



ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE (ACTAC) MEETING NOTICE

Tuesday, January 8, 2013, 1:30 P.M.
1333 Broadway, Suite 300,
Oakland, California 94612
(see map on last page of agenda)

Chairperson: Art Dao
Staff Liaison: Matt Todd
Secretary: Claudia Leyva

AGENDA

*Copies of Individual Agenda Items are Available on the:
Alameda CTC Website -- www.AlamedaCTC.org*

1 INTRODUCTIONS / ROLL CALL

2 PUBLIC COMMENT

Members of the public may address the Committee during “Public Comment” on any item not on the agenda. Public comment on an agenda item will be heard when that item is before the Committee. Anyone wishing to comment should make his or her desire known to the Chair.

3 CONSENT CALENDAR

3A	Approval of Minutes of November 6, 2012 – Page 1	A
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4 ACTION ITEMS

No Action items this month

5 NON ACTION ITEMS

5A	State Transportation Improvement (STIP) Program Timely Use of Funds Monitoring Report – Page 7	I
5B	Federal Surface Transportation/Congestion Mitigation and Air Quality (STP/CMAQ) Program Timely Use of Funds Monitoring Report – Page 15	I
5C	Transportation Fund for Clean Air (TFCA) Program Timely Use of Funds Monitoring Report – Page 29	I

5D	One Bay Area Grant (OBAG) Program Update– Page 35	I
5E	Metropolitan Transportation Commission Complete Streets Checklist *	I
5F	California Transportation Commission (CTC) December 2012 Meeting Summary – Page 41	I
5G	Transportation Fund for Clean Air (TFCA) Draft FY 2013/14 Fund Estimate and Schedule– Page 45	
5H	2013 Countywide Travel Demand Model Update Scope of Work – Page 49	I
5I	2012 Level of Service (LOS) Monitoring Study Results – Page 61	I
5J	Local Streets and Roads Working Group (LSRWG) Update <i>No Meeting held in December 2012</i>	I

6 LEGISLATIVE PROGRAM UPDATE

6A	Legislative Update and Approval of Legislative Positions – Page 97	I
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7 STAFF AND COMMITTEE MEMBER REPORTS**8 ADJOURNMENT AND NEXT MEETING: February 5, 2013**

Key: A- Action Item; I – Information Item; *Material will be provided at meeting.
(#) All items on the agenda are subject to action and/or change by the Committee.

*PLEASE DO NOT WEAR SCENTED PRODUCTS SO INDIVIDUALS WITH
ENVIRONMENTAL SENSITIVITIES MAY ATTEND*

*Alameda County Transportation Commission
1333 Broadway, Suites 220 & 300, Oakland, CA 94612
(510) 208-7400
(510) 836-2185 Fax (Suite 220)
(510) 893-6489 Fax (Suite 300)
www.alamedactc.org*



Alameda County Technical Advisory Committee (ACTAC)

Fiscal Year 2012/13

Member Agencies

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
AC Transit
BART

Other Agencies

Chair, ACTC
ABAG
ACE
BAAQMD
Caltrans
CHP
LAVTA
MTC
Union City Transit
WETA

Glossary of Acronyms

ABAG	Association of Bay Area Governments	MTC	Metropolitan Transportation Commission
ACCMA	Alameda County Congestion Management Agency	MTS	Metropolitan Transportation System
ACE	Altamont Commuter Express	NEPA	National Environmental Policy Act
ACTA	Alameda County Transportation Authority (1986 Measure B authority)	NOP	Notice of Preparation
ACTAC	Alameda County Technical Advisory Committee	PCI	Pavement Condition Index
ACTC	Alameda County Transportation Commission	PSR	Project Study Report
ACTIA	Alameda County Transportation Improvement Authority (2000 Measure B authority)	RM 2	Regional Measure 2 (Bridge toll)
ADA	Americans with Disabilities Act	RTIP	Regional Transportation Improvement Program
BAAQMD	Bay Area Air Quality Management District	RTP	Regional Transportation Plan (MTC's Transportation 2035)
BART	Bay Area Rapid Transit District	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act
BRT	Bus Rapid Transit	SCS	Sustainable Community Strategy
Caltrans	California Department of Transportation	SR	State Route
CEQA	California Environmental Quality Act	SRS	Safe Routes to Schools
CIP	Capital Investment Program	STA	State Transit Assistance
CMAQ	Federal Congestion Mitigation and Air Quality	STIP	State Transportation Improvement Program
CMP	Congestion Management Program	STP	Federal Surface Transportation Program
CTC	California Transportation Commission	TCM	Transportation Control Measures
CWTP	Countywide Transportation Plan	TCRP	Transportation Congestion Relief Program
EIR	Environmental Impact Report	TDA	Transportation Development Act
FHWA	Federal Highway Administration	TDM	Travel-Demand Management
FTA	Federal Transit Administration	TEP	Transportation Expenditure Plan
GHG	Greenhouse Gas	TFCA	Transportation Fund for Clean Air
HOT	High occupancy toll	TIP	Federal Transportation Improvement Program
HOV	High occupancy vehicle	TLC	Transportation for Livable Communities
ITIP	State Interregional Transportation Improvement Program	TMP	Traffic Management Plan
LATIP	Local Area Transportation Improvement Program	TMS	Transportation Management System
LAVTA	Livermore-Amador Valley Transportation Authority	TOD	Transit-Oriented Development
LOS	Level of service	TOS	Transportation Operations Systems
		TVTC	Tri Valley Transportation Committee
		VHD	Vehicle Hours of Delay
		VMT	Vehicle miles traveled



**Directions to the Offices of the
Alameda County Transportation
Commission:**

**1333 Broadway, Suite 220
Oakland, CA 94612**

***Public Transportation
Access:***

BART: City Center / 12th Street Station

AC Transit:

Lines 1,1R, 11, 12, 13, 14,
15, 18, 40, 51, 63, 72, 72M,
72R, 314, 800, 801, 802,
805, 840

Auto Access:

- Traveling South: Take 11th Street exit from I-980 to 11th Street
- Traveling North: Take 11th Street/Convention Center Exit from I-980 to 11th Street
- Parking:
City Center Garage –
Underground Parking,
(Parking entrances located on
11th or 14th Street)

**Alameda County
Transportation Commission
1333 Broadway, Suite 220
Oakland, CA 94612**



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ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE
Minutes of November 6, 2012

1 INTRODUCTIONS

2 PUBLIC COMMENT

3 CONSENT CALENDAR

- 3A Minutes of October 3, 2012
- 3B California Transportation Commission (CTC) October 2012 Meeting Summary
- 3C Training Opportunity – Caltrans' Understanding Bicycle Transportation Workshop
- 3D Funding Opportunity – Transportation Fund for Clean Air Program (TFCA) Regional Funds for Shuttle/ Feeder Bus and Regional Ridesharing Projects
- 3E Approved Projects for Cycle 5 Highway Safety Improvement Program (HSIP) and Cycle 3 High Risk Rural Roads(HR3) Program

A motion was made by Odumade (Fremont) to approve the consent calendar.
Frascinella (Hayward) made a second. The motion passed unanimously.

4 OBAG ITEMS

Staff recommended moving to **Agenda Item 4B**. The Committee agreed.

- 4B Priority Development Area (PDA) Readiness Classification
Kara Vuicich requested ACTAC to provide input on the draft Priority Development Area (PDA) readiness classification and review and update to the status of PDA planning efforts as well as any other PDA inventory information by November 13, 2012. Kara provided ACTAC with a Power Point Presentation. This item was presented for information only.
- 4A Draft One Bay Area Grant (OBAG) Program Guidelines
Matt Todd requested ACTAC to review the Draft 2012/13 Alameda County Coordinated Funding Program Guidelines which includes: Draft One Bay Area Grant program Guidelines; Draft Measure B Countywide Discretionary Fund (CDF) (Cycle 5) / Vehicle Registration Fee (VRF) Bicycle and Pedestrian (Cycle 1) Program Guidelines; Draft VRF Transit Program Guidelines (Cycle 1); Draft Measure B Express Bus Program Guidelines (Cycle 3). Matt provided ACTAC with a Power Point Presentation. This item was presented for information only.
- 4C Approval of Priority Conservation Area (PCA) Process and Schedule
Kara Vuicich requested ACTAC to recommend that the Commission approve the proposed process and schedule for conducting a PCA inventory and developing a strategy for responding to MTC's anticipated regional PCA Pilot Program project solicitation. A motion was made by Cooke (San Leandro) to recommend approval; Frascinella (Hayward) made a second. The motion passed unanimously.

5 ACTION ITEMS

- 5A Approval of Congestion Management Program: Final 2012 Annual Conformity Requirements
Saravana Suthanthira requested ACTAC recommend that the Commission 1) Find that all local jurisdictions are in conformance with the Congestion Management Program (CMP) annual conformity requirements, and 2) approve the Deficiency Plan status reports regarding SR 260 Posey Tube eastbound to I-880 northbound freeway connections, SR 185 northbound between 46th and 42nd Avenues and Mowry Avenue eastbound from Peralta Boulevard to SR 238/Mission Boulevard. A motion was made Odumade (Fremont) to recommend approval; Frascinella (Hayward) made a second. The motion passes unanimously.
- 5B Approval of the Reprogramming of Lifeline Transportation Program Cycle 2 Funding
Jacki Taylor requested ACTAC to recommend approval of the Reprogramming of Lifeline Transportation Program Cycle 2 Funding. A motion was made by Odumade (Fremont) to recommend approval; Andrino-Chavez (Albany) made a second. The motion passed unanimously.

6 NON ACTION ITEMS

- 6A Scope of Work for Sustainable Communities Technical Assistance Program (SC-TAP) Request for Qualifications (RFQ)
Kara Vuicich requested ACTAC for their feedback on a draft scope of work for a Request for Qualifications (RFQ) for the technical assistance program and will issue the RFQ in December following the approval of the Alameda CTC Commission. Kara also stated that staff will present the draft technical assistance program in more detail along with potential program funding amounts and sources in January. Kara requested that comments be submitted no later than November 13, 2012. This item was presented for information only.
- 6B Federal Inactive List of Projects
Vivek Bhat requested ACTAC to review the September 2012 Quarterly Federal inactive obligation list of projects. Bhat stated that to prevent the deobligation and potential loss of unexpected funds, local agencies must submit a valid FMIS transaction by November 21, 2012. This item was presented for information only.
- 6C Local Streets and Roads Working Group (LSRWG) Update
No Meeting held in October.
Staff requested ACTAC to volunteer a new member to report on behalf of the LSRWG.

7 LEGISLATIVE PROGRAM UPDATE

- 7A Review Legislative Program Update
Tess Lengyel informed ACTAC that Alameda CTC is working on developing their legislative program and getting it ready for the Committee meetings on November 19th. Alameda CTC is looking at a 2 tiered approach to address policy and legislative activates in the coming year. This item was presented for information only.

8 STAFF AND COMMITTEE MEMBER REPORTS

Art Dao reminded ACTAC that Committee Meetings will be held on November 19th, 2012, the December Board Meeting will be held on December 6, 2012 and will be followed with our Agency Open House following the meeting. Matt Todd reported that MTC released their annual Pavement Condition Index Report. There will be an item about it at the Committee meetings on November 19th and staff will also forward an e-mail with this information to ACTAC before the meeting on the 19th.

Tess Lengyel reported that MTC is hosting Complete Streets workshops around the region and Alameda County's workshop will take place on Thursday, November 8th at the MTC offices and will focus on a lot of the policy aspects.

9 ADJOURNMENT AND NEXT MEETING:

Meeting adjourned at 3:25 p.m.

NEXT MEETING: Tuesday, January 8, 2013 @ 1:00pm

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

Attest by:



Claudia D. Leyva, Secretary

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1333 Broadway, Suites 220 & 300

Oakland, CA 94612

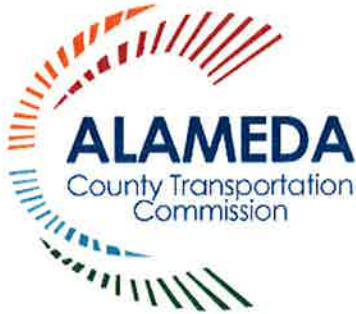
PH: (510) 208-7400

www.AlamedaCTC.org

ACTAC Meeting - 01/08/13
Agenda Item 3A

ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE
NOVEMBER 6, 2012
ROSTER OF MEETING ATTENDANCE
ALAMEDA CTC COMMITTEE ROOM, OAKLAND, CALIFORNIA

	NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1.	Claudia Leyva	ACTC	(510) 208-7408	Cleyva@alamedactc.org
2.	Bob Vinu	Livermore	925 960 4516	bvinu@cityoflivermore.net
3.	Donna Lee	BART	(510) 464-1222	dlee@bart.gov
4.	Vac Mevotti	BART	510.287.4794	vmevotti@bart.gov
5.	Bob ROSEVEAR	CALTRANS	510.286-5544	ROBERT.ROSEVEAR@DOT.CA.GOV
6.	Janet Chang	City of Piedmont	510-761-4864	janetchang@cityofpiedmont.ca.us
7.	Liz McElligott	Alameda County	510-670-6120	elizabeth.mcelligott@acgov.org
8.	CINDY HORWATH	ALAMEDA COUNTY	510-670-6511	CINDY.HORWATH@ACGOV.ORG
9.	Albert Lopez	"	510-670-5426	albert-lopez@acgov.org
10.	Art Carver	"	510 670-5581	artc@acpwa.org
11.	Keith Z Cooke	San Leandro	510-577-3439	KCooke@SanLeandro.org
12.	Mike Tassano	Pleasanton	925 931-5670	mtassano@cityofpleasanton.ca.gov
13.	Kunle Odumade	Fremont	510.494.4746	Kodumade@fremont.gov
14.	Peggy CLAASSEN	NEWARK	510-578-4671	peggy.claassen@newark.org
15.	Tom Ruark	Union City	510-675-5301	thomasr@unioncity.org
16.	Carmela Campbell	Union City	510-675-5316	carmela.c@unioncity.org
17.	Bruce Williams	Oakland	510-238-7229	bwilliams@oaklandnet.ca
18.	Matt Nichols	Berkeley	510-981-7068	mnichols@cityofberkeley.info
19.	Nathan Londra	ACT Transit	510-891-4792	nlondra@acttransit.org
20.	Don Basemolla	Hayward	510-583-4781	don.basemolla@hayward-ca.gov



1333 Broadway, Suites 220 & 300

Oakland, CA 94612

PH: (510) 208-7400

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21. V. Patel City of Alameda 510 747 7947 VPatel@ci.alameda.ca.us
22. OBAID KHAN City of Dublin 925 833-6634 obaid.khan@dublin.ca.gov
23. Rob REES FEHR+PEERS 510 834-3200 R.REES@FEHRANDPEERS.COM
24. Matthew Bomberg ACTC 510-208-7444 mbomberg@alameda.ctc.org
25. Mika Miyasato HNTB 510-587-8677 mmiyasato@hntb.com
26. Laurel Poettr Alameda CTC 510-208-7415 lpoettr@alamedactc.org
27. JACKI TAYLOR Alameda CTC 510-208-7413 JTAYLOR@ALAMEDACTC.ORG
28. Kara Vuicich Alameda CTC 510-208-74510 kvuicich@alamedactc.org
29. Victoria Winn Alameda CTC 510-208-7429 VWINN@alamedactc.org
30. Aleida Andino-Chavez City of Berkeley 510-328 5759 achavez@alchavez.org
31. Stewart Ng ACTC Staff
32. Beth Walukas ACTC Staff
33. Art Dao ACTC Staff
34. Matt Todd ACTC Staff
35. Tess Lengyel ACTC Staff
- 36.
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- 38.
- 39.
- 40.
- 41.
- 42.



Memorandum

DATE: December 21, 2012

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Matt Todd, Manager of Programming
James O'Brien, Project Controls Manager

SUBJECT: State Transportation Improvement Program (STIP) Timely Use of Funds
Monitoring Report

Recommendation

This is an information item.

Summary

ACTAC is requested to review and comment on the project specific information included in the attached STIP Timely Use of Funds Report, dated January 31, 2013. The report segregates projects into Red, Yellow, and Green zones. Project sponsors are requested to email documentation related to the status of the required activities shown on the report to Jacki Taylor, JTaylor@alamedactc.org, by Friday, January 11th. The STIP At Risk Report is scheduled to be brought to the Commission February 2013.

Background

The report is based on the information made available to the Alameda CTC's project monitoring team. This information stems from the project sponsors as well as other funding agencies such as Caltrans, MTC and the CTC.

The Report includes a total of 37 STIP projects being monitored for compliance with the STIP "Timely Use of Funds" provisions. Red zone projects are considered at a relatively high risk of non-compliance with the provisions. Yellow zone projects are considered at moderate risk, and Green zone at low risk. The criteria for determining the project zones are listed near the end of the report. The durations included in the criteria are intended to provide adequate time for project sponsors to perform the required activities to meet the deadline(s). The risk zone associated with each risk factor is indicated in the tables following the report. Projects with multiple risk factors are listed in the zone of higher risk.

The Alameda CTC requests copies of certain documents related to the required activities to verify that the deadlines have been met. Typically, the documentation requested are copies of documents submitted by the sponsor to other agencies involved with transportation funding such as Caltrans,

MTC, and the CTC. The one exception is the documentation requested for the “Complete Expenditures” deadline which does not have a corresponding requirement from the other agencies. Sponsors must provide documentation supported by their accounting department as proof that the Complete Expenditures deadline has been met.

Project sponsors are requested to email documentation related to the status of the required activities shown on the report to Jacki Taylor, JTaylor@alamedactc.org, by Friday, January 11th. The information received will be the basis for the STIP At Risk Report scheduled to be brought to the Commission February 2013.

Attachments:

Attachment A - STIP Timely Use of Funds Report

STIP Timely Use of Funds Report
2012 STIP Locally-Sponsored Alameda County Projects

Status Date: January 31, 2013

Red Zone Projects

Index	PP No. Source	Sponsor Prog'd Amount (\$x 1,000)	Project Title Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone
1	0044C RIP	Alameda CTC \$2,000	I-880 Reconstruction, 29th to 23rd PSE	10/11	Complete Expend	6/30/13	R		Y
2	2100K RIP-TE	Alameda CTC \$400	I-880 Landscape/Hardscape Improvements in San Leandro PSE	09/10	Complete Expend	6/30/13	R	\$400K Allocated 6/30/10 12-Mo Ext App'd April 2012	Y
3	0057J RIP RIP RIP	Caltrans \$400 \$1,100 \$500	SR-24 Caldecott Tunnel 4th Bore Landscaping PSE ConSup Con	12/13 13/14 13/14	Allocate Funds Allocate Funds Allocate Funds	6/30/13 6/30/14 6/30/14	R G G	Added in 2012 STIP	Y
4	2100E ARRA-TE	Oakland \$1,300	7th St. / West Oakland TOD Con	09/10	Accept Contract	Note 1	R	\$1,300 Obligated 8/5/09 Contract Awd 2009	R
5	2110A RIP RIP-TE	Union City \$715 \$3,000	Union City Intermodal Stn, Ped Enhanc PH 2 & 2A Con Con	11/12 10/11	Award Contract	Note 1	R G	6-mo Ext. appv'd 1/25/12 \$3M Allocated 6/23/11 Transferred to FTA Grant	R R

End of Red Zone

Yellow Zone Projects

Index	PP No. Source	Sponsor Prog'd Amount (\$x 1,000)	Project Title Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone
<i>No Yellow Zone Projects</i>									

End of Yellow Zone

Green Zone Projects

Index	PP No. Source	Sponsor Prog'd Amount (\$x 1,000)	Project Title Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone
6	2009N RIP	Alameda \$4,000	Tinker Avenue Extension Con	07/08	Final Invoice/Report		NA	\$4M Allocated 9/25/08	G
7	2009A RIP	AC Transit \$3,705	Maintenance Facilities Upgrade Con	06/07	Final Invoice/Report		NA	\$3,705K Allocated 9/7/06	G

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STIP Timely Use of Funds Report
2012 STIP Locally-Sponsored Alameda County Projects

Status Date: January 31, 2013

Green Zone Projects (cont.)

Index	PP No.	Sponsor	Project Title							
	Source	Prog'd Amount	Phase	FY	Required Activity	Date	Zone	Notes	Prev	
		(\$x 1,000)				Req'd By			Zone	
8	2009B	AC Transit	SATCOM Expansion							
	RIP	\$1,000	Con	06/07	Accept Contract	Note 3	G	\$1,000K Allocated 9/7/06	G	
9	2009C	AC Transit	Berkeley/Oakland/San Leandro Corridor MIS							
	RIP	\$2,700	Env	06/07	Final Invoice/Report	Note 3	NA	\$2,700K Allocated 4/26/07	G	
10	2009D	AC Transit	Bus Component Rehabilitation							
	RIP	\$4,500	Con	06/07	Accept Contract	Note 3	G	\$4.5M Allocated 7/20/06	G	
11	2009Q	AC Transit	Bus Purchase							
	RIP	\$14,000	Con	06/07	Accept Contract	Note 3	G	\$14M Allocated 10/12/06	G	
12	2009L	Alameda Co.	Vasco Road Safety Improvements							
	RIP	\$4,600	Con	07/08	Final Invoice/Report		NA	\$4.6M Allocated 2/14/08 Contract Awd 7/29/08 Final Billing sub'd 2/14/12	G	
13	2100F	Alameda Co.	Cherryland/Ashland/Castro Valley Sidewalk Imps.							
	RIP-TE	\$1,150	Con	10/11	Accept Contract	11/1/14	G	\$1,150 Allocated 5/12/11 Awarded Nov 2011	G	
14	0016O	Alameda CTC	I-680 SB HOT Lane Accommodation							
	RIP	\$8,000	Con	07/08	Final Invoice/Report	6/26/13	G	\$8M Allocated 6/26/08 42 -Mo Ext for Awd App'd 12-Mo Ext for Accept App'd 5/23/12	Y	
15	0016U	Alameda CTC	I-580 Castro Valley I/C Improvements							
	RIP	\$7,315	Con	07/08	Final Invoice/Report		NA	Contract Accepted July '11	G	
16	0062E	Alameda CTC	I-80 Integrated Corridor Mobility							
	RIP	\$954	Env	07/08	Final Invoice/Report		NA	\$954 Allocated 9/5/07 Contra Costa RIP Expenditures Comp	G	
17	0081H	Alameda CTC	RT 84 Expressway Widening (Segment 2)							
	RIP	\$34,851	Con	16/17	Allocate Funds	6/30/17	G	Added in 2012 STIP	G	
	RIP-TE	\$2,179	Con	16/17	Allocate Funds	6/30/17	G			
18	0139F	Alameda CTC	Rt 580, Landscaping, San Leandro Estudillo Ave - 141st							
	RIP-TE	\$350	Con	10/11	Accept Contract	7/26/15	G	\$350K Allocated 10/27/11 3-Mo Ext for Awd 5/23/12 Contract Awarded 7/26/12	G	
19	2179	Alameda CTC	Planning, Programming and Monitoring (Note 2)							
	RIP	\$1,563	Con	12/13	Complete Expend	6/30/15	G	\$1,563 Allocated 6/28/12	Y	
	RIP	\$1,947	Con	11/12	Complete Expend	6/30/14	G	\$1,947 Allocated 8/11/11		
	RIP	\$750	Con	13/14	Allocate Funds	6/30/14	G	Added in 2012 STIP		
	RIP	\$886	Con	16/17	Allocate Funds	6/30/17	G	Added in 2012 STIP		

STIP Timely Use of Funds Report
2012 STIP Locally-Sponsored Alameda County Projects

Status Date: January 31, 2013

Green Zone Projects (cont.)

Index	PP No.	Sponsor	Project Title							
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone	
20	1014	BART	BART Transbay Tube Seismic Retrofit							
	RIP	\$38,000	Con	07/08	Final Invoice/Report	NA	G	\$38M Allocated 9/5/07 18-Month Ext 6/23/11	R	
21	2008B	BART	MacArthur BART renovate & enhance entry plaza							
	RIP-TE	\$954	Con	10/11				\$954 Allocated 6/23/11 Transferred to FTA Grant	G	
22	2009P	BART	Alameda County BART Station Renovation							
	RIP	\$3,000	Con	07/08				\$3M Allocated 12/11/08 FTA Grant CA-90-Y270	G	
	RIP	\$248	PSE	07/08				\$248 Allocated 9/5/07 Expenditures Complete		
23	2009Y	BART	Ashby BART Station Concourse/Elevator Imps							
	RIP-TE	\$1,200	Con	07/08	Final Invoice/Report		NA	\$1,200 Allocated 6/26/08	G	
24	2103	BART	Oakland Airport Connector							
	RIP	\$20,000	Con	10/11	Accept Contract	9/1/14	G	App'd into STIP and allocated 9/23/10 Awarded Oct 2010	G	
25	9051A	BATA	Improved Bike/Ped Connectivity to East Span SFOBB							
	RIP-TE	\$3,063	Con	16/17	Allocate Funds	6/30/17	G	Added in 2012 STIP	G	
26	2009W	Berkeley	Ashby BART Station Intermodal Imps							
	RIP	\$4,614	Con	07/08	Final Invoice/Report		NA	\$4,614 Allocated 6/26/08	G	
	RIP	\$1,500	Con	09/10	Final Invoice/Report		NA	AB 3090 App'd 8/28/08 \$1.5M Allocated 9/10/09		
27	2100G	Berkeley	Berkeley Bay Trail Project, Seg 1							
	RIP-TE	\$1,928	Con	10/11	Accept Contract	5/29/15	G	\$1,928 Allocated 12/15/11 Awarded 5/29/12	G	
28	0521J	Caltrans	I-680 Freeway Performance Initiative Project							
	RIP	\$0		14/15			NA	\$2M Returned to Ala Co RIP Shares June 2012	G	
29	2100H	Dublin	Alamo Canal Regional Trail, Rt 580 undercrossing							
	RIP-TE	\$1,021	Con	10/11	Accept Contract	2/7/15	G	\$1,021 Allocated 8/11/11 Contract Awd 2/7/12	G	
30	2014U	GGBHTD	SF Golden Gate Bridge Barrier							
	RIP	\$12,000	Con	11/12	Allocate Funds	12/31/13	G	18-Mo Ext App'd May 12	G	

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STIP Timely Use of Funds Report
2012 STIP Locally-Sponsored Alameda County Projects

Status Date: January 31, 2013

Green Zone Projects (cont.)

Index	PP No.	Sponsor	Project Title							
	Source	Prog'd Amount	Phase	FY	Required Activity	Date	Zone	Notes	Prev	
		(\$x 1,000)				Req'd By			Zone	
31	2140S	LAVTA	Rideo Bus Restoration Project							
	RIP-TE	\$200	Con	10/11	Accept Contract	8/10/14	G	\$200 Allocated 5/12/11 from SM County Reserve Contract Awd 8/10/11	G	
32	2009K	LAVTA	Satellite Bus Operating Facility (Phases 1 & 2)							
	RIP	\$4,000	Con	11/12	Accept Contract	11/7/14	G	Note 3 \$4M Alloc'd 6/23/11 PTA Contract Awd 11/7/11	G	
	RIP	\$1,500	Con	06/07	Final Invoice/Report		NA	Contract Accepted		
33	2100	MTC	Planning, Programming and Monitoring ²							
	RIP	\$118	Con	13/14	Allocate Funds	6/30/14	G			
	RIP	\$122	Con	14/15	Allocate Funds	6/30/15	G			
	RIP	\$114	Con	12/13	Complete Expenditures	6/30/15	G	\$114 Allocated 6/27/12	G	
	RIP	\$126	Con	15/16	Allocate Funds	6/30/16	G	Added in 2012 STIP		
	RIP	\$131	Con	16/17	Allocate Funds	6/30/17	G	Added in 2012 STIP		
34	1022	Oakland	Rte. 880 Access at 42nd Ave./High St., APD							
	RIP	\$5,990	R/W	07/08	Final Invoice/Report	NA	G	\$5.99M Allocated 12/13/07	R	
35	2100C1	Oakland	MacArthur Transit Hub Improvement, 40th St							
	RIP-TE	\$193	Con	07/08	Final Invoice/Report		NA	\$193 Allocated 7/26/07	G	
36	2103A	Oakland	Oakland Coliseum TOD							
	RIP-TE	\$885	Con	10/11	Accept Contract	11/10/14	G	\$885 Allocated 6/23/11 Contract Awd 11/10/11	G	
37	2110	Union City	Union City Intermodal Station							
	RIP	\$4,600	Con	07/08	Final Invoice/Report		NA	\$4.6M Allocated 9/5/07	G	
	RIP	\$720	Con	05/06	Final Invoice/Report		NA	\$720K Allocated 11/9/06		
	RIP-TE	\$5,307	Con	05/06	Final Invoice/Report		NA	\$5,307K Allocated 11/9/06		
	RIP-TE	\$2,000	Con	06/07	Final Invoice/Report		NA	\$2,000K Allocated 11/9/06		
	RIP	\$9,787	Con	06/07	Final Invoice/Report		NA	\$9,787K Allocated 11/9/06 6-Mo Ext App'd 9/23/10 for Accept Contract - Site Imps accepted 11/19/10		

End of Green Zone

Notes:

- 1 The "Date Req'd By" for the required activity is before the status date of this report. Sponsor is working with Caltrans, MTC and Alameda CTC to expedite/complete the required activity and/or satisfy the requirement.
- 2 PPM funds programmed in the Con phase are not subject to the typical construction phase requirements. Once PPM funds are allocated, the next deadline is "Complete Expenditures."
- 3 Transit projects receiving State-only funds are subject to project specific requirements in agreements with Caltrans (Federal funds are typically transferred to FTA grant).

STIP Timely Use of Funds Report Status Date: January 31, 2013
 2012 STIP Locally-Sponsored Alameda County Projects

2010 STIP -Timely Use of Funds Provisions

The Timely Use of Funds and At Risk reports monitor the STIP Timely Use of Funds Provisions included in the current STIP Guidelines as adopted by the CTC. The current Timely Use of Funds Provisions are as follows:

Required Activity	Timely Use of Funds Provision
Allocation	For all phases, by the end (June 30th) of the fiscal year identified in the STIP.
Construction Contract Award ¹	Within six (6) months of allocation.
Accept Contract (Construction)	Within 36 months of contract award.
Complete Expenditures	For Env, PSE, & R/W funds, costs must be expended by the end of the second FY following the FY in which the funds were allocated.
Final Invoice/Project Completion (Final Report of Expenditures)	For Env, PSE, & R/W funds, within 180 days (6 months) after the end of the FY in which the final expenditure occurred. For Con funds, within 180 Days (6 months) of contract acceptance.

