Alameda County Transportation Commission
meeting as a committee of the whole as the

PLANNING, POLICY AND LEGISLATION COMMITTEE

MEETING NOTICE
Monday, January 14, 2013, 11:00 A.M.
1333 Broadway, Suite 300, Oakland, California 94612
(see map on last page of agenda)

Chair:	Greg Harper	
Vice Chair:	Tim Sbranti	
Members:	Keith Carson	John Marchand
	Michael Gregory	Marvin Peixoto
		Wilma Chan
Ex-Officio:	Scott Haggerty	
Staff Liaisons:	Beth Walukas, Tess Lengyel	
Executive Director:	Arthur L. Dao	
Clerk of the Commission:	Vanessa Lee	

AGENDA
Copies of individual agenda items are available on the:
Alameda CTC website: www.AlamedaCTC.org

1 PLEDGE OF ALLEGIANCE

2 ROLL CALL

3 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. Only matters within the Committee's jurisdictions may be addressed. Anyone wishing to comment should make their desire known by filling out a speaker card and handling it to the Clerk of the Commission. Please wait until the Chair calls your name. Walk to the microphone when called; give your name, and your comments. Please be brief and limit comments to the specific subject under discussion. Please limit your comment to three minutes.

4 CONSENT CALENDAR

4A.	Minutes of November 19, 2012 – **Page 1**	**A**
4B.	Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments– **Page 5**	**I**

5 LEGISLATION AND POLICY

5A. Legislative Update and Approval of Legislative Positions – **Page 23** **I/A**

6 PLANNING

6A. Review of 2012 Level of Service Monitoring Study Results– **Page 31** **I**

6B. Approval of the 2013 Countywide Travel Demand Model Update Process and Authorization to Execute a Contract with the Santa Clara Valley Transportation Authority– **Page 45** **A**

6C. Approval of Contract Amendment #1 for the Southbound I-680 Express Lane Evaluation "After" Study– **Page 47** **A**

6D. Approval of a Resolution of Local Support for Federal Funding for the Alameda CTC's Sustainable Communities Technical Assistance Program – **Page 53** **A**

7 COMMITTEE MEMBER REPORTS (VERBAL)

8 STAFF REPORTS (VERBAL)

9 ADJOURNMENT/NEXT MEETING: February 11, 2013

Key: A- Action Item; I – Information Item; D – Discussion Item
* Materials 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

Glossary of Acronyms

ABAG Association of Bay Area Governments

ACCMA Alameda County Congestion Management Agency

ACE Altamont Commuter Express

ACTA Alameda County Transportation Authority (1986 Measure B authority)

ACTAC Alameda County Technical Advisory Committee

ACTC Alameda County Transportation Commission

ACTIA Alameda County Transportation Improvement Authority (2000 Measure B authority)

ADA Americans with Disabilities Act

BAAQMD Bay Area Air Quality Management District

BART Bay Area Rapid Transit District

BRT Bus Rapid Transit

Caltrans California Department of Transportation

CEQA California Environmental Quality Act

CIP Capital Investment Program

CMAQ Federal Congestion Mitigation and Air Quality

CMP Congestion Management Program

CTC California Transportation Commission

CWTP Countywide Transportation Plan

EIR Environmental Impact Report

FHWA Federal Highway Administration

FTA Federal Transit Administration

GHG Greenhouse Gas

HOT High occupancy toll

HOV High occupancy vehicle

ITIP State Interregional Transportation Improvement Program

LATIP Local Area Transportation Improvement Program

LAVTA Livermore-Amador Valley Transportation Authority

LOS Level of service

MTC Metropolitan Transportation Commission

MTS Metropolitan Transportation System

NEPA National Environmental Policy Act

NOP Notice of Preparation

PCI Pavement Condition Index

PSR Project Study Report

RM 2 Regional Measure 2 (Bridge toll)

RTIP Regional Transportation Improvement Program

RTP Regional Transportation Plan (MTC's Transportation 2035*)*

SAFETEA-LU Safe, Accountable, Flexible, Efficient Transportation Equity Act

SCS Sustainable Community Strategy

SR State Route

SRS Safe Routes to Schools

STA State Transit Assistance

STIP State Transportation Improvement Program

STP Federal Surface Transportation Program

TCM Transportation Control Measures

TCRP Transportation Congestion Relief Program

TDA Transportation Development Act

TDM Travel-Demand Management

TEP Transportation Expenditure Plan

TFCA Transportation Fund for Clean Air

TIP Federal Transportation Improvement Program

TLC Transportation for Livable Communities

TMP Traffic Management Plan

TMS Transportation Management System

TOD Transit-Oriented Development

TOS Transportation Operations Systems

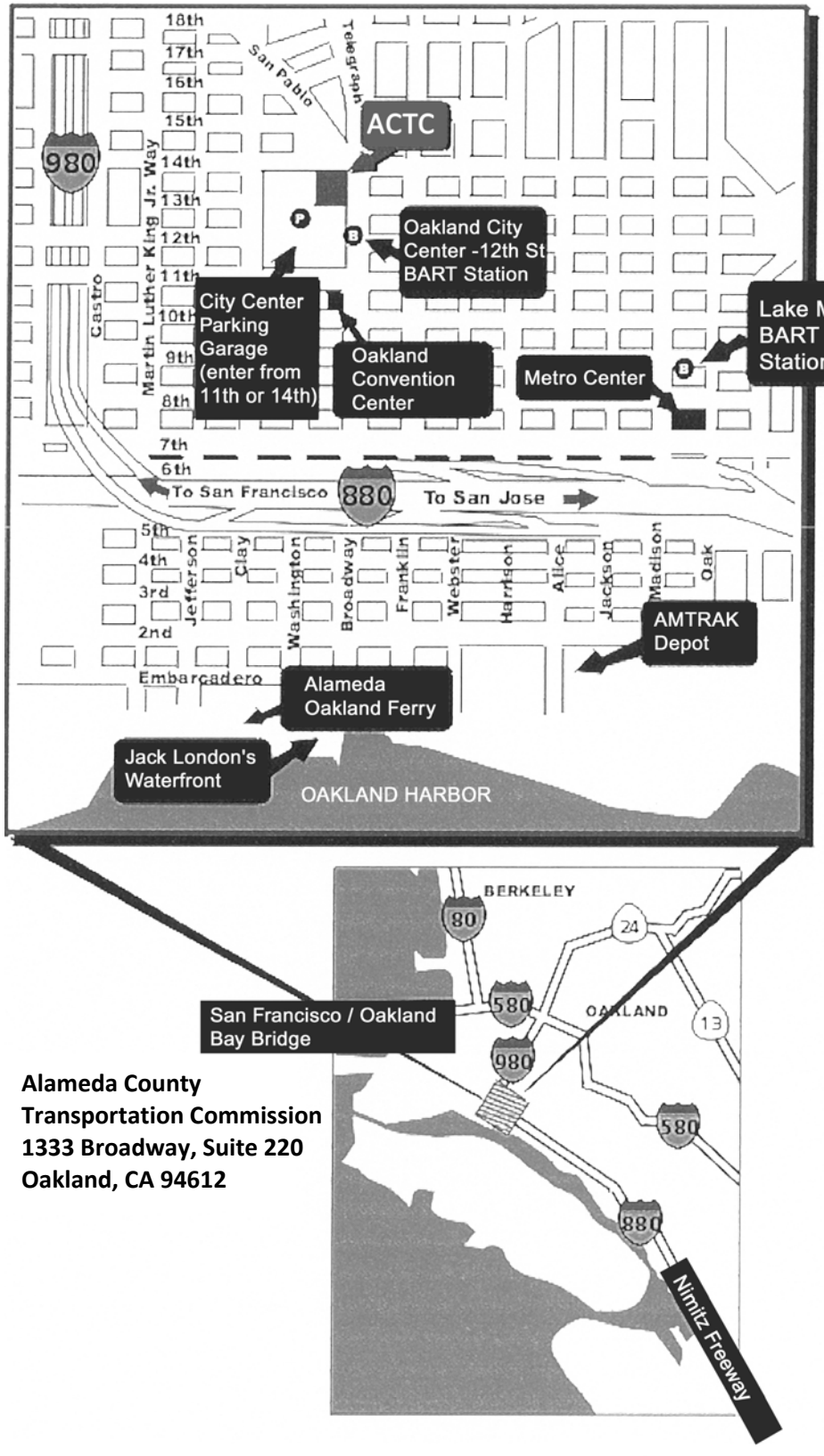
TVTC Tri Valley Transportation Committee

VHD Vehicle Hours of Delay

VMT Vehicle miles traveled

ALAMEDA
County Transportation Commission

1333 Broadway, Suites 220 & 300 ▪ Oakland, CA 94612 ▪ PH: (510) 208-7400
www.AlamedaCTC.org



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

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)

PLANNING, POLICY AND LEGISLATION COMMITTEE
MINUTES OF NOVEMBER 19, 2012
OAKLAND CA,

Director Harper convened the meeting at 11:27 a.m.

1. PLEDGE OF ALLEGIANCE

2. PUBLIC COMMENT
There was no public comment.

3 ROLL CALL
Lee conducted the roll call. A quorum was confirmed.

4. CONSENT CALENDAR
4A. Minutes of October 8, 2012

4B. Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments

4C. Approval of Congestion Management Program: Final 2012 Annual Conformity Requirements

Supervisor Haggerty motioned to approve this Consent Calendar. Mayor Green seconded the motion. The motion passed 8-0.

5. LEGISLATION AND POLICY
5A. Approval of Draft 2013 Alameda CTC Legislative Program

Tess Lengyel recommended approval of the Draft 2013 Alameda CTC Legislative Program. Ms. Lengyel stated that the Alameda CTC adopts a legislative program annually which establishes funding, regulatory and administrative principles. An update was also given on the outcome of the November 6, 2012 elections. Ms. Lengyel also recommended approval to authorize staff to initiate a recount of Measure B1 due to the closeness of vote results.

