	Lakeshore	Oak	0.84	North	4	21.50	(F30)	23	(F30)
F47	I-580 - EB	Lakeshore	Coolidge	Oak	2.21	North	5	31.90	E	32.9	E
F48	I-580 - EB	Coolidge	SH 13 Off	Oak	2.20	North	4	29.70	(F30)	33.4	E
F49	I-580 - EB	SH 13 Off	MacArthur	Oak	4.08	North	4	51.30	C	54.2	C
F50	I-580 - EB	MacArthur	I-580/238	SL - Uninc	3.78	Central	4	65.30	A	62.5	A
F51	I-580 - WB	I-238	Foothill/MacArthur	Uninc	3.86	Central	4	65.30	A	68.9	A
F52	I-580 - WB	Foothill/MacArthur	SH 13 Off	Oak	4.04	North	4	62.40	A	65.1	A
F53	I-580 - WB	SH 13 Off	Fruitvale	Oak	2.63	North	4	66.40	A	68.5	A
F54	I-580 - WB	Fruitvale	Harrison	Oak	2.68	North	4	63.40	A	65.2	A
F55	I-580 - WB	Harrison	SH 24 On-ramp	Oak	1.24	North	5	58.80	B	58.1	B
F56	I-580 - WB	SH-24 On-ramp	I-80/580 Split	Oak	1.17	North	5	23.80	(F30)	24.2	(F30)
F57	I-580 - EB	Central (County Line)	I-80 Jct	Alb	0.70	North	2	48.30	C	49.1	C
F58	I-580 - WB	I-80 Jct	Central (County Line)	Alb	0.86	North	3	56.00	C	55.3	B
F59	I-680 - NB	Scott Creek Rd	Rt 262/Mission	Fre	2.26	South	3	35.30	E	27	(F30)
F60	I-680 - NB	Rt 262/Mission	Durham Rd	Fre	1.62	South	3	8.40	(F10)	10	(F20)
F61	I-680 - NB	Durham Rd	Washington Blvd	Fre	1.30	South	3	8.70	(F10)	12.9	(F20)
F62	I-680 - NB	Washington Blvd	Rt 238/Mission	Fre	1.14	South	3	13.80	(F20)	21	(F30)

