



BOARD MEETING NOTICE
Thursday, June 23, 2011, 2:30 P.M.
 1333 Broadway, Suite 300
 Oakland, California 94612
 (see map on last page of agenda)

Mark Green	Chair
Scott Haggerty	Vice Chair
Arthur L. Dao	Executive Director
Gladys V. Parmelee	Interim Clerk of the Commission

Commission Chair
 Mark Green, Mayor – Union City

Commission Vice Chair
 Scott Haggerty, Supervisor – District 1

AC Transit
 Greg Harper, Director

Alameda County
 Supervisors
 Nadia Lockyer – District 2
 Wilma Chan – District 3
 Nate Miley – District 4
 Keith Carson – District 5

BART
 Thomas Blalock, Director

City of Alameda
 Rob Bonta, Vice Mayor

City of Albany
 Farid Javandel, Mayor

City of Berkeley
 Laurie Capitelli, Councilmember

City of Dublin
 Tim Sbranti, Mayor

City of Emeryville
 Ruth Atkin, Councilmember

City of Fremont
 Suzanne Chan, Vice Mayor

City of Hayward
 Olden Henson, Councilmember

City of Livermore
 Marshall Kamena, Mayor

City of Newark
 Luis Freitas, Vice Mayor

City of Oakland
 Councilmembers
 Larry Reid
 Rebecca Kaplan

City of Piedmont
 John Chiang, Vice Mayor

City of Pleasanton
 Jennifer Hosterman, Mayor

City of San Leandro
 Joyce R. Starosciak, Councilmember

Executive Director
 Arthur L. Dao

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 Board during “Public Comment” on any item <u>not</u> on the agenda. Public comment on an agenda item will be heard as part of that specific agenda item. Only matters within the Commission’s jurisdictions may be addressed. If you wish to comment make your desire known by filling out a speaker card and handing 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 | Chair/Vice-Chair’s Report | |
| 5 | Approval of Consent Calendar | |
| | 5A. Minutes of May 26, 2011 – page 1 | A |
| | 5B. Approval of 2011 Congestion Management Program (CMP):
CMP Roadway Network – page 9 | A |
| | 5C. Review of Draft Vision and Priority Networks for the Alameda
Countywide Bicycle and Pedestrian Plans – page 15 | I |
| | 5D. Presentation of Results on San Leandro Transit Oriented
Development Technical Assistance Program (TOD TAP)
Project – page 27 | I |
| | 5E. Approval of Allocation Request for FY 2010/11 Proposition
1B Public Transportation Modernization, Improvement, and
Service Enhancement Account (PTMISEA) Funds – page 51 | A |
| | 5F. I-580 Eastbound HOV Lane Widening Project (Project 420.5)/
Tri-Valley Corridor Improvement Project (MTC RM-2 Sub-
Project 32.1d) – Approval of the Initial Project Report to Request
Allocation of Regional Measure 2 Funds – page 59 | A |

- 5G. Approval of Authorization to Accept Construction Contract for the I-580/Castro Valley Interchanges Improvements (ACTIA No. 12) – **page 79** **A**
- 5H. Safe Routes To School Program
- 5H1. Approval of Necessary Agreements for the Operations of the Alameda County Safe Route to School Program in FY 2011/12 and 2012/13 – **page 81** **A**
- 5H2. Approval of Necessary Agreements for the Operations of the Bike Mobile Program in FY 2011/12 and 2012/13 – **page 83** **A**
- 5I. Approval of FY 2011-12 Measure B Strategic Plan – **page 85** **A**
- 5J. Approval of Amendment No. 2 to Extend the Expiration Date of the Contract with URS Corporation Americas to Prepare Scoping Documents for the I-580 Westbound Express Lane Project – **page 99** **A**
- 5K. Approval of Altamont Commuter Express (ACE) Baseline Service Plan for FY 2011/2012 – **page 101** **A**
- 5L. Approval of Paratransit Advisory and Planning Committee (PAPCO) Recommendations for Fiscal Year 2011/2012 Paratransit Program Plans and Budgets – **page 115** **A**
- 5M. I-80 Integrated Corridor Mobility (ICM) Project - Approval of Award of the Construction Contract for the San Pablo Corridor Arterial and Transit Improvement Project No. 6 (491.6) – **page 129** **A**
- 5N. Westbound I-580 Express Lane Project (424.1) - Approval of Consultant Team to Provide Preliminary Engineering and Environmental Document and Authorization to Execute a Contract – **page 133** **A**
- 5O. I-680 Sunol Express Lanes (ACTIA No. 8) - Approval of Amendment to I-680 Sunol Smart Carpool Lane Joint Powers Agreement – **page 137** **A**
- 5P. Approval of Authorization to Execute an Agreement with the Sunol Smart Carpool Lane Joint Powers Authority for the Funding and Implementation of the I-680 Sunol Express Lanes I-680 Sunol Express Lanes (ACTIA No. 8) - **page 143** **A**
- 5Q. Approval of Measure B Allocation for Preliminary Right of Way Activities for the Dumbarton Rail Corridor (ACTIA No. 25) -- **page 145** **A**
- 5R. Adoption of Staff Salary and Revised Interim Benefits Resolution for FY 2011-12 Resolution for FY 2011-12 – **page 147** **A**
- 5S. Approval of Amendment No. 1 to the Professional Services Agreement with Francis Fruzzetti (A10-0006) for Additional Utility Coordination and Transition Assistance Services – **page 165** **A**

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| 6 | Community Advisory Committee Reports – (Time Limit: 3 minutes per speaker) | |
| 6A. | Bicycle and Pedestrian Advisory Committee – Midori Tabata, Chair – page 167 | I |
| 6B. | Citizens Advisory Committee – Barry Ferrier, Chair – page 173 | I |
| 6C. | Citizens Watchdog Committee – James Paxson, Chair – page 175 | I |
| 6D. | Paratransit Advisory and Planning Committee – Sylvia Stadmire, Chair – page 181 | I |
| 7 | Planning, Policy and Legislation Committee Action Items | |
| 7A. | Review of Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP) and Countywide Transportation Plan (CWTP)/ Transportation Expenditure Plan Information – page 189 | I |
| 7B. | Legislative Update – page 217 | |
| 8 | Programs and Projects Committee Action Items | |
| 8A. | Approval of 2012 State Transportation Improvement Program (STIP) Principles - page 233 | A |
| 8B. | Review of Vehicle Registration Fee Draft Program Guidelines – page 249 | I |
| 9 | Finance and Administration Committee Action Items | |
| 9A. | Update on the Status of Merger Activities - page 269 | I |
| 9B. | Approval of the Proposed Fiscal Year 2011-2012 Consolidated Budget for the Alameda County Transportation Commission – page 271 | A |
| 10 | Member Reports | |
| 11 | Staff Reports | |
| 12 | Adjournment: Next Meeting – July 28, 2011 at 2:30 PM | |

(#) All items on the agenda are subject to action and/or change by the Alameda CTC Commission.

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

July 2011 Meeting Schedule: Some dates are tentative. Persons interested in attending should check dates with Alameda CTC staff.

Citizens Advisory Committee (CAC)	5:30 pm	July 21, 2011	Ruggieri Center 33997 Alvarado-Niles Rd. Union City
Citizens Watchdog Committee (CWC)	6:30 pm	July 21, 2011	1333 Broadway Suite300
Alameda County Transportation Advisory Committee (ACTAC)	1:30 pm	July 5, 2011	1333 Broadway Suite 300
I-680 Sunol Express Lane Joint Powers Authority	9:30 am	July 11, 2011	1333 Broadway Suite 300
I-580 Policy Advisory Committee (PAC)	9:45 am	July 11, 2011	1333 Broadway Suite 300
Planning, Policy and Legislation Committee (PPLC)	11:00 am	July 11, 2011	1333 Broadway Suite 300
Programs and Projects Committee (PPC)	12:15 pm	July 11, 2011	1333 Broadway Suite 300
Finance and Administration Committee (FAC)	1:30 pm	July 11, 2011	1333 Broadway Suite 300
Bicycle and Pedestrian Advisory Committee	5:30 pm	TBD	1333 Broadway Suite300
Paratransit Technical Advisory Committee		No Meeting	
Paratransit Advisory and Planning Committee – Annual Mobility Workshop	10:00 am	July 12, 2011	1333 Broadway Suite 300
Countywide Transportation Plan and Expenditure Plan Development Steering Committee (CWTP-TEP)	12:00 pm	July 28, 2011	1333 Broadway Suite 300
Citizens Advisory Working Group (CAWG)	12:00 pm	July 7, 2011	1333 Broadway Suite300
Technical Advisory Working Group (TAWG)	1:30 pm	July 14, 2011	1333 Broadway Suite300
Alameda CTC Board Meeting	2:30 pm	Next Meeting is on July 28, 2011	1333 Broadway Suite 300

Glossary of Acronyms

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



Directions to the Offices of the Alameda County Transportation Commission:

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

Public Transportation Access:

BART: City Center / 12th Street Station

AC Transit:

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

Auto Access:

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



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



**ALAMEDA COUNTY TRANSPORTATION COMMISSION
MINUTES OF MAY 26, 2011
OAKLAND, CALIFORNIA**

1. Call to Order/Pledge of Allegiance

Chair Green convened the meeting at 2:32 p.m.

2. Roll Call

Parmelee conducted the roll call to confirm quorum. The meeting roster is attached.

3. Public Comment

There was no public comment.

4.0 Chair/Vice-Chair's Report

Mayor Green stated that the CWTP-TEP Steering Committee met this afternoon and there will be no meeting in June. Supervisor Haggerty reported that he and Supervisor Lockyer hosted a Sustainable Communities Strategy on May 14th.

5. Approval of Consent Calendar

- 5A. Minutes of April 28, 2011
- 5B. Approval of Guaranteed Ride Home Program Annual Evaluation
- 5C. Review of Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP) and Countywide Transportation Plan (CWTP)/Transportation Expenditure Plan Information
- 5D. 2011 Congestion Management Program (CMP) Update:
 - 5D.1 Presentation on Community Design and Transportation (CDT) Program by Santa Clara Valley Transportation Authority
 - 5D.2 Presentation on Automobile Trip Generated (ATG) Measure for Assessing Transportation Impacts by San Francisco County Transportation Authority
- 5E. Review Fiscal Year 2009-2010 Audit and Compliance Reporting
- 5F. Approval of Measure B Bicycle and Pedestrian Program Grants Extension
- 5G. Approval of Vehicle Registration Fee Strategic Plan
- 5H. Approval of CMA TIP Funding to Cover Shortfall in the ACCMA FY 2010 2011 Budget
- 5I. Monitoring Reports:
 - 5I.1 Approval of STIP Program At Risk Report
 - 5I.2 Approval of Federal STP/CMAQ Program At Risk Report
 - 5I.3 Approval of CMA Exchange Program Quarterly Status Report
 - 5I.4 Approval of TFCA Program At Risk Report
- 5J. Approval of Amendment No. 3 to ACTIA Contract No. A05-0045 with Mark Thomas & Company, Authorization to Advertise for Bids to Provide the Plant Maintenance Services Required by the Cooperative Agreement Between the Alameda CTC and Caltrans, and Authorization to Accept Property Transfer from Caltrans for the I-580 Castro Valley Interchange Improvements Project (ACTIA 12)

- 5K. Approval of Measure B Funding Allocation to the Final Design and Right-of-Way Acquisition Phases of the Route 92/Clawiter - Whitesell Interchange and Reliever Route Project and Authorization to Execute Funding Agreements (ACTIA No. 15)
- 5L. Approval of Measure B Allocation, Authorization to Submit a Letter of No Prejudice Request for State Bond Funding, and Authorization to Execute Amendments to Various Agreements including Amendment No. 2 to ACTIA Contract No. A05-0004 with URS Corporation for the Route 84 Expressway Project in Livermore (ACTIA 24)
- 5M. Consolidated FY 2010 - 2011 3rd Quarter Investment Report
- 5N. Approval of 3rd Quarter Budget Update and Statement of Revenues and Expenditures for the Alameda County Transportation Improvement Authority
- 5O. Approval of 3rd Quarter Budget Update and Statement of Revenues and Expenditures for the Alameda County Congestion Management Agency
- 5P. Approval of the Consolidated Annually Renewed Contracts and Authorization to Execute Contracts
- 5Q. Approval of Consultant Team Selected to Provide Media and Public Relations Services and Authorization to Execute a Contract
- 5R. Approval of Consultant Team Selected to Provide Information Technology Services and Authorization to Execute a Contract
- 5S. Approval of Community Advisory Committee Appointment Process Restructuring
- 5T. Approval of Appointments to the Community Advisory Committees

A motion to approve the consent calendar was made by Mayor Kamena; a second was made by Supervisor Haggerty. The motion passed 21-0.

6. Community Advisory Committee Reports

6A. Bicycle and Pedestrian Advisory Committee (BPAC)

Midori Tabata reported that BPAC did not meet last month. Their next meeting is on June 9, 2011 and they will be electing the Chair and Vice Chair. She said that they received two recent designations.

6B. Citizens Advisory Committee (CAC)

There was no report.

6C. Citizens Watchdog Committee (CWC)

James Paxson reported that CWC's last meeting was in March 9th. The Annual Report Sub-Committee met on May 9th and they are currently working on the 9th Annual Report which will be released by the end of July 2011. The Compliance Report Sub-Committee met on May 11th and looked at compliance reporting for Measure B and funding pass-through agreements. Their next meeting is on June 13, 2011.

6D. Paratransit Advisory and Planning Committee (PAPCO)

Sylvia Stadmire reported that PAPCO met on May 23, 2011. They completed their recommendations for pass-through Paratransit funding for FY 11/12. In June they will have their reorganizational meeting at the Ed Roberts campus.