Mayor Marchand motioned to approve the legislative program in addition to making a motion to initiate the Measure B1 recount. Mayor Sbranti seconded the motion. The motion passed 8-0.

6 PLANNING
6A. Presentation from Contra Costa Transportation Authority (CCTA) on State Route 239 (TriLink) Study

Martin Engelman of the Contra Costa Transportation Authority (CCTA) provided a presentation on the State Route 239 TriLink Study. The presentation outlined the TriLink background and history, study impetus, study context, scope of the TriLink study, stakeholder involvement process and role of committees, and next steps.

Mayor Hosterman wanted to know if Alameda CTC staff was involved in discussions regarding the Route 239 Study. Art Dao stated that staff is involved and that he serves on the executive committee.

This item was for information only.

6B. Approval of Issuance of a Request for Qualifications (RFQ) for a Sustainable Communities Technical Assistance Program (SC-TAP)

Kara Vuicich, Alameda CTC Senior Transportation Planner, recommended that the Commission authorize staff to issue a Request for Qualifications (RFQ) and proceed with the selection of qualified consultants to provide a range of services related to the Sustainable Communities Technical Assistance Program (SC-TAP). Ms. Vuicich reviewed the draft scope of work including the implantation of complete streets and technical assistance for bicycle and pedestrian facility design and engineering. She concluded by stating that the budget and fund sources for the Sustainable Communities Technical Assistance Program will be brought to the Commission for approval in January.

Vice Mayor Gregory motioned to approve this item. Mayor Green seconded the motion. The motion passed 9-0.

7 ONE BAY AREA GRANT PROGRAM

7A. Review of Draft Priority Development Area (PDA) Readiness Classification

Beth Walukas reviewed the draft Priority Development Area (PDA) readiness classifications. Ms. Walukas defined the three PDA readiness classifications; active, non-active, and PDA's in need of planning support. She also reviewed the planning requirements and the development screens. She concluded by outlining comments made by ACTAC.

Public comments were heard by Jane Krammer and Lindsey Imai and were focused on the need for local community engagement in development of PDAs and investments that support affordable housing needs.

This item was for information only.

7B. Review of Draft One Bay Area Grant (OBAG) Program Guidelines

Matt Todd reviewed the Draft One Bay Area Grant (OBAG) Program Guidelines. Mr. Todd outlined the OBAG Programming Categories, including PDA Supportive Transportation Investment, Local Streets and Roads, CMA Planning / Programming, and Countywide Safe Routes to Schools Program Augmentation. Mr. Todd concluded by stating that the final programming guidelines will be presented to the Committees and Commission in December or January.

Councilmember Piexoto requested clarification on the different types of funding. Mr. Todd gave a brief overview of the OBAG funding categories.

Public comments were made by Lindsey Imai, Vivian Huong, and Paul Campos and ranged from support of staff's recommendations to the need for low income housing investments that maintain the integrity of existing communities.

Director Harper wanted to know if the guidelines could state that a project needed to be in the PDA instead of using the proximate access language. Art Dao stated that proximate access is allowable in Resolution 4035 and permits funding for projects that connect to or are in close proximity to PDAs and are PDA-serving.

Mayor Sbranti requested that staff define a community of concern. Mr. Todd stated that the communities of concern were defined by an MTC study. Staff will bring a full description of MTC's Communities of Concern as well as the Bay Area Air Quality Districts definition of CARE communities in December.

Mayor Sbranti requested clarification on the intent of parking policies. Matt Todd stated that parking policies will be based on demand and transportation needs and that staff would bring back more detailed information on the policies at a future meeting.

This item was for information only.

7C. Approval of Priority Conservation Area (PCA) Process and Schedule

Beth Walukas provided an overview of and recommended approval for the Priority Conservation Area (PCA) process and schedule. Ms. Walukas stated that there are 18 PCAs in Alameda County and gave an overview of the PCA types and project needs. Ms. Walukas also reviewed the Regional PCA Pilot Program, key issues and next steps for completing the PCA inventory by December 2012 and finalizing the PCA inventory and strategy as part of the Draft Priority Development Area Investment and Growth Strategy by February 2013.

Mayor Sbranti motioned to approve this item. Mayor Green seconded the motion. The motion passed 7-0.

8 STAFF AND COMMITTEE MEMBER REPORTS

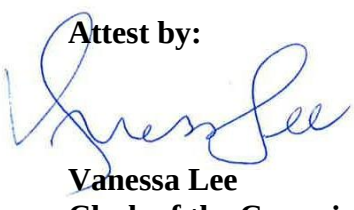
Mayor Green thanked Mayor Jennifer Hosterman for her work with the Alameda County Transportation Commissioner and the constituents of Pleasanton as she completed her term as mayor and a member of Alameda CTC.

Zack Wasserman, Legal Counsel, stated that there was a temporary ruling for the SANDAG case in Supreme Court. The final ruling will be issued on November 30, 2012.

7 ADJOURNMENT/NEXT MEETING: JANUARY 14, 2013

The meeting was adjourned at 12:45 p.m. The next meeting is scheduled for January 14, 2013.

Attest by:



Vanessa Lee
Clerk of the Commission

This page intentionally left blank

Memorandum

DATE: January 14, 2013

TO: Planning, Policy and Legislation Committee

FROM: Beth Walukas, Deputy Director of Transportation Planning
Matthew Bomberg, Assistant Transportation Planner

SUBJECT: Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments

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

Summary
This item fulfills one of the requirements under the Land Use Analysis Program (LUAP) element of the Congestion Management Program (CMP). For the LUAP, Alameda CTC is required to review Notices of Preparations (NOPs), General Plan Amendments (GPAs), and Environmental Impact Reports (EIRs) prepared by local jurisdictions and comment on them regarding the potential impact of proposed land development on the regional transportation system.

Since the last monthly update on September 10, 2012, staff reviewed six NOPs and/or EIRs. Comments were submitted for three of them. The comment letters are attached.

Attachments

Attachment A:	Comment letter for City of Oakland West Oakland Specific Plan NOP
Attachment B:	Comment letter for City of Dublin Moller Ranch FSEIR
Attachment C:	Comment letter for City of Oakland Central Estuary Implementation Guide (CEIG) DSEIR

This page intentionally left blank

ALAMEDA County Transportation Commission
1333 Broadway, Suites 220 & 300 ▪ Oakland, CA 94612 ▪ PH: (510) 208-7400
www.AlamedaCTC.org

November 8, 2012

Ulla-Britt Jonsson
Planner II
City of Oakland Strategic Planning Division
250 Frank Ogawa Plaza, Suite 3315
Oakland, CA 94612
ujonsson@oaklandnet.com

SUBJECT: Comments on the Notice of Preparation of a Draft Environmental Impact Report (DEIR) for West Oakland Specific Plan

Dear Ms. Jonsson,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for a Draft Environmental Impact Report (DEIR) for West Oakland Specific Plan. The project area is generally bounded by Interstate-580 to the north, Interstate-980 to the east, and the re-located Interstate-880 to the south and west. The Specific Plan outlines changes in land use types that would result in the following net changes, as compared to existing land use designations:

- Heavy Industrial: 740,000 sq. ft. reduction
- Business Mix/Light Industrial: 1,600,000 sq. ft. reduction
- Low Intensity Business Mix/Light Industrial: 1,175,000 sq. ft. increase
- High Intensity Campus: 4,680,000
- Retail: 515,000 sq. ft. increase
- Single Family and Townhome: 250 dwelling unit increase
- Multi-Family Residential: 4,840 dwelling unit increase

The Alameda County Transportation Commission (Alameda CTC), on behalf of the Alameda County Congestion Management Agency (ACCMA) through the powers delegated to Alameda CTC by the joint powers agreement which created Alameda CTC, respectfully submits the following comments:

- The City of Oakland adopted Resolution No. 69475 on November 19, 1992 establishing guidelines for reviewing the impacts of local land use decisions consistent with the Alameda County Congestion Management Program (CMP). It appears that the proposed project will generate at least 100 p.m. peak hour trips over existing conditions, and therefore the CMP Land Use Analysis Program requires the City to conduct a traffic analysis of the project using the Countywide Transportation Demand Model. The analysis should study conditions in years 2020 and 2035. Please note the following paragraph as it discusses the responsibility for modeling.

    - The CMP was amended on March 26th, 1998 so that local jurisdictions are responsible for conducting travel model runs themselves or through a consultant. The Alameda CTC has

a Countywide Travel Demand model that is available for this purpose. The City of Oakland and the Alameda CTC signed a Countywide Model Agreement on May 28, 2008. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request.

The most current version of the Alameda CTC Countywide Travel Demand Model is the August 2011 update, which incorporates the Association of Bay Area Government's Projections 2009 land use assumptions.

- The DEIR should address all potential impacts of the project on the Metropolitan Transportation System (MTS) roadway and transit systems. The MTS roadway network includes both the CMP roadway network and additional routes of local significance. The MTS roadway network is depicted in the attached map, and the MTS network in the proposed project study area is depicted in in 2011 CMP Figure 2. The MTS transit systems to consider are BART and AC Transit. The MTS roads in the City of Oakland in the project study area are Interstate 880; Interstate 580; Interstate 980; San Pablo Avenue (State Route 123); West Grand Avenue; 7th Street; 14th Street; Brush Street; Adeline Street; Martin Luther King Jr. Way.

    - Potential impacts of the project must be addressed for 2020 and 2035 conditions.
    - Please note that the Alameda CTC has *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see chapter 6 of 2011 CMP for more information).
    - For the purposes of CMP Land Use Analysis, 2000 Highway Capacity Manual is used.