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Plan Area	# Lanes	2016 results		2018 results	
		From	To					Speed	LOS	Speed	LOS
F63	I-680 NB	SR 238/Mission	Vargas Rd	Fre	1.10	South	4	16.70	(F20)	21.5	(F30)
F64	I-680 NB	Vargas Rd	Andrade Rd	Unincorp	2.21	South	4	15.10	(F20)	18.8	(F20)
F65	I-680 NB	Andrade Rd	Calaveras	Unincorp	1.15	South	3	25.20	(F30)	32.3	E
F66	I-680 NB	Calaveras	Rt.84/Vallecitos	Unincorp	0.39	South	3	43.10	D	50.6	C
F67	I-680 NB	SR 84	Sunol Blvd	Plea - Uninc	3.52	East	3	66.90	A	67.7	A
F68	I-680 NB	Sunol Blvd.	Bernal Ave	Plea - Uninc	1.49	East	3	65.10	A	60.3	A
F69	I-680 NB	Bernal Ave	Stoneridge Dr	Plea	2.53	East	3	60.10	A	58.2	B
F70	I-680 NB	Stoneridge Dr	I-580	Plea	0.74	East	4	60.60	A	59.9	B
F71	I-680 - NB	I-580	Alcosta	Dub	1.85	East	4	65.30	A	66.9	A
F72	I-680 - SB	Alcosta	I-580	Dub	1.85	East	5	66.80	A	68.2	A
F73	I-680 SB	I-580	Stoneridge Dr	Plea	0.73	East	4	64.70	A	63.8	A
F74	I-680 SB	Stoneridge Dr	Bernal	Plea	2.54	East	3	65.30	A	64.7	A
F75	I-680 SB	Bernal Ave.	Sunol Blvd	Unincorp	1.49	East	3	65.90	A	66.9	A
F76	I-680 SB	Sunol Blvd.	SR 84	Unincorp	3.71	East	3	66.80	A	63.8	A
F77	I-680 SB	SR 84 (Niles Canyon)	Andrade Rd	Unincorp	1.33	South	4	66.50	A	67.1	A
F78	I-680 SB	Andrade Rd	Sheridon Rd	Unincorp	1.40	South	5	63.00	A	65.2	A
F79	I-680 SB	Sheridon Rd	Vargas Rd	Unincorp	0.81	South	4	64.80	A	66	A
F80	I-680 SB	Vargas Rd	SR 238/Mission	Fre	1.11	South	4	67.80	A	69.7	A
F81	I-680 - SB	Rt 238/Mission	Washington Blvd	Fre	1.14	South	4	68.10	A	70.1	A
F82	I-680 - SB	Washington Blvd	Durham Rd	Fre	1.35	South	4	67.60	A	68.8	A
F83	I-680 - SB	Durham Rd	Rt 262/Mission	Fre	1.63	South	4	65.10	A	66.1	A
F84	I-680 - SB	Rt 262/Mission	Scott Creek Rd	Fre	2.25	South	4	68.20	A	70.1	A
F85	I-880 - NB	Dix Landing	SR 262/Mission	Fre	2.09	South	6	25.00	(F30)	24.1	(F30)
F86	I-880 - NB	SR 262/Mission	AutoMall Pkwy	Fre	2.43	South	4	30.40	E	31.9	E
F87	I-880 - NB	AutoMall Pkwy	Stevenson	Fre	1.53	South	4	38.70	E	44.7	D
F88	I-880 - NB	Stevenson	Decoto	Fre	4.06	South	4	19.70	(F20)	28.9	(F30)
F89	I-880 - NB	Decoto	Alvarado Blvd	Fre	1.17	South	4	17.00	(F20)	19.4	(F20)
F90	I-880 - NB	Alvarado Blvd	Alvarado-Niles Blvd	Fre- Uni Cty	1.57	South	4	20.50	(F30)	22.8	(F30)
F91	I-880 - NB	Alv-Niles	Tennyson	Un Cty - Hay	2.60	South	4	17.50	(F20)	18.6	(F20)
F92	I-880 - NB	Tennyson	SR 92	Hay	1.02	Central	5	25.10	(F30)	25	(F30)
F93	I-880 - NB	SR 92	A St	Hay	1.68	Central	5	30.90	E	32.3	E