Supervisor Haggerty commented that he is not happy with how this program is implemented in Alameda County. He requested staff to hold outreach meetings for the public as well as a service performance presentation to the Commission on the Paratransit Program. Staff agreed to provide the Commission with the data and make a presentation before the end of the year.

7. Planning, Policy and Legislation Committee Action Items

7A. Approval of Regional Transportation Plan (RTP) and Countywide Transportation Plan (CWTP)/Transportation Expenditure Plan (TEP)

Beth Walukas recommended the Commission (1) approve the list of programmatic categories with example projects and programs identified (Table 1 and 2) and the list of projects (Table 3) as those to be evaluated in the CWTP transportation plan investment packages and in the RTP performance assessment; and (2) direct staff to forward both the programmatic and project final lists to MTC by May 27, 2011. A motion to approve staff recommendation was made by Councilmember Worthington; a second was made by Councilmember Henson. The motion passed 21-0.

7B. Legislative Update – Approval of legislative positions

Tess Lengyel gave an update on AB 1086 (Wieckowski) Transactions and use taxes: County of Alameda. This bill would allow the imposition of transactions and use taxes for certain purposes in excess of the combined rate. The Alameda CTC sponsored this bill and it was heard in the Assembly Revenue and Taxation Committee in May 2, 2011. On federal update, she said that the current extension of the surface transportation bill runs through the end of the fiscal year, September 30, 2011. Both House Transportation Infrastructure Chairman John Mica and Senate Environment and Public Works Committee Chairwoman Barbara Boxer have indicated that they want to release the bill language for a 6-year reauthorization by late spring and early summer.

She recommended the Commission support the following bills: AB 1134 (Bonilla) Department of Transportation – Project Study Reports and AB 892 (Carter) Department of Transportation – environmental review process: federal pilot program A motion to approve staff recommendation was made by Councilmember Worthington; a second was made by Vice Mayor Freitas. The motion passed 21-0.

8. Programs and Projects Committee Action Items

8A. Review Semi-Annual Update on Pass-through Fund Program and Grant Programs

Tess Lengyel gave an overview and status update of the Pass-through Fund Program and Grant Program. She said that about 60 percent of the net revenues received from the Measure B half-cent transportation sales tax in Alameda County funds the programs. Alameda CTC allocates these funds throughout the County for essential services and projects. Every month the funds are disbursed to 19 agencies/jurisdictions via formulas, percentages and grants for five programs: bicycle and pedestrian safety, local streets and roads, mass transit including express bus services, services for seniors and people with disabilities, and transit-oriented development. The report covers the status of pass-through programs for 09-10, and grant programs through January 2011. This item was for information only.

8B. Approval of 2012 STIP Development Process

Matt Todd recommended the Commission: (1) approve the 2012 STIP development process and schedule, and (2) review the draft principles for the development of the 2012 STIP project list. He said that a Call for projects is proposed for release in mid June and applications are anticipated to be due to the Alameda CTC in mid July 2011. A motion to approve staff recommendation was made by Councilmember Henson; a second was made by Mayor Kamena. The motion passed 21-0.

8C. Approval of Final FY 2011/12 TFCA Programs

Matt Todd recommended the Commission approve the Final FY 2011/12 TFCA Program. A motion to approve staff recommendation was made by Vice Mayor Freitas; a second was made by Mayor Kamena. The motion passed 21-0.

A motion to approve staff recommendation was made by Director Blalock; a second was made by Vice Mayor Freitas. The motion passed 26-0.

8D. Approval of Draft FY 2011/12 Strategic Plan – Allocation Plan Measure B Capital Projects Program

James O'Brien recommended the Commission approve the Draft FY 2011/12 Measure B Strategic Plan – Allocation Plan for the Measure B Capital Projects Program related to the development of the FY 2011/12 Measure B Strategic Plan. A motion to approve staff recommendation was made by Councilmember Starosciak; a second was made by Mayor Javandel. The motion passed 26-0.

**9. Finance and Administration Committee Action Items
On Consent.**

10. Staff Reports

There was no report.

11. Adjournment: Next Meeting – June 23, 2011 at 2:30 PM

The meeting ended at 4:15 pm. The next meeting will be held on June 23, 2011 at 2:30 pm.

Attest by:



Gladys V. Parmelee
Office Supervisor and Interim Clerk of the Commission



**ALAMEDA COUNTY TRANSPORTATION COMMISSION BOARD MEETING
 ROSTER OF MEETING ATTENDANCE
 May 26, 2011
 1333 Broadway, Suite 300, Oakland, CA 94612**

JURISDICTION/AGENCY	COMMISSIONERS	Initials	ALTERNATES	Initials
AC Transit	Greg Harper	<i>GH</i>	Elsa Ortiz	
Alameda County, District 1	Scott Haggerty, Vice Chair	<i>SH</i>	William Harrison	
Alameda County, District 2	Nadia Lockyer			
Alameda County, District 3	Wilma Chan		Michael Gregory	<i>MG</i>
Alameda County, District 4	Nate Miley	<i>NM</i>		
Alameda County, District 5	Keith Carson		Kriss Worthington	<i>Kriss W!</i>
BART	Thomas Blalock	<i>TB</i>	Robert Franklin - BART	
City of Alameda	Rob Bonta	<i>RB</i>	Beverly Johnson	
City of Albany	Farid Javandel	<i>FJ</i>	Peggy Thomsen	
City of Berkeley	Laurie Capitelli	<i>LC</i>	Kriss Worthington	
City of Dublin	Tim Sbranti		Don Biddle	
City of Emeryville	Ruth Atkin	<i>RA</i>	Kurt Brinkman	
City of Fremont	Suzanne Chan	<i>SC</i>	William Harrison	
City of Hayward	Olden Henson	<i>OH</i>	Marvin Peixoto	
City of Livermore	Marshall Kamena	<i>MK</i>	Jeff Williams	
City of Newark	Luis Freitas	<i>LF</i>	Alberto Huevo	
City of Oakland	Larry Reid		Patricia Kernighan	
	Rebecca Kaplan	<i>RK</i>	Jane Brunner	
City of Piedmont	John Chiang	<i>JC</i>	Garrett Keating	
City of Pleasanton	Jennifer Hosterman		Cheryl Cook-Kallio	
City of San Leandro	Joyce R. Starosciak	<i>JS</i>	Pauline Russo Cutter	
City of Union	Mark Green, Chair	<i>A</i>	Emily Duncan	
LEGAL COUNSELS	Zack Wasserman - WRBD			
	Neal Parish - WRBD	<i>NP</i>		
	Geoffrey Gibbs - GLG	<i>GTG</i>		

STAFF	Initials	STAFF	Initials
Arthur L. Dao – Executive Director, Alameda CTC	ad	Yvonne Chan – Accounting Manager	
Tess Lengyel – Deputy Director of Policy, Public Affairs and Legislation	T	Gladys Parmelee – Office Supervisor and Interim Clerk of the Commission	gyp
Beth Walukas – Deputy Director of Planning		Liz Brazil – Contract Compliance and Outreach Analyst	
Patricia Reavey – Director of Finance	PR	Sammy Ng – Senior Accountant	
Matt Todd - Manager of Programming	MT	Patty Seu - Accountant	
Ray Akkawi – Manager of Project Delivery		Jacki Taylor – Programming Analyst	
Saravana Suthanthira - Senior Transportation Planner		Laurel Poeton – Assistant Transportation Planner	@
Diane Stark - Senior Transportation Planner		Linda Adams – Executive Assistant	
Steve Haas – Senior Transportation Engineer		Victoria Winn – Administrative Assistant III	VW
John Hemiup – Senior Transportation Engineer		Claudia Leyva - Administrative Assistant III	
Arun Goel – Project Controls Engineer		Lei Lam – Senior Accountant	
Vivek Bhat - Senior Transportation Engineer			
		Frank R. Furger – Executive Director, I-680 JPA	
		James O'Brien	JO

	NAME	JURISDICTION / AGENCY	TELEPHONE	E-MAIL
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5.	James Paxson	CWC	925.734.6510	james@hacienda.org
6.	Jane Kramer	STAND	510-522-6423	jane@jrkramer.com
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15.	Emily Duncan	Union City	510-471-9454	emilyd@sbeglobal.net
16.	Dave Campbell	EBBC	510-845-7433	dave.campbell@ebbc.org
17.	Donna Lee	BART	510 464-6282	dlee@bart.gov
18.	Robert Rabuen	BART	510 530 3444	robert@rabuen@rouse.net
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20.	VAL T CHINN.	CAC	510 305 6695	
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Memorandum

DATE: June 14, 2011
TO: Alameda County Transportation Commission
FROM: Planning, Policy and Legislation Committee
SUBJECT: **Approval of 2011 Congestion Management Program (CMP) Roadway Network**

Recommendations

It is recommended that the Commission approve the list of new additional CMP roadways in the attached Table 1– New Roadways Identified for Tier 2 for the supplemental CMP roadway network and the policy for giving funding priority for deficient CMP segments.

Summary

Alameda CTC is in the process of updating the Congestion Management Program (CMP) and the updated 2011 CMP is scheduled to be adopted in September/October 2011. In April 2011, the Commission discussed options for adding principal arterial roadways to the CMP network and approved the intent to develop a policy for giving funding priority for CMP segments declared as deficient based on the LOS Monitoring results. The Commission approved an option that applies a set of approved qualitative criteria to identify the principal arterial roadways that would be added to the CMP network. These additional roadways will form a Tier 2 or supplemental network and will be monitored for informational purposes only during the Level of Service Monitoring studies similar to how the morning period LOS data collection is currently used. The criteria for adding roadways to the CMP network will be periodically reviewed and updated by the Commission. Staff applied the criteria approved at the April meeting and identified a list of new roadways for the Tier 2 roadway network. ACTAC is requested review and provide input on the new roadways identified and on the policy for giving funding priority to deficient CMP segments. ACTAC's comments will be conveyed to the Planning, Policy and Legislation Committee and the Commission. Upon approval by the Commission and starting with the 2012 LOS Monitoring Study, data collection will begin on these roadways for biennial monitoring and Chapters 2-Designated Roadway System and 8 - Conformance, Monitoring and Deficiency Plans will be updated.

Discussion

Since the adoption of CMP network in 1991, there have been significant changes to the land use and transportation patterns across the county. However, the CMP network has not been expanded to reflect these changes with the exception of adding Hegenberger Road between I-880 and Doolittle Drive near Oakland Airport. Therefore, the 2009 CMP Update included an action item that the CMP network and criteria for including roadways on the CMP network will be reviewed during the 2011 update, and the network will be accordingly updated.

In line with the action item recommended in the 2009 CMP, in April 2011, staff presented the following two options to the Alameda CTC Committees and the Commission for determining how new roadways (principal arterials) should be added to the CMP roadway network:

Option 1 – Re-evaluate original 30,000 average daily traffic threshold criteria and apply the new criteria to identify new roadways

Option 2 – Develop a two-tiered roadway network based on a set of qualitative criteria. The first tier would be the existing CMP network and the second tier would consist of roadways identified using the qualitative criteria. This second tier network would form a supplemental network that would be monitored for informational purposes only (similar to how the a.m. peak period is monitored now) and would not be used in the conformity findings process. The qualitative criteria policy would be reviewed and updated periodically.

The Commission approved Option 2 for determining how new principal arterials will be added to the network and for periodically reviewing the criteria to verify applicability and appropriateness.

Qualitative Criteria to develop a two-tiered roadway network

The qualitative criteria for developing the two tiered CMP roadway network approved by the Commission is presented below. Three criteria were suggested to determine whether a roadway is included on the supplemental roadway network. These criteria are based on San Francisco County Transportation Authority's (SFCTA) criteria for their CMP network:

1. Major thoroughfares, not on the existing CMP network, whose primary function is to link districts within an Alameda County jurisdiction and to distribute traffic from and to the freeways
2. Routes of county-wide significance that are not on the existing CMP network
3. Streets that experience significant conflicts between auto traffic and transit service and other modes

Roadways that meet at least two of the above three criteria will be added to the Tier 2 network. By applying these criteria, staff has identified the roadways shown in the attached Table 1 – New Roadways Identified for Tier 2 CMP Network.

Policy for giving funding priority for deficient CMP segments

The Commission at its April 2011 meeting also approved the intent to develop a policy for giving funding priority to CMP segments declared deficient based on the LOS Monitoring results. Accordingly staff has developed the following policy:

- When a CMP roadway is declared deficient based on the LOS Monitoring study results, funding for an appropriate portion if not the complete improvement to implement one of the action plan components of the adopted deficiency plan will be considered a priority for funding in the subsequent Countywide Transportation Plan and Congestion Management Plan Capital Improvement Program.

ACTAC and PPLC made several comments recommending corrections and additions to the proposed Tier 2 CMP network in terms of the roadways experiencing conflict with transit and roadways acting as gateways in the east county. Based on their comments the attached Tier 2 list of roadways has been updated and the qualitative criteria language has been refined. Graphics illustrating the existing Tier 1 and proposed Tier 2 will be developed and distributed at the Commission meeting. Regarding establishing a funding priority for deficient CMP roadway segments, staff will develop guidelines detailing how to establish funding priorities among competing priorities and bring them back to the committees by the end of the year.