Zone Criteria

The Timely Use of Funds and At Risk reports utilize the deadlines associated with each required activity of the STIP Timely use of Funds Provisions to assign a zone of risk. The following zone criteria was developed for each of these risk zones (Red, Yellow, & Green). For the Final Invoice, this activity is tracked but no zone of risk is assigned.

Required Activity	Criteria Timeframes for Required Activities		
	Red Zone	Yellow Zone	Green Zone
Allocation -Env Phase	within four months	within four to eight months	All conditions other than Red or Yellow Zones
Allocation -PS&E Phase	within six months	within six to ten months	All conditions other than Red or Yellow Zones
Allocation -Right of Way Phase	within eight months	within eight to twelve months	All conditions other than Red or Yellow Zones
Allocation -Construction Phase	within eight months	within eight to twelve months	All conditions other than Red or Yellow Zones
Construction Contract Award	within six months	within six to eight months	All conditions other than Red or Yellow Zones
Accept Contract	within six months	within six to twelve months	All conditions other than Red or Yellow Zones
Complete Expenditures	within eight months	within eight to twelve months	All conditions other than Red or Yellow Zones
Final Invoice/Project Completion (Final Report of Expenditures)	NA	NA	NA

Other Zone Criteria

Yellow Zone	STIP /TIP Amendment pending
Red Zone	Extension Request pending

Notes:

1. Statute requires encumbrance by award of a contract for construction capital and equipment purchase within twelve months of allocation. CTC Policy is six months.

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Memorandum

DATE: December 21, 2012

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Matt Todd, Manager of Programming
James O'Brien, Project Controls Manager

SUBJECT: Federal Surface Transportation/Congestion Mitigation and Air Quality (STP/CMAQ) Program Timely Use of Funds Monitoring Report

Recommendation

This is an information item.

Summary

ACTAC is requested to review and comment on the project specific information included in the attached Federal STP/CMAQ Program Timely Use of Funds Report, dated January 31, 2013. The report segregates projects into Red, Yellow, and Green zones. Project sponsors are requested to email documentation related to the status of the required activities shown on the report to Jacki Taylor, JTaylor@alamedactc.org, by Friday, January 11th. This information will be the basis of the Federal At Risk Report which is scheduled to be brought to the Commission in February 2013.

Information

The report is intended to identify activities required to comply with the requirements set forth in MTC's Resolution 3606 – Revised (as of July 23, 2008). Per Resolution 3606, for projects programmed with funding in federal FY 2012/13, the deadline to submit a request for authorization is February 1, 2013 and the obligation deadline is April 30, 2013. The report is based on the information made available to the Alameda CTC's project monitoring team. This information stems from the project sponsors as well as other funding agencies such as MTC and Caltrans Local Assistance.

The report includes 66 locally sponsored federally funded projects segregated by "zone". Red zone projects are considered at a relatively high risk of non-compliance with the provisions of Resolution 3606. Yellow zone projects are considered at moderate risk, and Green zone at low risk. The criteria for determining the project zones are listed in Appendix A of the report. The durations included in the criteria are intended to provide adequate time for project sponsors to perform the required activities to meet the deadline(s). A project may have multiple risk factors that indicate multiple zones. Projects with multiple risk factors are listed in the zone of higher

risk. Appendix B provides the Resolution 3606 deadlines associated with each of the Required Activities used to determine the zone of risk. The deadline for submitting the environmental package one year in advance of the obligation deadline for right of way or construction capital funding is tracked and reported, but is not affiliated with a zone of risk.

Note that projects in the three local federal Safety Programs: Highway Safety Improvement Program (HSIP), High Risk Rural Roads Program (HR3), and Safe Routes to School Program (SRTS) have been added to the report. As of November 2010, MTC has been enforcing the Regional STP/CMAQ Project Delivery Policy (MTC Resolution 3606) for all local safety programs. Per MTC, sponsors with local safety funds not obligated by the deadline are ineligible for future programming.

Project sponsors are requested to email documentation related to the status of the required activities shown on the report to Jacki Taylor, JTaylor@alamedactc.org, by Friday, January 11th. This information will be the basis of the Federal At Risk Report scheduled to be brought to the Commission in February 2013.

Attachments

Attachment A - Federal STP/CMAQ Program Timely Use of Funds Report

Federal Timely Use of Funds Report

Status Date: January 31, 2013

Federally-Funded Locally-Sponsored Alameda County Projects

Red Zone Projects

Index	TIP ID	Sponsor	Project Title							
		Source	Prog'd Amount (\$x 1,000)	Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone
1	HSIP2-04-027	Ala. County	Remove Permanent Obstacle along Shoulder (Foothill Road)							
	HSIP	\$427	Con	10/11	Submit Req for Auth	Note 1	R	See Note 2		R
					Complete Closeout	09/30/14	G			
	HSIP	\$59	PE	Prior				Obligated 2/23/09		
2	ALA090069	Ala County	Alameda County: Rural Roads Pavement Rehab							
	STP	\$1,815	Con	11/12	Award Contract	Note 1	R	\$1,815 Obligated 4/4/12		R
					Submit First Invoice	04/04/13	Y			
					Liquidate Funds	04/04/18	G			
	STP	\$320	PE	10/11	Liquidate Funds	03/16/17	G	\$320 Obligated 3/16/11		
3	ALA110026	Ala County	Alameda Co - Central Unincorporated Pavement Rehab							
	STP	\$1,071	Con	11/12	Award Contract	Note 1	R	\$1,071 Obligated 4/4/12		R
					Submit First Invoice	04/04/13	Y			
					Liquidate Funds	04/04/18	G			
	STP	\$50	PE	10/11	Liquidate Funds	03/23/17	G	\$50 Obligated 3/23/11		
4	ALA110030	Albany	Albany - Buchanan Bicycle and Pedestrian Path							
	CMAQ	\$1,702	Con	11/12	Award Contract	03/01/13	R	\$1,702 Obligated 6/1/12		R
					Submit First Invoice	06/01/13	Y			
					Liquidate Funds	06/01/18	G			
5	ALA110007	Berkeley	City of Berkeley Transit Action Plan - TDM							
	CMAQ	\$10	Con	11/12	Obligate Funds	Note 1	R	Working with Caltrans and MTC to add to PE		R
	CMAQ	\$1,990	PE	10/11	Liquidate Funds	02/22/17	G	\$1,990 Obligated 2/22/11		
6	ALA110022	Berkeley	Berkeley - Sacramento St Rehab - Dwight to Ashby							
	STP	\$955	Con	10/11	Submit First Invoice	Note 1	R	\$955 Obligated 3/18/11		R
					Liquidate Funds	03/18/17	G	Contract Awd 7/19/11		
7	ALA110024	Dublin	Dublin Citywide Street Resurfacing							
	STP	\$547	Con	11/12	Award Contract	Note 1	R	\$547 Obligated 3/16/12		R
					Submit First Invoice	03/16/13	R			
					Liquidate Funds	03/16/18	G			
8	ALA110012	Fremont	Fremont CBD/Midtown Streetscape							
	CMAQ	\$1,114	Con	11/12	Award Contract	Note 1	R	\$1,114 Obligated 3/27/12		R
					Submit First Invoice	03/27/13	R			
					Liquidate Funds	03/27/18	G			
	CMAQ	\$432	Con	10/11	Project Complete	NA		\$432 Obligated 4/13/11		
	CMAQ	\$54	Con	10/11	Project Complete	NA		\$54 Obligated 6/13/11		

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Federal Timely Use of Funds Report

Status Date: January 31, 2013

Federally-Funded Locally-Sponsored Alameda County Projects

Red Zone Projects (cont.)

Index	TIP ID	Sponsor	Project Title	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone
9	HSIP1-04-005	Fremont	Install Median Barrier, Install Raised Median and Improve Delineation (Mowry)									
				HSIP	\$164	Con	11/12	Obligate Funds	Note 1	R	See Note 2	R
				HSIP	\$35	PE	Prior	Complete Closeout	03/31/14	G	Obligated 11/28/07	
10	HSIP3-04-006	Fremont	Paseo Padre Parkway - Walnut Ave and Argonaut Way									
				HSIP	\$458	Con	12/13	Submit Req for Auth	Note 1	R	See Note 2	R
				HSIP	\$59	PE	Prior	Complete Closeout	12/02/14	G	Obligated 11/22/10	
11	ALA110019	Hayward	Hayward Various Arterials Pavement Rehab									
				STP	\$1,336	Con	10/11	Award Contract	Note 1	R	\$1,336 Obligated 2/23/11	R
								Submit First Invoice	Note 1	R		
12	ALA110035	Hayward	South Hayward BART Area/Dixon Street Streetscape									
				CMAQ	\$1,540	Con	11/12	Award Contract	Note 1	R	\$1,264 Obligated 4/4/12	R
								Submit First Invoice	04/04/13	Y	Amounts per Phase Adjusted	
13	HSIP5-04-007	Hayward	West "A" Street between Hathaway and Garden									
				HSIP	\$22	PE	12/13	Submit Req for Auth	02/01/13	R	New Cycle 5 Project	NA
								Obligate Funds	04/30/13	Y		
14	ALA110037	Livermore	Livermore Village Streetscape Infrastructure									
				STP	\$2,500	Con	11/12	Submit First Invoice	02/16/13	R	\$2,500 obligated 5/16/12	R
								Submit First Invoice	05/16/13	Y	Fed Aid (022)	
15	ALA110016	Newark	Newark - Cedar Blvd and Jarvis Ave Pavement Rehab									
				STP	\$682	Con	11/12	Award Contract	Note 1	R	\$682 Obligated 2/17/12	R
								Submit First Invoice	02/17/13	R	Advertised 8/14/12	
16	ALA110006	Oakland	Various Streets Resurfacing and Bikeway Facilities									
				STP	\$3,492	Con	11/12	Award Contract	Note 1	R	\$3,492 Obligated 2/16/12	R
								Submit First Invoice	02/16/13	R		
								Liquidate Funds	02/16/18	G		
				STP	\$560	PE	10/11	Liquidate Funds	02/22/17	G	\$560 Obligated 2/22/11	

Federal Timely Use of Funds Report

Status Date: January 31, 2013

Federally-Funded Locally-Sponsored Alameda County Projects

Red Zone Projects (cont.)

Index	TIP ID	Sponsor	Project Title							
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone	
17	ALA110029	Oakland	Oakland Foothill Blvd Streetscape							
	CMAQ	\$2,200	Con	11/12	Award Contract	01/04/13	R	\$2,200 Obligated 4/4/12	R	
					Submit First Invoice	04/04/13	Y			
					Liquidate Funds	04/04/18	G			
18	HSIP5-04-011	Oakland	W. MacArthur Blvd. between Market & Telegraph							
	HSIP	\$125	PE	12/13	Submit Req for Auth	02/01/13	R	New Cycle 5 Project	NA	
					Obligate Funds	04/30/13	Y			
	HSIP	\$574	CON	13/14	Submit Req for Auth	02/01/14	G			
					Obligate Funds	04/30/14	G			
19	HSIP5-04-012	Oakland	98th Avenue Corridor							
	HSIP	\$99	PE	12/13	Submit Req for Auth	02/01/13	R	New Cycle 5 Project	NA	
					Obligate Funds	04/30/13	Y			
	HSIP	\$558	CON	13/14	Submit Req for Auth	02/01/14	G			
					Obligate Funds	04/30/14	G			
20	HSIP5-04-013	Oakland	Market Street between 45th & Arlington							
	HSIP	\$103	PE	12/13	Submit Req for Auth	02/01/13	R	New Cycle 5 Project	NA	
					Obligate Funds	04/30/13	Y			
	HSIP	\$541	CON	13/14	Submit Req for Auth	02/01/14	G			
					Obligate Funds	04/30/14	G			
21	ALA110021	Pleasanton	Pleasanton Various Streets Pavement Rehab							
	STP	\$876	Con	10/11	Submit First Invoice	Note 1	R	\$876 Obligated 4/14/11	R	
					Liquidate Funds	04/14/17	G	Contract Awd 6/21/11		
22	ALA110010	Port	Shore Power Initiative							
	CMAQ	\$3,000	Con	11/12	Award Contract	Note 1	R	\$3,000 Obligated 2/16/12	R	
					Submit First Invoice	02/16/13	R			
					Liquidate Funds	02/16/18	G			
23	ALA110027	San Leandro	San Leandro Downtown-BART Pedestrian Interface							
	CMAQ	\$4,298	Con	11/12	Award Contract	Note 1	R	\$4,298 Obligated 2/28/12	R	
					Submit First Invoice	02/28/13	R	Advertised		
	CMAQ	\$312	PE	10/11	Liquidate Funds	12/21/16	G	\$312 Obligated 12/21/10		
24	HSIP5-04-019	San Leandro	Bancroft Ave/ Sybil Ave							
	HSIP	\$69	PE	12/13	Submit Req for Auth	02/01/13	R	New Cycle 5 Project	NA	
					Obligate Funds	04/30/13	Y			
	HSIP	\$380	CON	13/14	Submit Req for Auth	02/01/14	G			
					Obligate Funds	04/30/14	G			

Federal Timely Use of Funds Report

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Federally-Funded Locally-Sponsored Alameda County Projects

Red Zone Projects (cont.)

Index	TIP ID	Source	Sponsor	Project Title	Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone
			Prog'd Amount (\$x 1,000)								
25	ALA110028		Union City	Union City Blvd Corridor Bicycle Imp. Phase 1							
		CMAQ	\$860	Con	11/12	Submit First Invoice	03/22/13	R	\$860 Obligated 3/22/12	G	
						Liquidate Funds	03/22/18	G	Contract Awd 6/12/12		
26	HSIP5-04-030		Union City	Alvarado Road between Decoto & Mann							
		HSIP	\$62	PE	12/13	Submit Req for Auth	02/01/13	R	New Cycle 5 Project	NA	
						Obligate Funds	04/30/13	Y			
		HSIP	\$288	CON	13/14	Submit Req for Auth	02/01/14	G			
						Obligate Funds	04/30/14	G			

*End of Red Zone***Yellow Zone Projects**

Index	PP No.	Source	Sponsor	Project Title	Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone
			Prog'd Amount (\$x 1,000)								
27	ALA110013		Livermore	Iron Horse Trail Extension in Downtown Livermore							
		CMAQ	\$1,566	Con	11/12	Submit First Invoice	04/04/13	Y	\$1,241 Obligated 4/4/12	G	
						Liquidate Funds	04/04/18	G	Contract Awd 7/23/12		
									TLC Project Fed Aid (025)		
28	ALA110031		Pleasanton	Pleasanton - Foothill/I-580/IC Bike/Ped Facilities							
		CMAQ	\$709	Con	12/13	Obligate Funds	04/30/13	Y	RFA dated 12/3/12	R	

*End of Yellow Zone***Green Zone Projects**

Index	TIP ID	Source	Sponsor	Project Title	Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone
			Prog'd Amount (\$x 1,000)								
29	ALA110025		Alameda	Alameda - Otis Drive Rehabilitation							
		STP	\$837	Con	10/11	Accept Contract	05/17/14	G	\$837 Obligated 3/8/11	G	
						Liquidate Funds	03/08/17	G	Awarded 5/17/11		
30	HSIP4-04-002		Alameda	Shoreline Dr - Westline Dr - Broadway Improvements							
		HSIP	\$348	Con	11/12	Submit Req for Auth	10/11/13	G	See Note 2	G	
						Complete Closeout	01/12/16	G			
		HSIP	\$68	PE	11/12	Liquidate Funds	07/12/15	G	\$68 Obligated 1/18/12		
31	HSIP4-04-010		Alameda	Park Street Operations Improvements							
		HSIP	\$607	Con	11/12	Submit Req for Auth	01/12/14	G	See Note 2	G	
						Complete Closeout	04/12/16	G			
		HSIP	\$126	PE		Liquidate Funds	10/12/15	G	\$126 Obligated 1/18/12		

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Federal Timely Use of Funds Report

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Federally-Funded Locally-Sponsored Alameda County Projects

Green Zone Projects (cont.)

Index	TIP ID	Sponsor	Project Title	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone
32	ALA030002	Ala County	Vasco Road Safety Improvements Phase 1A									
		STP		\$230	PE	13/14		Submit Req for Auth	02/01/14	G	TIP Amend Pending	G
								Obligate Funds	04/30/14	G	PE & ROW \$ to 13/14	
		STP		\$235	ROW	13/14		Submit Req for Auth	02/01/14	G		
								Obligate Funds	04/30/14	G		
		STP		\$2,250	Con	07/08		Liquidate Funds	08/31/16	G	\$1,785 Obligated 8/31/10 Contract awarded 6/7/11	
33	SRTS1-04-001	Ala County	Fairview Elementary School Vicinity Improvements									
		SRTS		\$508	Con	10/11		Liquidate Funds	9/31/13	G	See Note 2	R
								Complete Closeout	03/31/14	G	Obligated 9/19/12	
		SRTS		\$77	PE	Prior					Obligated 1/29/09	
34	SRTS1-04-002	Ala County	Marshall Elementary School Vicinity Improvements									
		SRTS		\$450	Con	12/13		Liquidate Funds	11/01/14	G	See Note 2	G
								Complete Closeout	04/01/15	G	Obligated 9/19/12	
		SRTS		\$50	PE	Prior				G	Obligated 12/7/10	
35	SRTS3-04-007	Ala County	San Pablo Avenue 43rd to 47th Pedestrian Safety									
		SRTS			Con	13/14		Submit Req for Auth	03/07/14	G	See Note 2	G
								Complete Closeout	06/07/16	G		
		SRTS		\$52	PE	11/12				G	\$52 Obligated 5/4/12	
36	H3R1-04-031	Ala County	Patterson Pass Road - PM6.4 Widen or Improve Shoulder									
		HRRR		\$717	Con	12/13		Submit Req for Auth	09/30/13	G	See Note 2	G
								Liquidate Funds	6/31/15	G		
								Complete Closeout	12/31/15	G		
		HRRR		\$101	PE	Prior		Liquidate Funds	06/30/15	G	\$101 Obligated 12/19/08	
37	HSIP2-04-024	Ala County	Castro Valley Blvd - Wisteria St Intersection and Frontage Improvements									
		HSIP		\$577	Con	11/12		Liquidate Funds	9/31/13	G	See Note 2	R
								Complete Closeout	03/31/14	G	Obligated 9/19/12	
		HSIP		\$59	PE	Prior					Obligated 8/14/09	
		HSIP		\$63	R/W	Prior					Obligated 2/15/11	
38	ALA110033	Alameda CTC	Alameda County Safe Routes to School									
		CMAQ		\$2,289	Con	10/11		Liquidate Funds	03/29/17	G	\$2,689 Obligated 3/29/11	G
		STP		\$400	Con	10/11		Liquidate Funds	03/29/17	G	Obligated w/ALA110009	
39	ALA110009	Alameda CTC	Bikemobile - Bike Repair and Encouragement Vehicle									
		CMAQ		\$500	Con	10/11		Liquidate Funds	03/29/17	G	\$500 Obligated 3/29/11 Obligated w/ALA110033	G
40	ALA110039	Albany	Albany - Pierce Street Pavement Rehabilitation									
		STP		\$117	Con	10/11		Liquidate Funds	05/02/17	G	Contract Awd 7/12/11 \$117 Obligated 5/2/11	G

Federal Timely Use of Funds Report

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Federally-Funded Locally-Sponsored Alameda County Projects

Green Zone Projects (cont.)

Index	TIP ID	Source	Sponsor Prog'd Amount (\$x 1,000)	Project Title Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone
41	ALA090068	CMAQ	BART \$626	MacArthur BART Plaza Remodel Con	10/11				\$626 Obligated 3/16/11 Transferred to FTA Grant	G
42	ALA110032	CMAQ CMAQ	BART \$706 \$1,099	Downtown Berkeley BART Plaza/Transit Area Imps. PE Con	10/11 10/11				\$706 Obligated 3/16/11 \$1,099 Obligated 3/16/11 Transferred to FTA Grant	G
43	ALA110038	CMAQ CMAQ	BART \$21 \$839	BART - West Dublin BART Station Ped Access Imps PE Con	10/11 10/11				\$21 Obligated 2/2/11 \$839 Obligated 2/2/11 Transferred to FTA Grant	G
44	ALA110034	CMAQ CMAQ	Dublin \$580 \$67	West Dublin BART Golden Gate Drive Streetscape Con PE	11/12 10/11	Submit First Invoice Liquidate Funds	06/01/13 03/18/17	G G	\$580 Obligated 6/1/12 Contract Awd 9/18/12 \$67 Obligated 3/18/11	G
45	HSIP2-04-018	HSIP	Fremont \$299	Replace Concrete Poles with Aluminum in Median (Paseo Parkway) Prior		Liquidate Funds Complete Closeout	09/30/13 03/31/14	G G	See Note 2	G
46	ALA110018	STP	Fremont \$2,707	Fremont Various Streets Pavement Rehabilitation Con	10/11	Final Invoice/Report dated 3/30/12			\$2,707 Obligated 2/22/11	R
47	HSIP3-04-005	HSIP HSIP	Fremont \$120 \$23	Paseo Padre Parkway - Walnut to Washington - Replace Poles Con PE	12/13 Prior	Complete Closeout	12/02/14	G	\$120 Obligated 2/16/12 Obligated 11/18/10	
48	HSIP4-04-020	HSIP	Fremont \$275 \$41	Fremont Blvd / Eggers Dr Con PE	13/14 Prior	Submit Req for Auth Liquidate Funds Complete Closeout	10/11/13 07/12/15 01/12/16	G G G	See Note 2 Obligated 11/8/11	G
49	HSIP4-04-022	HSIP	Fremont \$348 \$43	Fremont Blvd / Alder Ave Con PE	13/14 Prior	Submit Req for Auth Liquidate Funds Complete Closeout	10/11/13 07/12/15 01/12/16	G G G	See Note 2 Obligated 11/8/11	G

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Federal Timely Use of Funds Report

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Federally-Funded Locally-Sponsored Alameda County Projects

Green Zone Projects (cont.)

Index	TIP ID	Sponsor	Project Title	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone
50	HSIP2-04-009	Hayward	Carlos Bee Blvd between West Loop Rd and Mission Blvd	HSIP	\$725		Prior	Liquidate Funds	09/30/13	G	See Note 2	G
								Complete Closeout	03/31/14	G	Obligated 6/18/10	
51	ALA110015	Livermore	Livermore Downtown Lighting Retrofit	CMAQ	\$176	Con	10/11	Liquidate Funds	04/04/17	G	\$176 Obligated 4/4/11 Billing 1 dated 2/22/12 Fed Aid (024)	G
52	ALA110023	Livermore	Livermore - 2011 Various Arterials Rehab	STP	\$1,028	Con	10/11	Liquidate Funds	03/21/17	G	\$1,028 Obligated 3/21/11 Billing 1 dated 2/22/12 Fed Aid (023)	G
53	ALA110014	Oakland	Oakland - MacArthur Blvd Streetscape	CMAQ	\$1,700	Con	10/11	Liquidate Funds	04/27/17	G	\$1.7M Obligated 4/27/11 Contract Dated 8/19/11	G
54	HSIP2-04-004	Oakland	West Grand at Market, Macarthur at Fruitvale & Market at 55th Improvements	HSIP	\$223	Con	11/12	Liquidate Funds	03/30/14	G	See Note 2	G
								Complete Closeout	09/30/14	G	Obligated 6/30/11	
55	HSIP2-04-005	Oakland	Various Intersections Pedestrian Improvements	HSIP	\$81	Con	11/12	Liquidate Funds	03/30/14	G	See Note 2	G
								Complete Closeout	09/30/14	G	Obligated 7/8/11	
56	HSIP4-04-005	Oakland	San Pablo Ave - West St - W. Grand Ave Intersections	HSIP	\$345	Con	13/14	Submit Req for Auth	12/13/13	G	See Note 2	G
								Liquidate Funds	09/13/15	G		
								Complete Closeout	03/13/16	G		
					\$71	PE	Prior				Obligated 1/23/12	
57	HSIP4-04-011	Oakland	Bancroft Ave - 94th Ave Improvements	HSIP	\$398	Con	13/14	Submit Req for Auth	10/11/13	G	See Note 2	G
								Liquidate Funds	07/12/15	G		
								Complete Closeout	01/12/16	G		
					\$87	PE	Prior				Obligated 1/23/12	
58	HSIP4-04-012	Oakland	Hegenberger Rd Intersections	HSIP	\$738	Con	13/14	Submit Req for Auth	10/11/13	G	See Note 2	G
								Liquidate Funds	07/12/15	G		
								Complete Closeout	01/12/16	G		
					\$162	PE	Prior				Obligated 1/25/12	

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Federal Timely Use of Funds Report

Status Date: January 31, 2013

Federally-Funded Locally-Sponsored Alameda County Projects

Green Zone Projects (cont.)

Index	TIP ID	Sponsor	Project Title	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone
59	SRTS1-04-014	Oakland	Intersection Improvements at Multiple School (5 Elem. + 1 Middle)	SRTS	\$700		Prior	Liquidate Funds	09/30/13	G	See Note 2	G
								Complete Closeout	03/31/14	G	PE Obligated 3/2/08 Con Obligated 8/18/11	
60	SRTS2-04-007	Oakland	Multiple School (5 Schools) Improvements Along Major Routes	SRTS	\$802	Con	11/12	Liquidate Funds	09/30/13	G	See Note 2	G
								Complete Closeout	03/31/14	G	\$753 Obligated 2/3/12 \$118 Obligated 1/26/10	
				SRTS	\$118	PE	Prior					
61	ALA110020	San Leandro	San Leandro - Marina Blvd Rehabilitation	STP	\$807	Con	10/11	Liquidate Funds	03/29/17	G	\$807 Obligated 3/29/11 Contract Awd 5/5/11	G
62	HSIP4-04-015	San Leandro	Washington Ave / Monterey Blvd	HSIP	\$307	Con	13/14	Submit Req for Auth	01/12/14	G	See Note 2	G
								Liquidate Funds	10/12/15	G		
								Complete Closeout	04/12/16	G	Obligated 12/15/11	
					\$66	PE	Prior					
63	HSIP1-04-001	San Leandro	Washington Ave - Estabrook St Intersection	HSIP	\$409		Prior	Liquidate Funds		NA	Revised FROE 10/25/10	G
64	SRTS3-04-017	San Leandro	Multiple Schools Bicycle and Pedestrian Safety	SRTS	\$410	Con	11/12	Liquidate Funds	03/06/16	G	See Note 2	G
								Complete Closeout	09/06/16	G	\$410 Obligated 3/22/12	
65	ALA110017	Union City	Union City - Dyer Street Rehabilitation	STP	\$861	Con	10/11	Liquidate Funds	04/13/17	G	\$861 Obligated 4/13/11 Contract Awd 6/14/11	G
66	ALA110036	Union City	Union City BART East Plaza Enhancements	CMAQ	\$4,450	Con	10/11	Liquidate Funds	02/02/17	G	\$4,450 Obligated 2/2/11 Contract Awd 6/28/11 FTA CA-95-X157	G

End of Green Zone**Notes:**

- 1 MTC Reso 3606 deadline or the Safety Program Monitoring date is before the status date of this report. Sponsor is working with Caltrans, MTC and Alameda CTC to expedite/complete the required activity.
- 2 HSIP, SRTS and HRRR projects may have different timely use of funds provisions than the MTC Reso 3606 requirements. The values for "Date Req'd By" shown in this report are based on the Safety Program Delivery Status Reports - Complete Project Listing available from Caltrans Local Programs at www.dot.ca.gov/hq/LocalPrograms/HSIP/delivery_status.htm. For the purposes of this monitoring report, the Submit Request for Authorization dates are set to three months prior to the date shown for authorization in the Safety Program Delivery Status Reports, and the Liquidate Funds dates are set to six months prior to the date shown for Complete Closeout shown by Caltrans.

Federal Timely Use of Funds Report

Status Date: January 31, 2013

Federally-Funded Locally-Sponsored Alameda County Projects

Appendix A**Federal At Risk Report Zone Criteria****Required Activities per Resolution 3606 (Revised July 23, 2008)**

Required Activities Monitored by CMA¹	Criteria Timeframes for Required Activities		
	Red Zone	Yellow Zone	Green Zone
Request Project Field Review	Project in TIP for more than nine (9) months, or obligation deadline for Con funds within 15 months.	Project in TIP for less than nine (9) months, and obligation deadline for Con funds more than 15 months away.	All conditions other than Red or Yellow Zones
Submit Environmental Package	NA	NA	NA
Approved DBE Program and Methodology	NA	NA	NA
Submit Request for Authorization (PE)	within three (3) months	within three (3) to six (6) months	All conditions other than Red or Yellow Zones
Submit Request for Authorization (R/W)	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones
Submit Request for Authorization (Con)	within six (6) months	within six (6) to nine (9) months	All conditions other than Red or Yellow Zones
Obligation/ FTA Transfer	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Advertise Construction	within four (4) months	within four (4) to six (6) months	All conditions other than Red or Yellow Zones
Award Contract	within six (6) months	within six (6) to nine (9) months	All conditions other than Red or Yellow Zones
Award into FTA Grant	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Submit First Invoice	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Liquidate Funds	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones Move to Appendix D
Project Closeout	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones

Other Zone Criteria

Red Zone	Projects with funds programmed in the same FY for both a project development phase (i.e. Env or PSE) and a capital phase (i.e. R/W or Con) without the project development phase(s) obligated.
Yellow Zone	Projects with an Amendment to the TIP pending.

Notes: ¹ See Appendix B for more information about the Required Activities and Resolution 3606.