- The adequacy of any project mitigation measures should be discussed. On February 25, 1993, the ACCMA Board adopted three criteria for evaluating the adequacy of DEIR project mitigation measures:

    - Project mitigation measures must be adequate to sustain CMP service standards for roadways and transit;
    - Project mitigation measures must be fully funded to be considered adequate;
    - Project mitigation measures that rely on state or federal funds directed by or influenced by the CMA must be consistent with the project funding priorities established in the Capital Improvement Program (CIP) section of the CMP or the Regional Transportation Plan (RTP).

  The DEIR should include a discussion of the adequacy of proposed mitigation measures relative to these criteria. In particular, the DEIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and what would be the effect on LOS if only the funded portions of these projects were assumed to be built prior to project completion.

- Potential impacts of the project on CMP transit levels of service must be analyzed. (See 2011 CMP, Chapter 4). Transit service standards are 15-30 minute headways for bus service and 3.75-15 minute headways for BART during peak hours. The DEIR should address the

issue of transit funding as a mitigation measure in the context of the Alameda CTC/ACCMA policies discussed above.

- The DEIR should also consider Travel Demand Management (TDM) related strategies that are designed to reduce the need for new roadway facilities over the long term and to make the most efficient use of existing facilities (see 2011 CMP, Chapter 5). The DEIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. The Site Design Guidelines Checklist may be useful during the review of the development proposal. A copy of the checklist is enclosed.

- The EIR should consider opportunities to promote countywide bicycle and pedestrian routes identified in the Alameda Countywide Bicycle and Pedestrian Plans, which were approved in October 2012. The approved Countywide Bike Plan and Pedestrian Plan are available at http://www.alamedactc.org/app_pages/view/5275.

- For projects adjacent to state roadway facilities, the analysis should address noise impacts of the project. If the analysis finds an impact, then mitigation measures (i.e., soundwalls) should be incorporated as part of the conditions of approval of the proposed project. It should not be assumed that federal or state funding is available.

- Local jurisdictions are encouraged to consider a comprehensive Transit Oriented Development (TOD) Program, including environmentally clearing all access improvements necessary to support TOD development as part of the environmental documentation.

Thank you for the opportunity to comment on this Notice of Preparation. Please do not hesitate to contact me at 510.208.7405 if you require additional information.

Sincerely,

Beth Walukas
Deputy Director of Planning

Cc: Matthew Bomberg, Assistant Transportation Planner
File: CMP – Environmental Review Opinions – Responses - 2012

This page intentionally left blank

ALAMEDA County Transportation Commission
1333 Broadway, Suites 220 & 300 ▪ Oakland, CA 94612 ▪ PH: (510) 208-7400
www.AlamedaCTC.org

November 26, 2012

Michael A. Porto
Consulting Planner
City of Dublin
Community Development Department
100 Civic Plaza
Dublin, CA 94568

SUBJECT: Comments on the Final Supplemental Environmental Impact Report (FSEIR) for the Moller Ranch Development and Moller Creek Culvert Replacement Project in the City of Dublin

Dear Mr. Porto:

Thank you for the opportunity to comment on the Final Supplemental Environmental Impact Report (FSEIR) being prepared by the City of Dublin. The project site is located on the east side of Tassajara Road, north of the Fallon Crossing property and south of the Alameda County Boudnary line. The proposed project would develop up to 382 single family detached dwelling units and would include neighborhood park and semi-public land uses. The project also includes replacement of an existing Tassajara Road culvert over Moller Creek, west of the Moller Ranch property.

We have reviewed the FSEIR which updates the DSEIR traffic impact analysis to:

- Utilize model volumes from the August 2012 version of the Alameda Countywide Travel Demand Model
- Update the near term horizon year from 2015 to 2020
- Use correct arterial classifications and capacities in arterial roadway operations analysis.

Based on our review of the FSEIR, the Congestion Management Program requirements were met. Alameda CTC has no further comment to make on this project.

Sincerely,

Beth Walukas
Deputy Director of Planning

Cc: Matthew Bomberg, Assistant Transportation Planner
Obaid Khan, Senior Civil Engineer

File: CMP – Environmental Review Opinions – Responses - 2012

ALAMEDA County Transportation Commission
1333 Broadway, Suites 220 & 300 ■ Oakland, CA 94612 ■ PH: (510) 208-7400
www.AlamedaCTC.org

October 29, 2012

Michael A. Porto
Consulting Planner
City of Dublin
Community Development Department
100 Civic Plaza
Dublin, CA 94568

SUBJECT: Comments on the Draft Supplemental Environmental Impact Report (DSEIR) for the Moller Ranch Development and Moller Creek Culvert Replacement Project in the City of Dublin

Dear Mr. Porto:

Thank you for the opportunity to comment on the Draft Supplemental Environmental Impact Report (DSEIR) released by the City of Dublin for the Moller Ranch Development and Moller Creek Culvert Replacement Project. The project site is located on the east side of Tassajara Road, north of the Fallon Crossing property and south of the Alameda County boundary line. The proposed project would develop up to 382 single family detached dwelling units and would include neighborhood park and semi-public land uses. The project also includes replacement of an existing Tassajara Road culvert over Moller Creek, west of the Moller Ranch property.

The Alameda County Transportation Commission (Alameda CTC), on behalf of the Alameda County Congestion Management Agency (ACCMA) through the powers delegated to Alameda CTC by the joint powers agreement which created Alameda CTC, submitted comments on the Notice of Preparation (NOP) for this project (letter dated August 20, 2012 attached). While comments were addressed for the 2035 scenario, they were not addressed for the 2020 scenario. It appears that the DSEIR used 2015 as the mid-term analysis year. This calls into question whether the most up to date version of the Alameda Countywide Travel Demand Model was used for the analysis for either future scenario. As a result, we respectfully submit the following comments:

- The DSEIR appears to have not done a 2020 mid-year analysis of the environmental impacts on the MTS transit, roadway and bicycle and pedestrian networks. This analysis is required as part of the Congestion Management Plan's Land Use Analysis Program and should be included in the Final SEIR.

- Please verify that the August 2012 version of the Alameda Countywide Travel Demand Model was used to conduct the analysis and determine the impacts documented in DSEIR, including Appendix 8.3. Reference is made to use of the countywide model in the document,

but it does not appear that the most recent version was used. If the most recent version of the model was not used, please contact me to discuss options for correcting this.

- The environmental impacts and mitigations on the MTS transit and roadway network should be added to Table 1.0: Summary of Supplemental Environmental Impacts and Mitigations.

Thank you for the opportunity to comment on this DSEIR. Please do not hesitate to contact me at 510.208.7405 if you require additional information.

Sincerely,

Beth Walukas

Beth Walukas
Deputy Director of Planning

Attachment 1: Response to the NOP dated August 20, 2012

Cc: File: CMP – Environmental Review Opinions – Responses - 2012

ALAMEDA County Transportation Commission
1333 Broadway, Suites 220 & 300 ▪ Oakland, CA 94612 ▪ PH: (510) 208-7400
www.AlamedaCTC.org

August 20, 2012

Michael A. Porto
Consulting Planner
City of Dublin
Community Development Department
100 Civic Plaza
Dublin, CA 94568

SUBJECT: Comments on the Notice of Preparation of a Draft Supplemental Environmental Impact Report (DSEIR) for the Moller Ranch Development and Moller Creek Culvert Replacement Project in the City of Dublin

Dear Mr. Porto:

Thank you for the opportunity to comment on the Notice of Preparation of a Draft Supplemental Environmental Impact Report (DSEIR) being prepared by the City of Dublin for the Moller Ranch Development and Moller Creek Culvert Replacement Project. The project site is located on the east side of Tassajara Road, north of the Fallon Crossing property and south of the Alameda County boundary line. The proposed project would develop up to 382 single family detached dwelling units and would include neighborhood park and semi-public land uses. The project also includes replacement of an existing Tassajara Road culvert over Moller Creek, west of the Moller Ranch property.

The Alameda County Transportation Commission (Alameda CTC), on behalf of the Alameda County Congestion Management Agency (ACCMA) through the powers delegated to Alameda CTC by the joint powers agreement which created Alameda CTC, respectfully submits the following comments:

- The City of Dublin adopted Resolution No.120-92 on September 28, 1992 establishing guidelines for reviewing the impacts of local land use decisions consistent with the Alameda County Congestion Management Program (CMP). If the proposed project is expected to generate at least 100 p.m. peak hour trips over existing conditions, the CMP Land Use Analysis Program requires the City to conduct a traffic analysis of the project using the Countywide Transportation Demand Model for projection years 2020 and 2035 conditions. Please note the following paragraph as it discusses the responsibility for modeling.

    - The CMP was amended on March 26th, 1998 so that local jurisdictions are responsible for conducting the model runs themselves or through a consultant. The Alameda CTC has a Countywide model that is available for this purpose. The City of Dubline and the Alameda CTC signed a Countywide Model Agreement on July 17, 2008. Before the

model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request.

- The DSEIR should address all potential impacts of the project on the MTS roadway and transit systems. These include MTS roadways as shown in the attached map as well as BART and LAVTA. The MTS roads in the city of Dublin in the project study area are: I-580, Tassajara Road and Dublin Boulevard (see 2011 CMP Figure 5). Potential impacts of the project must be addressed for 2020 and 2035 conditions.

  - Please note that the Alameda CTC has *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see chapter 6 of 2011 CMP for more information).

  - For the purposes of CMP Land Use Analysis, 2000 Highway Capacity Manual is used.

- The adequacy of any project mitigation measures should be discussed. On February 25, 1993, the Alameda CTC Board adopted three criteria for evaluating the adequacy of DSEIR project mitigation measures:

  - Project mitigation measures must be adequate to sustain CMP service standards for roadways and transit;
  - Project mitigation measures must be fully funded to be considered adequate;
  - Project mitigation measures that rely on state or federal funds directed by or influenced by the CMA must be consistent with the project funding priorities established in the Capital Improvement Program (CIP) section of the CMP or the Regional Transportation Plan (RTP).