Fiscal Impact

None

Attachment

Attachment A: Table 1 – New Roadways Identified for Tier 2 CMP Network

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Table 1 - New Roadways Identified for Tier 2 CMP Network

Route	From	To	Jurisdiction	Criteria**	Distance (miles)
Planning Area 1					
W. Grand Avenue to Grand Avenue	I-80	I-580	Oakland	1,2	2.7
12th Street - Lakeshore Avenue	I-980	I-580	Oakland	1,2,3	2.5
Telegraph Avenue*	51st Street	Bancroft Way	Oakland, Berkeley	2,3	1.9
Broadway	I-880	College Avenue	Oakland	2,3	2.9
College Avenue	Broadway	Bancroft Way	Oakland, Berkeley	1,2,3	2.4
51st Street	Broadway	SR 24	Oakland	1,2	0.8
Shattuck Avenue	Adeline Street	51st Street	Oakland, Berkeley	1,2,3	2.2
Powel Street-Stanford Avenue	I-80	MLK Jr. Way/ Adeline Street	Emeryville, Berkeley	1,2	1.5
40th Street-Shellmound Avenue	San Pablo Avenue	Powel Street	Emeryville	1,2,3	1.4
International Boulevard	1st Avenue	42nd Avenue	Oakland	1,2,3	3.0
Foothill Boulevard	1st Avenue	73rd Avenue	Oakland	2,3	5.3
E. 15th Street	1st Avenue	14th Avenue	Oakland	2,3	0.9
73d Avenue	International Boulevard	Foothill Boulevard	Oakland	1,2	1.2
High Street	Otis Drive	I-580	Alameda, Oakland	1,2	3.4
Planning Area 2					
Crow Canyon Road	I-580	County Line	Alameda County	1,2	7.0
Winton Avenue - D Street	Clawiter Road	Foothill Boulevard	Hayward	1,2	2.8
A Street	Foothill Boulevard	I-580	Hayward	1,2	1.3
Grove Road	A Street/Redwood Road	I-580	Alameda County		1.0
Hesperian Boulevard-Union City Blvd.*	Tennyson Road	Smith Street	Hayward, Union City	1,2	2.5
Planning Area 3					
Fremont Boulevard	I-880 @ Alvarado Blvd/ Fremont Blvd.	I-880 interchange south of Automall Parkway	Fremont	1,2	8.7
Automall Parkway	I-880	I-680	Fremont	1,2	1.9
Planning Area 4					
Vasco Road	I-580	County Line	Livermore	1,2	5.7
Dublin Blvd.	San Ramon Road	Tassajara	Dublin	1,2	4
San Ramon Road	I-580	County Line	Dublin	1,2	2.2
Dougherty Road	I-580	County Line	Dublin	1,2	1.7
Tassajara Road	I-580	County Line	Dublin	1,2	4.5
N. Livermore Avenue	I-580	County Line	Alameda County	1,2	6.1
E. Stanley Blvd - Railroad Avenue-1st Street	Isabel Ave.	Inman Street (connecting I-580)	Livermore	1,2,3	4.2
Stoneridge Drive	I-680	Santa Rita Road	Pleasanton	1,2	2.4
Sunol Blvd.- 1st Street- Stanley Blvd.	I-680	Isabel Ave.	Pleasanton	1,2	5.7
Note					
* denotes that roadway traverses more than one jurisdiction					
**Criteria Applied:					
1. Major thoroughfares, not on the existing CMP network, whose primary function is to link districts within an Alameda County jurisdiction and to distribute traffic from and to the freeways					
2. Routes of county-wide significance with varying capacity that are not on the existing CMP network					
3. Streets that experience significant conflicts between auto traffic, transit service and bikes and pedestrian					

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Memorandum

DATE: June 13, 2011

TO: Alameda County Transportation Commission

FROM: Planning, Policy and Legislation Committee

SUBJECT: Review of Draft Vision and Priority Networks for the Alameda Countywide Bicycle and Pedestrian Plans

Recommendations

This is an information item that provides an update on the proposed Bicycle and Pedestrian Plans draft vision and priority capital projects networks for the Alameda Countywide Bicycle and Pedestrian Plans updates. Comments are requested by June 30, 2011.

Summary

Both the Countywide Pedestrian and Bicycle Plans are now being updated. Each plan includes a “vision” network and “priority” network of capital projects of countywide significance. A description of the vision network and an approach to prioritizing the capital projects included in the vision networks is described in this memo. The prioritized projects will be eligible for future countywide bicycle and pedestrian funding. Input received will be incorporated into the discretionary Priority Projects and Programs chapters of the Plans.

Comments are welcome and should be submitted on the vision and priority capital networks to Diane Stark (dstark@alamedactc.org) or Rochelle Wheeler (rwheeler@alamedactc.org) by Friday, June 30, 2011.

Background

The Alameda County Transportation Commission (Alameda CTC) approved the first Countywide Pedestrian Plan, and the first update to the Countywide Bicycle Plan, in 2006. Since then, these plans have been used to guide bicycle and pedestrian grant fund programming and Alameda CTC bicycle and pedestrian efforts. The plans are now being updated, with the goal of having the plans adopted in early 2012, so that they can be coordinated with the updates of the Countywide and Regional Transportation Plans, which are anticipated to be adopted by 2012 and 2013, respectively.

During the plan development process, the Bicycle Pedestrian Plans Working Group (PWG), the Countywide Bicycle and Pedestrian Advisory Committee (BPAC), and the PAPCO have been reviewing and providing input on the development of each chapter of the plan. To date, the PWG, BPAC and PAPCO have reviewed and provided input on the following draft plan chapters: Existing Conditions, Evaluation of Current Practices, and Vision, Goals & Objectives.

Copies of the draft chapters are available to view on the Plans updated web page at www.tinyurl.com/ACBikePedPlans (- actual website is: http://www.actia2022.com/files/managed/Document/1663/Draft_Bike-Ped_Evaluation_of_Current_Practices_Chapter.pdf)

Vision Networks

Both the Countywide Bicycle and Pedestrian Plans have a “vision network” that includes all of the capital projects (or areas for capital improvements) that are considered to be a part of the countywide plans, without regard to available funding. These are all of the areas or projects that are important at the countywide (as opposed to local) level for bicycling and walking. Both of the 2006 plans mapped these areas/projects. Compared to the 2006 Plans, the Countywide Pedestrian Plan system is proposed to mostly stay the same, and the Countywide Bicycle Plan network is proposed to be expanded to further improve access to transit and major activity centers. Highlights of the updated Vision Networks follow:

Proposed Bicycle Vision Network

The Vision Network includes:

1. The entire “vision” bikeway network identified in the 2001 and 2006 Countywide Bicycle Plans, which is based on a corridor approach that started by defining a network of interconnected countywide corridors designed to link “major activity centers, including transit stations, schools, parks, and employment and shopping centers,” as well as routes that serve major transportation corridors. The goal was an inter- and intra-county bicycle network. The selection of specific route alignments was based on three primary screening criteria – connectivity, safety and feasibility.
2. Trails, including the San Francisco Bay Trail and Iron Horse Trail were included as part of the above vision network. It is proposed to add the new East Bay Greenway to the network.
3. Additional routes that improve access to transit. Specifically, bikeways in approximately the four cardinal directions radiating out from major transit stops and stations (called “Transit Priority Zones (TPZs)”), as follows: routes extending out one mile in north county, 1.5 miles in the central county, and 2 miles in south and east county. Additionally, new major transit stops and stations were added.
4. Additional routes that improve access to downtowns and major commercial districts. Specifically, bikeways radiating out three miles from these two destination categories.
5. Bicycle projects identified in Community-Based Transportation Plans (i.e., those in MTC-defined “Communities of Concern,” which are areas with concentrations of low-income, or otherwise disadvantaged populations, that also have transportation gaps.)

Proposed Pedestrian Vision Network

The 2006 Pedestrian Plan acknowledged that an interconnected walking network was not a countywide goal. Rather the Plan identified “areas of countywide significance,” which were defined as “places that serve pedestrians traveling to and from a variety of locations throughout Alameda County and beyond.” Three categories followed from this definition:

1. Access to major public transit, including bus corridors, rail stations and ferry terminals of countywide significance. Specifically, pedestrian projects that improve access to transit within one half mile walking distance of the transit stop/station.

2. Access to and within activity centers, including downtowns, major commercial districts, shopping centers, post-secondary educational institutions, hospitals and medical centers, major public venues, government buildings, and regional parks.
3. Inter-jurisdictional trails, including the San Francisco Bay Trail, Iron Horse Trail and other inter-jurisdictional trails that link populated areas

This plan update proposes to maintain the above approach, with the following changes:

- Update the transit routes and stops, as needed, to reflect new transit stops, such as the new West Dublin BART station, and changes to major bus trunklines;
- Add any new or missing activity centers and trails, such as the East Bay Greenway; and
- Include pedestrian projects identified in the Community-Based Transportation Plans (as described above under the Bicycle Vision Network).

Prioritization Overview

The Committee is being requested to provide input on prioritizing the vision and priority network/system, which will ultimately form the basis of the “Priority Projects and Programs” Chapters in the Countywide Bicycle and Pedestrian Plans, and will guide future countywide bicycle and pedestrian investment priorities. The prioritization approach now being recommended addresses capital projects only. It is understood that outreach and educational programs that encourage safer and more convenient and inviting cycling and walking are equally important; however, the method to identify and prioritize these programs will be brought to a future meeting for input.

The 2006 Countywide Pedestrian Plan did not prioritize projects; rather the cost to deliver the complete pedestrian system was estimated and compared to expected revenue over the life of the Plan. Alameda CTC calculated the difference between these amounts and used the Plan as an advocacy document to argue for the need for increased pedestrian funding.

The 2006 Countywide Bicycle Plan established priorities by identifying a “financially-constrained network” based on a cost estimated to be equal to the revenue expected to be available for bicycle projects throughout the life of the Plan. A subset of these projects – one per jurisdiction – comprised the Plan’s “high priority projects in the 2006 Plan.”

Proposed 2012 Prioritization Approach

Proposed Priority Bicycle Network

The Priority Network includes:

1. Major Trails: Bay Trail (spine and connectors only), Iron Horse Trail (within the urbanized areas only) and East Bay Greenway
2. Access to transit: Half the length of the “vision” bikeway routes radiating in the four cardinal directions from transit, i.e., within one-half mile in north county, 3/4-mile in central county and one mile in south and east county.
3. Access to downtowns and major commercial districts: Half the length of “vision” bikeway routes radiating out from the downtowns and major commercial districts, i.e., within 1.5 miles.
4. Bicycle projects identified in the Community-Based Transportation Plans.

Proposed Priority Pedestrian Network

The Priority Network includes:

1. Major Trails: Bay Trail (spine and connectors only), Iron Horse Trail (within the urbanized areas only) and East Bay Greenway
2. Access to major public transit: Specifically, pedestrian projects that improve access to transit within *one quarter mile* walking distance of the transit stop/station (i.e. half of the “vision” distance).
3. Access *within* the two major activity centers: downtowns and major commercial districts.
4. Pedestrian projects identified in the Community-Based Transportation Plans.

Transit hubs, downtowns and major commercial centers were identified in the 2006 Countywide Pedestrian and Bicycle Plans as areas of countywide significance, meaning they are places that serve pedestrians traveling to and from a variety of locations throughout Alameda County and beyond. In addition to recommending prioritizing pedestrian projects in these areas, it is recommended to also use the same locations to prioritize projects in the Countywide Bicycle Plan because it is thought that these areas are equally important destinations to the county’s cyclists.

Finally, MTC’s Communities of Concern capture areas of Alameda County with low auto ownership rates and, in many cases, limited employment, shopping and transit opportunities. MTC-funded and Alameda CTC-managed Community-Based Transportation Plans identify needed projects in these areas, where there is often higher-than-average reliance on walking and bicycling.

Input requested

Staff is requesting input on the vision and prioritization approach, and specifically on the following questions:

Bicycle Plan Maps

1. Does this prioritization approach seem reasonable and will it help increase bicycling in the county?
2. Are any revisions needed to the vision bikeway network to reflect current local plans and conditions, and better connect destinations and/or jurisdictions?
3. Are there ways in which the proposed new access routes to transit, downtowns and major commercial districts are redundant with the original bikeway network? If so, which routes should remain in the network, and which should be omitted?
4. Would you recommend superior access routes to/from transit, downtowns, and major commercial districts to those currently mapped?
5. Do the vision maps accurately indicate which bikeways have been constructed and which have not?
6. Does improving the bicycle network within 1.5 miles from downtowns and major commercial centers make sense in your part of the county?
7. Are the communities of concern well served by this network? Specifically, there are three communities of concern in which we are unsure of the best bikeway routes to reach the closest downtowns: West Oakland, Hayward/Union City and Fremont/Newark.

Pedestrian Plan Maps

8. Does this prioritization approach seem reasonable and will it help increase walking in the county?
9. Are there any major activity centers missing?
10. Are the communities of concern well served by this network?

Additional Input to the Plans

Staff and the Plans Updates consultant has been attending local BPAC meetings in May and June 2011 to bring the proposed vision and prioritized networks approaches for public input. These meetings will be advertised to all nearby BPACs, advocacy groups and the public. A web page with information about the plan updates process is available at: www.tinyurl.com/ACBikePedPlans. Please share this web link with others who may be interested.

Next Steps

Input will be gathered from local agency staff and local BPACs. It will then be compiled and returned to the PWG and BPAC. The revised approach will be incorporated into the Priority Projects and Programs chapters in the Plans. An approach for prioritizing countywide programs will be brought to a future meeting. A draft of the Plan is expected to be brought to the committees and Commission in December 2011 with a final in early 2012.