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Plan Area	# Lanes	2016 results		2018 results	
		From	To					Speed	LOS	Speed	LOS
F94	I-880 - NB	A St	I-238 (Marina before 06)	Unincorp	1.95	Central	5	50.60	C	56.2	B
F95	I-880 - NB	I-880/I238 (split)	Marina Blvd	SL	2.54	Central	5	57.20	B	60.4	A
F96	I-880 - NB	Marina Blvd	SR 112/Davis	SL	0.82	Central	4	41.30	D	55.1	B
F97	I-880 - NB	SR 112/Davis	Hegenberger	Oak - SL	1.83	Central	4	48.20	D	58.1	B
F98	I-880 - NB	Hegenberger	High/42nd	Oak	2.34	North	4	32.80	E	53.9	C
F99	I-880 - NB	High/42nd	23rd (1st on)	Oak	1.25	North	4	49.90	C	53.6	C
F100	I-880 - NB	23RD (1ST on)	Jct 980 (off)	Oak	2.63	North	4	59.40	B	57.3	B
F101	I-880 - NB	Jct 980 (off)	I-880/I-80 split	Oak	2.43	North	4	54.10	C	57.8	B
F102	I-880 - NB	I-880/I-80 split	I-880/I-80 (merge)	Oak	1.44	North	4	11.40	(F20)	13.5	(F20)
F103	I-880 - SB	I-880/I-80 split	I-880/I-80 merge	Oak	1.28	North	4	50.20	C	51.9	C
F104	I-880 - SB	I-880/I-80 merge	Jct 980	Oak	2.51	North	4	21.10	(F30)	25.3	(F30)
F105	I-880 - SB	I-980	23rd	Oak	2.74	North	5	15.30	(F20)	15.5	(F20)
F106	I-880 - SB	23rd St	High/42nd	Oak	1.10	North	5	30.20	E	31.8	E
F107	I-880 - SB	High/42nd	Hegenberger	Oak	2.36	North	4	37.10	E	37	E
F108	I-880 - SB	Hegenberger	SR 112/Davis	Oak - SL	1.82	North	4	49.50	C	55.5	B
F109	I-880 - SB	SR 112/Davis	Marina Blvd	SL	0.82	North	4	47.80	D	49.7	C
F110	I-880 - SB	Marina Blvd	SR 238 WB (merge)	Oak - SL	2.55	North	4	48.90	D	50.9	C
F111	I-880 - SB	I-238 (Marina before 06)	A St	Uninc	1.91	Central	5	38.60	E	42.6	D
F112	I-880 - SB	A St	Rt 92	Hay	1.70	Central	5	39.40	E	45.5	D
F113	I-880 - SB	Rt 92	Tennyson	Hay	1.01	Central	5	36.40	E	42.5	D
F114	I-880 - SB	Tennyson	Alv-Niles	Hay - UC	2.60	Central	4	45.40	D	45.2	D
F115	I-880 - SB	Alvarado-Niles	Alvarado	UC - Fre	1.56	Central	4	57.40	B	55.6	B
F116	I-880 - SB	Alvarado	Decoto	Fre	1.19	Central	4	53.70	C	54.1	C
F117	I-880 - SB	Decoto	Stevenson	Fre	4.06	South	4	56.60	B	53	C
F118	I-880 - SB	Stevenson	AutoMall Pkwy	Fre	1.52	Central	4	62.60	A	62.5	A
F119	I-880 - SB	AutoMall Pkwy	Rt 262/Mission	Fre	2.83	Central	4	65.30	A	63.1	A
F120	I-880 - SB	SR 262/Mission	Dix Landing(off)	Fre	1.69	South	4	67.10	A	66.5	A
F121	I-980 - WB	SR 24 @ 580	I-880	Oak	2.49	North	4	61.20	A	51.2	C
F122	I-980 - EB	I-880	SR 24 @ 580	Oak	2.44	North	4	43.30	D	52.8	C
F123	SR 13 - NB	Mountain On	Carson/Redwood (1) (off)	Oak	1.27	North	2	60.90	A	63.4	A
F124	SR 13 - NB	Carson/Redwood (1) (off)	Joaguin Miller	Oak	1.08	North	2	62.40	A	64.7	A