  The DSEIR should include a discussion on the adequacy of proposed mitigation measures relative to these criteria. In particular, the DSEIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and what would be the effect on LOS if only the funded portions of these projects were assumed to be built prior to project completion.

- Potential impacts of the project on CMP transit levels of service must be analyzed. (See 2011 CMP, Chapter 4). Transit service standards are 15-30 minute headways for bus service and 3.75-15 minute headways for BART during peak hours. The DSEIR should address the issue of transit funding as a mitigation measure in the context of the Alameda CTC policies discussed above.

- The DSEIR should also consider demand-related strategies that are designed to reduce the need for new roadway facilities over the long term and to make the most efficient use of existing facilities (see 2011 CMP, Chapter 5). The DSEIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. The Site Design Guidelines Checklist may be useful during the review of the development proposal. A copy of the checklist is enclosed.

- The DSEIR should consider opportunities to promote countywide bicycle and pedestrian routes identified in the Alameda Countywide Bicycle and Pedestrian Plans, which were approved in October 2006. The approved Countywide Bike Plan is and Pedestrian Plan are available at http://www.actia2022.com/app_pages/view/58

- For projects adjacent to state roadway facilities, the analysis should address noise impacts of the project. If the analysis finds an impact, then mitigation measures (i.e., soundwalls) should be incorporated as part of the conditions of approval of the proposed project. It should not be assumed that federal or state funding is available.

- Local jurisdictions are encouraged to consider a comprehensive Transit Oriented Development (TOD) Program, including environmentally clearing all access improvements necessary to support TOD development as part of the environmental documentation.

Thank you for the opportunity to comment on this Notice of Preparation. Please do not hesitate to contact me at 510.208.7405 if you require additional information.

Sincerely,

Beth Walukas
Deputy Director of Planning

Cc: File: CMP – Environmental Review Opinions – Responses - 2012

ALAMEDA County Transportation Commission
1333 Broadway, Suites 220 & 300 ▪ Oakland, CA 94612 ▪ PH: (510) 208-7400
www.AlamedaCTC.org

December 14, 2012

Alicia Parker
City of Oakland
Department of Planning, Building, and Neighborhood Preservation
Strategic Planning Division
250 Frank Ogawa Plaza
Suite 3315
Oakland, CA 94612

SUBJECT: Comments on the Draft Supplemental Environmental Impact Report (DSEIR) for the Central Estuary Implementation Guide (CEIG) Project (ER-11-0016/ZT12109/GP12110)

Dear Ms. Parker:

Thank you for the opportunity to comment on the Draft Supplemental Environmental Impact Report for the Central Estuary Implementation Guide Project. The Draft CEIG is a companion document to the City's 1999 Estuary Policy Plan that modifies and clarifies land uses and associated densities within the Central Estuary area. The project consists of 416 acres of land between 19th Ave, 54th Ave, Interstate 880, and the Oakland Estuary. The area is currently zoned for heavy industrial uses, and the project calls for maintaining industrial uses while allowing for an increment of new commercial, residential, and office development in appropriate locations. At full build out, the project would result in 1,679 p.m. peak hour trips in excess of existing land uses in the project area.

The Alameda County Transportation Commission (Alameda CTC), on behalf of the Alameda County Congestion Management Agency (ACCMA) through the powers dedicated to Alameda CTC by the joint powers agreement which created the Alameda CTC, respectfully submits the following comments:

- Page 4.4-50 of the DSEIR states that the P07 model version generates more conservative traffic volumes. The traffic impact analysis should include tables that compare the AM and PM peak hour volumes from the P07 and P09 model versions on all CMP/MTS study segments to demonstrate that the most conservative traffic volumes are applied to determine impacts. This comparison table should confirm a general trend that P07 is more conservative within the study area than the most recent model, which was recommended for use in the Alameda CTC NOP response dated December 15, 2011.

- On page 4.4-92, the DSEIR states that project impacts on AC Transit travel times are not considered due to the lack of a clear quantitative methodology by which to study such impacts. However, on page 4.4-45, footnote 4, which describes the City of Oakland's AC Transit travel time threshold of significance, it is acknowledged that "The evaluation may require a qualitative and/or quantitative analysis depending upon these relevant

factors." The DSEIR should consider qualitatively whether project traffic will significantly degrade AC Transit travel times and whether there are opportunities to mitigate this degradation through measures like moving nearside stops to farside, installing bus bulbs, etc.

Thank you for the opportunity to comment on this Draft SEIR. Please do not hesitate to contact me or Matthew Bomberg of my staff at (510) 208-7400 if you require additional information.

Sincerely,

Beth Walukas
Deputy Director of Planning

Cc: Matthew Bomberg, Assistant Transportation Planner

File: CMP – Environmental Review Opinions – Responses - 2012

ALAMEDA County Transportation Commission
1333 Broadway, Suites 220 & 300 ▪ Oakland, CA 94612 ▪ PH: (510) 208-7400
www.AlamedaCTC.org

December 15, 2011

Alicia Parker
Planner II
Strategic Planning Division
City of Oakland Community and Economic Development Agency
250 Frank Ogawa Plaza, Suite 3315
Oakland, CA 94612
aparker@oaklandnet.com

SUBJECT: Comments on the Notice of Preparation of a Supplemental Environmental Impact Report (SEIR) for the Central Estuary Implementation Guide in the City of Oakland

Dear Ms. Parker:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of a Supplemental Environmental Impact Report (SEIR) for the Central Estuary Implementation Guide in the City of Oakland. The project area covers the Central Estuary and encompasses about 416 acres of land, including about 319 acres of individual parcels, and about 100 acres of public rights-or-way. The project area is bordered by Interstate 880 (I-880) to the northeast and the Oakland Estuary to the southwest.

The Draft Central Estuary Implementation Guide (CEIG) is a 20-year planning document that would, if approved, modify or clarify land uses and associated densities within the Central Estuary area. As a companion document to the City's 1999 Estuary Policy Plan (EPP), the Draft CEIG identifies steps to be undertaken to implement the recommendations of the EPP.

The majority of the area is currently zoned for heavy industrial uses, although given the evolution of residential, commercial, park, and office uses, simply perpetuating the heavy industrial designation is no longer appropriate or viable. The Draft CEIG proposes to maintain existing industrial uses while allowing for an increment of new commercial, residential, and office development in appropriate locations. Implementation of the CEIG required changes to general plan maps and the zoning code; the development of design guidelines to reconcile conflicting land use priorities, and the implementation of transportation improvements to address infrastructure deficiencies.

The Alameda County Transportation Commission (Alameda CTC), on behalf of the Alameda County Congestion Management Agency (ACCMA) through the powers delegated to Alameda CTC by the joint powers agreement which created Alameda CTC, respectfully submits the following comments:

- The City of Oakland adopted Resolution No. 69475 on November 19, 1992 establishing guidelines for reviewing the impacts of local land use decisions consistent with the Alameda County Congestion Management Program (CMP). It appears that the proposed project will generate at least 100 p.m. peak hour trips over existing conditions and therefore the CMP Land Use Analysis Program requires the City to conduct a traffic analysis of the project using the Countywide Transportation Demand Model for projection years 2020 and 2035 conditions. Please note the following paragraph as it discusses the responsibility for modeling.

  o The CMP was amended on March 26th, 1998 so that local jurisdictions are responsible for conducting the model runs themselves or through a consultant. The Alameda CTC has a Countywide model that is available for this purpose. The City of Oakland and the Alameda CTC signed a Countywide Model Agreement on May 28, 2009. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request.

- The SEIR should address all potential impacts of the project on the MTS roadway and transit systems. These include MTS roadways as shown in the attached map as well as BART and AC Transit. The MTS roads in the city of Oakland in the project study area are; I-880, International Boulevard, San Leandro, Fruitvale Avenue, Park Street, High Street and 42nd Avenue. (See 2011 CMP Figure 2). Potential impacts of the project must be addressed for 2020 and 2035 conditions.

  o Please note that the Alameda CTC has *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see chapter 6 of 2011 CMP for more information).

  o For the purposes of CMP Land Use Analysis, 2000 Highway Capacity Manual is used.

- The adequacy of any project mitigation measures should be discussed. On February 25, 1993, the ACCMA Board adopted three criteria for evaluating the adequacy of DEIR project mitigation measures:

  - Project mitigation measures must be adequate to sustain CMP service standards for roadways and transit;
  - Project mitigation measures must be fully funded to be considered adequate;
  - Project mitigation measures that rely on state or federal funds directed by or influenced by the CMA must be consistent with the project funding priorities established in the Capital Improvement Program (CIP) section of the CMP or the Regional Transportation Plan (RTP).

The DEIR should include a discussion on the adequacy of proposed mitigation measures relative to these criteria. In particular, the DEIR should detail when proposed roadway or

transit route improvements are expected to be completed, how they will be funded, and what would be the effect on LOS if only the funded portions of these projects were assumed to be built prior to project completion.

- Potential impacts of the project on CMP transit levels of service must be analyzed. (See 2011 CMP, Chapter 4). Transit service standards are 15-30 minute headways for bus service and 3.75-15 minute headways for BART during peak hours. The DEIR should address the issue of transit funding as a mitigation measure in the context of the Alameda CTC/ACCMA policies discussed above.

- The DEIR should also consider demand-related strategies that are designed to reduce the need for new roadway facilities over the long term and to make the most efficient use of existing facilities (see 2011 CMP, Chapter 5). The DEIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. The Site Design Guidelines Checklist may be useful during the review of the development proposal. A copy of the checklist is enclosed.