ACTAC and PPLC Comments

ACTAC commented on the distances from “transit priority zones” in the proposed vision and priority bicycle networks, with one member stating that all distances throughout the county should be the same, and another stating that distances should vary depending on how far bicyclists have to travel to a transit station. PPLC commented that priorities for the Bike Plan need to include longer distances for bikes to transit in non-urban areas, as well as connectivity between cities. They also stated that air quality should be a consideration in prioritizing projects.

Fiscal Impact

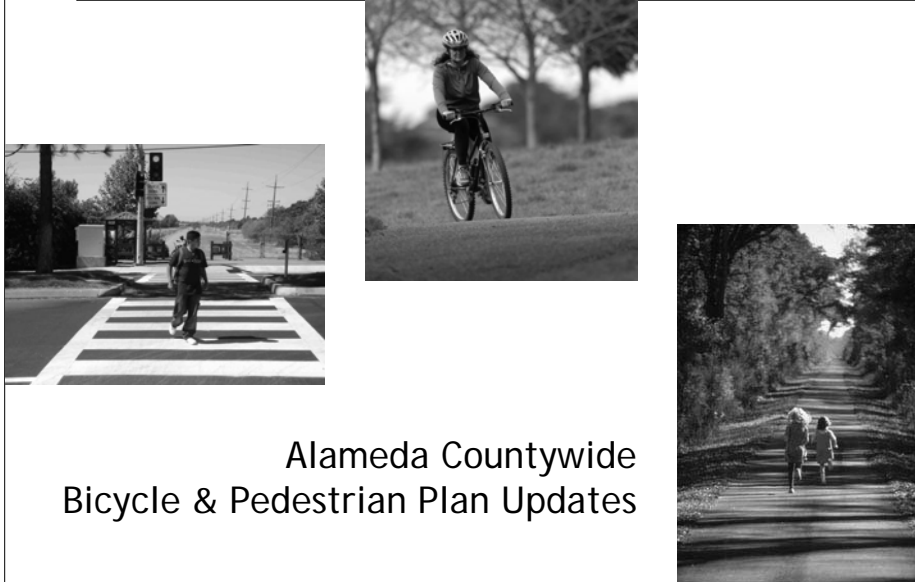
Funding for updating Countywide Bicycle and Pedestrian Plans is included in the FY 2010/2011 and 2011/12 budget.

Attachment

Attachment A : Presentation on Alameda County Bicycle and Pedestrian Updates

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Alameda County Transportation Commission



Alameda Countywide
Bicycle & Pedestrian Plan Updates

Why Have Bicycle & Pedestrian Plans?

- 13% of all trips countywide on foot or by bike
 - 11% on foot/mobility device
 - 2% by bike
- To guide Alameda CTC investment
- To inform Countywide Transportation Plan, Expenditure Plan & Sustainable Communities Strategies
- To advocate for regional, state & federal funding

Project Timeline

- | | |
|--|------------------|
| <input checked="" type="checkbox"/> Project kick-off | June 2010 |
| <input checked="" type="checkbox"/> Existing Conditions | June - Oct 2010 |
| <input checked="" type="checkbox"/> Current Practices | Sept - Dec 2010 |
| <input checked="" type="checkbox"/> Vision, Goals & Objectives | Sept - Dec 2010 |
| → Priority Projects & Programs | Jan - July 2011 |
| <input type="checkbox"/> Implementation | June - Sept 2011 |
| <input type="checkbox"/> Plan compilation | Dec 2011 |
| <input type="checkbox"/> Plan adoption | March 2012 |

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Advisory Committees

Countywide Bicycle and Pedestrian Advisory
Committee

Bicycle & Pedestrian Plans Working Group

Alameda County Transportation Advisory Committee
(ACTAC)

Paratransit Advisory and Planning Committee
(PAPCO)

Countywide Priority Projects & Programs Chapter

Goal: Develop strategic approach to prioritize pedestrian and bicycle projects and programs



- Recommend possible prioritization approaches
- Identify priority areas and/or projects, and programs
- Create maps to identify priority projects and areas

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Proposed Bicycle Vision Network



1. Network of Interconnected Corridors linking transit, major activity centers, shopping
2. Transit Priority Zones
 - 1-2 mile access routes
3. Downtowns & Major Commercial Centers
 - 3 mile access routes
4. Major Trails
5. Communities of Concern Projects

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Proposed Bicycle Vision Network

Transit Priority Zones



Access Route Distances

- Within 1 mile in North County
- 1 ½ miles Central County
- 2 miles in East and South County

Based on distance:

- Bicyclists travel to BART and
- Between stations

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Proposed Pedestrian Vision Network



1. Access to Transit

- Within a ½ mile of rail & ferry stations and bus trunk routes

2. Downtowns & Major Commercial Districts

3. Access to other major activity centers

4. Major Trails

5. Communities of Concern Projects

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Proposed Bicycle Capital Project Priorities



1. **Major Trails**
 - Bay Trail, Iron Horse Trail, East Bay Greenway
2. **Access to Transit**
 - Within ½ mile North County
 - ¾ mile Central County
 - 1 mile East and South County
3. **Access to or within Downtowns & Major Commercial Districts**
 - Within 1 ½ miles
4. **Projects in Communities of Concern**

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Proposed Pedestrian Capital Project Priorities



1. **Major Trails**
 - Bay Trail, Iron Horse Trail, East Bay Greenway
2. **Access to Major Transit**
 - Within ¼ mile walking distance
3. **Access within**
 - Downtowns
 - Major Commercial Districts
4. **Projects in Communities of Concern**

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Next Steps



Local BPAC meetings: June 2011

Countywide BPAC Meetings

- June 2011: Program priorities
- July 2011: Revised Priority Network

Draft Plans: December 2011

Adopted Plans: March 2012

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Contact Information

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Lead for Bicycle Plan
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Plan Updates Web Page:
www.tinyurl.com/ACBikePedPlans

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Memorandum

DATE: June 13, 2011

TO: Alameda County Transportation Commission

FROM: Planning, Policy and Legislation Committee

SUBJECT: Presentation of Results of San Leandro Transit Oriented Development Technical Assistance Program (TOD TAP) Project

Recommendation

This is an information item. A Transit Center Design study was conducted for the City of San Leandro as part of the Transit Oriented Development Technical Assistance Program (TOD TAP). The study, which included coordination with the City of San Leandro, AC Transit and BART, helped inform the City of San Leandro on design options to inform its TOD Strategy, coordinate with its Pedestrian Interface Plan, and provide alternative designs for its TLC grant. Attached is a copy of a presentation made at the June 13, 2011 PPLC meeting, summarizing the design process, issues, and options, along with a Best Practices Transit Center Design document, which is applicable to other TOD sites in Alameda County (Attachments A and B).

Summary

The Alameda CTC's Transportation and Land Use Program funded a consultant to work with the City of San Leandro, BART and AC Transit to prepare design options for the San Leandro BART Station. (See Attachment A) The station is integral to TOD efforts in the City of San Leandro, including the TOD Strategy, Pedestrian Interface Study and the implementation of a TLC grant. The study included identifying a variety of design issues of the physically constrained site, and ways to address them while serving people accessing the site by foot and transit. Design issues to address the various needs at the site included providing bus parking, potential layover area for BRT for AC Transit vehicles, parking for BART riders and City of San Leandro TOD residents in the project area, and shuttle, paratransit and cab drop off areas.

The consultant also prepared Best Practices for Transit Center Design to inform other transit centers at TOD sites throughout Alameda County.. (See Attachment B.) The San Leandro Transit Center Design Study and Best Practices are part of the TOD TAP Program, which provides technical assistance to jurisdictions in Alameda County to help advance TOD projects. The station is one of the priority development areas (PDAs) in Alameda County.

Background

The Alameda CMA Board approved the initiation of the TOD TAP Program in 2005. The program provides a pool of consultants to provide technical assistance to help advance TOD projects in Alameda County. Since its inception, examples of assistance the program has funded

include a stormwater, density and parking study at Coliseum BART station, a shared parking study at MacArthur BART, and outreach for BART to Livermore. This year, in addition to the San Leandro study, the program is funding the City of Oakland PDA study and a Hayward parking study at the South Hayward BART station.

The attached presentation outlines the challenges and results of the San Leandro TOD TAP access study, which included collaboration with the City of San Leandro, BART and AC Transit.

ACTAC comments

ACTAC requested that a larger discussion be included in the transit center document about bus circulation issues at transit centers. Requested edits were made.

Attachments

Attachment A: Best Practices for Transit Center Design

Attachment B: San Leandro Transit Center Design Presentation

Best Practices for TRANSIT CENTER DESIGN



Prepared for the Alameda County Transportation Commission by Kimley-Horn and Associates, Inc., June 2011

INTRODUCTION

Transit centers, also known as intermodal transportation centers, serve multiple purposes in the transportation network and are usually situated in a centralized location. Typically, transit centers are located at sites with high ridership, such as at a rail station. With regional rapid transit as an anchor for a transit center, **the first purpose for a transit center is to provide access to/from transit and the neighboring communities.** Transit centers achieve this purpose by consolidating, interfacing, and interconnecting multiple modes of transportation within a single facility and increasing the number of travel options.

Well-planned transit centers provide **convenient and safe paths** for pedestrians and cyclists, **efficient**

space for bus customer loading and unloading, and **facilitate** transfer activity between transportation options, such as local and express bus, bus rapid transit, shuttles, streetcars/trams, and light, heavy, and commuter rail systems. Transit centers can also integrate park-n-ride lots for auto access customers where space allows. More recently, transit centers have become incredible opportunities for Smart Growth opportunities such as pedestrian- and transit-oriented development (TOD). With the growth of interest in TOD, transit centers will have increased focus and priority for non-motorized access to transit. Finally, transit centers serve as an important support facility for transit operators by providing space for driver breaks, shift changes, bus layovers, and service supervision infrastructure.



Given the broad range and importance of functions that transit centers serve, their effective planning and context sensitive design are of the utmost importance to the success of the overall transportation system.

This document provides a summary of best practices for planning, design, and operation of transit centers that can facilitate ACTC in developing a high quality experience for their customers.

DRAFT

OVERVIEW OF DESIGN PROCESS

Given the multitude of unique functions within a transit center, it is difficult to develop a definitive approach to planning and designing these facilities. However, there are many **characteristics observed and utilized at successful facilities** which can be applied to improve the effectiveness of new transit center facilities.

The overall transit center planning and design process is to define project goals and objectives and develop concepts (i.e. functional diagrams, site layouts) that illustrate the goals of the project. Fundamentally, transit center planning is **“defining the needs of the various customers accessing the station for all modes”** while transit center design (concept to construction) is **making it all fit and work effectively together** to meet

the goals and objectives set during the planning process.

The following provides an overview of the planning and design process from basic concepts to final design:

1. Work with stakeholders to develop vision for transit center.
2. Develop policies, strategies, and plans to move vision forward.
3. Establish requirements and design criteria for transit center users and surrounding stakeholders.
4. Define constraints on transit center location.
5. Prepare alternative transit center design configurations.
6. Evaluate the performance of each design configuration to the criteria and requirements.

7. Select the design alternative that best meets the criteria for users and stakeholders of the transit center.
8. Refine the conceptual transit center plan to develop consensus between stakeholders.

Public and stakeholder involvement is essential to the successful planning, design, and implementation of a new or reconstructed transit center.

Public participation should be defined for each stage of the process. This will serve two roles: getting the public opinion on planning and design options; and educating the public about the realities of the constraints and opportunities of the project. Ultimately, the **public will be the users of the transit center** and can provide valuable insight with the development of the alternatives.



TRANSIT CENTER PLANNING

Ideal locations for transit centers include locations where multiple buses converge or have layovers and that are located near major activity centers or other transit modes, such as BART. Most of AC Transit's transit centers are located at BART stations, but are also located at major activity centers, such as Contra Costa College, Eastmont Town Center, and Union Landing Shopping Center, where a high volume of transit traffic occurs during the peak hours and throughout the day. Planning for transit centers is an undertaking that requires many key stakeholders (and the public) to make it a successful implementation.

Planning Process

Understanding the planning process and those involved throughout, will help define needs and requirements early in the design process to ensure that many of the stakeholders' need are met. Below is a diagram of the overall planning process and some examples of what can take place during the planning process. Defining the process and the roles/responsibilities of stakeholders (including the public) is useful in moving a project forward effectively and efficiently through the planning process. For the purposes of this discussion, the planning process is assumed to be completed when engineering design is underway—by this point, all the needs and the components to be integrated into the transit center have been identified.

Starting the Planning Process

For many, the planning process starts when a “project” is defined by the City or an agency. However, for the customer or user of the facility, planning for improvements started when they first began using the facility. Taking a customer perspective on where the problems are and how they are being observed will help focus the planning effort on providing the users with a high quality experience. Consequently, the users of the transit center should be one of the first stakeholders surveyed or interviewed to understand their perspectives on the existing facilities. Understanding existing facilities and how they are used is only a piece of the puzzle. Below are some planning best practices to develop a transit center plan and concept that integrate stakeholder input.

page prior to a detailed planning and design effort. More importantly, stakeholders may identify policies that are not in conflict with the project but are outdated and may require update prior to approval of the project plan or start of construction.

Prior to starting the planning outreach and effort, ensure that the city in which the station is located is involved. Their involvement will help facilitate future integration with transit-oriented development around the transit center, which will help all stakeholders involved.

Understanding User and Stakeholder Needs

In its most basic form, understanding user needs is estimating the number of pedestrians, bicyclists, buses, trains, and automobiles accessing the station. However, to better understand the spectrum of requirements that will be placed on the transit center in the future, it is critical to understand how the existing transit facility (or transit center) will fit with and complement existing and planned transit services and surrounding land uses.