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Plan Area	# Lanes	2016 results		2018 results	
		From	To					Speed	LOS	Speed	LOS
F125	SR 13 - NB	Joa Miller/Linc	Moraga Ave	Oak	1.83	North	2	35.00	E	49.1	C
F126	SR 13 - NB	Moraga Ave	Hiller (Sig)	Oak	1.63	North	2	17.50	(F20)	24.3	(F30)
F127	SR 13 - SB	Hiller Sig	Moraga Ave	Oak	1.60	North	2	41.50	D	43.4	D
F128	SR 13 - SB	Moraga Ave	Joa Miller/Linc	Oak	1.85	North	2	53.70	C	53.6	C
F129	SR 13 - SB	Joaq Miller/Lincoln	Redwood	Oak	1.07	North	2	58.90	B	57.1	B
F130	SR 13 - SB	Redwood	Jct I-580 (EB Merge)	Oak	1.40	North	2	14.80	(F20)	12.8	(F20)
F131	SR 24 - EB	Jct I-580 (on)	Broadway/SR 13	Oak	1.84	North	4	13.00	(F20)	22.5	(F30)
F132	SR 24 - EB	Broadway/SR 13	Caldecott (enter)	Oak	1.65	North	4	11.10	(F20)	13.2	(F20)
F133	SR 24 - EB	Caldecott (enter)	Fish Ranch Road	Oak	1.04	North	4	25.10	(F30)	24.5	(F30)
F134	SR 24 - WB	Fish Ranch Road (CC)	Caldecott (exit)	Oak	0.99	North	4	57.90	B	60.1	A
F135	SR 24 - WB	Caldecott (exit)	Broadway	Oak	1.73	North	4	61.50	A	63.2	A
F136	SR 24 - WB	Broadway	Jct I-580 (on)	Oak	1.86	North	4	63.50	A	66.1	A
F137	SR 84 - EB	San M CL	Toll Plaza	Fremont	3.29	South	3	48.20	D	52	C
F138	SR 84 - EB	Toll Plaza	Thornton	Fremont	0.54	South	3	53.50	C	57.8	B
F139	SR 84 - EB	Thornton Ave/Pascon Padre	Newark Blvd/Ardenwood Blvd	Newark	1.16	South	3	46.90	D	48.1	D
F140	SR 84 - EB	Newark Blvd/Ardenwood Blvd	I-880 NB (off)	Newark	1.20	South	2	16.50	(F20)	15.6	(F20)
F141	SR 84 - WB	I-880 NB (off)	Ardenwood/Newark	Newark	1.21	South	3	47.10	D	47.4	D
F142	SR 84 - WB	Ardenwood/Newark	Paseo Padre Pkwy	Newark	1.15	South	3	64.10	A	65	A
F143	SR 84 - WB	Paseo Padre Pkwy	Toll Gate	Fremont	0.54	South	3	53.00	C	53.3	C
F144	SR 84 - WB	Toll Plaza	San M CL	Fremont	3.29	Central	3	61.90	A	67.3	A
F145	SR 92 - EB	San M CL	Toll Plaza	Hay	2.78	Central	3	39.20	E	40.6	E
F146	SR 92 - EB	Toll Plaza	Clawiter	Hay	1.87	Central	3	38.60	E	36.9	E
F147	SR 92 - EB	Clawiter	I-880	Hay	2.07	Central	4	30.70	E	36.3	E
F148	SR 92 - WB	I-880	Clawiter	Hay	2.05	Central	4	61.00	A	62.6	A
F149	SR 92 - WB	Clawiter	Toll Plaza	Hay	1.88	Central	4	58.60	B	56.4	B
F150	SR 92 - WB	Toll Plaza	San M CL	Hay	2.79	Central	3	65.50	A	67.6	A
F151	SR 92 - WB	San M CL	Foster City Boulevard	SM	4.97	Central	3	65.80	A	68.6	A
F152	SR 92 - EB	Foster City Boulevard	San M CL	SM	4.97	Central	3	34.40	E	35.3	E
F153	SR 84 - WB	San M CL	Ravenswood Slough	SM	1.31	South	3	60.00	A	NA	NA
F154	SR 84 - EB	Ravenswood Slough	San M CL	SM	1.31	South	3	45.30	D	50	C
F155	I-80 - WB	SF County Line	Fremont St Off Ramp	SF	3.32	North	5	25.80	(F30)	18.2	(F20)

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Plan Area	# Lanes	2016 results		2018 results	
		From	To					Speed	LOS	Speed	LOS
F156	I-80 - EB	Bryant St On Ramp	SF County Line	SF	3.29	North	5	33.50	E	37.7	E



Memorandum

6.2

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DATE:	May 3, 2018
TO:	Alameda County Technical Advisory Committee
FROM:	Tess Lengyel, Deputy Executive Director of Planning and Policy Saravana Suthanthira, Principal Transportation Planner Aleida Andrino-Chavez, Associate Transportation Planner
SUBJECT:	Implementing Senate Bill (SB) 743 Related California Environmental Quality Act Transportation Impact Analysis

Recommendation

Receive an update and share information on implementing Senate Bill 743 (Steinberg), related to the California Environmental Quality Act (CEQA) Transportation Impact Analysis. Alameda CTC requests that ACTAC members share information on activities in their respective local jurisdictions, and provide input on support needed from Alameda CTC for SB 743 implementation. This item is for information only.