- The EIR should consider opportunities to promote countywide bicycle and pedestrian routes identified in the Alameda Countywide Bicycle and Pedestrian Plans, which were approved in October 2006. The approved Countywide Bike Plan is and Pedestrian Plan are available at http://www.actia2022.com/app_pages/view/58.

- For projects adjacent to state roadway facilities, the analysis should address noise impacts of the project. If the analysis finds an impact, then mitigation measures (i.e., soundwalls) should be incorporated as part of the conditions of approval of the proposed project. It should not be assumed that federal or state funding is available.

- Local jurisdictions are encouraged to consider a comprehensive Transit Oriented Development (TOD) Program, including environmentally clearing all access improvements necessary to support TOD development as part of the environmental documentation.

Thank you for the opportunity to comment on this Notice of Preparation. Please do not hesitate to contact me at 510.208.7405 if you require additional information.

Sincerely,

Beth Walukas
Deputy Director of Planning

Cc: Laurel Poeton, Assistant Transportation Planner
File: CMP – Environmental Review Opinions – Responses - 2011

This page intentionally left blank

Memorandum

DATE: January 7, 2013

TO: Planning, Policy and Legislation 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 ad 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.

<u>New Members and Appointments:</u>

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 competiveness."
- 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)

<u>MAP-21 Implementation and New Transportation Bill Discussions</u>

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 inflations 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 these 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

This page intentionally left blank

1333 Broadway, Suites 220 & 300
Oakland, CA 94616
(510) 208-7400
www.AlamedaCTC.org

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 measureable 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	• Support efforts to lower the two-thirds-voter threshhold for voter-approved transportation measures. • Support legislation that increases the buying power of the gas tax • Support 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.	• Leading a portion of Self-Help Counties Coalition (SHCC) efforts to reduce voter-threshold requirements	• SCA 8 (Corbett), SCA 4 (Liu)	•
	Protect and enhance voter-approved funding	• 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.	•	•	•
Project Delivery	Advance innovative project delivery	• 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	•	•	•
	Ensure cost-effective project delivery	• 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.	•	•	•

Issue	Priority	Strategy	Actions	Legislation	Status
Multimodal Transportation and Land Use	Reduce barriers to the implementation of transportation and land use investments	• 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.	•	•	•
	Expand multimodal systems and flexibility	• 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.	• On-going work with agency coordination, grant development and legislative advocacy	•	•
Climate Change	Support climate change legislation	• 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.	•	•	•
	Support cap-and-trade expenditure plan	• Engage in development of the statewide cap-and-trade expenditure plan and advocate increased transportation funding statewide and in Alameda County.	• Working with the SHCC on this effort	•	•
	Support legislation and policies that support emerging technologies	• Support legislation that offers incentives for emerging technologies, such as alternative fuels and fueling technology, and research for transportation opportunties to reduce GHG emissions.	•	•	•
Partnerships	Expand partnerships at the local, regional, state and federal levels	• 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.	• 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.	•	•

Memorandum

DATE: January 7, 2013

TO: Planning, Policy and Legislation Committee

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. Since 1998,, this LOS Monitoring Study has been conducted biennially, in even number years. For 2012, the travel time data was collected during the spring of 2012. For CMP Conformity purposes, and based on the data collected, deficiency determinations were made on the CMP segments that were found to perform at LOS F. For this Monitoring Study, 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. 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 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 Program[1] 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.

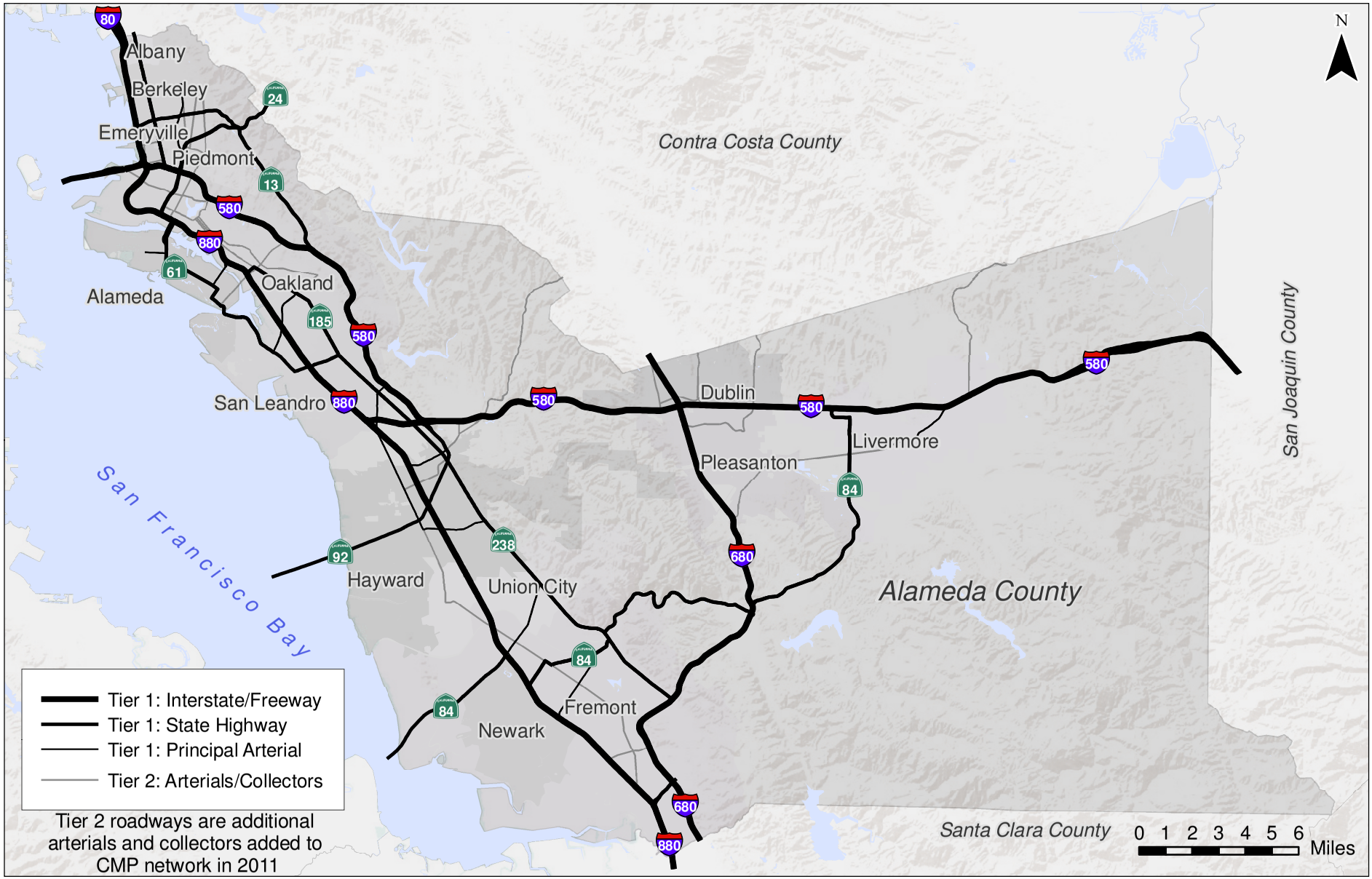
The objectives of this LOS monitoring effort are:

- 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 Transportation Commission

Alameda County CMP System

Figure **1**

Coordinate System: NAD 1983 StatePlane California III FIPS 0403 Feet

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

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 90[3] 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 Manual[4]. Based on these standards, the level of service is assigned ranging from A (the best or free-flow traffic) 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

[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.

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
	Ramps and Special Segments A.M.		X
Tier 2	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

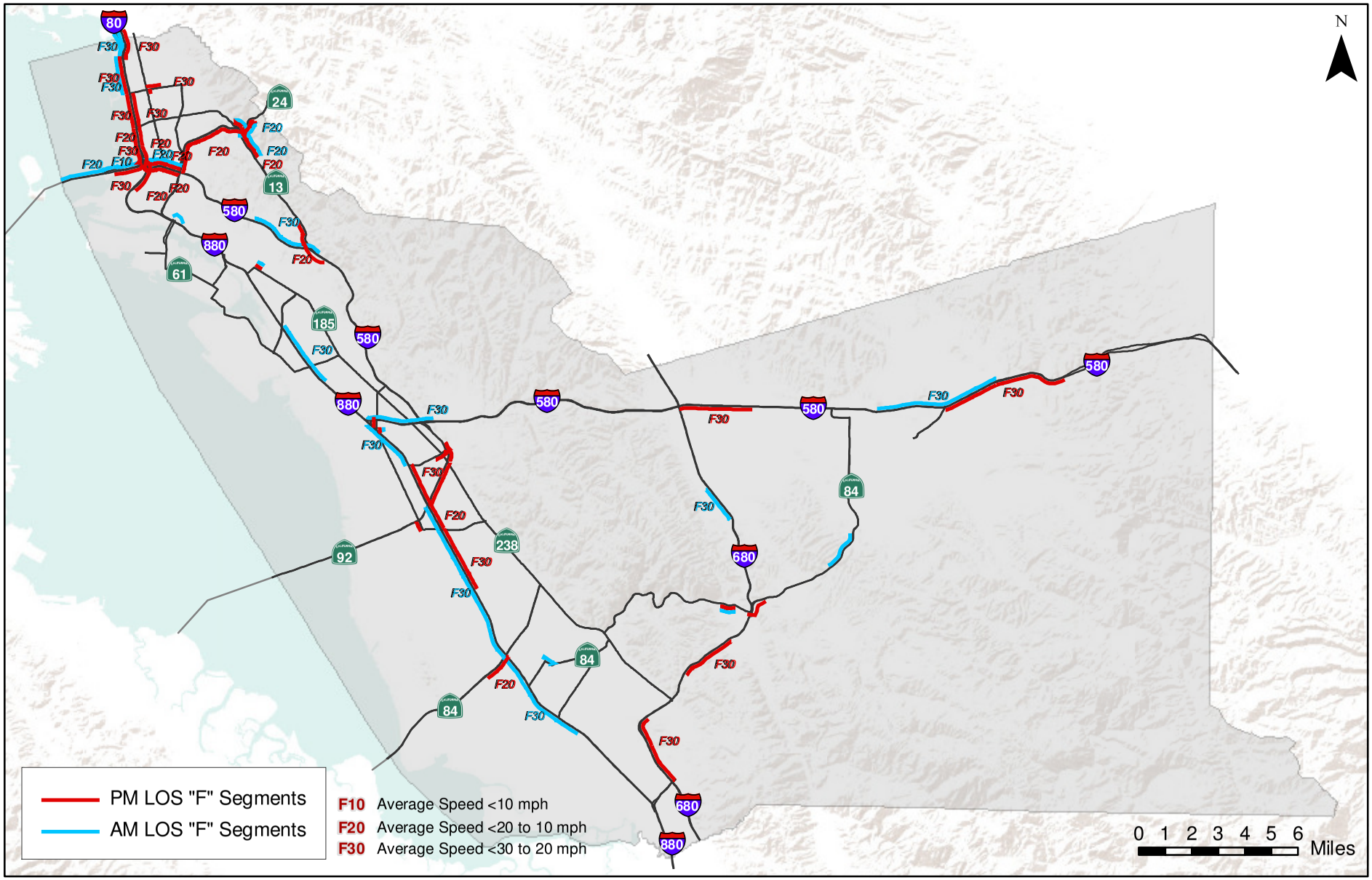
This section highlights observations about system performance and specific corridors in 2012 compared to 2010 for freeways, arterials, ramps and special segments, origin and destination pairs and the Bay bridge crossings. Figures 3 to 11 in Appendix B illustrate the level of service of the CMP network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