Federal Timely Use of Funds Report

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Federally-Funded Locally-Sponsored Alameda County Projects

Appendix B**Definitions of the Required Activities per Resolution 3606 (As revised July 23, 2008)**

Index	Definition	Deadline
1	Req Proj Field Rev	
	Per MTC Resolution 3606-Revised, "Implementing agencies are required to request a field review from Caltrans Local Assistance within 12 months of approval of the project in the TIP ¹ , but no less than 12 months prior to the obligation deadline of construction funds. This policy also applies to federal-aid projects in the STIP. The requirement does not apply to projects for which a field review would not be applicable, such as FTA transfers, regional operations projects and planning activities. Failure for an implementing agency to make a good-faith effort in requesting and scheduling a field review from Caltrans Local Assistance within twelve months of programming into the TIP could result in the funding being reprogrammed and restrictions on future programming and obligations. Completed field review forms must be submitted to Caltrans in accordance with Caltrans Local Assistance procedures."	12 months from approval in the TIP ¹ , but no less than 12 months prior to the obligation deadline of construction funds.
2	Sub ENV package	
	Per MTC Resolution 3606-Revised, "Implementing agencies are required to submit a complete environmental package to Caltrans for all projects (except those determined Programmatic Categorical Exclusion as determined by Caltrans at the field review), twelve months prior to the obligation deadline for right of way or construction funds. This policy creates a more realistic time frame for projects to progress from the field review through the environmental and design process, to the right of way and construction phase. If the environmental process, as determined at the field review, will take longer than 12 months before obligation, the implementing agency is responsible for delivering the complete environmental submittal in a timely manner. Failure to comply with this provision could result in the funding being reprogrammed. The requirement does not apply to FTA transfers, regional operations projects or planning activities."	12 months prior to the obligation deadline for RW or Con funds. (No change)
3	Approved DBE Prog	
	Per MTC Resolution 3606-Revised, "Obligation of federal funds may not occur for contracted activities (any combination of environmental/ design/ construction/ procurement activities performed outside the agency) until and unless an agency has an approved DBE program and methodology for the current federal fiscal year. Therefore, agencies with federal funds programmed in the TIP must have a current approved DBE Program and annual methodology (if applicable) in place prior to the fiscal year the federal funds are programmed in the TIP. STP/CMAQ funding for agencies without approved DBE methodology for the current year are subject to redirection to other projects after March 1. Agencies should begin the DBE process no later than January 1 to meet the March 1 deadline. Projects advanced under the Expedited Project Selection Process (EPSP) must have an approved DBE program and annual methodology for the current year (if applicable) prior to the advancement of funds."	Approved program and methodology in place prior to the FFY the funds are programmed in the TIP.
4	Sub Req for Auth	
	Per MTC Resolution 3606-Revised, "In order to ensure funds are obligated or transferred to FTA in a timely manner, the implementing agency is required to deliver a complete funding obligation / FTA Transfer request package to Caltrans Local Assistance by February 1 of the year the funds are listed in the TIP. Projects with complete packages delivered by February 1 of the programmed year will have priority for available OA, after ACA conversions that are included in the Obligation Plan. If the project is delivered after February 1 of the programmed year, the funds will not be the highest priority for obligation in the event of OA limitations, and will compete for limited OA with projects advanced from future years. Funding for which an obligation/ FTA transfer request is submitted after the February 1 deadline will lose its priority for OA, and be viewed as subject to reprogramming."	February 1 of FY in which funds are programmed in the TIP.

Federal Timely Use of Funds Report

Status Date: January 31, 2013

Federally-Funded Locally-Sponsored Alameda County Projects

Appendix B**Definitions of the Required Activities per Resolution 3606 (As revised July 23, 2008)**

Index	Definition	Deadline
5	Obligate Funds/ Transfer to FTA	
	Per MTC Resolution 3606-Revised, "STP and CMAQ funds are subject to an obligation/FTA transfer deadline of April 30 of the fiscal year the funds are programmed in the TIP. Implementing agencies are required to submit the completed request for obligation or FTA transfer to Caltrans Local Assistance by February 1 of the fiscal year the funds are programmed in the TIP, and receive an obligation/ FTA transfer of the funds by April 30 of the fiscal year programmed in the TIP. For example, projects programmed in FY 2007-08 of the TIP have an obligation/FTA transfer request submittal deadline (to Caltrans) of February 1, 2008 and an obligation/FTA transfer deadline of April 30, 2008. Projects programmed in FY 2008-09 have an obligation request submittal deadline (to Caltrans) of February 1, 2009 and an obligation/FTA transfer deadline of April 30, 2009. No extensions will be granted to the obligation deadline."	April 30 of FY in which funds are programmed in the TIP.
6	Execute PSA	
	Per MTC Resolution 3606, "The implementing agency must execute and return the Program Supplement Agreement (PSA) to Caltrans in accordance with Caltrans Local Assistance procedures. The agency must contact Caltrans if the PSA is not received from Caltrans within 60 days of the obligation. This requirement does not apply to FTA transfers. Agencies that do not execute and return the PSA to Caltrans within the required Caltrans deadline will be unable to obtain future approvals for any projects, including obligation and payments, until all PSAs for that agency, regardless of fund source, meet the PSA execution requirement. Funds for projects that do not have an executed PSA within the required Caltrans deadline are subject to de-obligation by Caltrans."	Within 60 days of receipt of the PSA from Caltrans, and within six months from the actual obligation date. ²
7	Advertise Contract /Award Contract/Award into FTA Grant	
	Per MTC Resolution 3606-Revised, "For the Construction (CON) phase, the construction/equipment purchase contract must be advertised within 6 months of obligation and awarded within 9 months of obligation. However, regardless of the advertisement and award deadlines, agencies must still meet the invoicing deadline for construction funds. Failure to advertise and award a contract in a timely manner could result in missing the subsequent invoicing and reimbursement deadline, resulting in the loss of funding. Agencies must submit the notice of award to Caltrans in accordance with Caltrans Local Assistance procedures, with a copy also submitted to the applicable CMA. Agencies with projects that do not meet these award deadlines will have future programming and OA restricted until their projects are brought into compliance. For FTA projects, funds must be approved/ awarded in an FTA Grant within one federal fiscal year following the federal fiscal year in which the funds were transferred to FTA."	Advertised within 6 months of obligation and awarded within 9 months of obligation. FTA Grant Award: Within 1 year of transfer to FTA.
8	Submit First Invoice / Next Invoice Due	
	Per MTC Resolution 3606-Revised, "Funds for each federally funded (Environmental (ENV/ PA&ED), Preliminary Engineering (PE), Final Design (PS&E) and Right of Way (R/W) phase and for each federal program code within these phases, must be invoiced against at least once every six months following obligation. Funds that are not invoiced at least once every 12 months are subject to de-obligation. There is no guarantee that funds will be available to the project once de-obligated. Funds for the Construction (CON) phase, and for each federal program code within the construction phase, must be invoiced and reimbursed against at least once within 12 months of the obligation, and then invoiced at least once every 6-months thereafter. Funds that are not invoiced and reimbursed at least once every 12 months are subject to de-obligation by FHWA. There is no guarantee that funds will be available to the project once de-obligated. If a project does not have eligible expenses within a 6-month period, the agency must provide a written explanation to Caltrans Local Assistance for that six-month period and submit an invoice as soon as practicable to avoid missing the 12-month invoicing and reimbursement deadline. Agencies with projects that have not been invoiced against and reimbursed within a 12-month period, regardless of federal fund source, will have restrictions placed on future programming and OA until the project is properly invoiced. Funds that are not invoiced and reimbursed against at least once every 12 months are subject to de-obligation by FHWA."	For Con phase: Once within 12 months of Obligation and then once every 6 months thereafter, for each federal program code. For all other phases: Once within 6 months following Obligation and then once every 6 months thereafter, for each phase and federal program code.

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Federal Timely Use of Funds Report

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Federally-Funded Locally-Sponsored Alameda County Projects

Appendix B
Definitions of the Required Activities per Resolution 3606 (As revised July 23, 2008)

Index	Definition	Deadline
8a	Inactive Projects	
	Per MTC Resolution 3606-Revised, "Most projects can be completed well within the state's deadline for funding liquidation or FHWA's ten-year proceed-to-construction requirement. Yet it is viewed negatively by both FHWA and the California Department of Finance for projects to remain inactive for more than twelve months. It is expected that funds for completed phases will be invoiced immediately for the phase, and projects will be closed out within six months of the final project invoice. Funds that are not invoiced and reimbursed at least once every 12 months are subject to de-obligation by FHWA. There is no guarantee the funds will be available to the project once de-obligated."	Funds must be invoiced and reimbursed against once every 12 months to remain active.
9	Liquidate Funds	
	Per MTC Resolution 3606-Revised, "Funds must be liquidated (fully expended, invoiced and reimbursed) within six years of obligation. California Government Codes 16304.1 and 16304.3 places additional restrictions on the liquidation of federal funds. Generally, federal funds must be liquidated (fully expended, invoiced and reimbursed) within 6 state fiscal years following the fiscal year in which the funds were appropriated. Funds that miss the state's liquidation/ reimbursement deadline will lose State Budget Authority and will be de-obligated if not re-appropriated by the State Legislature, or extended (for one year) in a Cooperative Work Agreement (CWA) with the California Department of Finance. This requirement does not apply to FTA transfers."	Funds must be liquidated within six years of obligation.
10	Estimated Completion Date/Project Closeout	
	Per MTC Resolution 3606-Revised, "Implementing Agencies must fully expend federal funds on a phase one year prior to the estimated completion date provided to Caltrans. At the time of obligation, the implementing agency must provide Caltrans with an estimated completion date for that project phase. Any un-reimbursed federal funds remaining on the phase after the estimated completion date has passed, is subject to project funding adjustments by FHWA. Projects must be properly closed out within six months of final project invoice. Projects must proceed to construction within 10 years of federal authorization of the initial phase. Federal regulations require that federally funded projects proceed to construction within 10 years of initial federal authorization of any phase of the project. Furthermore, if a project is canceled, or fails to proceed to construction in 10 years, FHWA will de-obligate any remaining funds, and the agency is required to repay any reimbursed funds. If a project is canceled as a result of the environmental process, the agency does not have to repay reimbursed costs for the environmental activities. However, if a project is canceled after the environmental process is complete, or a project does not proceed to construction within 10 years, the agency is required to repay all reimbursed federal funds. Agencies with projects that have not been closed out within 6 months of final invoice will have future programming and OA restricted until the project is closed out or brought back to good standing by providing written explanation to Caltrans Local Assistance, the applicable CMA and MTC."	Est. Completion Date: For each phase, fully expend federal funds 1 year prior to date provided to Caltrans. Project Close-out: Within 6 months of final project invoice.

Notes:

- ¹ Approval in the TIP: For administrative/ minor TIP Amendments it is the date of Caltrans approval. For formal TIP Amendments, it is the date of FHWA approval.
- ² Per DOT letter from Caltrans Local Assistance to MPOs, regarding "Procedural Changes in Managing Obligations", dated 9/15/05.



Memorandum

DATE: December 17, 2012

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Matt Todd, Manager of Programming
Jacki Taylor, Program Analyst

SUBJECT: Transportation Fund for Clean Air (TFCA) Program Timely Use of Funds Monitoring Report

Recommendations

This item is for information only.

Summary

ACTAC is requested to review and comment on the project specific information included in the attached TFCA Timely Use of Funds report, dated January 31, 2013. The report includes the currently active and recently completed projects programmed with Alameda County TFCA Program Manager funds. The report segregates the active projects into Red, Yellow, and Green zones. Project sponsors are requested to email documentation for the required activities included in the report to Jacki Taylor, jtaylor@alamedactc.org, by Friday, January 11th. The TFCA At Risk Report will be brought to the Commission in February 2013.

Information

The report includes currently active and recently completed projects programmed with Alameda County TFCA Program Manager funds. The report segregates the 29 active projects into "Red", "Yellow", and "Green" zones based on upcoming project delivery milestones. For this report cycle, there are 16 projects in the Red Zone with required activities due within the next four months, no Yellow Zone projects, and 13 projects in the Green Zone with required activities that are not due for eight months or more. As noted at the end of the report, five projects have been completed and will be removed from future reports.

Project sponsors are requested to email documentation for the required activities included in the report to Jacki Taylor, jtaylor@alamedactc.org, by Friday, January 11th. The Timely Use of Funds report and the updates received will be the basis for the TFCA At Risk Report which is scheduled to be brought to the Commission in February 2013.

Attachment

Attachment A – TFCA Timely Use of Funds Report

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TFCA County Program Manager Fund

Timely Use of Funds Report

Report Date: January 31, 2013

<u>Project No.</u>	<u>Sponsor</u>	<u>Project Title</u>	<u>Balances</u>	<u>Required Activity</u>	<u>Date Due</u>	<u>Activity Completed (Date or Y/N)</u>	<u>Notes</u>
RED ZONE (Milestone deadline within 4 months)							
07ALA06	BART	Multi-Jurisdiction Bike Locker Project	TFCA Award	Agreement Executed	1/1/08	3/8/08	Expenditures complete Final Invoice received - approval pending FMR received
			\$ 275,405	Project Start	2/1/08	Feb-08	
			TFCA Expended	Final Reimbursement	12/31/12		
			\$ 238,225	FMR	Mar-12	Mar-12	
				Expend Deadline Met?	12/22/11	Yes	
08ALA05	Alameda CTC	Oakland San Pablo Avenue TSP/Transit Improvement Project	TFCA Award	Agreement Executed	NA	8/22/08	Expenditures complete Final Invoice paid FMR due Feb '13 (Required 2-year post-project reporting due Feb 2013)
			\$ 174,493	Project Start	Apr-09	Jul-09	
			TFCA Expended	Final Reimbursement	12/31/11	07/29/11	
			\$ 174,493	FMR	Feb-13		
				Expend Deadline Met?	12/22/10	Yes	
09ALA07	AC Transit	Easy Pass Transit Incentive Program	TFCA Award	Agreement Executed	1/7/10	12/03/09	Expenditure deadline Jan '13 Expenditures not complete FMR due Mar '13 1st extension approved 10/27/11
			\$ 350,000	Project Start	Sep-09	Nov-09	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 236,535	FMR	Mar-13		
				Expend Deadline Met?	01/13/13		
10ALA02	Alameda CTC	I-80 Corridor Arterial Management	TFCA Award	Agreement Executed	2/17/11	07/09/10	Expenditures complete Final invoice paid FMR due May '13 (Project completion scheduled spring 2013)
			\$ 100,000	Project Start	Mar-11	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13	10/15/12	
			\$ 100,000	FMR	May-13		
				Expend Deadline Met?	10/28/12	Yes	
10ALA03	Fremont	Signal Retiming: Paseo Padre parkway and Auto Mall Parkway	TFCA Award	Agreement Executed	2/17/11	02/24/11	Expenditure deadline Oct '12 Expenditures not complete FMR due Jan '13
			\$ 210,000	Project Start	Mar-11	Jul-11	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 121,177	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA08	AC Transit	TravelChoice-New Residents (TCNR)	TFCA Award	Agreement Executed	2/17/11	01/05/11	Expenditure deadline Oct '12 Expenditures not complete FMR due Jan '13
			\$ 165,000	Project Start	Mar-11	Jul-11	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 125,860	FMR	Jan-13		
				Expend Deadline Met?	10/28/12	Yes	
11ALA01	Alameda	Park Street Corridor Operations Improvement	TFCA Award	Agreement Executed	1/5/12	06/13/12	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due Feb '14
			\$ 230,900	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA02	Alameda County	Mattox Road Bike Lanes	TFCA Award	Agreement Executed	1/5/12	01/24/12	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due Feb '14
			\$ 40,000	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA03	Albany	Buchanan Bike Path	TFCA Award	Agreement Executed	1/5/12	06/01/12	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due Feb '14
			\$ 100,000	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		

TFCA County Program Manager Fund

Timely Use of Funds Report

Report Date: January 31, 2013

<u>Project No.</u>	<u>Sponsor</u>	<u>Project Title</u>	<u>Balances</u>	<u>Required Activity</u>	<u>Date Due</u>	<u>Activity Completed (Date or Y/N)</u>	<u>Notes</u>
RED ZONE (Milestone deadline within 4 months), continued							
11ALA05	Cal State - East Bay	Transportation Demand Management Pilot Program (FY 11/12)	TFCA Award	Agreement Executed	1/5/12	11/08/11	Expenditure deadline Nov '13 Project completed FMR due Dec '12
			\$ 52,000	Project Start	Dec-12	Sep-11	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 49,000	FMR	Dec-12		
				Expend Deadline Met?	11/14/13		
11ALA06	Fremont	North Fremont Arterial Management	TFCA Award	Agreement Executed	1/5/12	01/04/12	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due Feb '14
			\$ 256,000	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
12ALA02	Pleasanton	Pleasanton Trip Reduction Program (FY 12/13)	TFCA Award	Agreement Executed	2/1/13		Agreement to be executed Project to start by Dec '13 Expenditures not complete FMR due Jan '15
			\$ 57,507	Project Start	Dec-13		
			TFCA Expended	Final Reimbursement	12/31/15		
				FMR	Jan-15		
				Expend Deadline Met?	10/17/14		
12ALA03	Cal State - East Bay	CSUEB Second Shuttle - Increased Service Hours (FY 12/13)	TFCA Award	Agreement Executed	2/1/13		Agreement to be executed Project to start by Dec '13 Expenditures not complete FMR due Jan '15
			\$ 56,350	Project Start	Dec-13		
			TFCA Expended	Final Reimbursement	12/31/15		
				FMR	Jan-15		
				Expend Deadline Met?	10/17/14		
12ALA04	LAVTA	Route 10 - Dublin/ Pleasanton BART to Livermore ACE Station and LLNL (FY 12/13 Operations)	TFCA Award	Agreement Executed	2/1/13		Agreement to be executed Project to start by Dec '13 Expenditures not complete FMR due Jan '15
			\$ 144,346	Project Start	Dec-13		
			TFCA Expended	Final Reimbursement	12/31/15		
				FMR	Jan-15		
				Expend Deadline Met?	10/17/14		
12ALA05	LAVTA	ACE Shuttle Service - Route 53 (FY 12/13 Operations)	TFCA Award	Agreement Executed	2/1/13		Agreement to be executed Project to start by Dec '13 Expenditures not complete FMR due Jan '15
			\$ 34,180	Project Start	Dec-13		
			TFCA Expended	Final Reimbursement	12/31/15		
				FMR	Jan-15		
				Expend Deadline Met?	10/17/14		
12ALA06	LAVTA	ACE/BART Shuttle Service - Route 54 (FY 12/13 Operations)	TFCA Award	Agreement Executed	2/1/13		Agreement to be executed Project to start by Dec '13 Expenditures not complete FMR due Jan '15
			\$ 30,700	Project Start	Dec-13		
			TFCA Expended	Final Reimbursement	12/31/15		
				FMR	Jan-15		
				Expend Deadline Met?	10/17/14		
GREEN ZONE (Milestone deadline beyond 7 months)							
08ALA01	Alameda CTC	Webster Street Corridor Enhancements Project	TFCA Award	Agreement Executed	1/8/09	12/16/08	Expenditure deadline Dec '13 Expenditures not complete FMR due Mar '14 3rd 1-yr extension approved
			\$ 420,000	Project Start	Jan-09	Jun-09	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 236,372	FMR	Mar-14		
				Expend Deadline Met?	12/22/13		
09ALA01	Alameda CTC	Webster St SMART Corridors	TFCA Award	Agreement Executed	1/7/10	7/7/09	Expenditure deadline Dec '12 Expenditures not complete FMR due Mar '14 2nd extension request approved 9/27/12
			\$ 400,000	Project Start	Oct-09	Jul-09	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ 288,206	FMR	Mar-14		
				Expend Deadline Met?	12/22/13		

TFCA County Program Manager Fund

Timely Use of Funds Report

Report Date: January 31, 2013

<u>Project No.</u>	<u>Sponsor</u>	<u>Project Title</u>	<u>Balances</u>	<u>Required Activity</u>	<u>Date Due</u>	<u>Activity Completed (Date or Y/N)</u>	<u>Notes</u>
GREEN ZONE (Milestone deadline beyond 7 months), continued							
10ALA04	Hayward	Traffic Signal Controller Upgrade and Synchronization	TFCA Award	Agreement Executed	2/17/11	01/26/11	Expenditure deadline Oct '13 Expenditures not complete FMR due Jan '16 (2 years post-project) 1st extension request approved 9/27/12
			\$ 614,000	Project Start	Mar-11	Dec-10	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ 357,442	FMR	Jan-16		
				Expend Deadline Met?	10/28/13		
11ALA04	Cal State - East Bay	CSUEB - 2nd Campus to BART Shuttle (FYs 11/12 & 12/13)	TFCA Award	Agreement Executed	1/5/12	11/08/11	Expenditure deadline Nov '13 FMR due Feb '14
			\$ 194,000	Project Start	Dec-12	Aug-11	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ 88,310	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA07	Hayward	Post-project Monitoring/ Retiming activities for Arterial Mgmt project 10ALA04	TFCA Award	Agreement Executed	1/5/12	06/01/12	Expenditure deadline Nov '13 FMR due Jan '16 (FMR to be coordinated with 10ALA04)
			\$ 50,300.00	Project Start	Dec-12	Feb-12	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Jan-16		
				Expend Deadline Met?	11/14/13		
11ALA08	Hayward	Clawiter Road Arterial Management	TFCA Award	Agreement Executed	1/5/12	02/27/12	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due Feb '14
			\$ 190,000.00	Project Start	Dec-12	Feb-12	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA09	Oakland	Traffic Signal Synchronization along Martin Luther King Jr. Way	TFCA Award	Agreement Executed	1/5/12	03/08/12	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 125,000	Project Start	Dec-12	Mar-11	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA10	Oakland	Broadway Shuttle - 2012 Daytime Operations	TFCA Award	Agreement Executed	1/5/12	05/07/12	Expenditure deadline Nov '13 FMR due Mar '13
			\$ 52,154	Project Start	Dec-12	Jan-12	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ 39,117	FMR	Mar-13		
				Expend Deadline Met?	11/14/13		
11ALA12	San Leandro	San Leandro LINKS Shuttle (FYs 11/12 & 12/13)	TFCA Award	Agreement Executed	1/5/12	11/08/11	Expenditure deadline Nov '13 FMR due Feb '14
			\$ 59,500	Project Start	Dec-12	Jul-11	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ 47,500	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA13	Alameda CTC	Alameda County Guaranteed Ride Home (GRH) Program (FYs 11/12 & 12/13)	TFCA Award	Agreement Executed	1/5/12	07/05/11	Expenditure deadline Nov '13 FMR due Feb '14
			\$ 245,000	Project Start	Dec-12	Jan-12	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA14	LAVTA	Route 9 Shuttle BART/Hacienda Business Park (FY 11/12)	TFCA Award	Agreement Executed	1/5/12	10/24/11	Expenditures complete FMR due Dec '12
			\$ 42,947	Project Start	Dec-12	Jul-11	
			TFCA Expended	Final Reimbursement	12/31/14	Jul-12	
			\$ 42,947	FMR	Feb-14		
				Expend Deadline Met?	11/14/13	Yes	

TFCA County Program Manager Fund

Timely Use of Funds Report

Report Date: January 31, 2013

<u>Project No.</u>	<u>Sponsor</u>	<u>Project Title</u>	<u>Balances</u>	<u>Required Activity</u>	<u>Date Due</u>	<u>Activity Completed (Date or Y/N)</u>	<u>Notes</u>
GREEN ZONE (Milestone deadline beyond 7 months), continued							
11ALA15	LAVTA	Route 10 - Dublin/ Pleasanton BART to Livermore ACE Station (FY 11/12)	TFCA Award	Agreement Executed	1/5/12	10/24/11	Expenditure deadline Nov '13 FMR due Dec '12
			\$ 141,542	Project Start	Dec-12	Jul-11	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ 123,956	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
12ALA01	Oakland	Broadway Shuttle: Fri and Sat Evening Extended Service (FY 12/13)	TFCA Award	Agreement Executed	2/1/13	12/14/12	Agreement executed Project to start by Dec '13 Expenditures not complete FMR due Jan '15
			\$ 35,300	Project Start	Dec-13		
			TFCA Expended	Final Reimbursement	12/31/15		
				FMR	Jan-15		
				Expend Deadline Met?	10/17/14		
Completed Projects (will be removed from the next monitoring report)							
10ALA05	Oakland	Broadway Shuttle - Extended Service	TFCA Award	Agreement Executed	2/17/11	01/21/11	Expenditures complete Final invoice paid \$22.90 relinquished FMR received
			\$ 166,880	Project Start	Mar-11	Feb-11	
			TFCA Expended	Final Reimbursement	12/31/13	Aug-12	
			\$ 166,857	FMR	Jan-13	Dec-12	
				Expend Deadline Met?	10/28/12	Yes	
10ALA06	Oakland	Webster/Franklin Bikeway Project	TFCA Award	Agreement Executed	2/17/11	01/20/11	Expenditures complete Final invoice paid \$33,350 relinquished FMR received
			\$ 90,000	Project Start	Mar-11	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13	10/15/12	
			\$ 56,650	FMR	Jan-13	Oct-12	
				Expend Deadline Met?	10/28/12	Yes	
10ALA11	LAVTA	ACE Shuttle Service - Route 53 (FYs 10/11 & 11/12)	TFCA Award	Agreement Executed	2/17/11	12/15/10	Expenditures complete Final invoice paid FMR received
			\$ 70,677	Project Start	Mar-11	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13	08/31/12	
			\$ 70,677	FMR	Jan-13	Oct '12	
				Expend Deadline Met?	10/28/12	Yes	
10ALA12	LAVTA	ACE/BART Shuttle Service - Route 54 (FYs 10/11 & 11/12)	TFCA Award	Agreement Executed	2/17/11	12/15/10	Expenditures complete Final invoice paid FMR received
			\$ 72,299	Project Start	Mar-11	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13	07/27/12	
			\$ 72,299	FMR	Jan-13	Oct '12	
				Expend Deadline Met?	10/28/12	Yes	
11ALA11	Pleasanton	Pleasanton Trip Reduction Program (FY 11/12)	TFCA Award	Agreement Executed	1/5/12	10/24/11	Expenditures complete Final invoice paid FMR received
			\$ 52,816	Project Start	Dec-12	Sep-11	
			TFCA Expended	Final Reimbursement	12/31/14	11/14/12	
			\$ 52,816	FMR	Feb-14	Dec '12	
				Expend Deadline Met?	11/14/13	Yes	

Report Milestone Notes

Agmt Executed = Date TFCA Agreement executed

Project Start = Date of project initiation

FMR = Date Final Monitoring Report (Final Project Report) received by Alameda CTC

Exp. Deadline Met? = Expenditures completed by deadline (Yes/No)



Memorandum

DATE: December 19, 2012

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Beth Walukas, Deputy Director, Planning
Matt Todd, Manager of Programming

SUBJECT: One Bay Area Grant (OBAG) Program Update

Recommendation

This is an information item. No action is requested.

Discussion

The OBAG program is funded with the Metropolitan Transportation Commission's (MTC) Cycle 2 Federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) federal funding sources for the next four fiscal years (FY 2012-13 through FY 2015-16) addressed in MTC Resolution 4035. The OBAG program supports California's climate law, SB 375, which requires a Sustainable Communities Strategy to integrate land use and transportation to reduce greenhouse gas emissions. Per the OBAG requirements 70 percent of the funds must be used towards transportation projects within Priority Development Areas (PDAs).

MTC has requested the Alameda CTC provide an OBAG program recommendation by June 30, 2013, that meets the OBAG program requirements in the allocation of funding to local transportation priorities. The Alameda CTC has been provided with an OBAG programming target of \$63 million in STP and CMAQ funds. In addition to the OBAG funds, the Alameda CTC has been provided \$4.3 Million Regional SR2S funds and approximately \$3.8 Million of Priority Development Activities funds for PDA Planning and Implementation Technical Assistance Program (P&I TAP).

PDA Readiness Classification

As presented previously, the Alameda CTC's strategy for this four-year funding cycle is to use the OBAG program to invest in PDAs with a mature real estate market and completed advance planning activities. In October 2012, the Commission approved the PDA readiness categories and criteria. These were refined based on comments from Commission and ACTAC members, and breakpoints were identified and used to determine whether or not a PDA has a more active development market. The planning screen was refined to more accurately reflect whether or not a PDA had completed the necessary planning and regulatory activities to facilitate future development.

At its December 2012 meeting, the Commission adopted a revised PDA readiness classification that used lower development activity thresholds than what had been presented at the November 2012 ACTAC meeting. Based on comments received from PPLC, ACTAC and others, use of the higher thresholds that were initially presented at the November 2012 ACTAC meeting was deemed to be too stringent and produced too few active PDAs. This may have resulted in too few eligible transportation projects from which to choose.

For a PDA to be considered active, 100 or more units must have been constructed since 2007 (including units that are currently under construction and will be complete by June 2013), 300 or more units must be built and/or in the pipeline (entitled or possessing a building permit), and some commercial development must have either been built since 2007 or is in the pipeline. Near-active PDAs are defined as those that have 100 or more units built or in the pipeline and have some commercial development either built since 2007 or in the pipeline.

Using these criteria, 17 PDAs are identified as active, 13 are identified as near active, and 13 are identified as needing planning support or having low or no development activity. Creating a somewhat larger pool of active PDAs will help ensure that there are enough eligible capital transportation projects while still focusing capital transportation investments in those PDAs that are most likely to experience housing and job growth within this four-year funding cycle. The PDA readiness classification adopted by the Commission at their December 2012 meeting is shown in Attachment A.

OBAG Programming

The OBAG Programming Guideline elements were approved by the Commission at their October meeting. The guideline elements included programming categories, program eligibility, screening and selection criteria for the OBAG projects. The action also provided that additional fund sources allocated by the Alameda CTC be programmed in coordination with the OBAG process, with a focus on the PDA Supportive Transportation Investment and Safe Routes to School (SR2S) Categories.

At its December 2012 meeting staff presented OBAG selection and scoring criteria. The proposal included 60% of the evaluation criteria points towards project deliverability criteria and 40% towards MTC mandated OBAG criteria. After a significant amount of discussion the Commission approved the overall 60-40 weighting of the scoring criteria. The Commission also approved revisions to the distribution of the weighted scores among the 40 points assigned to the additional land use criteria mandated by OBAG. Attachment B enlists the final OBAG scoring criteria approved by the Commission in December.

Attachments

Attachment A: PDA Readiness Classification
Attachment B: Final OBAG Scoring Criteria

PDA Readiness Classification

Active:

- 300 units or more built or in the pipeline
- 100 units built since 2007
- Any amount of commercial built since 2007 or in the pipeline
- Planning, zoning, etc. complete

Near Active:

- 100 units or more built or in the pipeline
- Any amount of commercial built or in the pipeline
- Planning, zoning, etc. partially complete or in progress

PDA	Development Screens				Development Readiness	Planning Readiness	Overall Readiness Classification
	# Units Built	# Units Built + Pipeline	Commercial Sq. ft. Built	Commercial Sq. ft. Pipeline			
Oakland: TOD Corridors	533	4,986	87,792	285,750	Active	Active	Active
Oakland: Downtown and Jack London Square	2,106	3,346	220,820	3,007,885	Active	Active	Active
Dublin: Town Center	953	2,114	125,670	0	Active	Active	Active
Oakland: West Oakland	1,019	1,981	72,848	38,500	Active	Active	Active
Dublin: Transit Center/Dublin Crossing	674	1,800	15,000	1,700,000	Active	Active	Active
Union City: Intermodal Station District	811	1,784	9,000	43,700	Active	Active	Active
Emeryville: Mixed Use Core	739	1,517	522,780	200,000	Active	Active	Active
Dublin: Downtown Specific Plan Area	300	990	24,580	0	Active	Active	Active
Livermore: Downtown	116	837	19,911	7,500	Active	Active	Active
Hayward: The Cannery	427	767	80,000	4,000	Active	Active	Active
Fremont: Irvington District	447	721	9,200	6,830	Active	Active	Active
Berkeley: Downtown	240	662	60,000	26,600	Active	Active	Active
Oakland: Fruitvale & Dimond Areas	123	591	29,020	15,000	Active	Active	Active
Fremont: Centerville	311	559	61,000	58,000	Active	Active	Active
Berkeley: University Avenue	400	510	20,000	5,000	Active	Active	Active
Oakland: Coliseum BART Station Area	373	501	55,120	5,451	Active	Active	Active
Fremont: City Center	330	342	15,000	115,900	Active	Active	Active

Continued on the following page.