Summary

The upcoming amendment to CEQA based on SB 743 includes a change to the significance metric used for the evaluation of transportation impacts of land use and transportation projects. The Governor's Office of Planning and Research (OPR), as directed in SB 743, has recommended the use of Vehicle Miles Traveled (VMT) as the new metric replacing the Level of Service (LOS) metric for assessing transportation impacts under CEQA. Statewide application of the new metric is slated to begin on January 1, 2020. This has prompted jurisdictions around the state to explore options or develop guidelines to transition to the use of VMT for CEQA purposes. Two jurisdictions in Alameda County have transitioned to the new metric (the Cities of Oakland and Emeryville), while others are beginning to work on identifying new transportation impacts assessment processes.

At the May ACTAC meeting, Alameda CTC requests that member agencies share the steps taken in their respective agencies in implementing SB 743 following the new CEQA guidelines update. Additionally, Alameda CTC seeks input from ACTAC regarding what

support may be needed from Alameda CTC in transitioning to use VMT metric for transportation impact analyses under CEQA.

Background

In September 2013, the State Legislature passed into law SB 743, which required agencies to change the significance metric used to assess the transportation impacts of land use and transportation projects under CEQA from LOS to VMT. The intent is that the new metric will better align with other statewide goals, such as greenhouse gas emissions reduction and Sustainable Communities Strategies (SCS) that encourage multimodal development and promote infill opportunities in dense urban areas.

OPR was the lead in developing guidelines to implement SB 743. Since early 2014, OPR has worked with numerous stakeholders across the state in developing guidelines for evaluation of the transportation impacts of proposed residential, mixed use, commercial developments, and transportation projects under CEQA. Alameda CTC led and facilitated the Regional Working Group that informed these efforts in the San Francisco Bay Area, and independently provided comments to OPR on draft and final guidelines. Similarly, many Alameda County jurisdictions and transit agencies also were engaged in this process and submitted comments to OPR.

In January 2018, OPR submitted proposed CEQA amendments to the California Natural Resources Agency (CNRA) for final rulemaking. CNRA concluded the rule making process on March 15, 2018 and the final CEQA Guidelines are anticipated to be published soon.

SB 743 Highlights

OPR provided a Technical Advisory (see Attachment A) that details the process, tools, thresholds and potential mitigation measures that can be applied to estimate the impact analysis. OPR will maintain the Technical Advisory and update it as needed, outside of the legislative process, making the update nimble and relevant.

- Highlights of the Advisory:The new primary metric shall be VMT, which aligns with the state's climate change goals and supports infill development. With the exception of roadway capacity projects, a project's effect on automobile delay does not constitute a significant environmental impact. Regarding roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements, including LOS.
 - In general, for land use projects, the presumption is that transportation impacts are less than significant if the proposed development is located near transit or if it decreases VMT.

- The Technical Advisory states that achieving 15% lower per capita or per employee VMT than existing development is generally achievable and connects this level of reduction to the state's emissions goals. Please see Attachment B for recommended thresholds for typical land use projects.
 - For transportation projects, the presumption is that a project has less than significant impacts if it decreases VMT. In addition, for roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact that is consistent with CEQA and other applicable requirements.
- Reinstates the establishment of Infill Opportunity Zones (IOZ) encouraging the inclusion of complete streets features and multimodal projects in downtown areas.
- Tools and methodology: Lead agencies have discretion in choosing the appropriate methodology for analyzing the VMT impacts of a project and have the flexibility to evaluate projects on a qualitative basis as well.
- Implementation timeline: Agencies have an opt-in period to prepare for the transition from LOS to VMT for CEQA analysis until January 1, 2020; until then, agencies can still use LOS for their planning and fee programs.