ALAMEDA County Transportation Commission

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

Figure 2

KITTELSON & ASSOCIATES, INC. TRANSPORTATION ENGINEERING/PLANNING

Coordinate System: NAD 1983 StatePlane California III FIPS 0403 Feet

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 2009[5] and 2012 data for the three bridges using data from MTC's 511.org database. Travel 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

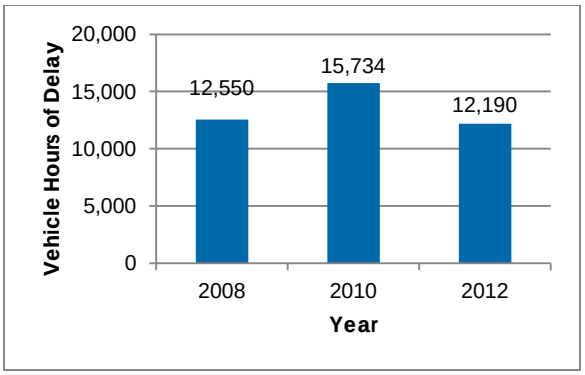
Chart 1 shows the total VHD occurring during the P.M. peak period on the LOS F freeway segments since 2008.

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:

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

- 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



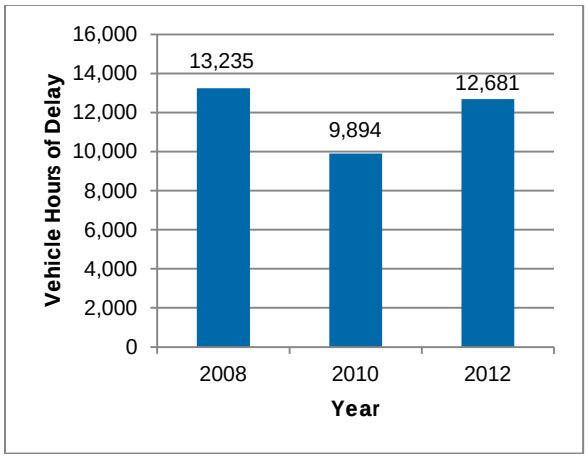
The combined VHD reduction from 2010 to 2012 between these two corridors is 5,339, which is considerably higher than the systemwide decrease in VHD of 3,544 experienced on the countywide CMP freeways in 2012 compared to 2010. Also, the reduced VHD during the P.M. peak period could be attributed to a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

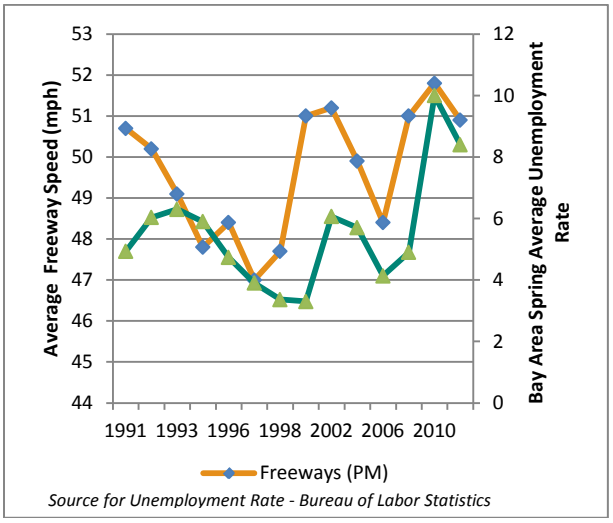
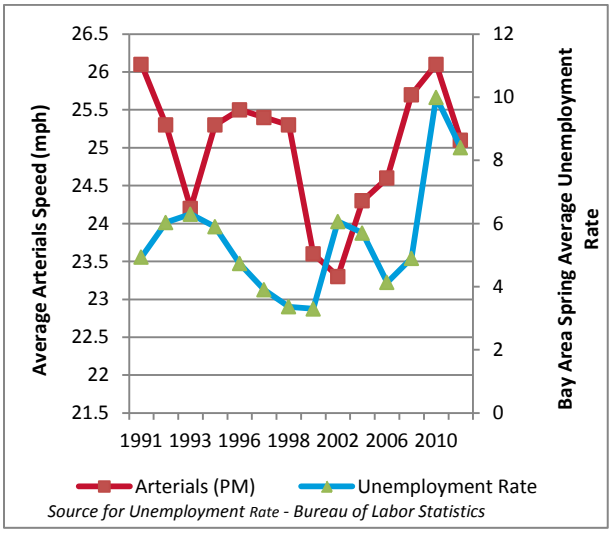


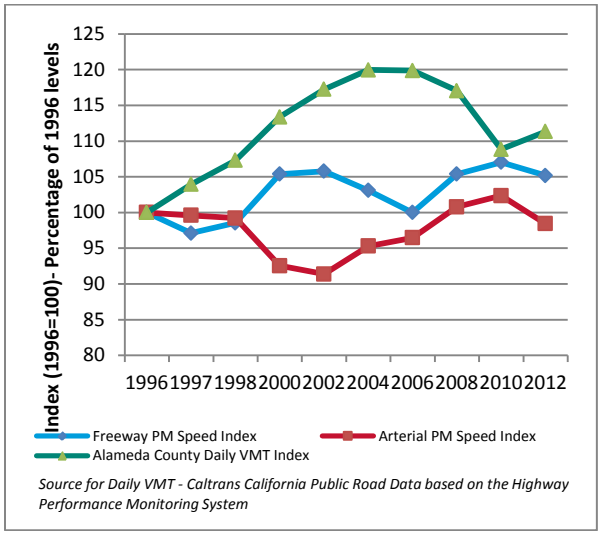
Chart 4: Average Arterial Speeds and Unemployment



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

Construction Underway or Completed Recently	
I-80 segments	Bay Bridge construction and recently started I-80 ICM project
SR 24 segments	Caldecott Tunnel 4th Bore project
I-880 segments in the North and Central County	I-880/5th Avenue Retrofit I-880/High Street Improvements SR 238 (Foothill) Improvements
In Project Development Phase/Programmed/Planned/Being Studied	
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
To be Investigated	
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

This page intentionally left blank

ALAMEDA County Transportation Commission

Memorandum

DATE: December 21, 2012

TO: Planning, Policy and Legislation Committee

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

SUBJECT: **Approval of the 2013 Countywide Travel Demand Model Update Process and Authorization to Execute a Contract with the Santa Clara Valley Transportation Authority**

Recommendation
It is recommended that the Commission approve the 2013 Alameda Countywide Travel Demand Model Update work to be performed by the Santa Clara Valley Transportation Authority (VTA) and authorize the Executive Director of the Alameda CTC to execute a professional services agreement with the VTA in accordance with procurement procedures for a not to exceed contract amount of $175,000.

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. The cost for the update is estimated to be an amount not to exceed $175,000. 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 cost for the update is estimated to be a maximum of $175,000.

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 of $175,000 to update the model is included in the Alameda CTC's consolidated fiscal year 2012-2013 budget.

Memorandum

DATE: January 7, 2013

TO: Planning, Policy and Legislation Committee

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

SUBJECT: **Approval of Contract Amendment #1 for the Southbound I-680 Express Lane Evaluation "After" Study**

Recommendation
It is recommended that the Commission approve Amendment No. 1 to the current professional services agreement (#A12-0026) with Kittelson & Associates, Inc. to increase the contract amount by an amount not to exceed $21,000. The amendment is needed to add tasks to the Southbound I-680 Express Lane Evaluation "After" Study scope of work to provide analysis to estimate corridor performance benefits resulting from any alternative corridor geometric improvements.

This item is also being considered by the I-680 Sunol Smart Carpool Joint Powers Authority this month.