PDA Readiness Classification, Continued

PDA	Development Screens					Development Readiness	Planning Readiness	Overall Readiness Classification
	# Units Built	# Units Built + Pipeline	Commercial Sq. ft. Built	Commercial Sq. ft. Pipeline	Commercial Pipeline			
Oakland: MacArthur Transit Village	56	1,194	165,000	1,452,500		Near Active	Active	Near Active
Livermore: Isabel Avenue/BART Station Planning Area	406	972	470,845	190,000		Active	Near Active	Near Active
Hayward: South Hayward BART Urban Neighborhood	0	857	0	78,484		Near Active	Active	Near Active
Pleasanton: Hacienda	0	506	680,580	117,700		Near Active	Active	Near Active
Alameda: Alameda Naval Air Station	200	500	0	140,000		Active	Near Active	Near Active
Fremont: South Fremont/Warm Springs	455	490	0	9,700		Active	Near Active	Near Active
Berkeley: San Pablo Avenue	81	319	14,000	33,500		Near Active	Active	Near Active
Albany: San Pablo Avenue/Solano Avenue Mixed Use Neighborhood	25	200	0	85,000		Near Active	Near Active	Near Active
San Leandro: Downtown TOD	0	200	82,000	0		Near Active	Active	Near Active
Hayward: Downtown	60	192	78,277	9,158		Near Active	Active	Near Active
Berkeley: South Shattuck	0	150	0	23,000		Near Active	Active	Near Active
Alameda County: East 14th Street and Mission Boulevard Mixed Use Corridor	135	135	31,500	0		Near Active	Active	Near Active
San Leandro: East 14th Street	119	119	144,000	28,000		Near Active	Active	Near Active
Newark: Dumbarton TOD	0	797	0	0		Needs Support	Active	Needs Support
Livermore: East Side PDA	0	510	67,364	187,537		Near Active	Needs Support	Needs Support
Alameda County: Castro Valley BART	19	59	36,280	0		Needs Support	Active	Needs Support
Oakland: Eastmont Town Center	24	57	0	99,000		Needs Support	Active	Needs Support
Alameda: Northern Waterfront	45	227	25,000	30,000		Needs Support	Active	Needs Support
Berkeley: Adeline Street	0	42	0	1,900		Needs Support	Needs Support	Needs Support
Berkeley: Telegraph Avenue	0	38	0	4,000		Needs Support	Active	Needs Support
Alameda County: Hesperian Boulevard	13	13	0	0		Needs Support	Active	Needs Support
Newark: Old Town Mixed Use Area	0	2	0	0		Needs Support	Needs Support	Needs Support
Alameda County: Meekland Avenue Corridor	0	0	0	0		Needs Support	Active	Needs Support
Hayward: Mission Corridor	0	0	0	75,350		Needs Support	Near Active	Needs Support
Hayward: South Hayward BART Station Mixed Use Corridor	0	0	0	1,391		Needs Support	Active	Needs Support
San Leandro: Bay Fair BART Transit Village	0	0	0	0		Needs Support	Needs Support	Needs Support

Index	Final OBAG Selection / Scoring Criteria	Proposed Weight
<i>Delivery Criteria</i>		
1	Transportation Project Readiness <ul style="list-style-type: none"> • Funding plan, budget and schedule • Implementation issues • Agency governing body approvals • Local community support • Coordination with partners • Identified stakeholders 	25
2	Transportation Project is well-defined and results in a usable segment <ul style="list-style-type: none"> • Defined scope • Useable segment. • Project study report / equivalent scoping document 	10
3	Transportation project need / benefit / effectiveness (includes Safety) <ul style="list-style-type: none"> • Defined project need • Defined benefit • Defined safety and/or security benefits 	15
4	Sustainability (Ownership / Lifecycle / Maintenance) <ul style="list-style-type: none"> • Identify funding and responsible agency for maintaining the transportation project • Transportation Project identified in a long term development plan 	5
5	Matching Funds <ul style="list-style-type: none"> • Direct Project Matching above Minimum required Local Match 	5
<i>Subtotal</i>		60

<i>Additional Land Use Criteria Mandated by OBAG</i>		
6	PDA Supportive Investments (Includes Proximate Access) <ul style="list-style-type: none"> • Transportation Project supports connectivity to Jobs/ Transit centers / Activity Centers for a PDA • Transportation Project provides multi modal travel options 	5
7	Transportation Investment addressing / implementing planned vision of PDA <ul style="list-style-type: none"> • PDA transportation facility will be X% complete with project 	4
8	High Impact project areas.	

	a	Housing Growth <ul style="list-style-type: none"> Projected growth of Housing Units in PDA 	2
	b	Jobs Growth <ul style="list-style-type: none"> Projected growth of Jobs in PDA 	2
	c	Improved transportation choices for all income levels <ul style="list-style-type: none"> Proximity of alternative transportation mode project to a major transit or high quality transit corridor stop 	6
	d	PDA parking management and pricing policies <ul style="list-style-type: none"> Parking Policies Other TDM strategies 	3
	e	PDA affordable housing preservation and creation strategies <ul style="list-style-type: none"> Inclusionary zoning ordinance or in-lieu fee Land banking Housing trust fund Fast-track permitting for affordable housing Reduced, deferred or waived fees for affordable housing Condo conversion ordinance regulating the conversion of apartments to condos SRO conversion ordinance Demolition of residential structures ordinance Rent control Just cause eviction ordinance Others 	9
9		Communities of Concern (C.O.C.) <ul style="list-style-type: none"> Transportation project mitigates the transportation need of the C.O.C. Relevant planning effort documentation 	4
10		Freight and Emissions <ul style="list-style-type: none"> Project in PDA that overlaps or is collocated with populations exposed to outdoor toxic air contaminants as identified in the Air District's Community Air Risk Evaluation (CARE) Program or is in the vicinity of a major freight corridor 	5
<i>Subtotal</i>			<i>40</i>
<i>Total</i>			100

Approved by Alameda CTC Board on 12/06/12



Memorandum

DATE: December 10, 2012

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Matt Todd, Manager of Programming
Vivek Bhat, Senior Transportation Engineer

SUBJECT: California Transportation Commission (CTC) December 2012 Meeting Summary

Recommendation

This item is for information only. No action is requested.

Discussion

The California Transportation Commission is responsible for programming and allocating funds for the construction of highway, passenger rail, and transit improvements throughout California. The CTC consists of eleven voting members and two non-voting ex-officio members. The San Francisco Bay Area has three (3) CTC members residing in its geographic area: Bob Alvarado, Jim Ghielmetti, and Carl Guardino.

The December 2012 CTC meeting was held at Riverside, CA. Detailed below is a summary of the nine (9) agenda items of significance pertaining to Projects / Programs within Alameda County that were considered at the December 2012 CTC meeting (Attachment A).

1. **Proposition 1B Corridor Mobility Improvement Account (CMIA) / Freeway Performance Initiative (FPI) - Traffic Operation Systems (TOS) and Ramp Metering Project**

The CTC approved an amendment of the CMIA base line agreement of the FPI - Traffic TOS and Ramp Metering project to update the funding plan.

Outcome: The revised project funding plan will reflect previously incurred SHOPP expenditures for pre-construction activities for Contract 3 which was omitted from the original baseline agreement.

2. **Proposition 1B CMIA / Freeway Performance Initiative (FPI) - Traffic Operation Systems (TOS) and Ramp Metering Project - Contract 2,3,4 and 5**

The CTC approved de-allocation of \$6,900,000 in Proposition 1B CMIA Program funds from the FPI - TOS and Ramp Metering project, thereby reducing the original CMIA construction capital allocation of \$31,152,000 to \$24,252,000.

Outcome: The de-allocation reflects contract award savings. Construction phase is initiated and construction activities are scheduled to begin in early 2013.

3. Proposition 1B CMIA / Freeway Performance Initiative - Traffic Operation Systems (TOS) and Ramp Metering on I-680 between AutoMall and Mission

The CTC approved de-allocation of \$ 327,000 in Proposition 1B CMIA Program funds from the I-680 FPI - TOS and Ramp Metering project, thereby reducing the original CMIA construction capital allocation of \$6,000,000 to \$5,673,000.

Outcome: The de-allocation reflects contract award savings. The de-allocation reflects contract award savings. Construction phase is initiated and construction activities are scheduled to begin in early 2013.

4. Proposition 1B CMIA / I-80 ICM Adaptive Ramp Metering Project

The CTC approved de-allocation of \$1,539,000 in Proposition 1B CMIA Program funds from the I-80 ICM Adaptive Ramp Metering project, thereby reducing the original CMIA construction capital allocation of \$9,426,000 to \$7,887,000.

Outcome: The de-allocation reflects contract award savings. The de-allocation reflects contract award savings. Construction phase is initiated and construction activities are scheduled to begin in early 2013.

5. Proposition 1B CMIA / I-80 ICM Active Traffic Management Project

The CTC approved de-allocation of \$6,713,000 in Proposition 1B CMIA Program funds from the I-80 ICM Active Traffic Management project, thereby reducing the original CMIA construction capital allocation of \$25,294,000 to \$18,581,000.

Outcome: The de-allocation reflects contract award savings. The de-allocation reflects contract award savings. Construction phase is initiated and construction activities are scheduled to begin in early 2013.

6. Proposition 1B CMIA / I-880 SB HOV Lane Extension-North Segment (Davis to Hegenberger)

The CTC approved de-allocation of \$6,235,000 in Proposition 1B CMIA Program funds from the I-880 SB HOV Lane Extension-North Segment (Davis to Hegenberger) project, thereby reducing the original CMIA construction capital allocation of \$32,000,000 to \$25,765,000.

Outcome: The de-allocation reflects contract award savings. The de-allocation reflects contract award savings. Construction phase is initiated and construction activities are scheduled to begin in early 2013.

7. Proposition 1B CMIA / I-580 Eastbound HOV Lane Project (Segment 3) - Aux Lanes from Isabel to N. Livermore and from N. Livermore to First Street

The CTC approved de-allocation of \$1,163,000 in Proposition 1B CMIA Program funds from the I-580 Eastbound HOV Lane Project (Segment 3) - Aux Lanes from Isabel to N. Livermore and from N. Livermore to First Street project, thereby reducing the original CMIA construction capital allocation of \$19,028,000 to \$17,865,000.

Outcome: The de-allocation reflects contract award savings. The de-allocation reflects contract award savings. Construction phase is initiated and construction activities are scheduled to begin in early 2013.

8. Proposition 1B CMIA / I-580 Westbound HOV Lane Project (Segment 1) - Greenville Rd. to Isabel Ave.

The CTC approved de-allocation of \$7,476,000 in Proposition 1B CMIA Program funds from the I-580 Westbound HOV Lane Project (Segment 1) - Greenville Rd. to Isabel Ave. project, thereby reducing the original CMIA construction capital allocation of \$42,821,000 to \$34,345,000.

Outcome: The de-allocation reflects contract award savings. The de-allocation reflects contract award savings. Construction phase is initiated and construction activities are scheduled to begin in early 2013.

9. Proposition 1B CMIA / I-580 Westbound HOV Lane Project (Segment 2) -Isabel Ave. to Foothill Blvd.

The CTC approved de-allocation of \$11,883,000 in Proposition 1B CMIA Program funds from the I-580 Westbound HOV Lane Project (Segment 2) -Isabel Ave. to Foothill Blvd. project, thereby reducing the original CMIA construction capital allocation of \$45,614,000 to \$33,731,000.

Outcome: The de-allocation reflects contract award savings. The de-allocation reflects contract award savings. Construction phase is initiated and construction activities are scheduled to begin in early 2013.

Attachment

Attachment A: December 2012 CTC Meeting Summary for Alameda County Projects /Programs

Sponsor	Program / Project	Item Description	CTC Action / Discussion
Caltrans	Corridor Mobility Improvement Account (CMIA) Program / Freeway Performance Initiative (FPI) - Traffic Operation Systems (TOS) and Ramp Metering Project	Amend the CMIA baseline agreement for the FPI TOS and Ramp Metering project to update the funding plan.	Approved
Caltrans	Corridor Mobility Improvement Account (CMIA) Program / Freeway Performance Initiative (FPI) - Traffic Operation Systems (TOS) and Ramp Metering Project - Contract 2,3,4 and 5	De-allocate \$6.9M thereby reducing the original CMIA construction capital allocation of \$31.2M to \$24.3M, to reflect contract award savings.	Approved
Caltrans	Corridor Mobility Improvement Account (CMIA) Program / Freeway Performance Initiative - Traffic Operation Systems (TOS) and Ramp Metering on I-680 between AutoMall and Mission	De-allocate \$327,000 thereby reducing the original CMIA construction capital allocation of \$6,000,000 to \$5,673,000, to reflect contract award savings.	Approved
Caltrans	Corridor Mobility Improvement Account (CMIA) Program / I-80 ICM Adaptive Ramp Metering Project	De-allocate \$1,539,000 thereby reducing the original CMIA construction capital allocation of \$9,426,000 to \$7,887,000, to reflect contract award savings.	Approved
Caltrans	Corridor Mobility Improvement Account (CMIA) Program / I-80 ICM Active Traffic Management Project	De-allocate \$6,713,000 thereby reducing the original CMIA construction capital allocation of \$25,294,000 to \$18,581,000, to reflect contract award savings.	Approved
Caltrans	Corridor Mobility Improvement Account (CMIA) Program / I-880 SB HOV Lane Extension-North Segment (Davis to Hegenberger)	De-allocate \$6,235,000, thereby reducing the original CMIA construction capital allocation of \$32,000,000 to \$25,765,000, to reflect contract award savings.	Approved
Caltrans	Corridor Mobility Improvement Account (CMIA) Program / I-580 Eastbound HOV Lane Project (Segment 3) - Aux Lanes from Isabel to N. Livermore and from N. Livermore to First Street.	De-allocate \$1,163,000, thereby reducing the original CMIA construction capital allocation of \$19,028,000 to \$17,865,000, to reflect contract award savings.	Approved
Caltrans	Corridor Mobility Improvement Account (CMIA) Program / I-580 Westbound HOV Lane Project (Segment 1) - Greenville Rd. to Isabel Ave.	De-allocate \$7,476,000, thereby reducing the original CMIA construction capital allocation of \$42,821,000 to \$35,345,000, to reflect contract award savings.	Approved
Caltrans	Corridor Mobility Improvement Account (CMIA) Program / I-580 Westbound HOV Lane Project (Segment 2) - Isabel Ave. to Foothill Blvd.	De-allocate \$11,883,000, thereby reducing the original CMIA construction capital allocation of \$45,614,000 to \$33,731,000, to reflect contract award savings.	Approved

http://www.dot.ca.gov/hq/transprog/ctcbooks/2012/1212/000_Timed.pdf



Memorandum

DATE: December 11, 2012

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Matt Todd, Manager of Programming
Jacki Taylor, Program Analyst

SUBJECT: Transportation Fund for Clean Air (TFCA) FY 2013/14 Draft Fund Estimate

Recommendation

This information is being provided for informational purposes only. ACTAC is requested to review the attached draft fund estimate (FE) for the fiscal year (FY) 2013/14 TFCA program. The FY 2013/14 call for projects is scheduled to be released in late February 2013 and a final FE will be released at that time.

Summary

ACTAC is requested to review the attached draft FE for the FY 2013/14 TFCA program. An advance release of a draft FE is intended to aid sponsors' preparation for the upcoming TFCA call for projects. The FY 2013/14 call for projects is scheduled to be released in late February 2013. A final FE will be released at that time. As with the draft FE from prior years, the FY 2013/14 version accounts for the prior year's (FY 2012/13) programming and relinquishments. From the \$1.8 million of assumed new revenue for FY 2013/14, as outlined in the Alameda CTC TFCA Guidelines, the draft FE segregates the city/county shares and identifies the transit discretionary, earned interest and program administration amounts.

Discussion

TFCA funding is generated by a \$4.00 vehicle registration fee collected by the Bay Area Air Quality Management District (Air District). Projects that result in the reduction of motor vehicle emissions are eligible for TFCA. Eligible projects are to achieve surplus emission reductions beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations. Projects typically funded with TFCA include shuttles, bicycle lanes and lockers, signal timing and trip reduction programs. As the TFCA Program Manager for Alameda County, the Alameda CTC is responsible for programming 40 percent of the four dollar vehicle registration fee that is collected in Alameda County for this program. Five percent of new revenue is set aside for the Alameda CTC's administration of the TFCA program. Per the

Alameda CTC TFCA Guidelines, 70 percent of the available funds are to be allocated to the cities/county based on population, with a minimum of \$10,000 to each jurisdiction. The remaining 30 percent of the funds are to be allocated to transit-related projects on a discretionary basis.

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

FY 2012/13 Funding for Port Truck Replacement Program

In January 2012, the Commission approved \$1.43 million of FY 2012/13 TFCA County Program Manager funding for a regional port drayage truck replacement program administered by the Air District. The TFCA distribution formula was used to allocate the \$1.43 million across the cities/county. The approved programming action for the \$1.43 million contained the following stipulations:

- The programming is a one-time contribution to assist with the Air District's replacement program for model engine year 2004, 2005 and 2006 drayage trucks,
- Regional funds should be used first, and Alameda funds last, and
- Alameda funds will only be used for vehicles registered in Alameda.

To date, no Alameda County Program Manager funds have been used for the Air District's program, but the deadline for 2006 trucks to become compliant with the Air Resource Board (ARB) requirements is not until December 2013. Upon the completion of the program, a credit may be due to the Alameda CTC. If so, when received it will be reflected in the next TFCA fund estimate.

Attachment

Attachment A – TFCA Draft FY 2013/14 Fund Estimate

Attachment B – TFCA Draft FY 2013/14 Programming Schedule

Draft TFCA FY 2013/14 Fund Estimate - January 2013

Agency	Population (Estimate)	% Population	Total % of Funding	TFCA Funds Available (new this FY)	Balance from Previous FY	Programmed in Last Cycle	Funds Relinquished This FY	FY 12/13 Rollover (Debits/Credits)	TFCA Balance (New + Rollover)
Alameda	74,640	4.87%	4.86%	\$ 63,048	\$ (495,207)	\$ -	\$ -	\$ (495,207)	\$ (432,159)
Alameda County	142,833	9.32%	9.31%	\$ 120,651	\$ 4,976	\$ -	\$ 6,090	\$ 11,066	\$ 131,717
Albany	18,488	1.21%	1.20%	\$ 15,617	\$ (46,555)	\$ -	\$ -	\$ (46,555)	\$ (30,938)
Berkeley	114,821	7.49%	7.48%	\$ 96,989	\$ 118,169	\$ -	\$ 3,514	\$ 121,683	\$ 218,672
Dublin	46,785	3.05%	3.05%	\$ 39,519	\$ 116,719	\$ -	\$ -	\$ 116,719	\$ 156,238
Emeryville	10,200	0.67%	0.77%	\$ 10,000	\$ 17,565	\$ -	\$ -	\$ 17,565	\$ 27,565
Fremont	217,700	14.21%	14.18%	\$ 183,890	\$ 39,721	\$ -	\$ -	\$ 39,721	\$ 223,611
Hayward	147,113	9.60%	9.59%	\$ 124,266	\$ (660,439)	\$ -	\$ -	\$ (660,439)	\$ (536,173)
Livermore	82,400	5.38%	5.37%	\$ 69,603	\$ 242,812	\$ -	\$ -	\$ 242,812	\$ 312,415
Newark	43,041	2.81%	2.80%	\$ 36,357	\$ 194,299	\$ -	\$ -	\$ 194,299	\$ 230,656
Oakland	395,341	25.80%	25.76%	\$ 333,943	\$ 179,337	\$ 35,300	\$ -	\$ 144,037	\$ 477,980
Piedmont	10,807	0.71%	0.77%	\$ 10,000	\$ 34,899	\$ -	\$ -	\$ 34,899	\$ 44,899
Pleasanton	71,269	4.65%	4.64%	\$ 60,201	\$ (26,628)	\$ 57,507	\$ -	\$ (84,135)	\$ (23,934)
San Leandro	86,053	5.62%	5.61%	\$ 72,689	\$ 27,998	\$ -	\$ -	\$ 27,998	\$ 100,687
Union City	70,646	4.61%	4.60%	\$ 59,674	\$ 98,988	\$ -	\$ -	\$ 98,988	\$ 158,662
TOTAL:	1,532,137	100.00%	100.00%	\$ 1,296,446	\$ (153,347)	\$ 92,807	\$ 9,604	\$ (236,549)	\$ 1,059,897

FY 13/14 TFCA Funds (Estimate) \$ 1,896,911

11/12 Interest Earned (Estimate) \$ 50,000

Programming Capacity \$ 1,946,911

Less 5% for Program Administration \$ 94,846

Total Adjusted Programming Capacity \$ 1,852,066

	Guarantee 70%	Discretionary 30%
Relinquishments	\$ 9,604	\$ -
FY12/13 Rollover (debit/credit) Adjustment	\$ (246,150)	\$ 246,150
Subtotal Relinquishments & Rollover Adjustments	\$ (236,546)	\$ 246,150
Adjusted Total Available to Program	\$ 1,861,670	\$ 801,770

Notes:

1. Includes all TFCA programming actions through 12/31/12.
2. Population estimates as of 1/01/12 from Dept. of Finance (www.dof.ca.gov).

Alameda CTC Proposed Schedule for FY 2013/14 TFCA Program

Date	Activity
January 8, 2013	Draft Fund Estimate (FE) and schedule to ACTAC
February 2013	TFCA Expenditure Plan and Alameda CTC TFCA Guidelines to Alameda CTC Committees and Board
Late February 2013	Alameda CTC to release TFCA call for projects
Late March 2013	Applications due to Alameda CTC
April 2013	Application summary to Alameda CTC Committees and Board
May 2013	Draft program of projects to Alameda CTC Committees and Board
May 2013	TFCA Expenditure Plan considered for approval by Air District Board of Directors
June 2013	Final 2011/12 Program to Alameda CTC Committees and Board
July 2013	Master Agreement with Air District executed
Fall 2013	Funding agreements distributed



Memorandum

DATE: December 21, 2012

TO: Alameda County Technical Advisory Committee

FROM: Beth Walukas, Deputy Director of Planning
Saravana Suthanthira, Senior Transportation Planner

SUBJECT: 2013 Countywide Travel Demand Model Update Scope of Work

Recommendation

This is an information item only. No action is requested.

Summary

The CMP legislation requires that the countywide travel demand model land use and socioeconomic database be consistent with the most recent database developed by the Regional Planning Agency, which is the Association of Bay Area Governments (ABAG). The last published land use and socioeconomic database from ABAG is Projections 2009, which is incorporated into the currently active countywide model. ABAG is in the process of finalizing the updated land use and socioeconomic database, now called the Sustainable Communities Strategy (SCS), developed in response to SB 375. The SCS is scheduled to be adopted by the Metropolitan Transportation Commission (MTC) and ABAG in June 2013. The countywide model is due for a comprehensive model update, incorporating the soon to be finalized SCS from ABAG and the 2010 census as well as updating the base year from 2000 to 2010 to be consistent with the 2010 census. The Alameda CTC is looking to VTA's modeling team to update the model in view of the potential benefits of interagency information sharing, partnership on projects and cost efficiencies. Staff is seeking input on the draft scope of work for the model update. Upon completion of the model update, future maintenance and on-call modeling work related to the updated model will be done by a team of on-call consultants, who will be established through the procurement process by releasing a Request for Proposals.

Discussion

As the Congestion Management Agency (CMA) for Alameda County, Alameda CTC is responsible for carrying out the Congestion Management Program (CMP) responsibilities. The CMP legislation requires that a countywide travel demand model be developed and maintained by the CMA and that the model be consistent with the land use and socioeconomic database developed and the modeling methodology adopted by the Regional Planning Agency. In the Bay Area, MTC maintains the regional travel demand model for the nine county Bay Area region, while ABAG develops the land use and socioeconomic database for the region. The existing Alameda countywide model incorporates Projections 2009, the last published land use and socioeconomic database by ABAG. As required by SB 375, ABAG has collaborated with the local jurisdictions and CMAs in the region to develop the next land use and socioeconomic database, the SCS, which will be adopted as part of the Regional Transportation Plan in June 2013.

In addition to the update incorporating the SCS land use and socioeconomic database, the existing model needs to be updated in the following key areas:

- incorporating the 2010 census data
- updating the base year of the model to correspond with the census year
- changing the long term forecast year from 2035 to 2040
- improving the model sensitivity to bicycling and walking
- updating roadway and transit network assumptions
- calibration and validation of the model

VTA's countywide travel demand model has the same model structure and uses the same model platform as that of Alameda CTC. It uses Cube software and was developed from the MTC's prior version (trip-based) model called BAYCAST, similar to Alameda CTC's current model. VTA has recently developed a model for the San Mateo County of Governments (C-CAG) by both using VTA's model structure and also sharing their data. In view of this precedence and other potential benefits such as information sharing, partnership on projects (BART extension to San Jose, I-680 and SR 237 Express Lanes), cost efficiencies and improved model sensitivity for the trips between Alameda County and Silicon Valley, the option of using VTA's in-house modeling team to perform the Alameda countywide model update was explored. It was found that the team has staff resource availability to perform the model update. The proposed schedule for the update is one year, from approximately March 2013 to March 2014.

The Alameda CTC does not have an in-house staff to maintain the countywide travel demand model or to provide services using the model. Consultant services are used for this purpose. Currently, the Alameda countywide model maintenance and on-call modeling service has been awarded to Kittelson & Associates, Inc. Upon completion of the model update, future maintenance and on-call modeling work related to the updated model will be done by a team of on-call consultants, who will be established through the procurement process by releasing a Request for Proposals.

Fiscal Impacts

The budget to update the model is included in the Alameda CTC's consolidated fiscal year 2012-2013 budget.

Attachments

Attachment A –2013 Alameda Countywide Travel Demand Model Update - Draft Scope of Work

2013 Alameda Countywide Travel Demand Model Update - Draft Scope of Work

Task 0.1 Project Administration

In this task, the consultant will attend up to six meetings with the ACTA Model Task Force to present findings and seek input from Task Force members on an on-going basis throughout the project and one meeting with the BPAC. In addition, this task includes routine project administration tasks to support the project, including progress reporting and project invoicing.

Deliverable: Attendance at six (6) ACTC Model Task Force meetings and one (1) BPAC meeting over the course of the project. Routine project administration will be provided to prepare progress reports and project invoices.

Task 1: Update the land use and socio-economic database from Association of Bay Area Governments' (ABAG) Projections 2009 to the Sustainable Community Strategy (SCS) anticipated to be adopted by MTC and ABAG in Spring 2013

The database currently included in the Countywide Model is based on ABAG's Projections 2009 and incorporated into the RTAZs. The land use and socio-economic data was allocated to Alameda CTC model TAZs based upon review and redistribution by the Alameda County jurisdictions. The jurisdiction's totals generally stayed within 1% variation from the ABAG totals, but were permitted to redistribute on a countywide level when appropriate.

As part of the 2012 Countywide Transportation Plan (CWTP) Update, significant efforts were made in coordination with the local jurisdictions in modifying the land use and socio-economic database developed by ABAG as part of the SCS development process in Summer 2011. This database will be reviewed and compared with the adopted SCS data (proposed release data of June 2013) distributed into the Countywide Model TAZs, and the level of review needed by the jurisdictions needs to be determined, keeping in view the requirements of maintaining the county total within plus or minus one percent. Alameda CTC staff and the Model Task Force that will be established to guide the model update process (see Section 3-Process and Schedule for the update) will review and determine the level of review needed from selected or all the local jurisdictions. Based on the determination, as needed, the consultant will develop spreadsheets of the SCS data assigned to the Countywide Model TAZs along with comparison spreadsheets from the CWTP effort for the respective jurisdictions for their review. Alameda CTC will distribute these spreadsheets to the jurisdictions for their review and comment, and also coordinate with the

local jurisdictions in collecting and compiling their comments and provide them to the consultants.

In addition to the basic socioeconomic data inputs required by the Countywide model for consistency with the MTC/ABAG databases (households, population and jobs), the consultant will also include, subject to direction by ACTC, other important data inputs such as parking costs by TAZ and high-school and college/university enrollments, for review and if needed, modification based on information provided from the local jurisdictions. It should be noted that parking costs are provided by MTC and are typically not subject to revision by the CMAs, so this will primarily be for illustrating the input parking costs and the TAZs that are applied a parking charge. The consultants will review the comments from local jurisdictions and develop outputs for the land use and socio-economic database. The consultant will ensure that sub-totals and total inputs are reasonable on a Planning Area and Countywide basis. This task will also include incorporating updated San Joaquin County land use and socio-economic information, if San Joaquin County updated the land use data in their model compared to what is currently included in the Alameda CTC model.

Also, included in this task will be the incorporation of the on-going Priority Development Areas (PDA) and Priority Conservation Areas (PCA) efforts in GIS format as additional layer/information that will be available for the model users for analysis purposes, if needed. Similarly, information on Communities Air Risk Evaluation (CARE) and Communities of Concern will need to be incorporated into the model. These data and associated GIS layers will be provided by Alameda CTC. The consultant will prepare summaries of socioeconomic totals for these areas as required by the ACTC for this task. Task 1 will to a large extent be dependent on efforts in Task 2 where modifications to the TAZ boundaries may be enacted. Any revisions to TAZ socioeconomic totals triggered by TAZ boundary changes will be reflected in spreadsheets provided to the ACTC member jurisdictions.