Identify facility requirements for transit provider services and private patrons. Have a clear understanding of current patronage for all modes of transportation. How are they circulating? Why are they circulating in that manner? Do patron behaviors change throughout the day? Documenting this information will be useful in showing where improvements are necessary against the goals and objectives and that existing patrons are being considered.

Have the transit providers identify their needs in maintaining or improving existing services. This also includes elements such as the number of bus bays, rail platforms, connectivity between services,



Vision and Goals

Transit centers, especially those at a BART station, are a planned core element to enhance future transit, mobility, and development for the neighboring community. The agency should develop an understanding of existing plans/documents of the transit center and the surrounding area to better define the vision of the transit center. Identifying existing/potential interfaces and opportunities will help stakeholders take into consideration other plans and perspectives and opportunities to enhance transit center access for future planned use.

Consider performing an informal policy audit that documents existing policies from various stakeholders. This document will help planning staff identify potential conflicts between policies and bring it to the attention of the stakeholders. This type of policy audit helps planning staff and stakeholders start on the same

transfer volumes between services, and supporting facilities such as security.

Analyze access and circulation requirements for transit providers, the City, and other stakeholders. A traffic study is the most basic form of this analysis. Additional effort, however, should be focused on pedestrian access to business and other public activities as BART can be a major source of customers for local business and functions. Understanding how pedestrian and bicyclists are using the facility will help identify existing conditions that may need to be protected or enhanced.

Developing Evaluation Criteria

Based on the user and stakeholder needs, an evaluation criteria or matrix

should be developed to screen and access alternatives developed. These evaluation criteria will be the “punch list” for designers to layout the transit center in an effective manner. Having this information clearly documented and understood by all stakeholders prior to development of concepts will provide full disclosure to all involved. It is important to share these criteria with the public so that they can understand, if not accept, the needs being integrated into the transit center. This criteria will help both technical advisors and stakeholders understand the trade-offs, benefits, and costs of the “needs” identified before. Furthermore, the criteria will help stakeholders begin prioritization of space and function based on the goals and objectives.



Developing Alternatives

Transit centers at BART stations are best located near the station entrance. This allows BART passengers to quickly and easily connect with trains, and to attract BART customers to bus transit (especially when other factors, such as the higher cost of using transit, serve as disincentives).

There are several important perspectives that need to be taken into consideration during the development of a transit center:

Transit Service Provider

- Maintain or improve travel times and route directness and increase transit (bus/shuttle) service frequency.
- Provide flexible design for bus bays and layover areas to accommodate existing and future demand with a measure of flexibility for future changes.
- Enhance personal safety for transit patrons.
- Provide as much transit priority in access and circulation as possible.

City Traffic Engineer

- Minimize transit impacts associated with traffic congestion and drop offs/pick ups.
- Minimize impact to traffic signals surrounding the transit center.

City Planner

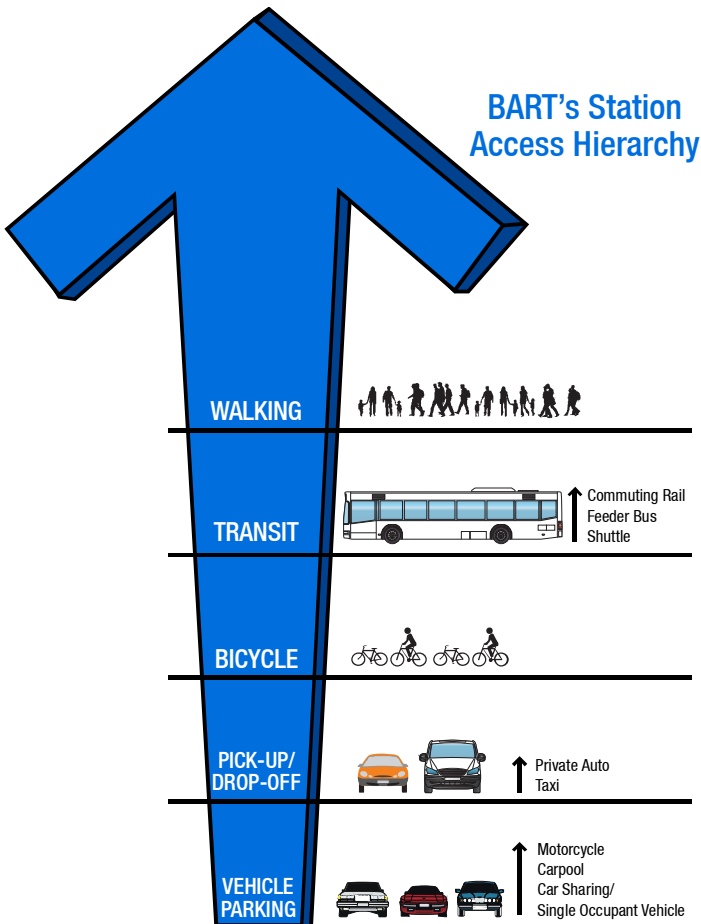
- Provide multiple pedestrian and bicycle access points into

the facility from surrounding neighborhoods.

- Enhance the pedestrian experience between the transit center and local centers of commerce.
- Provide the city the opportunity to leverage the transit center for future transit oriented development.
- Improve the image and perception of the transit center—if the transit center is in the city, it’s a gateway to the city.

BART Planner

- Accommodate BART patron circulation without compromise to quality of transit service, capacity of the station, and safety of riding public.
- Prioritize BART patron circulation consistent with BART’s station access hierarchy to allow for convenient, rapid, and safe access to and egress from the station, parking facilities, and the surrounding neighborhoods (graphically shown).
- Provide access for patrons with disabilities as required by state and federal statutes. Also provide additional accessible amenities as required by the local disabled community and as required by the District. If it’s accessible for patrons with disabilities, it’s accessible to all patrons.



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TRANSIT CENTER DESIGN

A transit center that is well planned and designed can extend a rail station's sphere of influence by providing strong pedestrian connectivity, seamless connections to buses and shuttles, and efficient parking facilities. Strong pedestrian connectivity to surrounding neighborhoods provides the convenience to customers in the immediate area. Buses and shuttles can transport customers from nearby communities to the station from a wider catchment area, reduce the total demand for parking at the station, and provide a backup transportation option for any interruptions to other transit services. In order to create seamless connections between the various modes of travel, the transit center needs to be properly laid out and designed, taking into account the location, size, function, and interface between modes as defined during the planning process.

Passenger Orientation, Circulation, and Safety

- Locate station facilities (e.g. ticketing, gates, customer

service etc.) in a logical progression to enhance operation efficiency and minimize passenger confusion.

- Provide legible and consistently branded wayfinding signage at a system-wide level, including the size, font, color scheme, and standard symbols. Innovative techniques such as lighting, arrows on floors, and the use of color in architectural finishes should be considered where appropriate. Wayfinding may need to be tailored and designed for each mode of access.
- Include prominently displayed area/community maps and station layout with clearly marked locations of key local destinations, pedestrian facilities, transit connections, bicycle racks, car-sharing services, passenger amenities, and parking areas clearly depicted.
- Minimize walking distances, while ensuring that sufficient circulation space is provided. Provide multiple path choices

for pedestrians that can assist in reducing walking distances and help distribute the flow of people during peak travel periods.

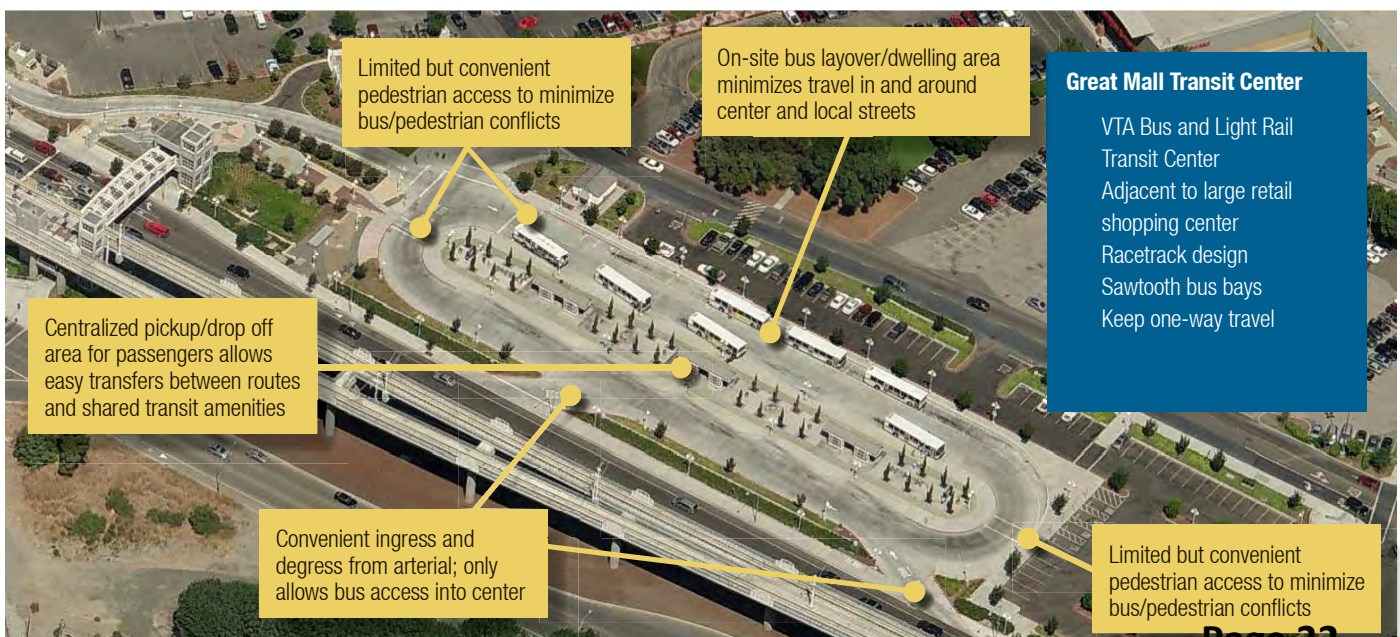
- Avoid pedestrian-pedestrian conflicts, abrupt changes in route direction, and blind corners.
- Keep pedestrian routes clear of structural elements, vegetation, and obstructions to sight lines. Allow for additional space for route within or adjacent to logical congregation points within the transit center.
- Ensure that station representatives and other staff provide a consistent and highly visible presence. Station staff should be able to command a view of all entrance points and circulation areas. Avoid blind corners, alcoves, and "lurking spaces". Where not feasible, the use of CCTV and "Help Points" should be considered.
- Provide direct line-of-sight connections enabling

passengers to see their destination, thereby enhancing feelings of personal security and reducing the need for, and reliance on complex signage.

- Ensure that minor repairs and the removal of evidence of vandalism are carried out promptly. High quality maintenance standards will signal to users that the facility is well cared for and therefore has "more eyes" to enhance safety.

Transit Interface – Safe and Accessible

- Provide physical separation between the bus loading areas within the transit center and the auto travel lanes for improved circulation and safety. The goal is to improve reliability of service for transit customers and avoid situations automobile drivers not known how to interact with large buses or driving by high pedestrian volume transit stops.
- Facilitate pedestrian movement through the use of crosswalks and fencing or landscaping.



- Design bus bays such that buses do not block crosswalks or traffic through the center. Design bus bays for articulated buses with enough space in the bay to accommodate the full size of the vehicle, to avoid obstruction of the crosswalk and through travel lanes.
- To the greatest extent possible, the sidewalk/bus island should have standard curb heights to avoid unfamiliar steps or vertical differences for customer. Exception may be afforded to BRT station platforms as necessary to provide level or near-level boarding.
- Place fence opposite to the passenger loading side of the bus island if passenger loading occurs only on one side of the bus island. This is intended to encourage the use of pedestrian crosswalks and to offer persons with visual impairments a way of differentiating between the loading and non-loading sides of the bus island.

Bus Circulation

- The design of the transit center will be based on the design vehicle parameters – will the station accommodate BRT vehicles, articulated buses, shuttles?
- Consider providing only one directional circulation to the bus loading areas to minimize footprint for bus circulation
- The sawtooth bus bay provides the most efficient layout for bus loading areas; however, does not provide flexibility as the bay can only accommodate the design vehicle or smaller
- Linear bus bays require additional area for loading buses but provide flexibility for allowing various length vehicles to utilize the bay
- If feasible, provide bus only entrance and exit access points to transit center to keep bus and vehicle traffic separated
- Design bus bays to allow for minimum horizontal and lateral

bus clearances, including external bike racks

- Design internal and external intersections for minimum design vehicle turning radii, movements, and curb returns
- Allow for underside road clearances at driveways, speed humps and tables, and raised pedestrian paths

Path of Travel – Accessible

- The varying width of the sidewalk/bus island along sawtooth bus bays makes it difficult for persons with visual impairments to maintain orientation. Install tactile pathways (also referred to as “induction lines”) along the sidewalk/bus island of sawtooth bus bays. Indicate the direction of travel, and serve as a linear guide along the length of the sidewalk/bus island. On these pathways, construct pathway tile to be readily distinguishable from the surrounding sidewalk.
- Construct tactile pathway of a

rigid material that will produce a hollow resonance when struck with a cane; such materials might include hard plastic porcelain, or fiberglass.

- Use a junction point “tiles” to indicate the possible change in direction of travel. Construct the texture of the junction point tile different from that of the tactile pathway to signal to the user that a potential change in direction exists.
- To assist those with low-level vision, apply contrasting colors to tactile pathway materials and sidewalks, in keeping with ADA specifications. Pathway tiles should be bright in color, with yellow generally used for safety purposes. To the greatest extent possible, sidewalks/bus islands should contrast in color with the bus travel lanes. This contrast may be achieved by pigmented poured concrete and/or by painted curbs.
- Particular attention should be given to designing a path



TRANSIT CENTER DESIGN (cont.)

of travel that provides for a clearance between shelters/benches and bus stop poles to exceed the minimum width requirements specified by the ADA.