Summary
The Alameda CTC is required to comply with statutory project evaluation requirements as part of administration and operations of the southbound I-680 Express Lane, which opened to traffic in September 2010. The Alameda CTC collected the "Before" Study transportation data in the I-680 corridor during the Fall of 2008 before the construction and implementation of the southbound I-680 Express Lane occurred, and finalized the results in a report entitled: *Alameda I-680 Express Carpool Lane Project – Before Study and Existing Conditions*, dated April 2009. In order to meet the three-year requirement for an evaluation of operations and to report back to the Legislature on the demonstration project by June 30, 2013, "After" Study work on the Express Lane corridor began in Fall 2012. Based on the selection process, Kittelson Associates Inc. was awarded the contract to perform the "After" Study for an amount of $178,966. The "After" Study work began in September 2012 and a study report is scheduled to be presented to the Commission and JPA in early 2013. The scope of work in the contract includes a task for a geometric operational improvement analysis. An enhancement to this task is needed to provide additional quantitative analysis to estimate corridor performance benefits resulting from alternative corridor geometric improvements. The cost for this additional work is estimated to be an amount not to exceed $21,000.

Discussion
The Alameda I-680 Express Carpool Lane Project – "Before" Study and Existing Conditions Report, dated April 2009, presents the goals, objectives and evaluation results for the I-680 Express Carpool Lane project pre-construction and operation ("Before" Study) and establishes procedures for an "After" Study to be completed no later than three years after the southbound I-680 Express Lane is open to traffic as required by AB 574 (Torrico). The southbound I-680 study corridor for the "Before" Study is from SR 84 in Alameda County to SR 237 in Santa Clara County and for the "After" Study the northern study limit is extended to cover from Stoneridge Drive to SR 237.

The goals of the before and after evaluation are to optimize the HOV/HOT lane usage to improve traffic throughput in the corridor, maintain a level of service C or better for all Express Lane users and improve highway and transit in the corridor with revenues generated. The Evaluation Plan identified in the "Before" Study describes data needed, performance measures and evaluation methods that were applied to the "Before" evaluation and will be applied to the "After" evaluation to determine how well the goals are met. A control corridor, northbound I-680 between Alcosta Boulevard in San Ramon to Livorna Road in Alamo, was also defined in addition to the study corridor to help determine if any changes in travel behavior are due to the Express Lane or to other travel trends in the San Francisco Bay Area.

The current scope of work for the "After" Study includes a task to perform a Geometric Operational Improvement Analysis. Under this task, the consultants will evaluate the Express Lane ingress/egress locations and whether they led to any localized decrease in performance of the study corridor. If the evaluation indicates that the Express Lane ingress and egress locations are resulting in unintended localized bottlenecks and/or illegal maneuvers, recommendations will be made for the geometric and operational improvements that would minimize those bottlenecks and illegal maneuvers. The potential effects of the recommended improvements will be qualitatively presented in the study report. An added task is proposed to develop a micro simulation model (CORSIM) that can respond to what-if scenarios and to quantify the benefits of any alternative geometric improvements. Two alternative ingress/egress scenarios will be analyzed under this added task. The additional deliverable from this task will be quantitative measures of effectiveness for the I-680 corridor without and with recommended geometric improvements. The cost for this added task is estimated to be an amount not to exceed $21,000.

Work for the "After" Study began in September 2012. Field data collection was completed in October and data analysis is currently in progress. The evaluation will be completed by January 31, 2013. An Evaluation Report will be presented to this Committee in February or March 2013 for approval of the Commission and JPA so that a report can be prepared and sent to the Legislature by June 30, 2013.

Fiscal Impacts
The budget of $21,000 for the additional scope is included in the I-680 Southbound Express Lane Operating Budget for FY 2012-13.

Attachments
Attachment A: Scope of Work and Estimate for the Additional Task

KITTELSON & ASSOCIATES, INC./DOWLING
TRANSPORTATION ENGINEERING / PLANNING
180 Grand Avenue, Suite 250, Oakland, CA 94612 P 510.839.1742 F 510.839.0871

MEMORANDUM

Date: December 14, 2012

Project #: 12797

To: Ms. Saravana Suthanthira
Alameda County Transportation Commission
1333 Broadway, Suite 220
Oakland, CA 94612

From: Allen Huang, Mike Aronson, Pratyush Bhatia,

Project: Overall Evaluation Services for I-680 Express Lane Project

Subject: Scope of Work for Optional Task

This memorandum provides the scope of work for one optional task to support the work for Overall Evaluation Services for the I-680 Express Lane project. This task includes additional quantitative evaluation to support the Geometric Operational Improvement Evaluation (Task 7) of the scope of work dated September 27, 2012 that has been approved by Alameda CTC.

The scope for optional tasks dated October 15, 2012 has been revised to include only one optional task, the quantitative analysis of recommended geometric improvements. The scope for that task has been modified to provide quantitative analysis of two alternative improvement recommendations rather than one.

OPTIONAL TASK O1: QUANTITATIVE ANALYSIS OF RECOMMENDED GEOMETRIC IMPROVEMENTS

Task 7: Geometric Operational Improvement Analysis in the Kittelson and Associates scope of work dated September 27, 2012 includes the following subtasks:

- 7.1: Meet to assess issues and concerns related to the express lane ingress/egress locations and localized decreases in performance.
- 7.2: Evaluate existing ingress/egress operations and violations, and recommend geometric and operational improvements that would minimize bottlenecks and illegal maneuvers. The potential effects of the recommended improvements will be discussed qualitatively.
- 7.3: Technical memorandum on observations and recommendations.
- 7.4: Meeting and final memorandum.

Optional Task 1 would supplement Task 7 in the September 27, 2012 scope of work. This optional task will include additional quantitative analysis to evaluate and document the potential benefits of the recommended geometric improvements or modifications to ingress/egress locations, if improvements are warranted based on the evaluation. The additional deliverable from this task will be quantitative measures of effectiveness for the I-680 corridor without and with recommended geometric improvements.

If a need for Express Lane revisions is identified by the evaluation of existing operations, KAI will use a combination of the CORSIM and FREQ software tools to help quantify the effects of recommended revisions. The FREQ model used for the I-680 Before and After corridor operations analysis is a macroscopic (vehicles and lanes are evaluated as groups) simulation model that does not specifically evaluate traffic operations based on individual driver behavior or individual freeway lanes. In FREQ, freeway segment capacities are specified by the user as assumed inputs. If a need for modifications to the ingress and egress locations is identified, these modifications would be expected to improve freeway operations by reducing the capacity impacts of weaving and merging operations. However, the FREQ model will not be able to independently determine the potential change in capacity associated with those ingress and egress modifications. Therefore, we propose to develop focused CORSIM microsimulation models to quantify the changes in capacity in selected critical freeway segments. The FREQ model can then use the modified segment capacities from the CORSIM simulations as input to provide measures of effectiveness for the entire corridor.

Since the peak commute in the southbound direction is in the AM peak, we propose to conduct this optional task for the AM peak period only. During the PM peak period, this corridor is mostly in free flow conditions, therefore, modifying capacity would not result in significant changes in traffic operations.

Task O1.1 CORSIM Simulation of Existing Conditions

KAI will develop focused CORSIM simulation models on two selected segments of southbound I-680:

1. I-680 southbound from a logical location north of the SR 84 merge to south of the Andrade off-ramp, to evaluate the effects of potential ingress modifications at the north end of the Express Lane.
2. I-680 southbound from a logical location north of the Auto Mall/Durham off-ramp to south of SR 262/Mission, to evaluate potential ingress/egress modifications.

Based on discussions with stakeholders, the analysis of these two segments should capture the critical locations for potential ingress/egress modifications. The information derived from these two segments can be used to provide modifications to the FREQ model of the full corridor and provide performance measures for the entire corridor.

This scope assumes that KAI will not conduct a comprehensive model calibration and validation. KAI will conduct a reasonableness check of the CORSIM model output in comparison with observed conditions and FREQ performance output for the existing ingress and egress configuration in terms of bottleneck locations, queues and throughput. The CORSIM model assumptions will be adjusted for up to 10 runs to improve the comparison of simulated to observed conditions. Up to 16 person-hours have been allocated for the reasonableness checking and adjustment.

Task O1.2 CORSIM Simulation of Recommended Improvements

KAI will modify the CORSIM model for recommended changes to ingress and egress configurations. We will compare model differences in terms of volume throughput, speed and density. We will compute the potential changes in corresponding freeway segment capacities based on CORSIM simulated results.

This scope includes CORSIM evaluation of two alternative configurations. These may include revised or additional controlled ingress/egress locations, and/or continuous access to the Express Lane.

The capacity adjustments will be reviewed by Alameda CTC and KAI will adjust the analysis assumptions once based on comments provided by Alameda CTC.

Task O1.3: FREQ Corridor Evaluation of Recommended Improvements

The FREQ corridor model will be modified to match the corresponding ingress and egress configurations. The modifications may include an extension of the FREQ model north of SR 84 to include the full effects of operational improvements at the north end of the Express Lane. The changes in capacity from the CORSIM analysis will be input into the FREQ model to evaluate corridor operational effects with modified ingress and egress locations. Performance measures (MOEs) will be extracted and reported from FREQ simulated results. These performance measures can be compared directly to the corridor performance measures used for the Before and After evaluation of the Express Lane. The FREQ analysis will be completed for two alternative configurations.

Task O1.4: Documentation of Quantitative Evaluation of Geometric Improvements

KAI will document the methodology and findings of the additional quantitative analysis in the Draft and Final technical memorandum that will be prepared under Task 7.3 of the overall scope of work. Additional data and FREQ and CORSIM input and output files will be provided to Alameda CTC in electronic format.

BUDGET

Table 1 shows the breakdown of hours and cost for the optional tasks. Optional Task 1 would require 148 person-hours and $20,736.