Deliverable: Technical Memorandum describing the land use/socio-economic inputs, including all tables and spreadsheets and a brief documentation of other policy information included in the model. Databases of socioeconomic data will be provided in EXCEL spreadsheet formats and in the formats (text or DBF) required by the Countywide Models

Task 2: Incorporate the 2010 Census data

The demographic and other census data included in the existing Countywide Model is based on the 2000 Census. Since the most recent 2010 Census data including the American Community Survey (ACS) are now available, the model will be updated to include the most recent Census data. This will include but not be limited to updating the TAZ boundaries based on the 2010

Census geographic (block) boundaries and demographic, socio-economic and travel behavior data. At a minimum, the consultant will prepare tables of the most pertinent census data used by the models. These include number of workers and autos by household by county (used in the workers/auto ownership models), workers by county of residence and county of work (for use in the home-based work trip distribution models) and commute by mode (for use in the home-based work mode choice models) for the region. Comparison tables of 2000 and 2010 will be prepared for use in the subsequent Task 4 to identify the options for recalibration of the Countywide models. While it is anticipated that Alameda CTC staff and the Model Task Force will review and provide input on the updated model parameters based on the census and the TAZ boundaries, it is possible that if revisions to the TAZ boundaries is extensive, it will be sent to the respective jurisdiction(s) for review. Alameda CTC will coordinate with the jurisdictions in distributing the draft updated TAZs to the local jurisdictions and obtaining comments.

The consultant has developed data from the 2010 Census, primarily dealing with racial characteristics and population counts, and data from the 2010 American Community Survey, for the entire ACS set of tables. These data are above and beyond those required by the Countywide models, yet may be useful to the ACTC for non-model related analysis. These databases are for the entire State of California and are currently stored in POSTGRES open-source databases. The consultant will work with ACTC staff to determine the specific databases desired from each data source and will provide the data in a format (ACCESS, DBF, CSV, etc.) useful to the agency.

Deliverable: Technical Memorandum describing the updated model parameters based on 2010 Census and the TAZs. Databases of 2010 Census and 2010 ACS tables will be provided in a format to be determined by ACTC staff.

Task 3: Update the existing and future transit and roadway networks and ramp metering assumptions

For all years, the transit and roadway networks will be updated. Updates to the transit network will be based on the information received from the transit operators to reflect the service changes that the operators have implemented since the last model update. The consultant will update all transit networks in Alameda County, as well as transit routes that serve adjacent counties to and from Alameda County (BART, Capitols, ACE, AC Transbay, etc.), based on information provided by the various transit agencies and from transit line feed data from the MTC regional transit databases. At a minimum, transit coding will include adding transit nodes to reflect all bus and rail stops, park-and-ride facilities, shuttles to major employment sites not operated by public agencies (i.e., BART shuttles) and reflect peak and mid-day route frequencies. A database of transit line times by route will also be prepared to validate transit travel speeds in the subsequent model validation task. Transit travel speed validation will essentially be a comparison of the

model estimated bus line times to the schedule route times, with an adjustment of the line travel time factor to ensure the model can reliably estimate observed times,

The roadway network update is expected to have only refinements and will not be as extensive compared to the transit network. The updates to the roadway network will include incorporating any completed projects in by 2010 and verifying that projects coded on the network are consistent with the projects included in the RTP for the forecast horizons 2020 and 2040. Roadway network coding will also reflect existing and proposed express lane segments as identified in the RTP update. The roadway networks will be compared to GIS centerline files to ensure that the geographical representations (distances in particular) are properly defined. Network links and nodes will be modified if distance inconsistencies exist. Updated draft roadway network spreadsheet summaries and network plots will be distributed to the local jurisdictions and Caltrans for review and input, and the Alameda CTC will facilitate this distribution.

Also included in this task will be an update to the ramp metering assumptions included in the model, which are based on the information received from Caltrans in 2009. Any changes made by Caltrans since 2009 to the list of ramps with existing and planned metering along with assumed metering rates will need to be obtained and incorporated into the model. Ramp meter operational characteristics such as time of day operations (AM, PM or both), lanes and HOV bypass links will be coded in the networks for the base year and forecast years. Existing ramp meter volume-delay functions will be modified (if required) based on information provided by Caltrans or from recent before and after studies of ramp metering implementation projects.

Deliverables: Technical Memorandum describing the updates to the transit and roadway networks and ramp metering assumptions. Coded networks, in CUBE format, for the base year 2010 and future years 2020 and 2040 will also be provided to the ACTC.

Task 4 Identify options for updating the model base year from the existing 2000 base year while making the model sensitive to the current economic downturn, and implementing the best feasible option as well as extending the future horizon year from 2035 to 2040.

The existing model base year is 2000. It was the intent of the Alameda CTC to update the base year to 2010 to be consistent with the 2010 Census and to make it more current. However, in view of the severe economic downturn experienced in 2010, it is not clear whether having 2010 as the base year would provide reasonable future forecasts when the economy is expected to

have improved. But it should also be noted that the year 2000 represented a fairly optimistic perspective of travel conditions, as this was the height of the technology boom in the Bay Area, and as such introduces another set of possible biases. The consultant will identify options available for the model base year either to maintain it as 2000 or to update it to 2010, and implications of the proposed options in terms of how sensitive the model will be for the economic downturn in 2010 and the expected improvement in the future years. The proposed options will be discussed with the Alameda CTC staff and the Task Force, and an appropriate option will be selected and implemented into the model.

In order to chart a reasonable determination of model calibration efforts, the consultant is recommending to develop a comparison of year 2000 model performance to year 2000 and 2010 census and ACS summaries to illustrate model capabilities and determine an appropriate base calibration. Specifically, the model workers and autos per household by county outputs, county to county home-based work trips and home-based work trips by mode will be compared to determine the validity of maintaining the 2000 calibration parameters. This comparison will be informative in two ways 1) to ensure a reasonable 2000 calibration of the commuter markets was achieved and can adequately represent 2010 conditions, and 2) provide ACTC and member jurisdictions with background information on the changes experienced by the region from 2000 to 2010 based on observed changes from census data. Based on these results, a decision will be made, based on input from ACTC staff, regarding recalibration to either 2000 or 2010 observed data, before the recommendations are presented to the full Task Force.

For non-work trip purposes, the only reliable calibration data is from the MTC 2000 home-interview survey. As with the 2000 home-based work trips, county to county trips and trips by mode for each non-work purpose will be compared to the 2000 Countywide model results to determine the level of effort required to calibrate the Countywide models, and the results will be included in the proposed options presented to ACTC staff and the Task Force.

This task also includes extending the future year from 2035 to 2040 in the model. While the SCS database that will be included in the model will have an outer future year of 2040, the roadway and transit networks need to be appropriately coded and the list of transportation improvement projects needs to be updated and verified to be consistent with the RTP. This effort will be implemented in Task 3 and based on projects identified in the RTP and in coordination with ACTC and the member jurisdictions.

Deliverable: Technical Memorandum describing the proposed options for the base year and their sensitiveness to the economy, the details on the implemented option and associated model assumptions, updates made to the roadway and transit networks and the list of improvement projects to extend the outer horizon year to 2040.

Task 5 Identify options for modifying the model to make it more sensitive to bicycling and walking and implementing the best feasible option

The existing countywide model provides forecasts for the bicycle and walking trips at the TAZ level, but it is not validated for these modes, and it does not assign these trips to the network. The parameters included in the model for these modes are based on MTC's regional travel demand model. Alameda CTC is looking to improve the sensitiveness of the countywide model regarding bicycling and walking modes. Therefore, the consultant will identify the options available to improve the ability of the model in being more sensitive to these modes and provide reasonable estimates of bicycle and walking trips. The consultant will prepare the options from a review of current practices used by other agencies (local and outside the Bay Area) and document the level of effort required to implement the same array of capabilities in the Countywide models. The proposed options will be discussed with the Alameda CTC staff and the Task Force, and the most feasible option will be determined, which will be later implemented into the model. In terms of available data for bicycling and walking, Alameda CTC has an annual bicycle and pedestrian counts program that covers 63 intersections in the county. The most recent data is collected for year 2010-11. Also, GIS data files for the countywide bicycle network is available and will be provided to the consultant for incorporating them into the model.

At a minimum, the consultant proposes to include basic bicycle modeling capabilities in a bicycle assignment routine that is sensitive to different categories of bike facilities (bike lanes and paths) and assumed travel speeds to develop bike volumes on the networks that can be improved in future phases in the update of the models. This will allow at least a direct comparison of bike volumes to bike count data as well as allow for quantifying new bicycle trips in the mode choice models associated with the addition of new bicycle infrastructure. This level of effort is actually fairly low, and would require coding the bike paths in the models as distinct facilities as well as flagging roadway links that have bike lanes. Input speeds will be based on recently collected bike speed data from the VTA and any additional sources, such as MTC and SFCTA. Bicycle assignments routines would also be applied from existing sources (VTA primarily). These additions are recommended for implementation in Tasks 3 and Task 6.

Deliverable: Technical Memorandum describing the proposed options to improve the sensitivity of the model for bicycling and walking modes and details and assumptions for the option implemented.

Task 6: Calibrate and validate base year and future year forecasts

The consultant will calibrate and validate the Countywide Travel Demand Model to 2010 base year based on the updated census, land use, and socio-economic data developed in Tasks 1 and 2. If other data becomes available during the timeframe of the Countywide Model Update such as the California Household Survey data and Transit on-board survey data, this information will be used as well.

The Alameda CTC has coordinated a countywide roadway volume data collection effort between 2010 and 2012 to be used for calibrating and validating the updated Countywide Model. Seven day, 24-hour traffic counts were collected at city limits and countywide screenlines including arterials and freeways. This data will be made available to the consultant and will be coded as a link attribute in the highway networks to facilitate validation summary comparisons.

At a minimum, a comparison of highway assignments will be made across selected screenlines and for systemwide volumes by roadway type. A comparison of estimated to observed speeds will be made. The issues of peak spreading, capacity constraints, ramp metering, and traffic diversion will be reviewed. For transit, comparisons should be made of daily boardings and ridership by route, BART station loadings, ridership by trunkline, entries and exits and other measures as appropriate, especially on-board surveys if they are available. Similar to roadway volume data collection, a data collection effort for transit was not done; therefore, in consultation with the consultant, required data will be requested from the four transit operators in Alameda County.

The current Countywide model does not include a travel time feedback loop in the model application that cycles congested highway and transit times back through the mode choice models. This process is recommended for implementation in the updated Countywide models, as it provides more reliable estimates of congested network speeds (important for emissions analysis) and the impact of network congestion effects on mode choice. The consultant will implement the travel time feedback loop in the mode choice component of the updated models and has included this level of effort in the project budget.

It is also recommended that Bus Rapid Transit (BRT) be included in the mode choice models as a submode to allow the capability of treating BRT service as a unique transit mode if so desired by ACTC. There are currently no data to validate the BRT mode, since it is not in operation by any agency in the region, therefore the addition will primarily facilitate future forecasting efforts for BRT corridors. The addition of the BRT mode in the mode choice code, transit paths and assignments is included in the overall project budget.

The future years in the new model will be 2020 and 2040 compared to the existing future years 2020 and 2035. The validation and calibration effort must be consistent with the new forecast

years and MTC's regional transportation model outputs as defined in the regional model consistency guidelines. Calibration and validation of highway and transit assignments should be within acceptable ranges of reasonableness with observed traffic and ridership counts and must be consistent with MTC and Caltrans recommended standards. At a minimum, an overall goal will be to at least match the level of validation present in the existing Countywide models. Draft proposed validation goals will be for the model to be validated within plus or minus five percent error for AM and PM peak hour and peak period validation for volumes by facility type (freeway, arterial, collector and ramps) for the entire county. Validation goals for screenlines will be set at plus or minus fifteen (15 %) error for each screenline location. In addition, the model will be validated to observed counts summarized by each jurisdiction (if sufficient counts are available) to ensure that geographical biases are minimized.

As a part of this task, the consultant will develop additional highway assignment routines to model traffic by four time periods of the day (5 to 9 AM, 9 AM to 3 PM, 3 PM to 7 PM and 7 PM to 5 AM) to refine speed estimates for air quality analysis and to be more consistent with the reporting requirements for VMT and VHT by time period in the MTC consistency reporting requirements. The peak period volumes can also be used to develop more reliable daily (ADT) volumes that more properly reflect differential speeds by time of day. The consultant will develop a sketch-plan level toll model in the highway assignment process the ACTC can use to estimate express lane facility demand for future corridor studies. This model will be based on existing CUBE application scripts developed by the VTA and validated to reflect base year (2010) operations of the I-680 southbound Express Lanes. And finally, highway assignment vehicle volumes will include assignment of the park-and-ride demand estimates generated from the transit mode choice models in the peak hour and peak period highway assignments, which are not currently accounted for in the assigned vehicle volumes. This enhancement will also be based on existing CUBE application scripts developed by the VTA.

Transit validation goals of plus or minus five (5 %) error will be based on comparisons of modeled to observed daily boardings by operator (BART, AC Transit, LAVTA, Union City Transit). An effort will be made to provide a validation of major transit corridors (for example, proposed BRT corridors) to within 15 % error as well for route groups as determined by ACTC and county transit planning staff. BART station ons and offs will also be validated to within 15 % error for groups of adjacent stations. BART validation will be expanded to include validation of park-and-ride demand estimates to observed counts and match trips by mode of access as reported from the 2008 BART transit surveys within a to-be-determined validation goal.

Deliverable: Technical Memorandum on Model Calibration and Validation results for the base year 2010.

Task 7: Update Performance Measures

The existing model uses a set of performance measures that can be implemented directly from the model or by using model outputs to provide overall system-wide assessment of transportation conditions for various transportation model scenarios. The recently adopted 2012 Alameda Countywide Transportation Plan includes new performance measures that will be used to assess the performance of the transportation system in Alameda County including addressing climate change; therefore, the list of performance measures used in the model will be updated to include these new measures, and outputs should be developed where possible. The consultant will implement the new validated model with the base and forecast year input databases and generate a set of new performance indicators.

Deliverable: Technical Memorandum describing the updated performance measures and summarizing the model outputs for the base year 2010 and forecast years 2020 and 2040.

Task 8 Updating documentation on the Conformance with the MTC Model Consistency guidelines

The countywide model is required to be consistent with the MTC's regional model assumptions. Therefore, the updated model will be tested for consistency with MTC's Travel Model One assumptions, which is the existing regional model, throughout all stages of model development implemented in this project to basically ensure that model consistency can be delivered at the project conclusion. In this regard, MTC has developed a set of guidelines to check the consistency of the CMA's countywide travel demand models with the MTC's regional model. The consultant will develop responses to the consistency requirements using the most recent MTC Consistency Checklist and assist Alameda CTC in getting the consistency approval from MTC. The consultant will generate all comparison tables based on outputs provided by the new Countywide models in a format consistent with the MTC model output summaries and prepare a technical memorandum documenting the results.

Deliverable: Technical memorandum on conformance to the MTC consistency requirements using the most recent MTC Consistency Checklist.

Task 9 Updating model documentation and user guidelines and delivering final datasets

A model documentation report including user guidelines is available for the existing Alameda countywide model. This documentation will be updated based on the technical memorandums

prepared for the previous tasks, update on the MTC Model Consistency Checklist, and other information as needed. Upon completion of the model update work including update to the documentation, the following documentation will be submitted by the consultant to Alameda CTC as final deliverables:

1. Four electronic copies of complete set of model files (likely in DVDs) including the model documentation for distribution to various users
2. Two hard copies of the updated model documentation report
3. One set of electronic copies (likely in PDF) of model outputs for all horizon years for all time periods showing the model volumes on the network by each planning area for web upload

Deliverable: The three items mentioned above as final deliverables

Task 10 Maintenance of the model on an on-going basis including responding to questions on model assumptions and performing specific modeling tasks

Alameda CTC does not have an in-house modeler. Therefore, periodic refinements need to be performed on the model through a consultant in order to maintain output accuracy and reliability. This may include on-going general maintenance including responding to general questions on the model details from the jurisdictions, consultants or other users of the model, minor adjustments to incorporate the planned projects such as the adopted State Transportation Improvement Program (STIP), and performing select link analysis for LOS Monitoring and other purposes as required by Alameda CTC. This task assumes utilizing the services of the consultant as an on-call as needed basis and will be paid for on task-by-task basis with the exception of minor general maintenance and responding to general questions on model details.

Deliverable: As appropriate.

SECTION 3: PROCESS AND SCHEDULE FOR THE UPDATE

The model update process is anticipated take approximately 12 to 18 months. A Model Task Force will be established comprising of representatives from MTC, Caltrans and representatives from Alameda County local jurisdictions. The Task Force will be advisory in nature; it will provide guidance throughout update process, review draft documents/outputs if and when needed, and provide comments. The Task Force is expected to meet approximately 4-6 times or as needed during the update process. In terms of the review process, all draft memorandums will be reviewed by the Alameda CTC staff first and one set of comments will be provided. Updated memorandums incorporating Alameda CTC staff comments will be presented as needed to the Model Task Force for comments.



Memorandum

DATE: December 21, 2012

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Beth Walukas, Deputy Director of Planning
Saravana Suthanthira, Senior Transportation Planner

SUBJECT: 2012 Level of Service (LOS) Monitoring Study Results

Recommendations

This is an information item only. No action is requested.

Summary

Alameda CTC, in its role as the Congestion Management Agency for Alameda County, is required to conduct a Level of Service (LOS) Monitoring Study on the Congestion Management Program roadway network. Travel time data has been collected on the CMP network since 1991. As the study has been conducted biennially since 1998 during even number years, travel time data was collected during the Spring of 2012. Based on the data collected, for CMP Conformity purposes, deficiency determinations were made on the CMP segments that were found to perform at LOS F. No new deficiencies were identified. The complete 2012 LOS Monitoring Study report is posted on the website.

Discussion

For LOS Monitoring purposes, travel time data is collected on the Tier 1 (232 miles) and Tier 2 (90 miles) roadways. Tier 1 network consists of freeways, major arterials and ramps and special segments and the Tier 2 network consists of arterials and major collectors. Until 2010, data had been collected during the P.M. and A.M. peak periods on the Tier 1 network. Data collection on the Tier 2 network during both P.M. and A.M. peak periods and on Tier 1 freeways during the weekend peak period were added in 2012. Only data collected on the Tier 1 network during the P.M. peak period is used for Conformity purposes. All other data collected is used informational purposes only.

The complete draft 2012 LOS data on the CMP network was presented to ACTAC for review in July 2012 and a draft summary and maps showing LOS results by Planning Area were presented in September. The attached Executive Summary provides a summary of the system performance and an analysis of data collected on the Tier 1 and 2 networks for different time periods, including vehicle hours of delay on freeway segments operating at LOS F.

The 2012 LOS Monitoring results show that speeds generally declined on county roadways with a few improvement areas in 2012 as compared to 2010. This is likely due to the economy beginning to recover combined with construction activities across the county.

In order to see how the CMP network has been performing over the years, a trend analysis was performed using average speeds on the network (reported since 1991) and the vehicle hours of delay on the LOS F freeways (reported since 2008). Specifically, average speeds on the network over the years were compared with levels of unemployment that could influence the volume of trips on the road and vehicle miles traveled.

Fiscal Impact

None

Attachments

Attachment A—2012 LOS Monitoring Report – Executive Summary

2012 LOS Monitoring Study

Executive Summary

CONGESTION MANAGEMENT PROGRAM LEGISLATION AND LOS MONITORING

The Congestion Management Program (Program) statute, passed by the California State Legislature in 1990, requires that all elements of the Program¹ be monitored at least biennially by the designated Congestion Management Agency (CMA)². The Alameda County Transportation Commission, as the designated CMA for Alameda County, is responsible for the development of the Alameda County Congestion Management Program (CMP) which requires that Level of Service (LOS) standards be established and monitored biennially during even-numbered years on the Alameda County CMP designated roadway system ("CMP network"). The CMP network (Figure 1) includes all of the major freeways, selected ramps and special segments, arterials, and major collector roadways in Alameda County.

This report provides the background for the Alameda County LOS Monitoring Program, followed by highlights of the results from the 2012 monitoring study and how they

compare with the 2010 monitoring results, and finally long-term trend analysis using data collected over the years.

The objectives of this LOS monitoring effort are:

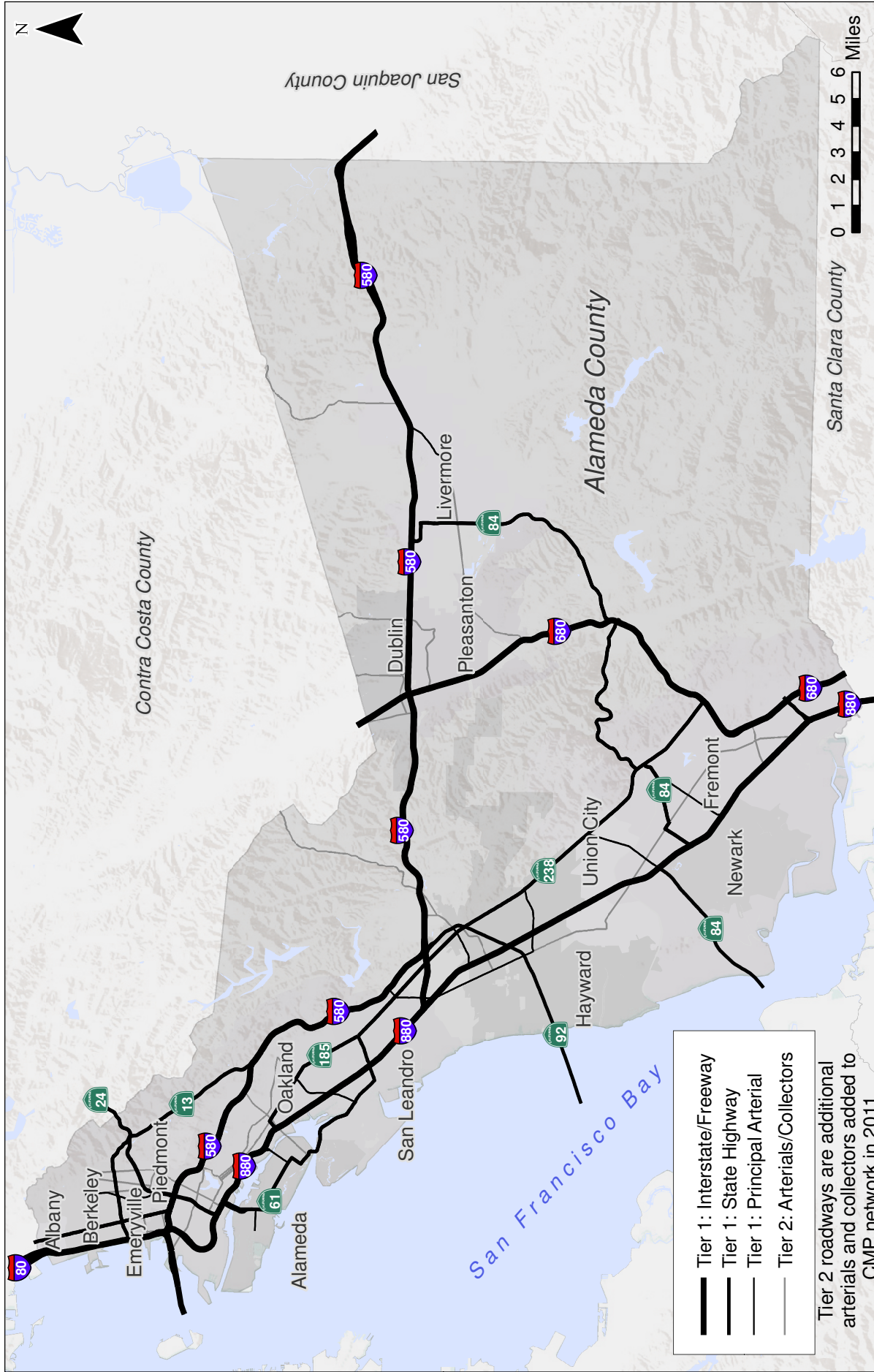
- to determine the average travel speeds and existing LOS throughout Alameda County;
- to identify those roadway segments in the County that are operating at LOS F; and
- to identify long-term trends in traffic congestion on the CMP network.

ALAMEDA COUNTY LOS MONITORING PROGRAM

Level of service on the Alameda County CMP network has been monitored since 1991. While the network was monitored every year initially, monitoring has been conducted biennially since 1998. Monitoring is done by collecting travel time data on the CMP network. This travel time data combined with the length of the roadways are used to estimate speeds on the respective roadways. The estimated speed is used to assess how well the roadways are performing.

¹ The five elements of the Congestion Management Program include: Level of Service Standards, Performance Element, Travel Demand Element, Land Use Analysis Program and Capital Improvement Program.

² The most recent Alameda County Congestion Management Program (CMP) was adopted by the Alameda County Transportation Commission on December 1, 2011. The original CMP was adopted on October 24, 1991.



Alameda County CMP System

Figure 1



The CMP Network

The CMP network consists of the Tier 1 and Tier 2 roadways as shown in Figure 1. The distinction is that only Tier 1 is used for CMP Conformity purposes as explained in the section below.

The Tier 1 network, adopted in 1991 (with an exception of a 2.5 mile segment of Hegenberger Road in Oakland), has years of data collected for this effort and includes the following:

- Approximately 232 miles of roadways and 22 freeway-to-freeway ramps and special segments (see Table 1, Appendix A).
 - Freeways – 134 miles
 - State highways – 71 miles
 - Principal arterials – 27 miles
 - Freeway-to-freeway ramps and special segments – 22

The Tier 2 network, in contrast, was added more recently to the 2011 update of the CMP network. It includes:

- Approximately 90³ miles of additional principal arterials and major collectors (see Table 2, Appendix A)

All CMP roadways are split into several segments each with uniform characteristics for the purposes of travel time data collection and speed estimation.

LOS Standards

The CMP statute requires that a level of service standard be established for the CMP network. The Alameda County LOS Monitoring Study follows the LOS speed standards based on the 1985 Highway Capacity Manual⁴. Based on these standards, the level of service is assigned ranging from A (the best or free-flow traffic)

³ In the 2011 CMP Update, the total length of the Tier 2 roadways was estimated to be 92 miles. However, as measured on the ground in 2012, the correct total length of the Tier 2 network is 89.8 miles.

⁴ As part of the 2013 CMP Update, the 2010 Highway Capacity Manual standards will be considered to be used for LOS Monitoring purposes.

to F (the poorest or stop-and-go traffic) for the roadways, using the estimated speeds from the travel time data collected as shown below:

- LOS A: Free traffic flow
- LOS B: Stable traffic flow
- LOS C: Stable traffic flow with restricted speed
- LOS D: Approaching unstable flow
- LOS E: Unstable traffic flow
- LOS F: Stop-and-go traffic

The required minimum level of service (i.e., the level of service standard) for the CMP roadways is LOS E. An exception to this LOS E standard is made for roadways that operated at LOS F during the original surveys when the 1991 “baseline” conditions were established. These roadways are “grandfathered” in at LOS F.

Except for grandfathered segments, when a CMP roadway is congested and fails to meet this standard, a deficiency plan is required to be prepared by the member agency that identifies:

- the cause of the deficiency;
- measures to improve the performance of the roadway; and
- a funding plan for the proposed improvements.

The conformance with the level of service standard is assessed biennially during the LOS monitoring years and conformance on the progress of the adopted deficiency plans is assessed annually. A member agency's State gas tax subventions may be withheld if said agency does not maintain the LOS standard or have an approved deficiency plan for roadways that fall below the LOS standard.

Monitoring for Conformance and Information

Until 2010, travel time data was collected during the P.M. (4:00 to 6:00) and A.M. (7:00 to 9:00) peak periods on the Tier 1 network. Beginning in 2012, data had also

been collected on the freeways during weekend peak period (1:00 to 3:00 P.M.) and on the Tier 2 network during both P.M. and A.M. peak periods. Only data collected on the Tier 1 network during the P.M. peak period are used for CMP Conformity purposes. All other data collected on the Tier 1 (A.M. and weekend peak periods) and on Tier 2 (P.M. and A.M.) networks are used for informational purposes only. Table 1 below shows the CMP roadways by data collection time period and the corresponding monitoring purpose.

Table 1: CMP Roadways Monitoring Periods and Purpose of Monitoring

		Monitoring Purpose	
		Conformity	Informational
Tier 1	Freeways P.M.	X	
	Arterials P.M.	X	
	Ramps and Special Segments P.M.	X	
	Freeways-Weekend 1-3 P.M.		X
	Freeways A.M.		X
	Arterials A.M.		X
Tier 2	Ramps and Special Segments A.M.		X
	Arterials P.M.		X
	Freeways A.M.		X

Other Travel Time Surveys

To evaluate the comparative performance of various transportation modes between selected Origin-Destination (O-D) pairs, travel time surveys are conducted for auto, transit, bicycle and HOV lane trips. These O-D pairs have been selected as either major employment centers or residential areas to simulate typical commute trips on County's major corridors. Ten O-D pairs are studied to simulate typical commute trips on the County's major travel corridors. The O-D pairs surveys began in 1996 with five pairs; over the years more locations were added. Since 2000, ten O-D pairs have been surveyed on an on-going basis.

Travel times on the three Bay bridge crossings (i.e., Bay Bridge, San Mateo Bridge and Dumbarton Bridge) that connect Alameda County to San Francisco and San Mateo Counties have been reported since 2002.

SUMMARY OF 2012 LOS MONITORING COMPARED TO 2010

Based on the 2012 monitoring results, overall speeds on county roadways have declined slightly since 2010 while speeds improved in a few areas.

The decline in overall speeds is likely due to the recovering economy combined with construction activities across the county (see below).

- Data from the Bureau of Labor Statistics (September 2012) show statewide employment improved, adding 500,000 jobs between January 2010 and July 2012.
- Notable construction activities on major roadways that likely created congestion:
 - Bay Bridge (east span construction)
 - I-880/5th Avenue (retrofit)
 - I-880/High Street (retrofit)
 - SR 238 / Foothill Boulevard (operational improvements)
 - Caldecott Tunnel (4th bore construction)
 - Hegenberger Road (Oakland Airport Connector)

Improvements observed appear to be the result of the completion of transportation projects since Spring 2010 when the CMP network was last monitored.

- Projects completed since Spring 2010:
 - I-880/SR 92 improvements
 - Eastbound I-580 HOV Lane construction in east county
 - Southbound I-680 Express Lane opening

Overall Average Speed

The overall system-wide speed for the county freeways and arterials are shown in

Table 2 below. Data were collected for the first time in 2012 for the Tier 2 arterials and freeways during the weekend peak period.

Table 2: Average Vehicle Speeds during Peak Periods on Alameda County CMP Roadways (in mph)

		2010 Results	2012 Results
Tier 1	Freeways P.M.	51.8	50.9
	Arterials P.M.	26.1	25.1
	Freeways A.M.	53.4	52.5
	Arterials A.M.	28.0	26.5
	Freeways–Weekend 1-3 P.M.	-	62.2
Tier 2	Arterials P.M.	-	25.1
	Freeways A.M.	-	24.9

Based on an average of the speeds on all CMP roads in the county, the overall average speeds decreased systemwide on freeways and arterials. This occurred during both P.M. and A.M. peak periods with decreases ranging between 0.9 to 1.5 mph. The highest decline of 1.5 mph occurred on arterials during the A.M. peak period.