Crosswalks

- At a minimum, crosswalks should be wide enough to accommodate one wheelchair. However, when space is available, crosswalks should be designed to allow two wheelchairs to pass.
- To the greatest extent possible, crosswalks should be perpendicular to curbs and traffic lanes to reduce the distance walked and to maximize visibility.
- Crosswalks should be clearly marked, whether they are between the main bus bays and bus islands, or bus areas and parking areas.
- Crosswalks within the bus transit center should have a centerline tactile surface treatment to assist visually impaired persons.
- Sidewalk/bus island surfaces should be of smooth concrete, while crosswalks on roadway surfaces should be of a rough texture to provide tactile

contrast between sidewalks and crosswalks.

On-Site Amenities

- Provide real-time bus departure and arrival information for each route when leaving the rail station and at the bus shelter.
- Transit centers should include a variety of amenities (for both passengers and drivers/operators) such as shelters, benches, bus bays, telephones, restrooms, food service, bicycle parking or bike stations, and trash receptacles.
- Center amenities should provide protection from sun, rain, and wind, provide adequate seating and leaning rails, and a minimum number of land-line (outgoing only) telephones. Provide weather protection, seating, lighting, and trash cans at all bus waiting areas.
- Provide for minimal and predictable wait times between transit mode connections. Real-time information should be provided to enable passengers to appropriately anticipate connections.
- Where layovers are essential for operational reasons, sufficient space should be provided to meet peak demand. Layovers

should not occur along key curbspace at the station entrance.

- Bus shelters should have the minimum dimensions as required by the ADA. The minimum requirement is a clear floor area of 30 inches by 48 inches entirely within the perimeter of the shelter.
- Bus shelters should not have dark, tinted panes or screens that create an unsafe atmosphere or obstruct visibility from either inside or outside the shelter.
- The inside of bus shelters must be visible from three sides.

Bicycle Accommodation

- Provide adequate bicycle parking ("U" and wave racks) and lockers to meet demand.
- Locate bicycle parking in sheltered, secure, well-lit locations along bicyclists' "desire lines" from major bikeways to the station entrance. If it is not possible to site bicycle parking within view of the station agent, it should be located in areas with high pedestrian flows or where other informal surveillance is consistently available.
- Locate bicycle parking so that

cyclists do not have to dismount and walk, but can ride up to it. This means that bike routes should continue as close as possible to the fare gates.

- Provide bicycle routes through the station area that easily connect to other bicycle routes and paths outside of the station area.

Off-Site Station Visibility and Design

- Create a sense of place. Enhance station prominence by providing a distinctive street presence. This can be achieved through urban design, architectural features, lighting, and signage.
- Integrate station visually with surrounding environments. The transit center should be sensitive to the surrounding context.
- Introduce traffic calming measures as necessary to control vehicle speed within and around the station area.

Drop-Off and Pick-Up Areas

- Drop-off and pick-up areas should be located for safety and to minimize congestion impacts. Drivers should be able to stop without impeding traffic flow or delaying transit vehicles.

ACKNOWLEDGMENTS AND ADDITIONAL READING

- *BART Station Access Guidelines*, BART, April 2003.
- *Designing with Transit, Making Transit Integral to East Bay Communities*, AC Transit, 2004.
- Meeting with AC Transit planning and operations staff, April 15, 2010.
- Meeting with Caltrans District 4 Bicycle Advisory Committee, April 21, 2010.
- Survey Results, Pedestrian Issues at Transit Centers, July 2010.
- *Transportation Planning Handbook, 3rd Edition*, Institute of Transportation Engineers, 2009.
- *Central San Leandro/BART Area Revitalization Strategy*, City of San Leandro, Undated.
- *Downtown San Leandro Transit-Oriented Development Strategy*, City of San Leandro, September 2007.
- *San Leandro Boulevard/BART Pedestrian Interface Plan*, City of San Leandro, February 2011.
- *Community Design and Transportation, A Manual of Best Practices for Integrating Transportation and Land Use*, Santa Clara Valley Transportation Authority, 2003.
- *Literature Review for Providing Access to Public Transportation Stations*, Transit Cooperative Research Program Document 44, March 2009.
- *Bus Transit Facility Design Guidelines and Criteria*, Regional Transportation District, February 2006.
- *Transit Access Guidelines*, Regional Transportation District, January 2009
- *BART Facilities Standard, Facility Design – Criteria, Architecture – Passenger Station Sites*, BART, October 2009.

- Clearly marked zones for taxis and drop-off/pick-up should be provided. Taxi stands should be highly visible from the station access points.
- Paratransit drop-off/pick-up area should be located near the accessible entrance to the station, particularly to the fare gates and elevator.
- The drop-off area and taxi stand should be located as close as practicable to the fare gates to minimize walking distances.
- The automobile drop-off/pick-up area should be sized to meet peak-hour demand, providing area for waiting vehicles.
- The pedestrian area should be designed with enough space to accommodate passengers waiting to be picked up. The waiting area should have pedestrian-level lighting, seating and weather protection, and should be visible from the station agent's booth.
- Signage should direct both

vehicles and passengers exiting stations to drop-off and pick-up areas.

- The telephone numbers for taxi providers in the area should be displayed and public telephones should be provided.

Locate parking for different users

- Carpool and motorcycle parking should be located in an area that is closer to the station fare gates than the majority of the at-large parking spots. In garages, carpool and motorcycle parking should be on the first or second floors.
- Reserved spaces for car-sharing services should be in high-profile locations, in an area that is closer to the station fare gates than the majority of the at-large parking spots.
- Where parking facilities regularly fill to capacity, provide signage to other parking options at the same station or in the same travelshed. Where there are several parking facilities

at a station, provide real-time signage directing drivers to lots with available space.

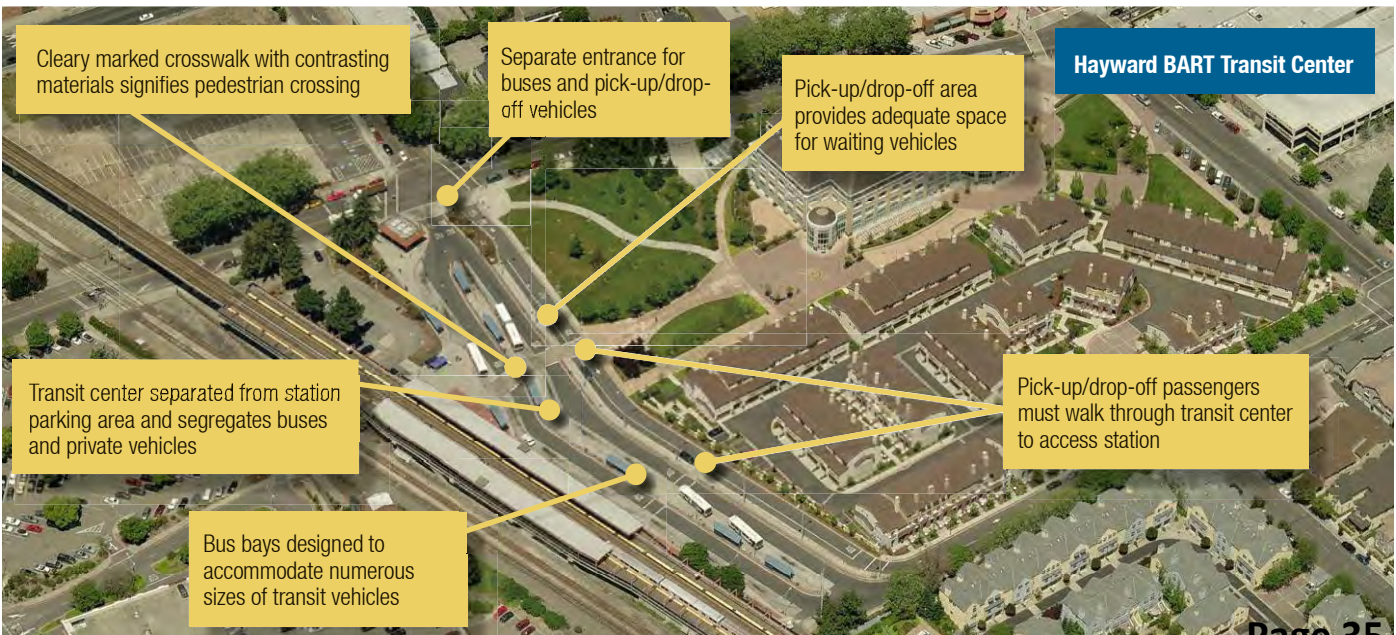
- Provide reserved spaces for midday use, in order to support off-peak ridership.
- Design parking so that it can be shared with other users, where appropriate.

Provide a comfortable experience for drivers as they move from parking spot to fare gates

- Parking aisles and internal roadways should be designed to provide comfortable and safe walking environments, with lighting and landscaping.
- Pedestrian pathways through the parking lots should be indicated with sidewalks, trees, and/or surface markings.
- Use tools such as reduced lane widths, tighter curb radii, on-street parking, and plantings to achieve an appropriate and safe design speed on local streets within and surrounding the station.

Minimize the impact of parking on the attractiveness and to encourage other travel modes

- Parking entrances and exits should not be located on major pedestrian corridors if access can be provided from an alternative street.
- Garages should be designed with separate entrances and exits and clear of pedestrian paths, where possible, to simplify vehicle-pedestrian conflicts.
- Entrances to garages and lots should be designed for slow entry speeds, using raised crosswalks, speed bumps, or raised domes.
- Parking structures should have street facing windows or active uses such as retail or restaurant on the ground floor, particularly on the sides facing major pedestrian corridors.



PLANNING AND DESIGNING OFF-SITE IMPROVEMENTS

Create a Network of Safe, Direct, and Appealing Walking Routes

- Stations should be easily accessible by pedestrians directly from the adjacent, on-street sidewalk facilities. Use dual, side-street entrances where feasible to shorten the actual and perceived walking distance to the station.
- Off-street pedestrian routes, including over- and under-crossings should be avoided. Where unavoidable, adequate lighting and security should be provided.
- On-street parking should be provided as a buffer between pedestrians and motor vehicles.
- Sidewalks should be wide enough to accommodate anticipated peak pedestrian demands.
- All pedestrian crossings should be boldly delineated and signalized. Countdown-style indicators and audible signals should be incorporated.
- Dual right-turn lanes and free right-turn lanes should be avoided adjacent to the station area and along primary pedestrian routes.
- Sidewalk bulbouts should be provided to minimize crossing distances, especially at high volume intersections to minimize overall impact to traffic. Bulbouts can help slow

traffic speeds by narrowing roadway widths and providing a safer path for pedestrians.

- Appropriately scaled lighting, trees, seating, and other amenities should be provided to humanize primary pedestrian routes. Shade or shelter from the sun, rain, and wind should be considered.
- Area maps should be provided in the station displaying surrounding streets, popular destinations, and pedestrian facilities.

Provide Pedestrian Route Continuity

- Stations should not interrupt pedestrian routes. Where there are routes on either side, they should continue through station property, allowing non-users to utilize the most direct route, even if it runs through the station property.
- Appropriate lighting and amenities should be focused on non-transit center routes as they will provide more activity within and adjacent to the transit center creating a safer environment.

Accommodate and Prioritize Transfer Activity

- Locate transit services with the highest degree of transfer activity adjacent to the station.
- Provide line-of-sight

connections so that passengers perceive short transfer distance and time.

- Where transfer activity includes multiple transit service providers, appropriate design standards should be incorporated to accommodate all applicable design vehicles and users.

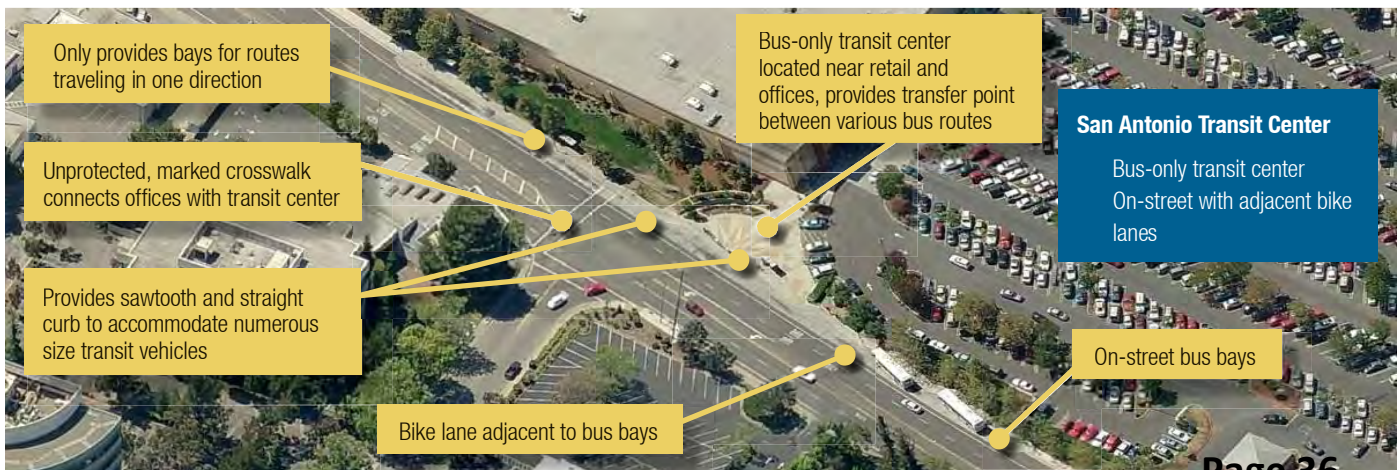
Provide Direct, Safe, and Well-Delineated Off-Site Bicycle Facilities

- Ensure that routes to and from stations have adequate bicycle facilities and traffic signals are appropriately actuated to support and encourage the use of transit by bicyclists of all skill levels. Mid-block access points should be considered where appropriate.
- Off-site station signing should be provided along adjoining streets and bikeways to facilitate access to and from the station.
- All bicycle-related signs should be integrated with signage for other modes, as feasible, and should not interfere with pedestrian, ADA, or vehicle circulation.
- Area maps should be provided in the station on which surrounding streets, popular destinations, and bikeway facilities are depicted.