Table 1: Optional Tasks Hours and Cost

PROJECT NAME: I-680 Express Lane Evaluation Services Optional Tasks		Prime Consultant: Kittelson & Associates/Dowling									Project Summary					
		DATA ENTRY SECTION					CALCULATION SECTION				CALCULATION SECTION					
	Job Classifications (Individuals' names are optional)	Technical Advisor/QA	Project Principal	Project Manager	Associate Engineer	Transportation Analyst	Hours	Escalated Direct Labor or NBR $	Direct Expenses	TOTAL COST	Hours	Escalated Direct Labor or NBR $	Direct Expenses	Total Cost	Cost + Profit	% of Total Non-Contingency Labor Costs
		Mark Bowman	Mike Aronson	Allen Huang	Kevin Chen	Jorge Barrios										
	Direct Salary Rate (Average, Actual, Max) for Current Year	$220.97	$197.51	$160.20	$154.26	$100.26										
	Annualized Direct Salary Rate (or enter Negotiated Billing Rate)	$220.97	$197.51	$160.20	$154.26	$100.26										
Task #	Fully Burdened Billing Rate	$220.97	$197.51	$160.20	$154.26	$100.26										
NON-CONTINGENCY TASKS/DELIVERABLES																
1	Analysis and Evaluation of Recommended Geometric Improvements	6	2	20	70	50	148	$20,736	$0	$20,736	148	$ 20,736	$ -	$ 20,736	$ 20,736	100.0%
1.1	CORSIM Model of Existing Access/Ingress			4	28		32	$4,960	$0	$4,960	32	$ 4,960	$ -	$ 4,960	$ 4,960	23.9%
1.2	CORSIM Model of Recommended Improvements	4		8	30	30	72	$9,801	$0	$9,801	72	$ 9,801	$ -	$ 9,801	$ 9,801	47.3%
1.3	Run FREQ with revised capacity			4	8	16	28	$3,479	$0	$3,479	28	$ 3,479	$ -	$ 3,479	$ 3,479	16.8%
1.4	Document Analysis Results	2	2	4	4	4	16	$2,496	$0	$2,496	16	$ 2,496	$ -	$ 2,496	$ 2,496	12.0%
	TOTAL Non-Contingency Tasks/Deliverables	6	2	20	70	50	148	$20,736	$0	$20,736	148	$ 20,736	$ -	$ 20,736	$ 20,736	100%
CONTINGENCY TASKS/DELIVERABLES																
	TOTAL Contingency Tasks/Deliverables	0	0	0	0	0	0	$0	$0	$0	0	$ -	$ -	$ -	$ -	
	TOTAL Non-Contingency + Contingency Tasks/Deliverables	6	2	20	70	50	148	$20,736	$0	$20,736	148	$ 20,736	$ -	$ 20,736	$ 20,736	

Memorandum

DATE: January 7, 2013

TO: Planning, Policy and Legislation Committee

FROM: Beth Walukas, Deputy Director of Planning
Kara Vuicich, Senior Transportation Planner

SUBJECT: **Approval of a Resolution of Local Support for Federal Funding for the Alameda CTC's Sustainable Communities Technical Assistance Program**

Recommendation
It is recommended that the Commission approve the attached Resolution of Local Support, as required by MTC for the federal STP funding provided by MTC Resolution 4035 for PDA planning and implementation.

Summary
Alameda CTC has approved the use of $3.905 million of federal STP funding for PDA planning and implementation, made available through MTC Resolution 4035, for the implementation of the Alameda CTC's Sustainable Communities Technical Assistance Program (SC-TAP). An RFQ is scheduled to be released in January 2013 and a detailed scope of services and funding plan for the SC-TAP is to be presented to the Commission in February 2013. Prior to approving the programming of the federal funds, MTC requires a board-approved resolution of local support, which includes commitments to complete the project and provide the required minimum local match funding.

Discussion
The Alameda CTC will administer the $3.905 million of federal funds for local PDA planning and implementation through its newly created Sustainable Communities Technical Assistance Program (SC-TAP). An initial task to implement the program will include issuing a Request for Qualifications (RFQ) in January 2013 for consultants or consultant teams to provide a wide range of planning, project development and other technical assistance activities to support PDA planning and implementation. As part of the program, jurisdictions will apply for consultant services for specific projects or for consultant in-house support for a fixed amount of time in order to complete a specific planning, environmental review or project development task. The services to be performed by the selected consultants or consultant teams will be developed with the Alameda CTC and project sponsors. Planning, project development and other technical support needs may include but are not limited to multimodal access, design, parking, infrastructure, developing mitigation strategies for air emissions, addressing potential sea level rise, outreach and education, and economic analyses. The consultants will perform work directly for project sponsors; however, the Alameda CTC will assume all contract administration and oversight responsibilities, thus reducing the administrative burden for local jurisdictions.

As part of the application for STP/CMAQ funding, MTC requires a resolution adopted by the implementing agency stating: (1) commitment of required matching funds (minimum 11.47% for federal funds, about $505,934 for this program); (2) that funding is fixed at the programmed amount, and the project sponsor is responsible for funding cost increases; (3) that the project will comply with the procedures, delivery milestones and funding deadlines specified in the MTC project delivery policy (MTC Resolution No. 3606); (4) the assurance of the sponsor to complete the project as described in the application; and (5) that the project will comply with all project-specific requirements as set forth in the MTC Resolution 4035. To allow for MTC's advance approval of the PDA planning funds for the SC-TAP program, ahead of the approval of the overall OBAG program in the summer of 2013, an approved resolution is due to MTC by the end of January 2013.

Fiscal Impact

The programming of the $3.905 million of federal STP funding is scheduled for approval by MTC in February 2013 followed by approval in the Federal Transportation Improvement Program (TIP) document and FHWA authorization. Upon MTC approval, the necessary budget for the associated professional services contracts and local matching funding will be included in the Alameda CTC's FY 2012-2013 budget. The $505,934 of required local matching funds will be identified in the future and included in the program scope and funding plan scheduled for consideration by the Commission in February 2013.

Attachments

Attachment A: STP/CMAQ Resolution of Local Support

Resolution of Local Support
MTC Discretionary Funding
Resolution No. 13-XXX

Authorizing the filing of an application for funding assigned to MTC and committing any necessary matching funds and stating the assurance to complete the project

WHEREAS, the Alameda County Transportation Commission (herein referred to as APPLICANT) is submitting an application to the Metropolitan Transportation Commission (MTC) for $3.905 million in funding assigned to MTC for programming discretion, including but not limited to federal funding administered by the Federal Highway Administration (FHWA) such as Surface Transportation Program (STP) funding, Congestion Mitigation and Air Quality Improvement (CMAQ) funding and/or Transportation Alternatives (TA) funding (herein collectively referred to as REGIONAL DISCRETIONARY FUNDING) for the Sustainable Communities Technical Assistance Program (herein referred to as PROJECT) for the Regional Priority Development Activities (PDA) Planning (herein referred to as PROGRAM); and

WHEREAS, the Moving Ahead for Progress in the 21st Century Act (Public Law 112-141, July 6, 2012) and any extensions or successor legislation for continued funding (collectively, MAP 21) authorize various federal funding programs including, but not limited to the Surface Transportation Program (STP) (23 U.S.C. § 133), the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149) and the Transportation Alternatives Program (TA) (23 U.S.C. § 213); and

WHEREAS, state statutes, including California Streets and Highways Code 182.6 and 182.7 provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

WHEREAS, pursuant to MAP-21, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal funds for a project shall submit an application first with the appropriate MPO for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

WHEREAS, MTC is the MPO and RTPA for the nine counties of the San Francisco Bay region; and

WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of federal funds; and

WHEREAS, APPLICANT is an eligible sponsor for REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, as part of the application for REGIONAL DISCRETIONARY FUNDING, MTC requires a resolution adopted by the responsible implementing agency stating the following:

1. the commitment of any required matching funds of at least 11.47%; and
2. that the sponsor understands that the REGIONAL DISCRETIONARY FUNDING is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional REGIONAL DISCRETIONARY FUNDING; and
3. that the project will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
4. the assurance of the sponsor to complete the project as described in the application, and if approved, as included in MTC's federal Transportation Improvement Program (TIP); and
5. that the project will comply with all project-specific requirements as set forth in the PROGRAM; and
6. that the project (transit only) will comply with MTC Resolution No. 3866, revised, which sets forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region.

NOW, THEREFORE, BE IT RESOLVED that the APPLICANT is authorized to execute and file an application for funding for the PROJECT for REGIONAL DISCRETIONARY FUNDING under MAP-21 for continued funding; and be it further

RESOLVED that the APPLICANT by adopting this resolution does hereby state that:

1. APPLICANT will provide $505,394 in matching funds; and
2. APPLICANT understands that the REGIONAL DISCRETIONARY FUNDING for the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the APPLICANT from other funds, and that APPLICANT does not expect any cost increases to be funded with additional REGIONAL DISCRETIONARY FUNDING; and
3. APPLICANT understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) and APPLICANT has, and will retain the expertise, knowledge and resources necessary to deliver federally-funded transportation projects, and has assigned, and will maintain a single point of contact for all FHWA-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans and FHWA on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA-funded transportation projects implemented by APPLICANT; and
4. PROJECT will be implemented as described in the complete application and in this resolution and, if approved, for the amount approved by MTC and programmed in the federal TIP; and
5. APPLICANT and the PROJECT will comply with the requirements as set forth in MTC programming guidelines and project selection procedures for the PROGRAM; and
6. APPLICANT (for a transit project only) agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866, revised; and therefore be it further

RESOLVED that APPLICANT is an eligible sponsor of REGIONAL DISCRETIONARY FUNDING funded projects; and be it further

RESOLVED that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and be it further

RESOLVED that there is no legal impediment to APPLICANT making applications for the funds; and be it further

RESOLVED that there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and be it further

RESOLVED that APPLICANT authorizes its Executive Director, General Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and be it further

RESOLVED that a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and be it further

RESOLVED that the MTC is requested to support the application for the PROJECT described in the resolution and to include the PROJECT, if approved, in MTC's federal TIP**.**