LOS F Segments in 2012

The CMP roadway segments that performed at LOS F in 2012 are shown in Figure 2 (see Tables 3 and 4, Appendix A, for detail). An increased number of LOS F segments were observed between 2012 and 2010:

- Number of LOS F segments in the P.M. peak period – 39 in 2012 (35 in 2010)
- Number of LOS F segments in the A.M. peak period – 27 in 2012 (19 in 2010)

Improved LOS F Segments from the Prior Monitoring Cycle

The total number of improved segments from the previous monitoring cycle decreased from nineteen in 2010 to fifteen in 2012.

- Improved P.M. peak period segments – 11 in 2012 (10 in 2010)

- Improved A.M. peak period segments – 4 in 2012 (9 in 2010)

Table 5 in Appendix A lists the segments that performed at LOS F in 2010 and improved in 2012. These changes are discussed in more detail below.

CMP System and Corridor Performance Highlights

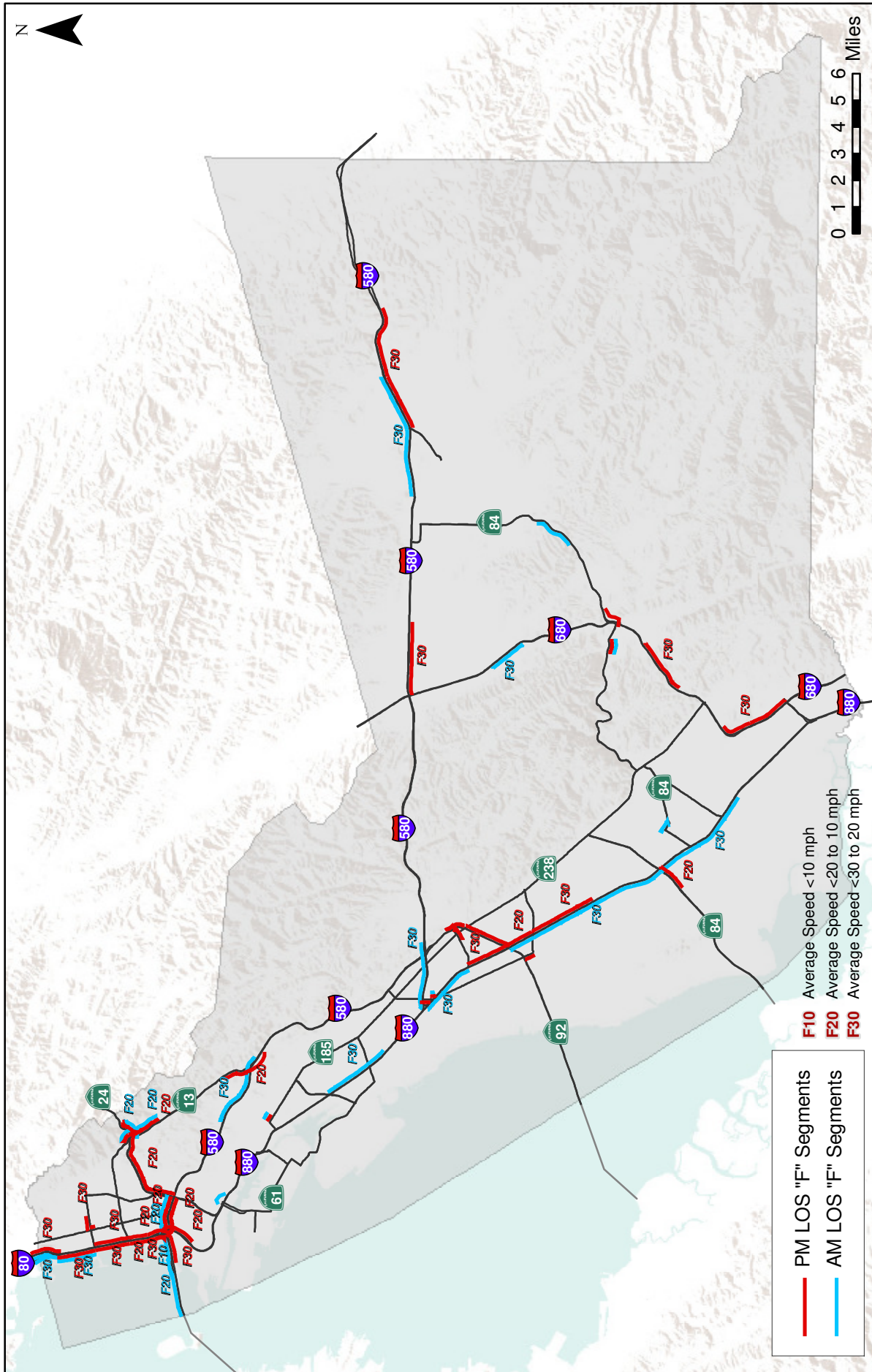
This section highlights observations about system performance and specific corridors in 2012 compared to 2010 for freeways, arterials, ramps and special segments, origin and destination pairs and the Bay bridge crossings. Figures 3 to 11 in Appendix B illustrate the level of service of the CMP network by Planning Areas for P.M., A.M. and weekend peak periods.

Freeways (Tier 1)

*Weekday P.M. and A.M. periods
(Figures 3 to 10 in Appendix B)*

Completion of the I-880/ State Route (SR) 92 interchange improvements appeared to have improved eastbound SR 92 in the P.M. towards I-880 and a section of northbound I-880 in the South County between Decoto Road and Alvarado-Niles Road. However, it also appeared to have created an unintended secondary bottleneck on northbound I-880 in the P.M. The congested section of northbound I-880 in the P.M. (LOS F conditions in 2010) moved northward from between Decoto Road and Tennyson Road in 2010 to between Alvarado Niles and A Street past the SR 92 interchange in 2012. This could be due to the improved I-880/SR 92 interchange moving more traffic onto northbound I-880 during the peak period.

The opening of the eastbound I-580 HOV lanes in East County appeared to have lessened the intensity of congestion near the I-580/I-680 interchange. However, a new bottleneck has appeared near Greenville Road on I-580 where the HOV lane currently ends.



2012 AM and PM Peak Period Level of Service "F" Results
Countywide

Figure
2



On southbound I-680, a new congested segment was observed in 2012 in the A.M. between Bernal and Sunol Boulevards. Whether this is related to the opening of the southbound I-680 Express Lane in Fall 2010 will be known from the I-680 Express Lane Evaluation Study that is currently underway; it is expected to be completed in Spring 2012.

Reasons for these new bottlenecks are either being studied or will be investigated as described in Table 3 at the end of this summary.

Weekend Peak Period
(Figure 11 in Appendix B)

Data collection on the freeways during the weekend began in 2012, and trends will be compared with the next monitoring cycle onwards. An analysis of the speed data collected in 2012 is currently reported.

- A majority of the freeways were performing at higher speeds with mostly LOS A conditions.
- Congested segments with LOS F conditions were observed on I-80 in both directions and I-580 segments connecting to I-80, likely due to Bay Bridge construction.

Arterials (Tiers 1 and 2)

Tier 1 Arterials
(Figures 3 to 10 in Appendix B)

Many of the congested spots observed on Tier 1 Arterials in 2012 appeared to be related to construction activities occurring in Central and North County with the exception of two segments in East County.

- LOS F conditions were observed during the P.M. peak period on eastbound A Street, southbound Hesperian Boulevard, eastbound SR 92 from I-880 to Mission, and SR 238 (Foothill Boulevard). Congestion on these segments appears to be related to the SR 238 (Foothill) Improvements project.
- The LOS F condition on SR 185 (International Boulevard) near High

Street appears to be related to the High Street and 42nd Street Improvements project.

- A significant drop in speed was experienced in the A.M. peak period on westbound SR 84 for 1.6 miles from Ruby Hill Boulevard towards Vallecitos Nuclear Center. The reduction in speed was nearly 30 mph from 47.4 mph in 2010 to 18.1 mph in 2012.
- Eastbound SR 84 between Sunol Road to Pleasanton-Sunol Road experienced a decrease in speed of about 10 mph in the A.M. peak period, from 19.2 mph in 2010 to 9.3 mph in 2012. This segment has been functioning at LOS F in the P.M. peak period since 2010.

Tier 2 Arterials

Travel time data was collected for the first time in 2012 on the Tier 2 network; therefore, trends will be compared with the next monitoring cycle onwards. Only speeds were reported in 2012, instead of the typical LOS designations, because free-flow speed studies have not been done. Free-flow speed studies, which are required to determine the classification of the roads to assign a level of service designation, will be done in 2014. Upon completion of these studies, LOS designations will be assigned.

- North County had a higher number of Tier 2 arterial segments operating at the lower speed range of 10 to 20 mph compared to other areas of the county—reflective of its dense urban development.
- Westbound Broadway between 14th and 5th Streets during the P.M. peak period experienced a speed of 8.3 mph. This is the lowest speed of all of the Tier 2 Arterial segments in both time periods. This is consistent with traffic conditions in typical downtown areas that have multimodal characteristics.
- Roadways in East County that traverse the County line generally recorded higher speeds of over 40 mph. The highest speed of 56.4 mph was observed

on southbound Vasco Road crossing the County line in the P.M. peak period.

Ramps and Special Segments (Tier 1)

Twenty-two Freeway-to-Freeway ramps and special segments are monitored in 2012. These include ramps on all major freeway interchanges in the county (I-80/I-580, I-880/SR 238, SR 13/SR 24 and I-580/I-680) and the Posey and Webster tubes connections with I-880.

Based on the data collected in 2012, speeds generally declined on the ramps and special segments as compared to 2010. The one exception was in Central County on the I-880/I-238 interchange.

- Speeds increased on westbound I-238 to northbound I-880 in the P.M. by 19 mph from 2010 to 2012. Reasons for this improvement are not clear.

Origin and Destination Travel Times

For the Origin and Destination pairs and Bay bridge crossings, only travel time data instead of speed is reported as travel time is more easily compared between various modes of travel. Data are collected by more than one mode for the O-D pairs and from an external source for the bridges.

Origin and Destination Pairs

Data are reported for six O-D pairs in 2012. All pairs show a general increase in transit travel times and slight decrease in auto travel times except for travel times between Fremont and San Jose.

- Travel time between Fremont and San Jose by general purpose and HOV lanes either increased or stayed the same in 2012 as compared to 2010.

Bay Bridge Crossings

A comparison was made between the 2009⁵ and 2012 data for the three bridges using data from MTC's 511.org database. Travel

⁵ 2009 data was used consistent with data included in the 2010 LOS Monitoring Report.

time across the bridges in general has increased in both directions and during both peak periods with the exception of San Mateo Bridge.

- The San Mateo Bridge shows improvement in both directions during the P.M. peak period. The eastbound trip shows the highest travel time reduction of 19% (16.5 minutes in 2009 to 13.4 minutes in 2012), likely due to the completion of the I-880/SR 92 improvements.

OBSERVED GENERAL TRENDS

Based on the data collected since 1991 for the LOS Monitoring studies, trends in Alameda County roadway performance have been observed using two measures: vehicle hours of delay and average speeds on the CMP network. Vehicle hours of delay have been reported since 2008 while average speeds on the CMP network have been reported since 1991.

Vehicle Hours of Delay

Since 2008, vehicle hours of delay (VHD) for the LOS F freeway segments were reported to highlight the estimated delay due to the congestion on county freeways. This estimation captures the core delay occurring on the CMP freeways during the 2-hour peak period when the CMP network is monitored.

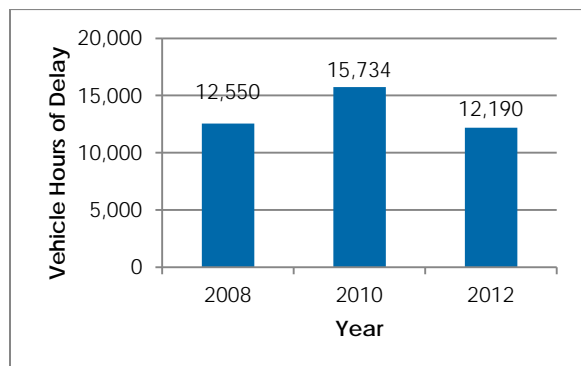
VHD During the P.M. Peak Period

Chart 1 shows the total VHD occurring during the P.M. peak period on the LOS F freeway segments since 2008.

The VHD for the P.M. peak period shows a reduction of 3,544 from 2010, with a delay of 12,190 in 2012 compared to 15,734 in 2010. Two projects likely contributed to this decrease: I-880/SR 92 improvements and eastbound I-580 HOV lanes. These projects were under construction in 2010 but were completed when 2012 monitoring was performed:

- Eastbound SR 92 near I-880 showed an estimated VHD of 1,980 in 2010, which was eliminated in 2012.
- Eastbound I-580 in the East County showed an estimated VHD of 969 in 2012 compared to 4,328 in 2010, a reduction of 3,359 VHD.

Chart 1: Vehicle Hours of Delay in LOS F Segments During the P.M. Peak Period



The combined VHD reduction from 2010 to 2012 between these two corridors is 5,339, which is considerably higher than the systemwide decrease in VHD of 3,544 experienced on the countywide CMP freeways in 2012 compared to 2010. Also, the reduced VHD during the P.M. peak period could be attributed to a greater number of improved segments reported during the P.M. peak commute direction, likely due to completed projects.

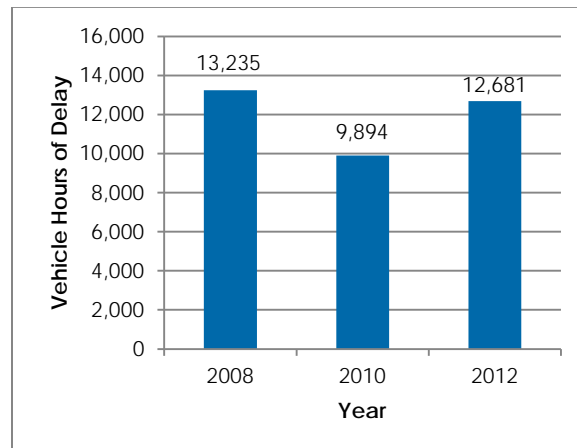
VHD During the A.M. Peak Period

Chart 2 illustrates the estimated total VHD on the LOS F freeway segments during the A.M. peak period since 2008.

Unlike the VHD reduction seen during the P.M. peak period LOS F segments, the estimated total VHD on the LOS F freeway segments during the A.M. peak period increased from 9,894 hours in 2010 to 12,681 hours in 2012. This trend is consistent with the general decreased speed experienced on the roadway system in 2012 compared with 2010. So while overall systemwide congestion has increased between 2012 and 2010, most of those

congestion increases seem to be attributable to the A.M. peak period.

Chart 2: Vehicle Hours of Delay in LOS F Segments During the A.M. Peak Period



Average Speeds on the CMP Network and Relationship to Jobs and Vehicle Miles Traveled

Average speeds during the P.M. peak period for the Tier 1 freeways and arterials have been reported since 1991. Comparative analyses were performed using the average speeds over time and other external factors such as unemployment (indicator for jobs) that would impact the volume of traffic on the roadways and vehicle miles traveled (VMT) (vehicle throughput). The intent of the analysis was to see how the roadways are performing during the fluctuations of the economy as well as to measure the effectiveness of the congestion management activities (projects and programs) implemented on the county roadways.

Chart 3 illustrates that a general correlation exists between the average speeds on the county freeways and the jobs in the Bay Area. When unemployment goes up (i.e., fewer jobs in the region), less traffic is expected to be on the road, thus average speed goes up. However, no correlation appears to exist between the average speeds on arterials and employment as shown in Chart 4. This also indicates the need to

study the county arterials to better understand their performance.

Chart 3: Average Freeway Speeds and Unemployment

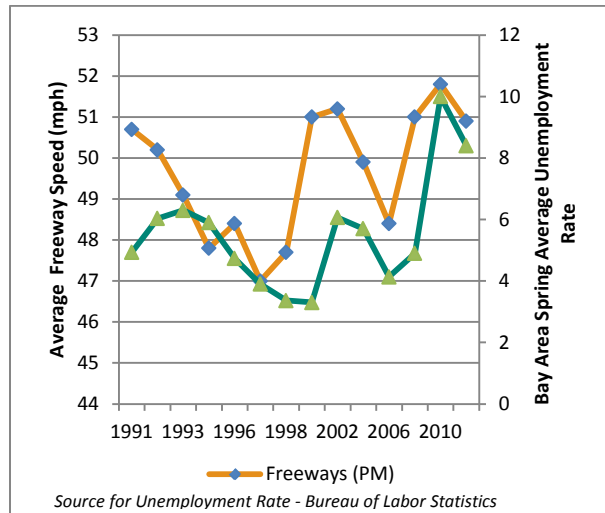
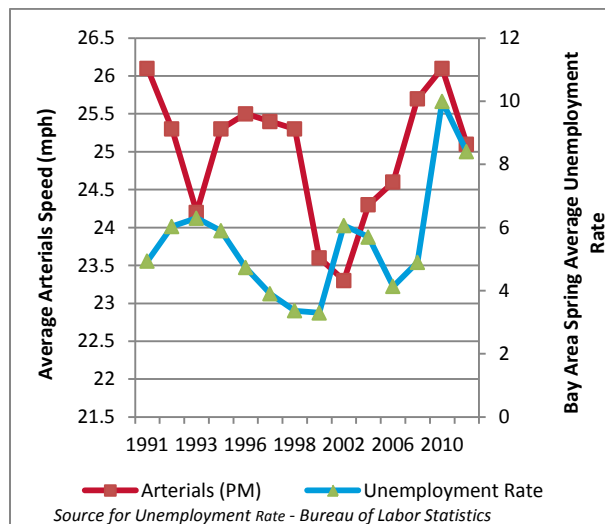


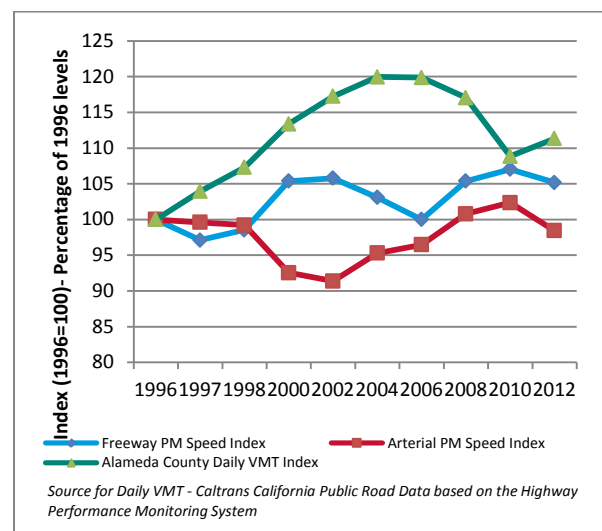
Chart 4: Average Arterial Speeds and Unemployment



Based on Caltrans' California Road Data, VMT on the Alameda County roadways increased from 32.8 million in 1996 to 36.5 million in 2011 (2011 data is the most recent estimation and is plotted for 2012 in the chart). The highest throughput of 39.4 million VMT was experienced in 2004.

Chart 5 illustrates that the speeds on the CMP roadways have been somewhat stable since 1996 fluctuating only within 10 percentage points despite the 20% increase experienced in VMT between 1996 and 2012. This could be the result of various congestion management activities undertaken in the county through planning and implementation of various programs and projects.

Chart 5: Average Speeds on the CMP Roadways in the P.M. and Increased Road Usage



PLANNED IMPROVEMENTS RELATED TO THE CONGESTED ROADWAYS AND NEXT STEPS

Table 3 lists the projects and improvements underway, planned, or being studied on identified congested roadways. For projects under construction, the level of improvement will be maintained in the next LOS monitoring cycle. Also identified are the segments that are currently operating at LOS F where additional study is needed to determine the cause.

Table 3: Impacted Segments with LOS F in 2012 and Options for Potential Improvements

<i>Construction Underway or Completed Recently</i>	
I-80 segments	Bay Bridge construction and recently started I-80 ICM project
SR 24 segments	Caldecott Tunnel 4 th Bore project
I-880 segments in the North and Central County	I-880/5 th Avenue Retrofit I-880/High Street Improvements SR 238 (Foothill) Improvements
<i>In Project Development Phase/Programmed/Planned/Being Studied</i>	
I-880 Segments	I-880 Integrated Corridor Management
Northbound I-680	HOV/HOT lane implementation
Eastbound and Westbound I-580 in East County	HOV to HOT lane conversion Eastbound truck climbers lane
-Southbound I-680 north of SR 84 -Eastbound SR 84 near Sunol	I-680 Express Lane Evaluation (After) Study
Eastbound SR 84 near Vallecitos Nuclear Center	Route 84 Express Way Safety Improvements by Caltrans (SHOPP) Truck Climbing Lanes on Pigeon Pass Improvements identified in the Triangle Study
<i>To be Investigated</i>	
Northbound I-880 congestion near SR 92 interchange	Central and South County LATIP projects
Eastbound I-580 congestion near Greenville Road	Eastbound truck climbing lane

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Appendix A

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Table 1: Tier 1—Alameda County CMP Designated Roadway System¹ Routes and Estimated Mileage by Jurisdiction

Jurisdiction	Freeway	Miles	Other State Highways	Miles	Other Arterials	Miles
Albany	I-80 I-580	0.61 0.92	SR 123 (San Pablo Ave.)	1.22	None	—
Berkeley	I-80	3.14	SR 123 (San Pablo Ave.) SR 13 (Ashby/Tunnel Rd.)	2.36 3.87	University Ave. Shattuck Ave. MLK Jr. Blvd. Adeline	2.04 1.84
Emeryville	I-80	1.31	SR 123 (San Pablo Ave.)	0.68	None	—
Oakland	I-80 I-880 I-980 I-580 SR 24 SR 13	4.09 7.66 2.30 11.28 4.50 5.43	SR 123 (San Pablo Ave.) SR 13 (Tunnel Rd.) SR 61/260 (Tubes) SR 61 (Doolittle Dr.) SR 77 (42nd Ave.) SR 185 (E 14th St.)	1.19 0.10 0.66 2.39 0.31 3.98	MLK Jr. Blvd. Hegenberger Rd. 29th Ave./23rd Ave. -(See Park St- Alameda)	0.89 2.52 0.85
Piedmont	None	—	None	—	None	—
Alameda	None	—	SR 61 (Doolittle Dr., Otis, Webster St) SR 61/260 (Tubes)	4.47 0.65	Atlantic Ave. Park St.	0.80 0.55
San Leandro	I-880 I-580	3.78 2.95	SR 61 (Doolittle Dr.) SR 61/112 (Davis St.) SR 185 (E 14th St.)	0.70 1.78 3.16	150th Ave. Hesperian Blvd.	0.49 0.97
Hayward	I-880 SR 92	4.23 6.36	SR 185 (Mission Blvd.) SR 238 (Mission Blvd.) SR 238 (Foothill Blvd.) SR 92 (Jackson St.)	0.85 3.29 1.50 1.58	A St. Hesperian Blvd. Tennyson Rd.	1.61 2.60 2.32
Union City	I-880	1.70	SR 238 (Mission Blvd.)	2.57	Decoto Rd.	1.76
Fremont	I-680 I-880 SR 84	6.20 11.96 3.17	SR 238 (Mission Blvd.) SR 262 (Mission Blvd.) SR 84 (Thornton, Fremont, Mowry Ave.)	5.03 1.22 10.99	Decoto Rd. Mowry Ave.	1.15 2.96
Newark	SR 84	1.99	None	—	None	—
Pleasanton	I-580 I-680	4.65 5.26	None	—	None	—
Livermore	I-580	4.61	SR 84	5.29	1 st Street	1.66
Dublin	I-680	1.84	None	—	None	—
Unincorporated Areas	I-680 I-580 I-238 I-880	7.91 22.50 1.99 1.93	SR 84 (Vallecitos Rd.) SR 185 (Mission Blvd & E 14th) SR 238 (Foothill Blvd.)	7.97 2.47 0.79	Hesperian Blvd.	1.99
Totals		134 mi		71 mi		27 mi

¹ As adopted by the Alameda County Congestion Management Agency, October 24, 1991 (except for the re-aligned SR 84 and 1st Street in Livermore, which were changed in the 2004 and 2006 studies, respectively; and Hegenberger Road between I-880 and Doolittle Drive in Oakland, which was added in the 2008 study).

Table 2: Tier 2—Alameda County CMP Designated System Routes and Estimated Mileage by Jurisdiction**

Jurisdiction	Distance (miles)	Route
Alameda County	0.9	A Street*
	7.0	Crow Canyon Road
	2.7	Sunol Blvd.–1st Street–Stanley Blvd.*
Alameda	1.0	Grove Way
	1.2	High Street
Berkeley	0.7	Bancroft
	1.4	College Avenue*
	0.5	Shattuck Avenue*
	1.4	Telegraph Avenue*
	0.8	Powell Street–Stanford Avenue
Dublin	1.9	Dougherty Road
	3.6	Dublin Blvd.
	1.7	San Ramon Road
	2.8	Tassajara Road
Emeryville	1.5	40th Street–Shellmound Avenue
	0.6	Powell Street–Stanford Avenue
Fremont	1.6	Automall Parkway
	8.8	Fremont Boulevard
Hayward	0.3	A Street*
	1.6	Hesperian Boulevard–Union City Blvd.*
	2.2	Winton Avenue–D Street
Livermore	4.2	E. Stanley Blvd–Railroad Avenue–1st Street
	5.7	Vasco Road
Oakland	2.4	12th Street–Lakeshore Avenue
	0.8	51st Street
	3.1	Broadway
	1.0	College Avenue*
	1.0	E. 15th Street
	5.3	Foothill Boulevard
	2.3	High Street
	2.9	International Boulevard
	0.8	Powell Street–Stanford Avenue
	1.0	Shattuck Avenue*
	0.8	Telegraph Avenue*
	3.1	W. Grand Avenue to Grand Avenue
	1.1	73rd Avenue
Pleasanton	1.2	Santa Rita Road
	2.5	Stoneridge Drive
	2.9	Sunol Blvd.–1st Street–Stanley Blvd.*
Union City	2.2	Alvarado Blvd.
	1.3	Hesperian Boulevard–Union City Blvd.*
TOTAL	89.8	

* Denotes that roadway traverses more than one jurisdiction.

**As adopted by Alameda CTC in December 2011.

ACTAC Meeting - 01/08/13
Agenda Item 5I
Attachment A

Table 3: Level of Service F Segments—P.M. Peak Period

	CMP Route	Segment Limits		Jurisdiction	Length (miles)	Prior LOS F (Years)	Vehicle Hrs of Delay	Comments	LOS Results	
		From	To						2010	2012
1	I-80 - EB	Toll Plaza	I-580 SB Merge	Oakland	1.15	'93-'02, '06, '08	275	Construction	C 54.2	F(30) 25.4
2	I-80 - EB	I-80/I-580 (Merge)	Powell	Emeryville - Berkeley	0.79	'91-'95, '97-'06, '08, '10	836	Grandfathered	F(20) 16.6	F(20) 13.0
3	I-80 - EB	Powell	Ashby	Emeryville - Berkeley	0.67	'91-'95, '97-'06, '08, '10	778	Grandfathered	F(20) 11.68	F(20) 12.3
4	I-80 - EB	Ashby	University	Emeryville - Berkeley	1.34	'91-'95, '97-'08	304		E 31.7	F(30) 25.7
5	I-80 - EB	Jct I-580	Central	Berkeley- Albany	1.12	'91-'92, '96-'97, '02, '06- '08	186		E 39.1	F(30) 27.7
6	I-80 - WB	Jct I-580	University	Berkeley- Albany	1.49	'10	206	Construction	F(30) 23.7	F(30) 28.7
7	I-80 - WB	University	Ashby	Emeryville - Berkeley	1.36	'91-'92, '94-'08, '10	428	Grandfathered /Construction	F(30) 24.7	F(30) 23.3
8	I-80 - WB	Ashby	Powell	Emeryville - Berkeley	0.64	'91-'92, '94-'08, '10	508	Grandfathered /Construction	F(20) 16.6	F(20) 15.5
9	I-80 - WB	Powell	I-80/I-580 Split	Emeryville - Berkeley	0.42	'91-'92, '94-'06	66	Construction	E 31.7	F(30) 28.0
10	I-580 - EB	I-680	Hopyard	Pleasanton	0.76	'98-'02, '06-'08, '10	160		F(10) 8.7	F(30) 24.6
11	I-580 - EB	Hopyard	Santa Rita	Pleasanton	1.96	'98-'02, '06-'08, '10	330		F(20) 10.8	F(30) 26.2
12	I-580 - EB	1st St	Greenville	Livermore - County	1.98		195	New LOS F	B 56.0	F(30) 29.3
13	I-580 - EB	Greenville	N. Flynn	County	1.50		284	New LOS F	E 35.4	F(30) 25.4
14	I-580 - EB	I-80	I-980	Oakland	1.24	'91-'92, '08-'10	551	Grandfathered	F(30) 25.7	F(20) 18.6
15	I-580 - WB	SH-24 On- ramp	I-80/580 Split	Oakland	0.69	'06	506	Construction	B 56.7	F(20) 14.2
16	I-680 - NB	Rt 262/ Mission	Durham Rd	Fremont	1.34	'08-'10	376		F(20) 16.5	F(30) 20.1
17	I-680 - NB	Durham Rd	Washington Blvd	Fremont	1.54	'08-'10	290		F(30) 20.4	F(30) 23.4
18	I-680 - NB	Vargas Rd	Andrade Rd	County	2.64	'10	210		F(30) 28.1	F(30) 28.9
19	I-880 - NB	Alvarado- Niles	Tennyson	Union City - Hayward	2.65	'00-'02, '06-'08, '10	557		F(20) 17.7	F(30) 24.7
20	I-880 - NB	Tennyson	SR 92	Hayward	1.14	'91-'92	473		E 37.7	F(20) 19.2

Table 3: Level of Service F Segments—P.M. Peak Period

	CMP Route	Segment Limits		Jurisdiction	Length (miles)	Prior LOS F (Years)	Vehicle Hrs of Delay	Comments	LOS Results	
		From	To						2010	2012
21	I-880 - NB	SR 92	A St	Hayward	1.52	'91-'92	283		E 38.4	F(30) 25.5
22	I-880 - NB	I-880/I-80 Split	I-880/I-80 Merge	Oakland	1.40		922	New LOS F	E 31.5	F(20) 15.2
23	SR 13 - NB	Moraga Ave	Hiller (Sig)	Oakland	1.57	'06-'10	335	Construction	F(30) 24.2	F(20) 18.9
24	SR 13 - SB	Redwood	Jct I-580 (EB Merge)	Oakland	0.89	'08-'10	278		F(20) 12.5	F(20) 15.6
25	SR 24 - EB	Jct I-580 (On-ramp)	Broadway / SR 13	Oakland	2.08	'91-'97, '02, '06, '08, '10	1240	Grandfathered /Construction	F(20) 15.8	F(20) 16.0
26	SR 24 - EB	Broadway / SR 13	Caldecott (Entrance)	Oakland	1.41	'91-'97, '02, '06, '08, '10	1054	Grandfathered /Construction	F(20) 14.5	F(20) 14.1
27	SR 84 - EB	Newark Blvd/ Ardenwood	I-880 NB (Off-ramp)	Newark	0.97	'08, '10	413		F(30) 26.9	F(20) 16.4
28	A Street – EB	Western	SR 238	Hayward	0.53			New LOS F/ Construction	E 7.6	F 5.2
29	Hesperian – NB	Grant	Lewelling	County	0.28	'00, '04, '06-'10		Construction	F 8.1	F 6.9
30	Hesperian – SB	Springlake	Lewelling	County	0.40	'00-'10		Construction	F 8.1	F 7.9
31	Hesperian – SB	SH 92 - WB	Tennyson	Hayward	0.47	'08-'10		Construction	F 11.0	F 11.7
32	University - WB	Sacramento	San Pablo	Berkeley	0.56			New LOS F	E 12.6	F 9.9
33	SR 84 - EB	Sunol Rd	Pleasanton- Sunol Rd	Fremont	0.53	'10			F 4.7	F 4.8
34	SR 84 - EB	SR 84 (Off- ramp)/I-680	Vallecitos Ln	County	1.07	'02-'04, '06-'10			F 11.7	F 13.6
35	SR 92 - EB	I-880	Mission	Hayward	1.59	'91-'92		Construction	D 15.4	F 6.9
36	SR 123 San Pablo – NB	Allston	University	Berkeley	0.20	'98, '00, '06, '10			F 5.8	F 5.4
37	SR 185 (14th) – NB	46th St.	42nd	Oakland	0.26	'08-'10		Construction	F 7.3	F 8.7
38	SR 238 (Foothill) - NB	Jackson	City Center	Hayward	0.62			New LOS F/ Construction	C 17.3	F 6.4
39	SR 13/SR 24 Interchange	SR-13 NB	SR-24 EB	Oakland	0.32	'92-'10	145	Grandfathered /Construction	F 9.8	F 7.6

Notes:

- Vehicle Hours of delay estimation assumes a congested speed of 35 mph or less and freeway lane capacity of 2,200 vplph consistent with Caltrans' and MTC's assumptions.
- Grandfathered – Performed at LOS F in 1991 and 1992 LOS monitoring studies.