- Adequate and secure bicycle parking facilities should be provided.

Provide Direct, Safe, and Well-Delineated On-Site Bicycle Facilities

- Bicycle/pedestrian facilities should be provided at each station entrance.
- Adjacent traffic signals at vehicle entrances to the station should include adequate bicycle detection for all movements leading into and out of the station.
- Ensure that bicycle routes through station property minimize conflicts between bicyclists, pedestrians, automobiles, and buses. Cycling on sidewalks should not be necessary and not recommended. With high volumes of pedestrians experienced at transit centers, sidewalks should be used as bicycle routes only when no alternative options are available and only when they have been designed to safely accommodate the expected volumes of bicycle and pedestrian traffic.
- Avoid the designation of pedestrian-only zones which explicitly exclude bicycles.
- Provide stair channels to allow riders to wheel bicycles up and down stairs.



CASE STUDY: DOWNTOWN SAN LEANDRO BART STATION TRANSIT CENTER

The City of San Leandro has been conducting urban design, land use, and transportation planning efforts for several years to improve and develop the area within and around the Downtown San Leandro BART station. These efforts have resulted in the adoption of the following plans by the City Council based on community input: the Downtown Plan and Urban Design Guidelines, the Central San Leandro/BART Area Revitalization Strategy, the Downtown San Leandro Transit-Oriented Development Strategy, and the San Leandro Boulevard/BART Pedestrian Interface Plan. The resulting studies yielded numerous goals, policies, and implementation strategies to transform the transportation and circulation systems in and around the station area into a more balanced multimodal system, including the transit center. One of the major goals of these plans was to develop a pedestrian-friendly, transit-oriented development of the area around the station, including developing a plan to connect the BART station with adjacent neighborhoods and downtown by improving pedestrian, bicycle, and transit circulation. These plans also identified that the transit center should be reconfigured to improve access and safety through

and around the area.

City staff has been working closely with AC Transit and BART, in addition to other stakeholders and the public, for numerous years to develop these plans, including proposed modifications to the station transit center. The adopted plans emphasize upgrading the level of transit users and pedestrian amenities and furnishings, adding wayfinding signage to direct pedestrians around and through the transit center to nearby destinations, and adding comfortable sheltered area for individuals waiting for the bus to create an identifiable gateway for arriving passengers.

Several alternatives were developed that incorporated the planning and design considerations presented in the Best Practices document to accommodate pedestrians, bicyclists, BRT and local buses, shuttles, pick-up/drop-off, carpools, and single-occupant vehicles.

The City of San Leandro recently approved the Locally Preferred Alternative for AC Transit's Bus Rapid Transit (BRT), which proposes to terminate in the Downtown San Leandro BART station. This decision has resulted in the need to accommodate articulated 65-foot

BRT vehicles in the transit center.

As the terminus for the BRT's proposed five-minute headways, it is desirable for AC Transit to provide four BRT-only bus bays for passenger loading/unloading and dwelling (space for buses to wait). As the transit center is currently designed to only accommodate 40-foot buses in sawtooth bus bays, articulated vehicles using existing infrastructure would impede circulation through the transit center since these longer vehicles would obstruct the path for other buses. Converting some of the existing bus bays to accommodate BRT will result in the elimination of bus bays for local routes, which may hinder AC Transit's plan to coordinate the local buses around the BART schedule. Loss of local bus bays may also prevent AC Transit from expanding and improving transit service of local routes at this station; which is a lost opportunity as AC Transit is currently planning improved local bus service due to the introduction of BRT service. Finally, the BRT station may require raised platforms for level or near-level boarding and provide additional space for higher quality transit user amenities.

As part of the reallocation of San

Leandro Boulevard's right-of-way width through the Pedestrian Interface Plan, the City reviewed numerous access alternatives of the station's transit center, including decreasing and increasing the size of the transit center. Working together with BART and AC Transit, the City established planning criteria for each access mode based on the BART station access hierarchy. For instance, key planning criteria identified the preferred number of protected pedestrian crossings along San Leandro Boulevard, and all detailed alternatives provided three protected pedestrian crossings. The planning criteria also identified criteria for transit vehicles, including BRT and local bus routes, shuttles, bicycle access, pick-up/drop-off, and parking for carpools and single occupant vehicles. The constraints of the existing transit center were identified, and the conceptual alternatives previously developed were refined to meet the various planning criteria. The performance of the alternatives was evaluated based on several factors, including access by mode, capacity, expansion capabilities, and operations, and a preferred alternative was selected. The alternative will be refined further until the optimal transit center is determined.

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CASE STUDY: SAN LEANDRO TRANSIT CENTER

Consider mid-block crosswalks leading directly to the transit center where protected crossings are widely spaced, where a major pedestrian-way or generator of transit trips is located at mid-block.

On-street parking provides a supply of short-term parking for adjacent mixed-use buildings and serves to buffer pedestrians from moving traffic.

Avoid marking crosswalks with colored pavement, pavers, or concrete that blends in with the adjacent street paving. Over time, oil and tire markings reduce the visibility of the material and make the crosswalk less conspicuous. High contrast materials, such as white thermoplastic against black asphalt, is easily recognizable and cost-effective.

When the configuration of a transit center fronting a street is long and narrow, provide pedestrian access at both ends of the center.

Provide wide tree-lined sidewalks along the primary pedestrian thoroughways to the transit center. Space street trees to keep the route in a continuous canopy of shade in summer. Carefully review sight distance to ensure that landscaping does not reduce the visibility of pedestrian crossings when mature.

Use curb bulbouts at corners with crosswalks whenever possible to shorten pedestrian crossing distance and increase pedestrian/vehicle visibility.

Use a consistent high-visibility style of pedestrian crossing accessing the transit center, to convey the sense of a "pedestrian corridor" to motorist. Applicable to both signalized and unsignalized locations, high visibility crossings are comprised of advanced signing and pavement markings, ladder-style crosswalks of white thermoplastic, curb bulbouts, and median refuges where feasible (required at unsignalized crossings of four lane streets).

Provide exclusive signalized bus access to the transit center wherever possible. Avoid mixing bus and automobile traffic at the transit center driveway to reduce conflicts and inadvertent automobile access into the center.

An intersection without a left turn lane in the median is an opportunity for a pedestrian refuge.

Provide crosswalks on all approaches of intersections, but especially on the path leading to the transit center.

Locate pedestrian ways to and through the transit center on the most direct path as possible. People will usually walk a straight line to their destination such as a bus stop or fare gate. To the extent possible, avoid the need to force pedestrians to use a longer indirect route.

Consider unsignaled pedestrian crossings on streets with two to four lanes and a median wide enough for a refuge (eight feet minimum), where pedestrians can cross the street in two stages. This type of crossing may be used at intersections or at mid-block locations.

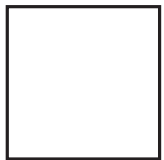
On-site bicycle lockers located in well-lit, high traffic areas to encourage and attract non-motorized users to the site and transit service.

Supplemental on-site taxi, shuttle, and kiss-n-ride areas can be beneficial as a means by which to further improve the accessibility for users to all transit modes.

The curb space fronting the transit center should be reserved for loading and unloading functions. Clearly mark taxi, shuttle, and kiss-n-ride areas to improve user recognition, compliance, and efficiency.

Provide on-site routes that allow bicyclists to ride between on-street bike lanes and bike parking facilities. Routes should be convenient to discourage bicyclists from using sidewalks. Avoid exclusive bicycle paths as pedestrians will tend to use them. Employ parking lot circulation to provide the most direct route possible in constrained locations.

Long, narrow transit centers are best suited to one-way bus circulation, using the curbside and islands to achieve the desired number of bus bays. If each route requires its own bay (such as centers using a pulse transfer system) mark each bay with large and clearly legible signs visible from any other bay in the center to expedite transfers.



Best Practices for **TRANSIT CENTER DESIGN**



Planning, Design, And Operational Considerations In Alameda County


IMPROVING TRANSIT CENTER DESIGN AND PLANNING

A properly planned and designed transit center can support and enhance transit demand and create a quality experience. By providing a convenient access point to multiple transit services, such as rail and bus, a transit center can **facilitate the smooth and efficient travel** between modes, creating a seamless transportation network. Transfers between modes are convenient for customers, efficient for operators, and safe for all users when **distance is minimized** between transfers, **wayfinding is easy to identify and understand** providing clear direction to transfer points, and **interaction or conflicts are minimized** between pedestrians (including boarding/

alighting passengers) and vehicle paths. Accommodating all modes of transportation in one location provides users an increased number of travel options, which along with numerous connections between modes, tends to promote higher ridership for transit services. Transit centers in the past were more often large parking facilities surrounding a major rail station. Today, **transit centers are located** within village centers or transit oriented development **where commerce and community activity takes place** throughout the day. Consequently, a transit center acts as a gateway for the surrounding community, providing a

lasting first impression to the arriving passengers. Well designed transit centers can lead to new pedestrian and transit focused urban development. The area around the transit center can be transformed by bringing people, jobs, and services together, providing an efficient, safe, and convenient area to travel by foot, bike, transit, or car. Reprioritizing access to transit centers has evolved over the last 20 years with these changes in land uses. Transit centers consequently should prioritize access with pedestrians given the most priority (including bus and kiss-n-ride passengers), and parked single-occupant automobiles given less priority.


The transit center can also provide the transit providers the efficiencies of shared costs and operational infrastructure, such as bus bays, passenger amenities, and parking. A properly planned transit center will ensure that adequate land is available to accommodate existing and future transit services while minimizing the land acquisition and construction costs. Creating an improved implementation process will help prevent an over- or under-designed facility, minimize the amount of land required, maximize the space for other uses, provide flexibility to accommodate unanticipated future growth, and avoid the need for costly expansion in the future.



PRESENTATION

San Leandro Boulevard-
BART Pedestrian
Interface Plan

ACTC Planning, Policy & Legislation Committee – 6/13/11



PRESENTATION

San Leandro Boulevard-
BART Pedestrian
Interface Plan

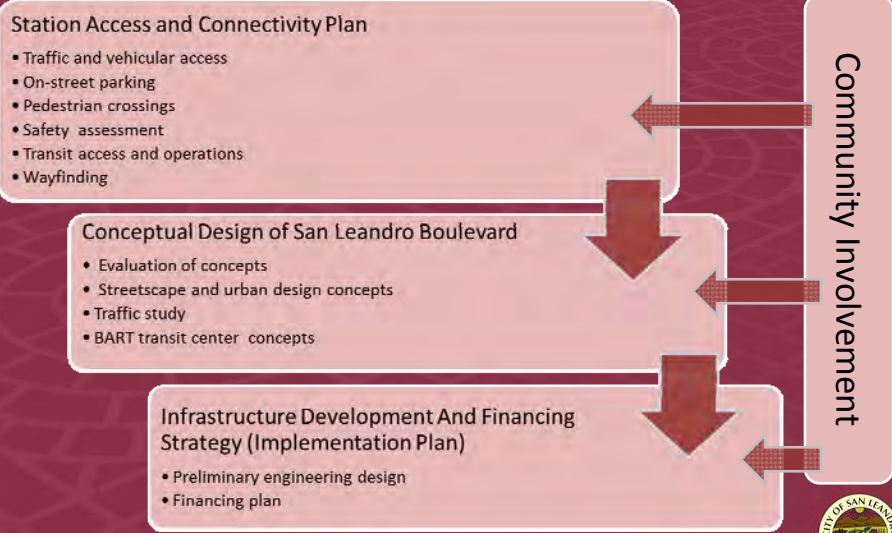
AGENDA

- Overview of Project
- TOD TAP
 - Funded by Alameda CTC
 - Consultant: Kimley – Horn
- Transit Center Alternatives Studied
- TLC Grant Project



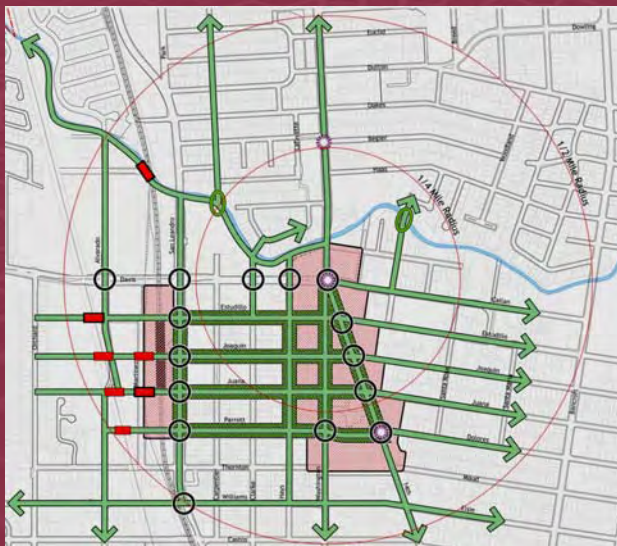


Project Overview



TOD Strategy

- **Circulation**
 - Connect BART and Downtown
 - Connect Neighborhoods
 - Improve Safety
 - All Modes Access