Examples of local jurisdiction efforts to transition from LOS to VMT for CEQA purposes in Alameda County

In Alameda County, some jurisdictions have started the transition or are about to start the transition to VMT for the evaluations of projects under CEQA. Below is a summary of jurisdiction guidelines and status of the transition process.

City of Oakland: In April 2017, the City of Oakland released its Transportation Impact Review Guidelines for the evaluation of land-use development projects under CEQA. It establishes a City-led peer review approach to transportation impacts of land-use projects that ensures the project meets City design standards and is consistent with approaches and mitigations that advance improvements that will increase access for pedestrians, bicyclists, and transit in order to reduce VMT. This process includes a CEQA Screen, which helps determine the type of documentation/transportation study required for a particular project. Additional details include:

- Threshold for exemption for impact review - 50 vehicle trips during peak hour
- If detailed analysis is required (projects over the 50 trips/peak hour):
 - Project sponsor must identify the travel demand model proposed for the analysis.
 - Include active transportation and transit focus for the project site analysis and if necessary, an intersection Operations Analysis for projects generating more than 800 peak hour trips or 400 peak-hour transit trips.
 - A CMP analysis is only required for projects generating 100 or more PM peak hour trips on a roadway segment of a CMP Network. The CMP analysis will follow the

Alameda CTC's most recently adopted Congestion Management Program requirements.

City of Emeryville: The City of Emeryville has not adopted specific guidelines for VMT assessments, but its General Plan adopted in 2009, calls for the use of alternative measurement standards for evaluating transportation impacts of land use projects. Specifically, it calls for a "Quality of Service" (QOS) standard that optimizes travel for all modes of transportation. This metric is based on the Quality/Level of Service Handbook (2002), published by the Florida Department of Transportation. In response to SB 743, the City of Emeryville used VMT as one of the metrics to assess the transportation impacts for the proposed Sherwin Williams mixed-use residential and commercial development in January 2016.

Other Alameda County Cities: The Cities of Fremont and Hayward applied to an MTC/ABAG PDA Staffing Assistance Program Grant for the development of guidelines to assess transportation impacts of projects under the updated CEQA. The applications were recommended by the MTC Planning Committee on April 13, 2018 for MTC Commission approval, which is scheduled for April 25, 2018. If implemented, their guidelines are scheduled to be adopted in 2019.

Caltrans: Caltrans has been working proactively to address SB 743, as it affects two aspects of Caltrans work:

- The review of local land use projects' potential impact to the State Highway System
- Review of impact analysis including induced vehicle travel for transportation projects on the State Highway System

Caltrans undertook a significant effort to update the Local Development-Intergovernmental Review program (LD-IGR) guidance working with a state level working group. Revised in November 2016, this high level reference (see Attachment C) for District staff refocuses Caltrans LD-IGR program attention on local development project's VMT, appropriate transportation demand measures (TDM), and determining how best to address multimodal operational issues. Revisions to the reference primarily reflect:

- Caltrans intent to use and reference OPR's approved technical advisory when released
- Clearer references to consistency with Regional Transportation Plan/Sustainable Communities Strategy
- Clearer ties to the California Transportation Plan 2040

In addition, the Caltrans website has resources and tools available for agencies to use in their evaluations of transportation impacts under the new CEQA mandate, including

their revised Land Use Intergovernmental Review Program, which aligns Caltrans project review to SB 743 requirements.

Implications for Alameda CTC's Activities

For Alameda CTC, there are two areas of work that are impacted by this new mandate: 1) Implementing the legislatively mandated Congestion Management Program (CMP) elements; and 2) Developing CEQA related transportation impact analysis for transportation projects implemented by Alameda CTC.