Table 4: Level of Service F Segments—A.M. Peak Period

	CMP Route	Segment Limits		Jurisdiction	Length (miles)	Prior LOS F Delay	Vehicle Hrs of Delay	Comments	LOS Results	
		From	To						2010	2012
1	I-80 - WB	Central	Jct I-580	Berkeley- Albany	0.70	'08	239	Construction	D 44.1	F(30) 22.7
2	I-80 - WB	Jct I-580	University	Berkeley- Albany	1.49	'08	382	Construction	E 37.0	F(30) 24.9
3	I-80 - WB	I-80/580 Split	Toll Plaza	Oakland	1.20	'97-'10	3675	Construction	F(10) 8.7	F(10) 6.0
4	I-80 - WB	Toll Plaza	SF County	Oakland	2.00	'97-'10	1211	Construction	F(10) 14.4	F(20) 17.8
5	I-238 - WB	I-580	I-880	County - San Leandro	1.60	'97-'08	411		E 35.0	F(30) 20.8
6	I-580 - WB	Greenville	1st St	Livermore - County	2.30	'04, '08, '10	542		E 34.0	F(30) 23.8
7	I-580 - WB	1st St	Portola	Livermore	2.52	'08, '10	721		E 34.0	F(30) 22.3
8	I-580 - WB	SH 13 Off-ramp	Fruitvale	Oakland	2.36	'08-'10	384		F(20) 21.9	F(30) 26.4
9	I-580 - WB	SH-24 On-ramp	I-80/580 Split	Oakland	0.69	'02, '06-'10	371	Construction	F(20) 12.9	F(20) 16.9
10	I-580 - EB	Central	I-80 Jct	Albany	0.77		110	Construction	E 32.2	F(30) 27.3
11	I-680 - SB	Bernal	Sunol	County	1.31		136	New LOS F	D 43.9	F(30) 27.5
12	I-880 - NB	Marina Blvd	SR 112/ Davis	Oakland - San Leandro	0.79	'10	67		F(30) 25.9	F(30) 30.0
13	I-880 - NB	SR 112/ Davis	Hegenberger	Oakland - San Leandro	1.88		164	New LOS F	E 31.7	F(30) 29.8
14	I-880 - SB	I-238	A St	San Leandro - County	2.03	'06-'10	577		F(20) 18.0	F(30) 22.4
15	I-880 - SB	SR 92	Tennyson	Hayward	0.96		252	New LOS F	E 39.5	F(30) 23.0
16	I-880 - SB	Tennyson	Alvarado- Niles	Hayward - Union City	2.49	'00	616		F(30) 29.4	F(30) 23.5
17	I-880 - SB	Alvarado- Niles	Alvarado	Union City - Fremont	1.37	'10	290		F(30) 26.1	F(30) 24.6
18	I-880 - SB	Alvarado	Decoto	Union City - Fremont	1.17		180	New LOS F	E 33.0	F(30) 26.8
19	I-880 - SB	Decoto	Stevenson	Fremont	4.07	'10	1505	New LOS F	F(30) 28.4	F(30) 20.2
20	SR 13 - NB	Moraga Ave	Hiller (Sig)	Oakland	1.57	'06-'10	202	Construction	F(30) 28.8	F(30) 23.2
21	SR 24 - EB	Broadway/ SR 13	Caldecott (Entrance)	Oakland	1.41	'08-'10	649	Construction	F(30) 20.1	F(20) 18.3

Table 4: Level of Service F Segments—A.M. Peak Period

	CMP Route	Segment Limits		Jurisdiction	Length (miles)	Prior LOS F Delay	Vehicle Hrs of Delay	Comments	LOS Results	
		From	To						2010	2012
22	Hesperian - NB	Grant	Lewelling	County	0.28	'10		Construction	F 10.0	F 9.9
23	SR 84/ Fremont - WB	Peralta	Thornton	Fremont	0.33			New LOS F	F 9.8	F 9.5
24	SR 84 - EB	Sunol Rd	Pleasanton-Sunol Rd	Fremont	0.53			New LOS F	D19.2	F9.3
25	SR 84 - WB	Ruby Hill / Kaithoff	Culvert (Lat/Long 37.613854,- 121.817224)	Pleasanton	1.62			New LOS F	B 47.4	F 18.1
26	SR 185 (14th) - NB	46th St.	42nd	Oakland	0.26			Construction	F 7.2	F 8.8
27	1-880/ SR 260 Connection	SR-260 EB	I-880 NB	Oakland	0.36			New LOS F	E 18.8	F 15.5

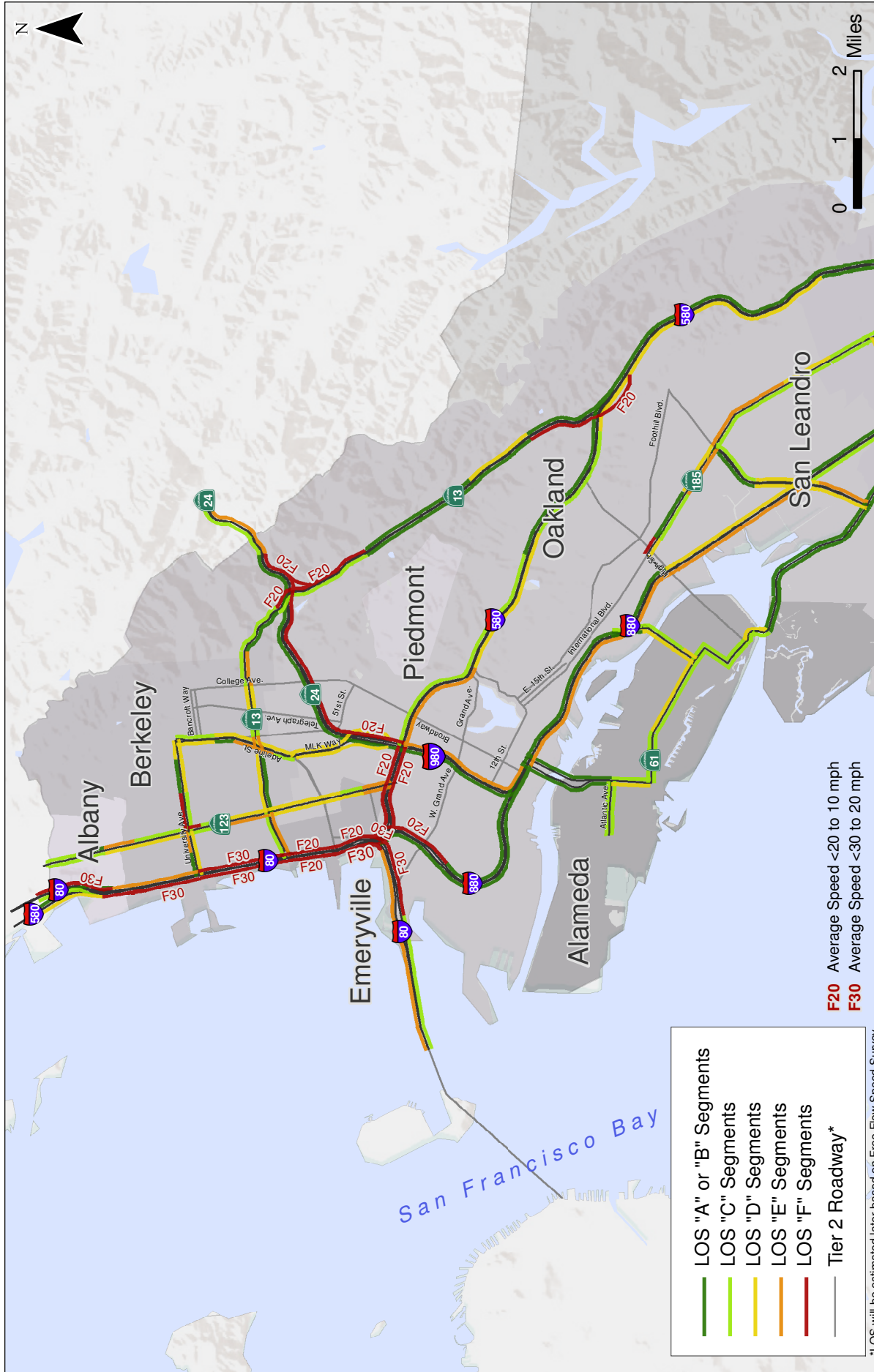
Table 5: Segments at LOS F in 2010 and not in 2012

<i>CMP Route</i>	<i>Segment Beginning</i>	<i>Segment Ending</i>	<i>Jurisdiction</i>	<i>2010 LOS (Speed)</i>	<i>2012 LOS (Speed)</i>	<i>Prior LOS F (Years)</i>
P.M. PEAK PERIOD						
1 I-580 - EB	San Ramon/Foothill	I-680	County - Pleasanton	F20 (13.6)	E (33.2)	'08, '10
2 I-580 - EB	Santa Rita	El Charro	County - Pleasanton	F30 (22.3)	E (34.1)	'02, '08, '10
3 I-580 - EB	Harrison	Lakeshore	Oakland	F30 (27.0)	E (31.2)	'08-'10
4 I-580 - EB	Coolidge	SH 13 Off-ramp	Oakland	F30 (31.4)	C (52.1)	'10
5 I-880 - NB	Decoto	Alvarado Blvd	Fremont - Union City	F30 (28.6)	D (42.8)	'02, '10
6 I-880 - NB	Alvarado Blvd	Alvarado-Niles	Fremont - Union City	F30 (26.8)	E (39.2)	'02, '10
7 I-980 - EB	I-880	SR 24 @ I-580	Oakland	F30 (29.7)	E (39.4)	'91
8 SR 92 - EB	Clawiter	I-880	Hayward	F20 (10.0)	C (54.4)	'91-'92, '94-'95, '97-'02, '06-'10
9 Hesperian - NB	La Playa	W. Winton Ave.	Hayward	F (5.6)	E (11.6)	'92, '08-'10
10 SR 13 Ashby - EB	College	Domingo	Berkeley	F (6.5)	E (7.7)	'91, '00, '04, '10
11 I-880/SR 260 Connection	SR-260 - EB	I-880 - NB	Oakland	F (15.7)	E (17.5)	'98, '08-'10
A.M. PEAK PERIOD						
12 I-880 - NB	Alvarado-Niles	Tennyson	Union City - Hayward	F30 (24.8)	E (38.1)	'06-'10
13 I-880 - NB	High/42nd	23rd (1st On-ramp)	Oakland	F30 (29.4)	E (33.2)	'10
14 I-880 - SB	A St	SR 92	Hayward	F30 (25.1)	E (34.1)	'97, '98, '00-'02, '08-'10
15 SR 84 - WB	Paseo Padre Pkwy	Toll Plaza	Newark - Fremont	F30 (22.1)	E (31.0)	'10

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Appendix B

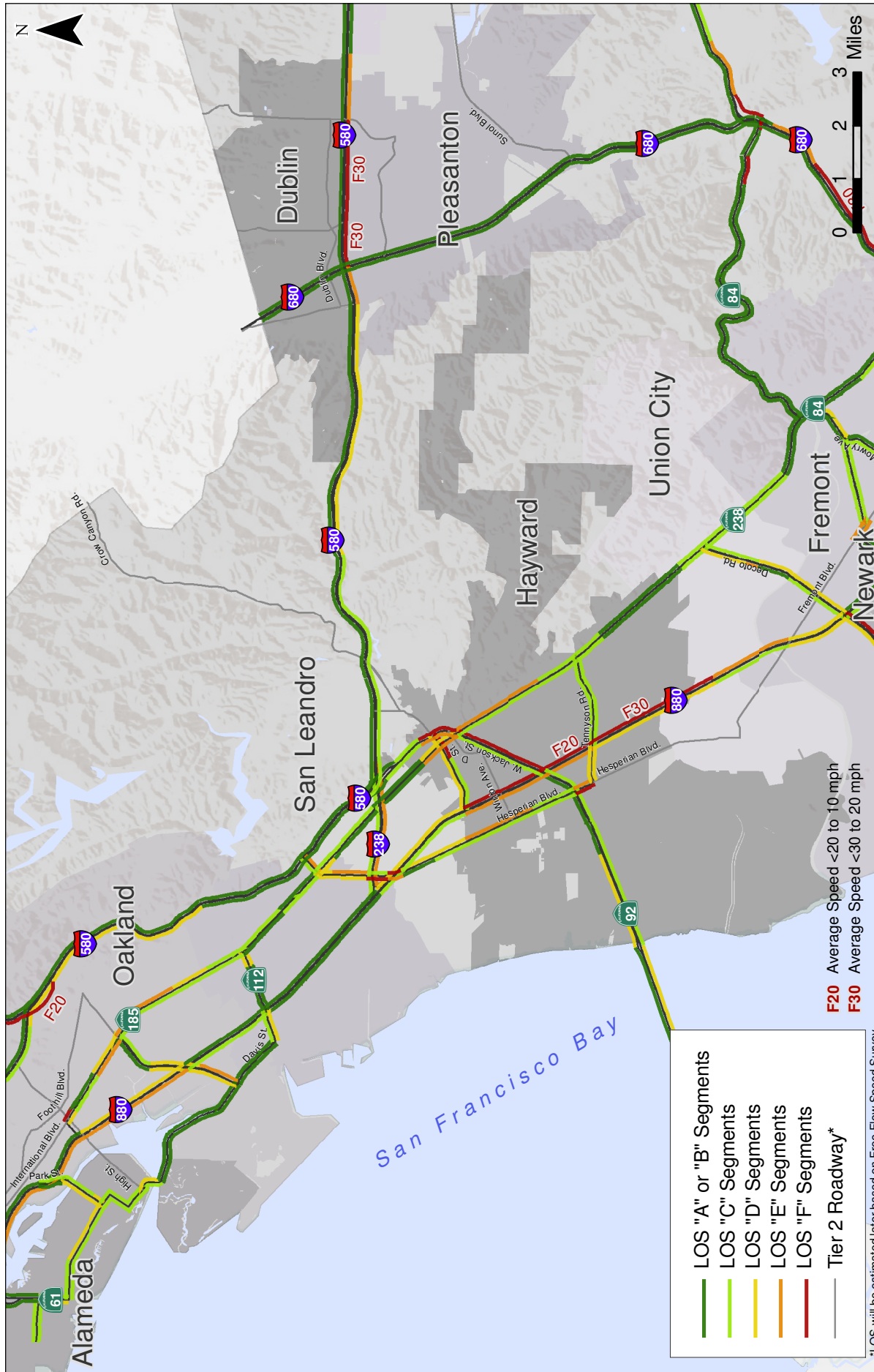
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2012 PM Peak Period Level of Service Results
Planning Area 1