- **CMP Elements:** As the CMA for the County, Alameda CTC is responsible for developing and implementing the CMP. The CMP legislation requires CMAs to use LOS as the metric for two elements of the CMP: LOS Monitoring and the Land Use Analysis Program (LUAP). The LOS Monitoring assesses roadway performance biennially across the County for major roadways that are in the CMP network. The CMP requires development of deficiency plans for segments of roadways that fall below LOS E subject to certain exemptions. LUAP uses LOS as a metric to assess impact of land use on the regionally significant roadways in the county. The requirement to use LOS poses challenges and questions that need to be addressed during the transition period or until CMP legislation is updated.
- **Transportation Impact Analysis for the Alameda CTC sponsored projects:** Environmental Impact Reports that have recently been completed or recently began applied both LOS and VMT metrics (for informational purposes), pending the final update to the CEQA guidelines. For future environmental documents, , Alameda CTC anticipates that there will be more clarity on the use of VMT as a significance metric for impact analyses based final CEQA guidelines.

Alameda CTC will support a roundtable discussion at ACTAC to gain an understanding of the steps taken by respective agencies in implementing SB 743 following the new CEQA guidelines update. Additionally, Alameda CTC seeks input from ACTAC regarding what support may be needed from Alameda CTC in transitioning to use VMT metric for transportation impact analysis under CEQA.

Fiscal Impact: There is no fiscal impact associated with the requested action.

Attachments:

Attachment A: [Technical Advisory on Evaluating Transportation Impacts in CEQA- Governor's Office of Planning and Research-November 2017](#). (Hyperlinked to Web)

Attachment B: Table 1: Recommended Numeric Thresholds of Significance for Typical Land Use Projects

Attachment C: [Local Development Intergovernmental Review Program Interim Guidance-Caltrans, November 2016](#) (Hyperlinked to Web)

TABLE 1. RECOMMENDED NUMERIC THRESHOLDS OF SIGNIFICANCE FOR TYPICAL LAND USE PROJECTS

PROJECT TYPE	THRESHOLD
Residential Projects	<ul style="list-style-type: none"> • Projects exceeding a level of 15 percent below existing VMT/capita (measured as regional VMT/capita or as city VMT/capita) • Projects using city VMT/capita must not cumulatively exceed the number of units specified in the SCS for that city and must be consistent with the SCS. • For projects in unincorporated areas, local agency can compare residential projects VMT to the region VMT/capita or to the aggregate population-weighted VMT/capita • In MPO areas, development in unincorporated areas measured against aggregate city VMT /capita must not cumulatively exceed the population or number of units specified in the SCS for that city.
Office Projects	<ul style="list-style-type: none"> • A proposed project exceeding a level of 15 percent below existing regional VMT per employee may indicate a significant transportation impact
Retail Projects	<p>Net increase in total VMT may indicate a significant transportation impact.</p> <ul style="list-style-type: none"> • Local-serving retail may reduce VMT. May use a less-than-significant impact presumption. • Regional retail tends to increase VMT. <p>In general, retail development that includes stores larger than 50,000 sq. ft. might be considered regional-serving and lead agencies should conduct analysis to determine if the project increases VMT.</p>
Mixed-Use Projects	<p>Lead agencies can evaluate project in two ways:</p> <ul style="list-style-type: none"> • Evaluate each component of the project independently and apply the significance threshold for each project type, or • Evaluate the dominant use. <p>Mixed-use projects must take credit for internal capture.</p>
Other Project Types	<p>Lead agencies may develop their own more specific thresholds, which may include other land use types. In doing so, they must consider the purposes described in section 21099 of the Public Resources Code and regulations in the CEQA Guidelines on the development of thresholds of significance (CEQA Guidelines, § 15064.7)</p>
Redevelopment Projects	<p>Depends on the land use replacement leading to a net overall decrease in VMT. If project leads to an overall increase in VMT, lead agency must apply the thresholds described in this table.</p>
All Land Use Projects	<p>Lead agencies should analyze impacts resulting from inconsistencies with regional plans. If a project is inconsistent with the Regional Transportation Plan (RTP) and SCS, the lead agency must evaluate whether that inconsistency indicates a significant impact on transportation.</p>

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