Figure
3

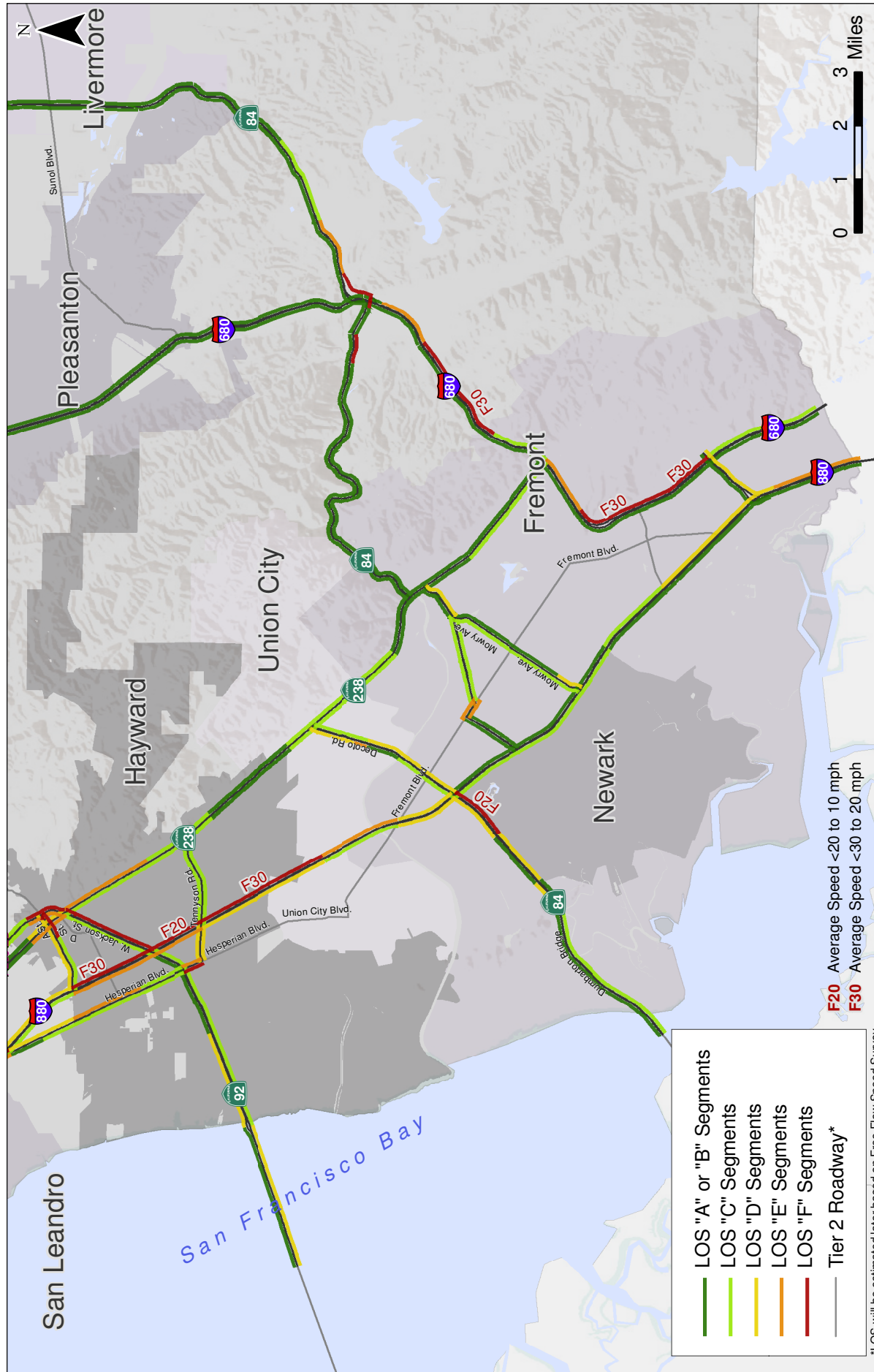




2012 PM Peak Period Level of Service Results
Planning Area 2

Figure
4

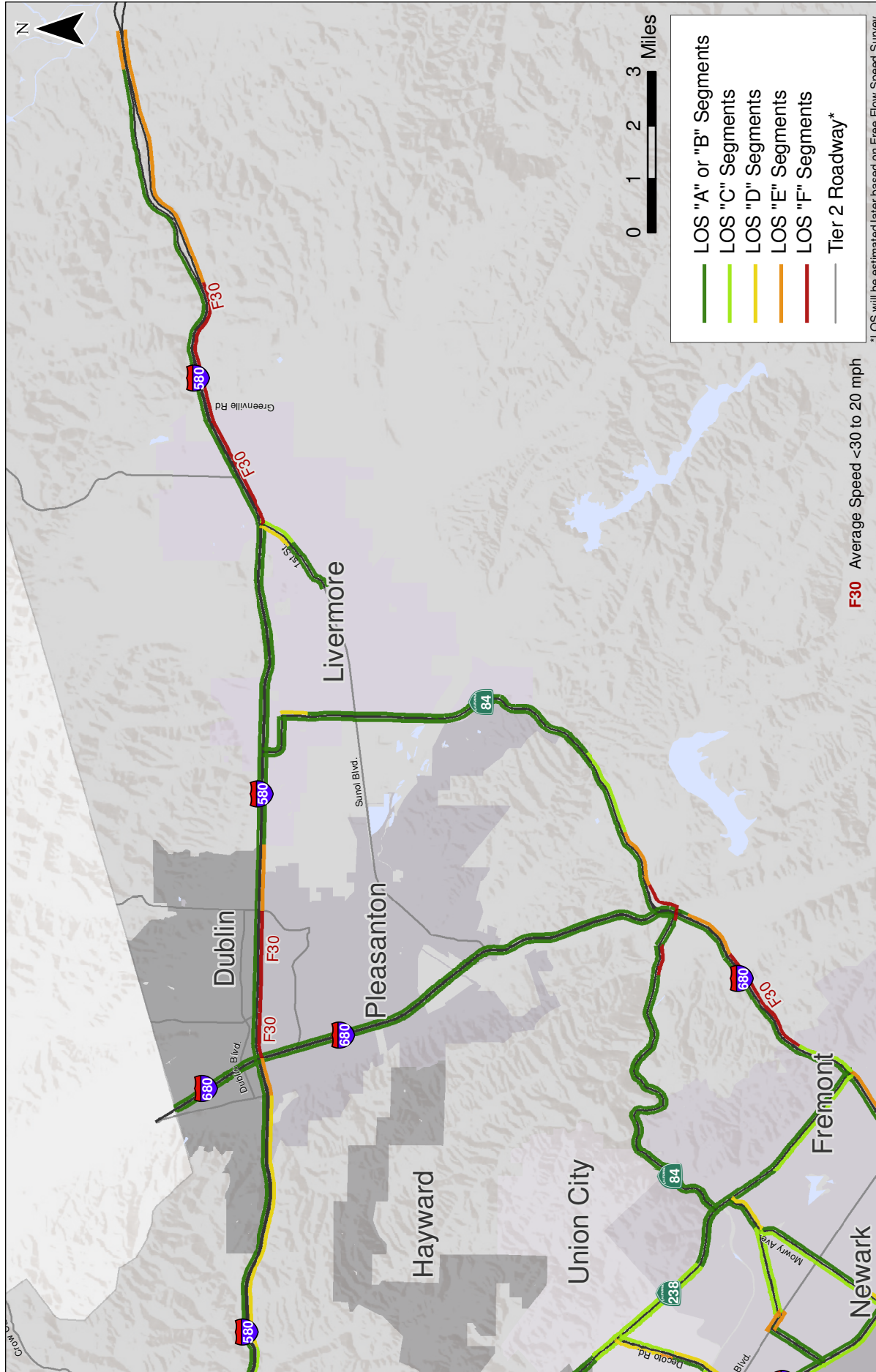




2012 PM Peak Period Level of Service Results
Planning Area 3

Figure
5

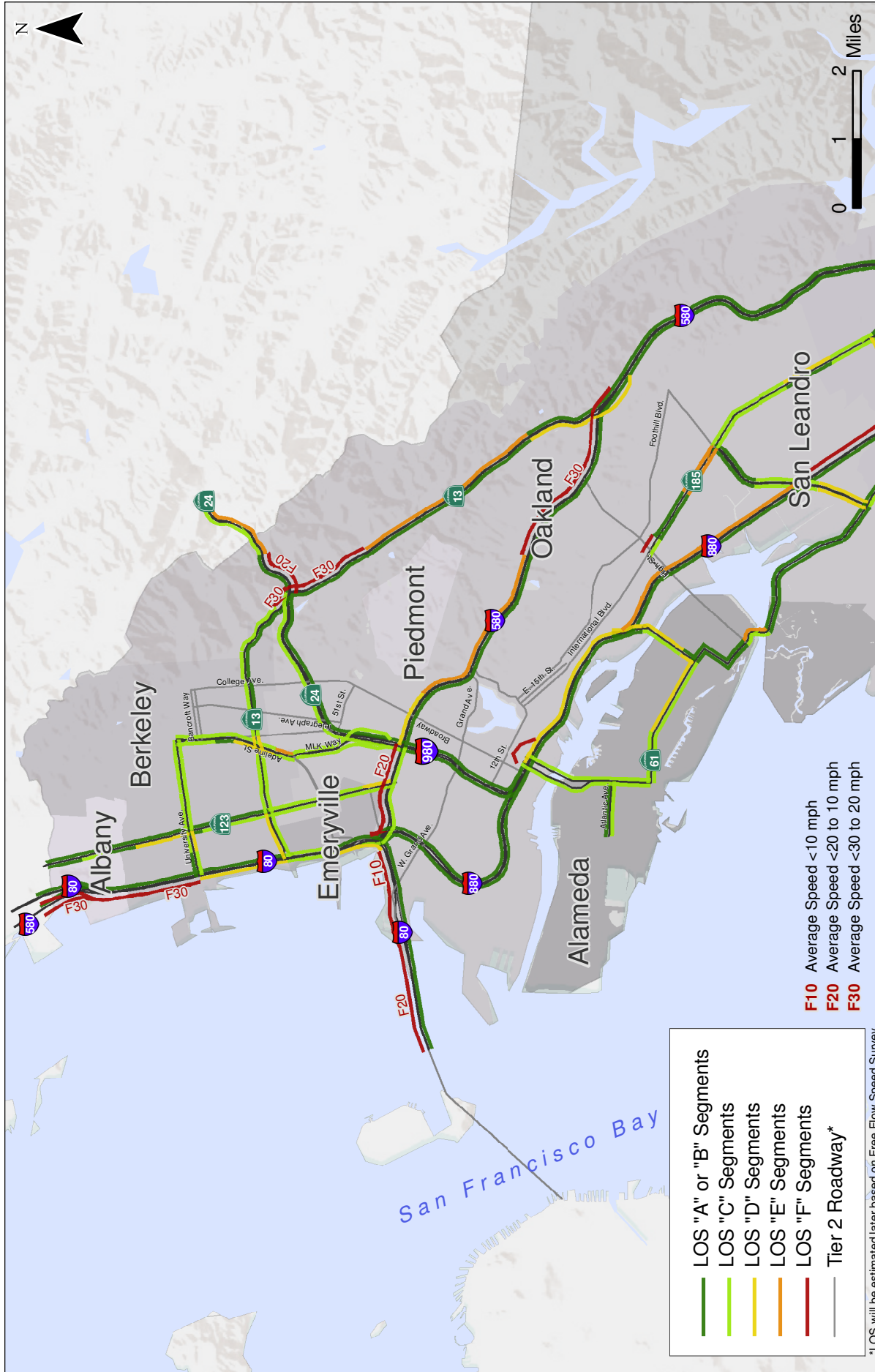




2012 PM Peak Period Level of Service Results Planning Area 4

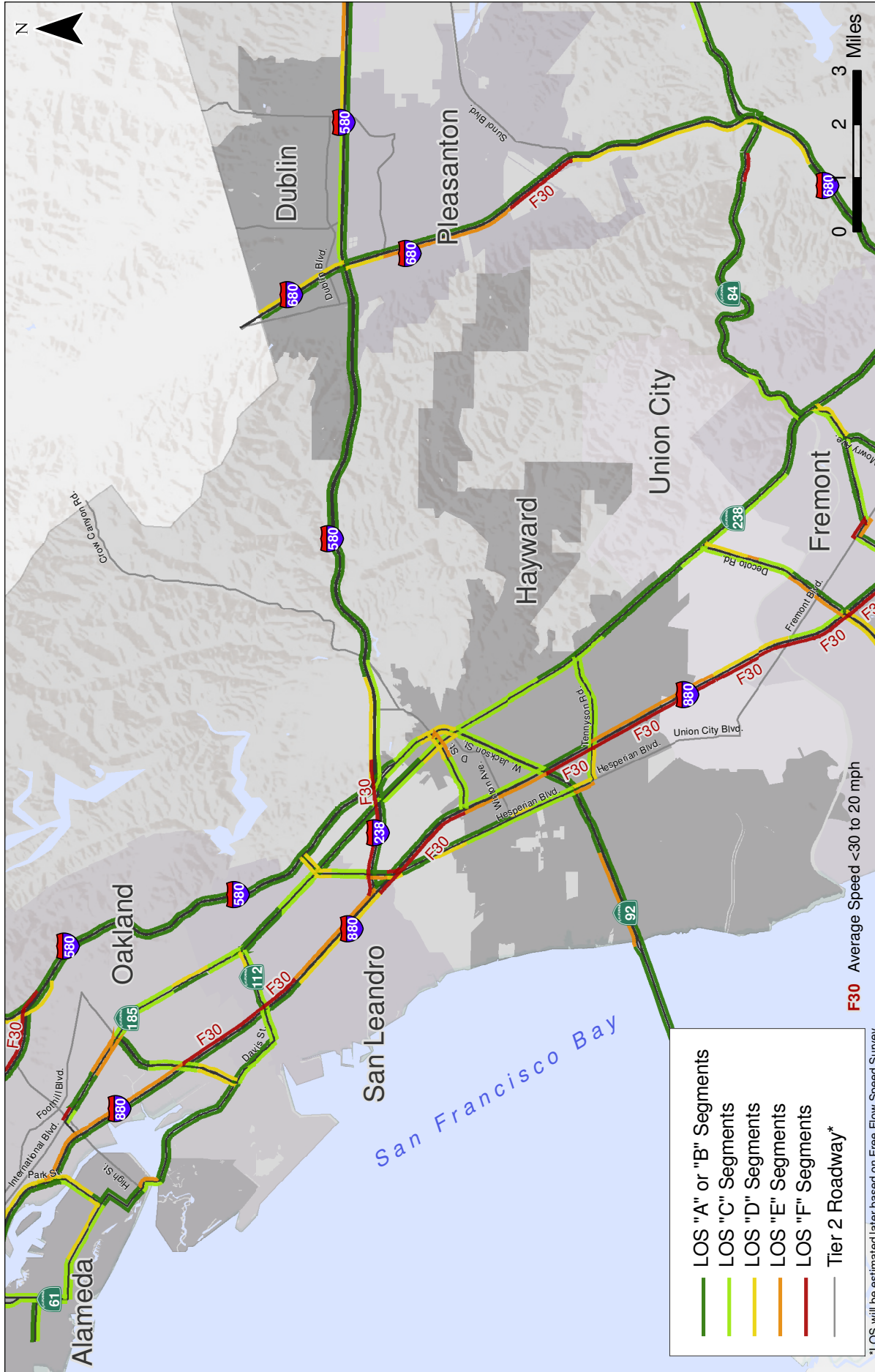
Figure
6





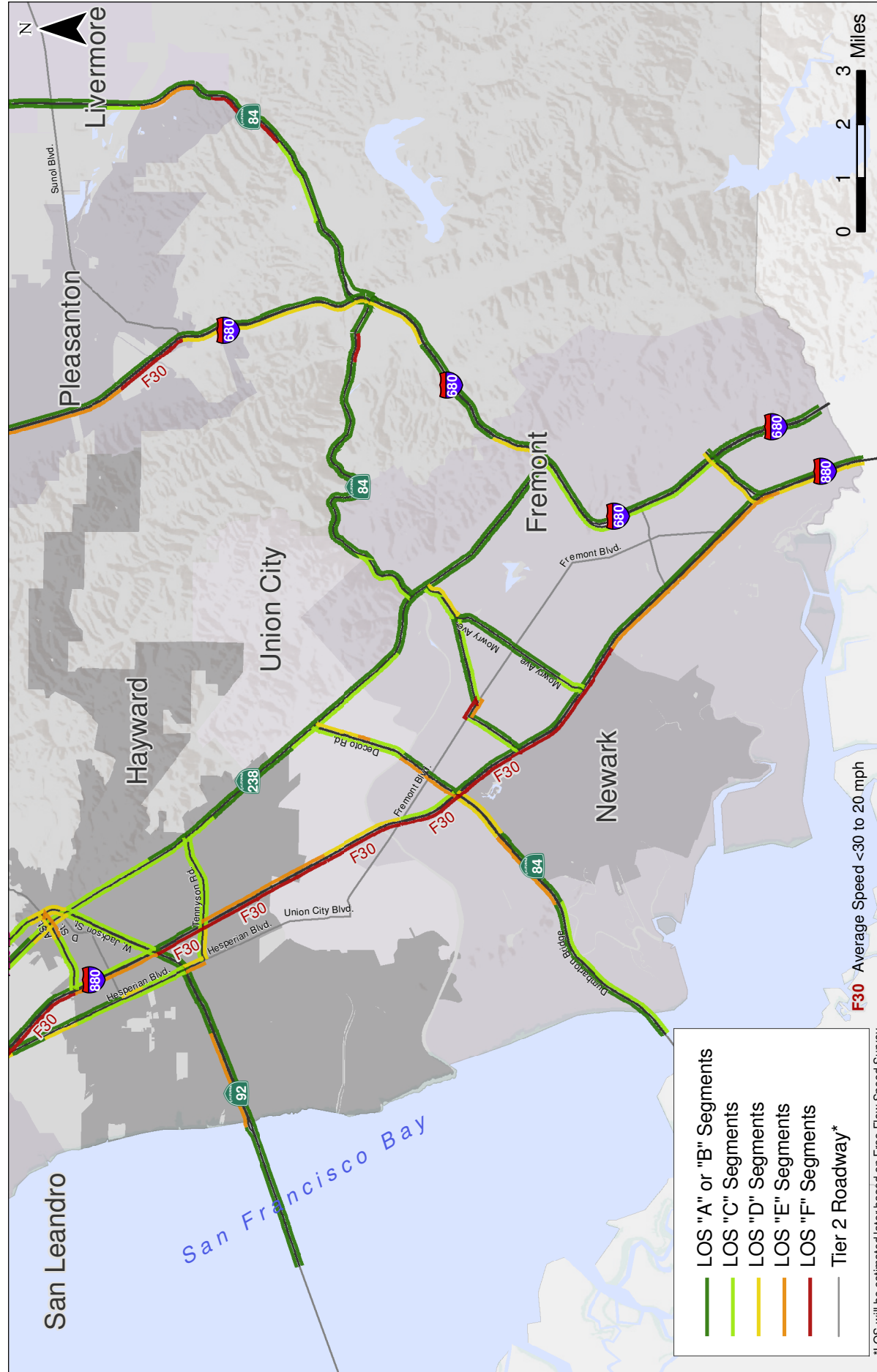
2012 AM Peak Period Level of Service Results
Planning Area 1

Figure
7



2012 AM Peak Period Level of Service Results
Planning Area 2

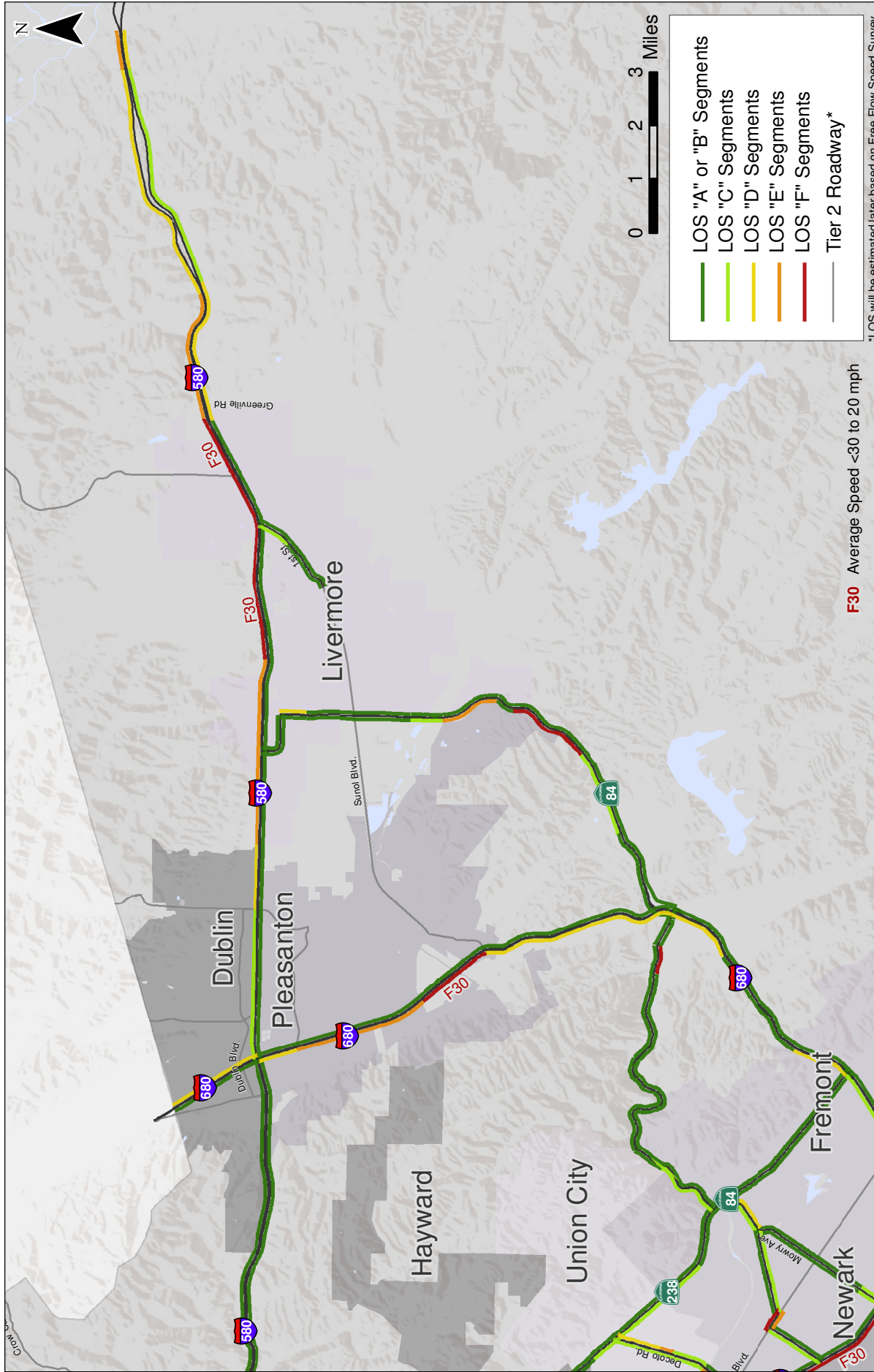
Figure
8



2012 AM Peak Period Level of Service Results
Planning Area 3

Figure
9

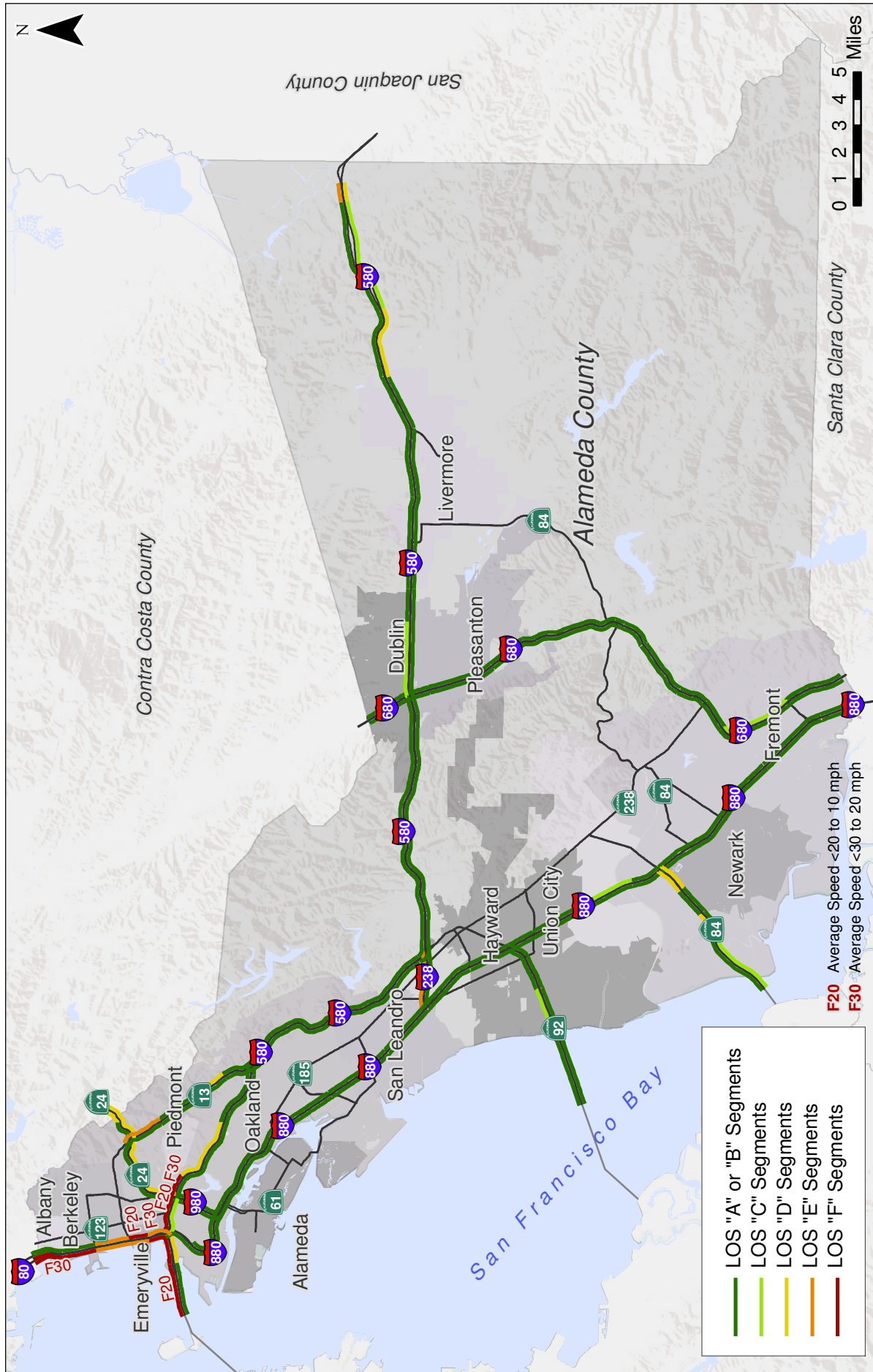




2012 AM Peak Period Level of Service Results Planning Area 4

Figure
10





2012 Weekend Peak Period (1PM to 3PM) Level of Service Results
Countywide

Figure
11



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Memorandum

DATE: December 26, 2012

TO: Alameda County Transportation Advisory Committee

FROM: Tess Lengyel, Deputy Director of Policy, Legislation and Public Affairs

SUBJECT: Legislative Update and Approval of Legislative Positions

Recommendations

Staff recommends approval of positions on state bills as described below.

Summary

This memo provides an update on federal, state and local legislative activities including the fiscal cliff outcomes, new federal and state members and their committee appointments (as related to transportation), the state budget, recommended positions on state bills and an update on local legislative activities. Alameda CTC's legislative program was approved in December 2013 establishing legislative priorities for 2013 and is included in summary format in Attachment A).

Background

The following summarizes legislative information and activities at the federal, state and local levels.

Federal Update

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

As the 112th Congress closed out at the end of the calendar year, there were several items that were still being acted on during the lameduck session, primarily the fiscal cliff discussions as well as some work to begin appointments for the 113th Congress, which will convene on January 3, 2013.

Fiscal Cliff Outcomes

At the time of this writing, five days before the end of the calendar year, there was no agreed upon course of action to address the multitude of factors contributing to the imminent fiscal cliff. After the President and Speaker Boehner attempted to negotiate a package and Boehner's failed attempt to get his alternative "Plan B" acted on by the House, new negotiations commenced on how to avert the cliff. If Congress cannot act, it is projected that "falling over the fiscal cliff" will have a significant negative impact on the economy, potentially sending it back into recession, including significant job losses (over 3 million according to the

Congressional Budget Office) due to layoffs as a result of sequestration. The combination of factors contributing to the fiscal cliff includes, but is not limited to, the following:

- *Bush-era tax cuts expiration:* These were cuts approved by Congress in 2001, 2003, and 2009 and signed by President George W. Bush. These cuts lowered individual tax rates and reduced dividend and capital gains taxes, estates and gifts. These cuts are scheduled to expire at the end of 2012, and it has been estimated that if they are not extended, they would increase average household taxes by between \$1,600 and \$2,000 in 2013.
- *Sequestration implementation:* Automatic cuts across both domestic and defense spending will be instituted at the beginning of January 2013 as a deficit reduction requirement stemming from the 2011 Budget Act, which requires across the board cuts of \$109 billion annually over a nine-year period. Sequestration is an outcome resulting from the inability of Congress to come up with specific budget cut proposals to reduce the deficit as was required by the 2011 Budget Act.
- *Social Security payroll tax expiration:* Congress approved a temporary reduction in this payroll tax in 2012, taking the tax rate down from 6.2% to 4.2% for the first \$110,000 in earnings. This reduction will expire at the end of 2012.
- *Tax extenders expiration:* these extenders offer specific types of tax breaks for businesses. These extenders are expected to fully expire at the end of 2012.
- *Alternative Minimum Tax:* This tax was intended to ensure that upper income tax payers do not get out of paying taxes resulting from deductions, credits and exemptions in current tax code. There is not an inflation factor for the AMT, and historically, Congress has passed “patches” on the AMT, raising the minimum exemption amounts. Thus far, in 2012, Congress has not passed a patch, and if it doesn’t do so before the end of the calendar year, large numbers of people earning between \$80,000 and \$120,000 will owe extra taxes.
- *Expiration of unemployment benefits:* Due to the 2008 economic downturn, Congress allowed the extension of time to collect unemployment benefits for a worker that was laid off. These temporary extensions are set to expire at the end of 2012.

In addition to these hurdles, Congress will also face an additional challenge of hitting the Government’s statutorily approved debt ceiling, estimated to be reached by the end of 2012 or early 2013. The current limit of \$16 trillion was set in August 2011 as part of the negotiations on the 2011 Budget Act, which also included sequestration. If the debt limit is reached and Congress does not act to increase it, the United States will not be able to borrow funds to meet financial obligations, extraordinary measures will be required to avoid default. These measures can include borrowing amongst government accounts – all of which would be required to be repaid in full once the debt limit is increased. If these measures are exhausted, the government will not be able to make payments on the national debt, social security, and other federal expenditures. Because the United States government is operating under continuing resolutions for appropriations to pay for government programs, any outcome of negotiations on the fiscal cliff and debt ceiling will have an effect on the levels of appropriations that will need to be authorized prior to the March 27, 2013 deadline authorized in the continuing resolutions.

New Members and Appointments:

During the lame duck session, several appointments were made to different House and Senate Committees. More appointments will be made in the coming weeks and months, but as of this writing, the following committee appointments are known for committees related to

transportation:

Senate:

- Senate Banking Chair will remain Tim Johnson (SD-D) and Senate Banking ranking member will be Mike Crapo (ID-R)
- Senate Environment and Public Works (EPW) Committee Chair will remain Barbara Boxer (CA-D) and the Senate EPW ranking member will be David Vitter (LA-R)
- Senate Appropriations Chair will be Barbara Mikulski (MD-D) and the Senate ranking Member will be Thad Cochran (MS-R)

House:

- Transportation and Infrastructure Committee Chair will be Bill Shuster (PA-R), who has served on the T&I Committee since 2001 and is known to be open on many ideas regarding transportation revenues, including raising the gas tax, vehicle miles traveled fees, and expanded tolling. The ranking T&I member will remain Nick Rahall (WV-D). Subcommittees have not yet been determined.
 - As the Chairman-elect, Congressman Shuster noted, “Transportation issues are among the most critical that we face in Congress and as a nation. Our transportation infrastructure is the backbone that supports economic growth and global competitiveness.”
- Transportation Housing and Urban Development (THUD) Chair will remain Patty Murray (WA-D) and the ranking member is still to be decided
- Appropriations Chairs will remain Hal Rogers (KY-R) and the ranking member will be Nita Lowey (NY-D)

MAP-21 Implementation and New Transportation Bill Discussions

Passage of the new federal transportation bill, MAP-21, in July 2012 included elimination of certain programs and modifications to distribution formulas for others. MAP-21 officially took effect in October 2012, and the actual implementation of new policy elements in the bill will be guided by new rulemaking that is expected to be developed during the course of the two-year bill. Federal funding for surface transportation has been continued over the 2-year program at about the 2012 levels with some program modifications.

For California, discussions on implementation of MAP-21 have supported a “status quo” approach to the implementation of MAP-21 during the first year (2013) to ensure that projects currently in the pipeline can proceed under existing funding levels. This includes maintaining the current split of the total estimated federal funds for California in FY 2013 of \$3.5 billion at 62% for the state (\$2.2 billion) and 38% for regions/locals (\$1.3 billion). This method allows for a transition period recognizing that both the state and regions/locals have many projects programmed under the existing rules. While the Safe Routes to Schools program was eliminated in MAP-21, the state proposes to continue to fund and administer the program from other federal funds in FY 2013 at the same level as in 2012. Caltrans has convened a statewide MAP-21 working group to address legislative to be introduced in 2013 for MAP-21 implementation in FY 2014. Alameda CTC has participated in conference calls for this statewide effort and more work is underway to define how the 2014 MAP-21 implementation will be done in California. These actions will require legislative efforts in 2013 to implement the second year of the bill.

While the federal government and states are working on how to implement MAP-21, some discussions are underway on what the new surface transportation bill will look like. Although early now, Congress will need to begin working on a new surface transportation program in late 2013 or early 2014 to create a new bill, unless it chooses to extend the current one. Major challenges will include addressing the federal revenue stream for transportation in this country, which is primarily financed through the 18.4 cent excise tax and was last increased in 1993. According to the Department of Labor's statistics inflation calculator, its buying power in 2012 is equivalent to 29 cents, an almost 37% decline in its buying power. Higher fuel efficiency vehicles, increases in electric vehicle use (which do not pay any gas tax) and changes in vehicle use patterns all affect the current revenue stream as well as future funding possibilities for the country's transportation infrastructure. While many of the policy changes in MAP-21 have yet to be implemented and evaluated, it is not clear what additional policy changes will be included in the MAP-21 successor, it is certain that significant debates will be centered on revenue enhancement options.

State Update

The following summarizes updates in the state legislature, including some of the leadership positions, a budget outlook and recommended positions on bills.

State Legislature Update:

The 2013-14 session of the California State Legislature officially began on December 3rd with the swearing in of new members. With a two-thirds majority in both houses, the Democratic – led Legislature has the ability to place constitutional amendments on the ballot as well as pass taxes and fees. Most Democratic leadership positions from the Governor to the Senate President Pro Tempore, Steinberg, have expressed caution on the use of this new voting power.

The Assembly has thirty-eight freshmen legislators, almost half of the eighty member house, and the Senate swore in nine new members. This new class of legislators is the first elected under the new term limit rules where they can serve for up to twelve years total in both houses. Many of the state leadership positions have been established. The Senate re-elected Senator Steinberg as the President Pro Tempore and Senator Corbett as the Majority Leader. For the Senate Transportation and Housing Committee, Senator DeSaulnier has retained his position as Chair. In the Assembly, Speaker Perez was re-elected and for Assembly Transportation, Assemblywoman Bonnie Lowenthal has retained her seat as Chair.

State Budget Update:

After passage of Proposition 30 in November, the State Legislative Analyst's office released its 18th annual edition of the LAO's *Fiscal Outlook*, which provides a five-year forecast of the state's budget condition. The report shows that California's budget situation has improved dramatically, and is on the road to recovery, even with a potential for surpluses. This is a significant turnaround after having dealt with deficits over the past decade escalating upwards to \$42 billion. The combination of the state's economic recovery, passage of Proposition 30 and prior budget cuts are all contributing to the possible end of a decade of structural deficits. The LAO reports that California's leaders face a significantly smaller budget problem in 2013-14, estimated at \$1.9 billion, as compared to previous years.

State Bills: Many bills have been introduced this session and staff is beginning to review them for relevance to Alameda CTC's legislative priorities. Several bills have been introduced to

reduce the voter threshold for passage of new sales taxes and parcel taxes, and staff recommends support positions on the bills related to transportation as described below. In addition, Alameda CTC is working with Assemblymember Weickowski on another bill that will allow Alameda County to surpass the 2% on sales taxes to allow the county to seek voter approval in the coming years for a new sales tax measure. He was the sponsor of AB1086 in the last legislative session which allowed Alameda CTC to place Measure B1 on the November 2012 ballot. A new bill is needed if the Alameda CTC chooses to place a new sales tax augmentation on the ballot in the future.

SCA 8 (Corbett) and SCA 4 (Liu) Transportation projects: special taxes: voter approval.

These bills are essentially the same and would allow for the imposition, extension, or increase of a special tax by a local government for funding for transportation projects and would reduce the current voter threshold from 66.67% to 55% voter approval. This legislative issue is one of the highest priorities for Alameda CTC and for the Self-Help Counties Coalition. Staff recommends **SUPPORT** positions on these bills.

Local Update

Legislative working group: Alameda CTC has established a local legislative working group that will meet on a quarterly basis to share legislative information, ensure coordination on legislative efforts and share information about grant and other opportunities for collaboration to support Alameda County transportation improvements. The meetings are being held on a quarterly basis at Alameda CTC and include all agency partners from the cities, Alameda County, transit operators, MTC, the Port of Oakland and others interested in the efforts of this legislative working groups

Legislative coordination efforts: In addition to the local legislative coordination activities, Alameda CTC is leading an effort to develop and provide statewide information on the benefits of Self-Help Counties and is also coordinating the legislative platform and priorities with the Bay Area Congestion Management Agencies.

Fiscal Impact

No direct fiscal impact

Attachments

Attachment A: Alameda CTC Legislative Program and Actions Summary

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2013 Alameda County Legislative Priorities

This legislative program supports Alameda CTC’s transportation vision adopted in the 2012 Countywide Transportation Plan described below:

“Alameda County will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities.

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

[This legislative program table will be updated on a monthly basis]

Issue	Priority	Strategy	Actions	Legislation	Status
Transportation Funding	Increase transportation funding	<ul style="list-style-type: none">Support efforts to lower the two-thirds-voter threshold for voter-approved transportation measures.Support legislation that increases the buying power of the gas taxSupport efforts to increase transportation revenues through vehicle license fees, vehicle miles traveled or other reliable means.Support legislation for alternative financing methods such as high-occupancy toll lanes, and allow funds collected on the HOT lanes by the California Highway Patrol to be reinvested within that corridor.	<ul style="list-style-type: none">Leading a portion of Self-Help Counties Coalition (SHCC) efforts to reduce voter-threshold requirements	<ul style="list-style-type: none">SCA 8 (Corbett), SCA 4 (Liu)	<ul style="list-style-type: none">
	Protect and enhance voter-approved funding	<ul style="list-style-type: none">Support legislation that provides increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring and improving transportation infrastructure and operations.Support legislation that protects against transportation funding diversions to the General Fund.Support increases in federal, state and regional funding to expedite delivery of Alameda CTC projects and programs.Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures.Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems.Seek, acquire and implement grants to advance project and program delivery.Support Alameda County as the recipient of funds to implement pilot programs with innovative project implementation or transportation-funding mechanisms.	<ul style="list-style-type: none">		<ul style="list-style-type: none">
Project Delivery	Advance innovative project delivery	<ul style="list-style-type: none">Support legislation and policies that improve environmental streamlining and project reviews to expedite project delivery.Support legislation that improves the ability to deliver projects and programs in a timely, cost effective manner using contracting flexibility.Support innovative project delivery methods.Support HOT lane expansion in Alameda County and the Bay Area.Support policies that allow local agencies to advertise, award and administer state highway system contracts largely funded by locals	<ul style="list-style-type: none">	<ul style="list-style-type: none">	<ul style="list-style-type: none">
	Ensure cost-effective project delivery	<ul style="list-style-type: none">Support legislation that reduces project and program implementation costs by reducing or eliminating the requirements for state or other agency reimbursements to implement projects on state/regional systems.Support legislation that accelerates funding for transportation infrastructure projects that create jobs and economic growth in Alameda County.	<ul style="list-style-type: none">	<ul style="list-style-type: none">	<ul style="list-style-type: none">

Issue	Priority	Strategy	Actions	Legislation	Status
Multimodal Transportation and Land Use	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none">• Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing and jobs.• Support local flexibility and decision-making on land-use for transit oriented development and priority development areas.• Support innovative financing opportunities to fund TOD and PDA implementation that will increase mobility and jobs and reduce GHGs.	<ul style="list-style-type: none">•	<ul style="list-style-type: none">•	<ul style="list-style-type: none">•
	Expand multimodal systems and flexibility	<ul style="list-style-type: none">• Support policies that provide multimodal transportation systems with multiple choices and better access for all kinds of transportation users.• Support policies that provide increased flexibility for transportation service delivery through innovative, flexible programs that address the needs of commuters, youth, seniors, people with disabilities and low-income people.• Support flexibility in transportation delivery to address climate change, senior population growth and transit maintenance and security, without creating unfunded mandates or dramatically increasing costs.• Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs and education.• Support parity in pre-tax fringe benefits for public transit/vanpooling and parking.	<ul style="list-style-type: none">• On-going work with agency coordination, grant development and legislative advocacy	<ul style="list-style-type: none">•	<ul style="list-style-type: none">•
	Support climate change legislation	<ul style="list-style-type: none">• Support climate change legislation that provides funding for innovative infrastructure, operations, programs that relieve congestion, improve air quality, reduce emissions and support economic development.• Support climate change legislation that expands transit services and supports safe, efficient, clear connections to transit services, including bike/ped infrastructure.• To achieve necessary increases in public transit ridership to address GHG emissions from transportation sources, support legislation that augments but does not replace transit funding, nor create unfunded mandates.	<ul style="list-style-type: none">•	<ul style="list-style-type: none">•	<ul style="list-style-type: none">•
Climate Change	Support cap-and-trade expenditure plan	<ul style="list-style-type: none">• Engage in development of the statewide cap-and-trade expenditure plan and advocate increased transportation funding statewide and in Alameda County.	<ul style="list-style-type: none">• Working with the SHCC on this effort	<ul style="list-style-type: none">•	<ul style="list-style-type: none">•
	Support legislation and policies that support emerging technologies	<ul style="list-style-type: none">• Support legislation that offers incentives for emerging technologies, such as alternative fuels and fueling technology, and research for transportation opportunities to reduce GHG emissions.	<ul style="list-style-type: none">•	<ul style="list-style-type: none">•	<ul style="list-style-type: none">•
Partnerships	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none">• Support efforts that encourage regional cooperation and coordination to develop, promote and fund solutions to regional transportation problems.• Support legislation and policies that promote governmental efficiencies and cost savings in transportation.• Support legislation that improves the ability to enhance or augment Alameda CTC projects and programs that affect bordering counties or regional networks.• Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for state and local contracts.	<ul style="list-style-type: none">• On-going coordination at the SHCC, the Bay Area Congestion Management Agencies, and with Alameda CTC's local partners legislative roundtable.• An updated Alameda CTC procurement policy will support business participation efforts.	<ul style="list-style-type: none">•	<ul style="list-style-type: none">•