PRESENTATION
San Leandro Boulevard-
BART Pedestrian
Interface Plan



The Vision for San Leandro Boulevard

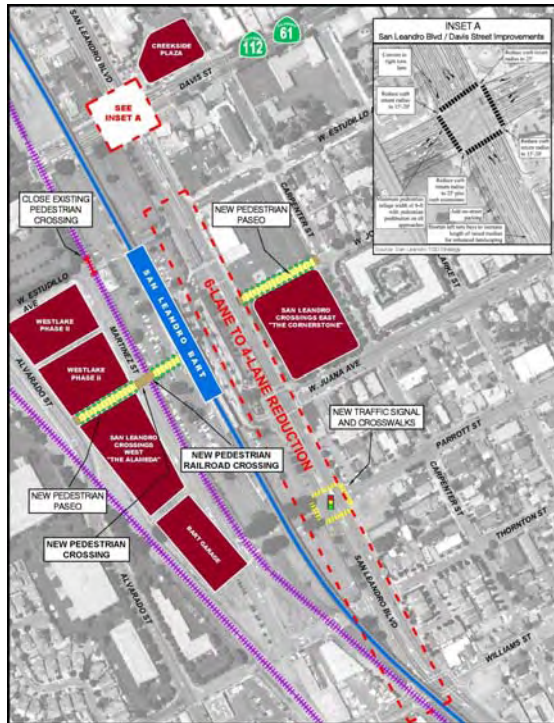


PRESENTATION
San Leandro Boulevard-
BART Pedestrian
Interface Plan



The Vision for San Leandro Boulevard





Planned Developments and Roadway Modifications

LEGEND	
	PLANNED DEVELOPMENTS
	BART STATION
	BART TRACKS
	TRAFFIC SIGNAL
	RAILROAD TRACKS



PRESENTATION
San Leandro Boulevard-
BART Pedestrian
 Interface Plan

Transit Center Planning and Design

TOD TAP grant used to:

- Inform Pedestrian Interface Plan
- Coordinate and plan:
 - Work with AC Transit, BART, City of San Leandro
 - Define the needs of the various customers accessing the station for all modes
- Design alternatives:
 - Make it all fit and work effectively together





PRESENTATION
San Leandro Boulevard-
BART Pedestrian
Interface Plan

TOD TAP Study: Downtown San Leandro BART

Design Issues:

- Configuration of transit center in constrained property
- Bus staging/layover requirements
- Space for shuttles or vans
- Integration of future Bus Rapid Transit
- Wayfinding to appropriate stops within transit center



PRESENTATION
San Leandro Boulevard-
BART Pedestrian
Interface Plan

TOD TAP Study: Downtown San Leandro BART

- Bus access to transit center from adjacent street
- BART parking and passenger drop off needs
- Pedestrian access to transit center from adjacent street and BART fare gates
- Passenger amenities and bike parking





PRESENTATION
**San Leandro Boulevard-
 BART Pedestrian
 Interface Plan**

Alameda CTC TOD TAP Study: Downtown San Leandro BART - Issues



PRESENTATION
**San Leandro Boulevard-
 BART Pedestrian
 Interface Plan**

Community Priorities

Alternative 1 Minimal Change	Alternative 2 TOD Strategy	Alternative 3 Modified TOD Strategy	Alternative 4 Modified Transit Center





PRESENTATION
**San Leandro Boulevard-
 BART Pedestrian
 Interface Plan**

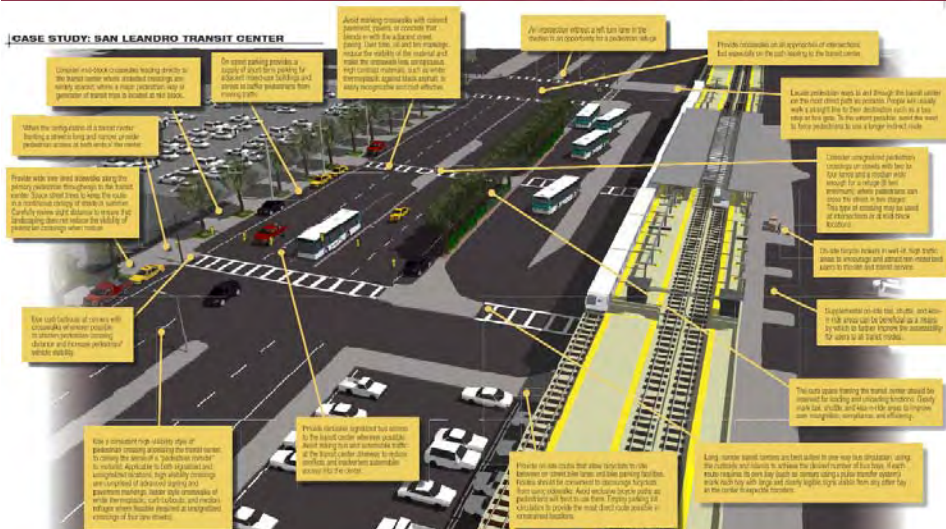
TOD TAP Study – Lessons Learned

- Identified Design Process & Stakeholders
 - Transit Users - City
 - Transit Agencies - Local Business Shuttles
- Wayfinding Signage is important component of Transit Centers
- Provide direct paths of travel for pedestrians
- Separate bus from auto
- New Technology needed before the potential to reduce transit center footprint



PRESENTATION
**San Leandro Boulevard-
 BART Pedestrian
 Interface Plan**

TOD TAP Study: Downtown San Leandro BART - Solutions



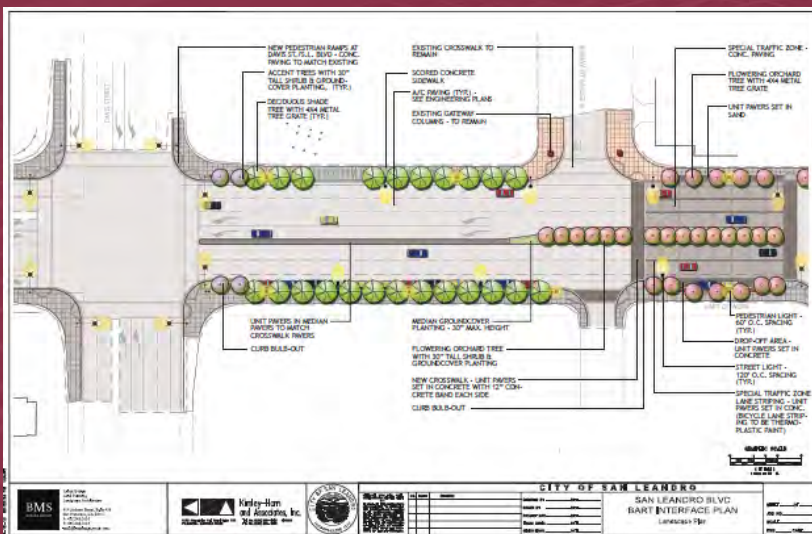


PRESENTATION
San Leandro Boulevard-
BART Pedestrian
Interface Plan

Implementation: TLC Grant Award Project

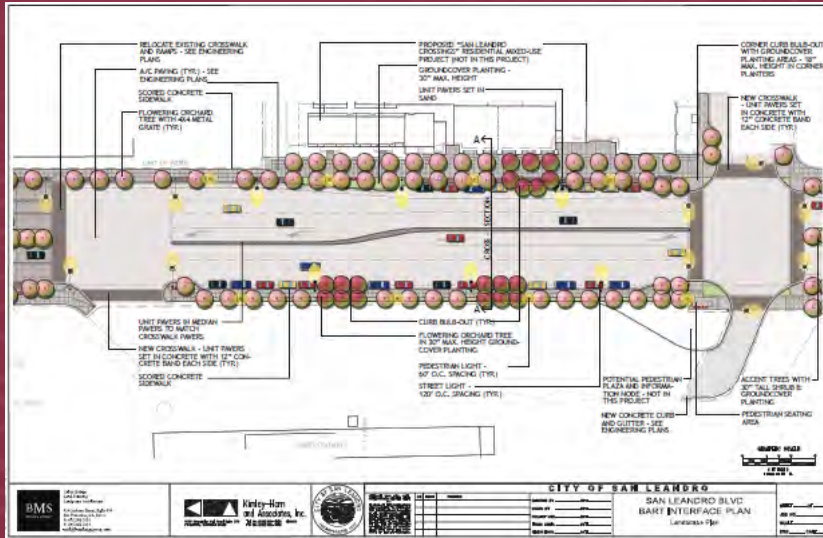


PRESENTATION
San Leandro Boulevard-
BART Pedestrian
Interface Plan





PRESENTATION
San Leandro Boulevard-
BART Pedestrian
Interface Plan



PRESENTATION
San Leandro Boulevard-
BART Pedestrian
Interface Plan

TLC Grant Award

- Awarded a \$4,610,000 Grant
- Project Total Cost is \$6,214,470
- City Match of \$1,604,470
- Start Construction April 2012
- End Construction July 2013





PRESENTATION
San Leandro Boulevard-
BART Pedestrian
Interface Plan

DISCUSSION AND Q & A





Memorandum

DATE: June 14, 2011

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **Approval of Allocation request for FY 2010/11 Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) funds**

Recommendation

It is recommended that the Commission authorize the Executive Director, or his designee, to submit an allocation request for FY 2010/11 Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) funds.

Summary

Since the inception of the PTMISEA grant program, the Alameda County Congestion Management Agency (ACCMA) has received appropriations of approximately \$600,000 (FYs 2007/08, 2008/09 & 2009/10). The State Controller's Office has released a list of allocations for eligible agencies. The Alameda CTC's FY 2010/11 allocation from PTMISEA totals \$707,887 and is based on the ACE service within Alameda County. Beginning with the FY 2010/11 request, all future PTMISEA grants for ACE are expected to be made in the name of Alameda CTC.

Discussion/Background

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B in November 2006, included a directive that approximately \$3.6 billion be deposited into the Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) for use by transit operators over a 10-year period. The Alameda CTC's allocation from PTMISEA is based on the Altamont Commuter Express (ACE) service within Alameda County.

Since the inception of the PTMISEA grant program, the Alameda County Congestion Management Agency (ACCMA) has received appropriations of approximately \$600,000 (FYs 2007/08, 2008/09 & 2009/10). The FY 2007/08 funds were allocated to the ACE Platforms Extension Project. The FY 2008/09 and 2009/10 funds were used as Alameda County's contribution towards ACE capital projects and were allocated to the Santa Clara Station Improvement Project. Beginning with the FY 2010/11 request, all future PTMISEA grants for ACE are expected to be made in the name of Alameda CTC.

The State Controller's Office has released a list of allocations for eligible agencies. The Alameda CTC's FY 2010/11 allocation from PTMISEA totals \$707,887 and is based on the ACE service within Alameda County. The allocation amounts available for jurisdictions are based on the funds available under Government Code (GC) section 8879.55 approved in the FY 2010/11 State Budget. The FY 2010/11 allocation is comparatively larger than the prior years amounts since a larger amount of funds were approved in the state budget.

Staff proposes that the funds be used for the Construction Phase of the Maintenance and Layover Facility Project. This allocation will be one of the funding sources used to fulfill the contribution of Alameda for the capital project portion of to the ACE Service as detailed in the ACE Annual Baseline Service Plan (see agenda item 3C).

The 64-acre facility will be used for the repair, maintenance, cleaning, and overnight storage of the train sets used in the ACE Service. The new facility will have the capacity for expansion (serving up to twelve 8-car train sets), allow for the elimination of the inefficient train moves across the intersection of the railroads, and optimization of maintenance activities to control costs. The 121,000 square foot facility will contain the maintenance operations, stores, employee common areas, and administration offices. The primary maintenance area will include a Service and Inspection canopy, Oil/Water Separator Building, Drop Table, Fuel and Sanding Facility, three Overhead Cranes, a Wheel Truing Machine, and a Train Washer.

The deadline to submit the allocation request was June 1, 2011. Alameda CTC staff received notification of the availability of the funds in mid May. Staff has tentatively submitted a draft allocation request for the FY 2010/11 funds in order to honor the June 1st deadline. The finalization of the allocation request is contingent upon approval by the Alameda CTC Board.

Fiscal Impact

There will be no impact to the approved Alameda CTC budget by this action.

Attachment

Attachment: PTMISEA FY 2010/11 Allocation Request

**Public Transportation Modernization, Improvement and
Service Enhancement Program (PTMISEA)
PROJECT DESCRIPTION AND ALLOCATION REQUEST**

	Metropolitan Transportation Commission
Project Lead*:ALAMEDA CTC (ACCMA)	Regional Entity:
	County: ALAMEDA
Project Title:ACE Maintenance and Layover Facility	

I certify the scope, cost, schedule, and benefits as identified in the attached Project Description and Allocation Request (Request) and attachments are true and accurate and demonstrate a fully funded operable project. I understand the Request is subject to any additional restrictions, limitations or conditions that may be enacted by the State Legislature, including the State's budgetary process, which may effect the amount of bond proceeds received by the project sponsor now and in the future. Project sponsors may need to consider alternative funding sources if bond proceeds are not available. In the event the project cannot be completed as originally scoped, scheduled and estimated, or the project is terminated prior to completion, project sponsor shall, at its own expense, ensure that the project is in a safe and operable condition for the public. I understand this project will be monitored by the California Department of Transportation -- Division of Mass Transportation.

Name: Matt Todd

Signature:

Title: Manager of Programming

Agency: Alameda County Transportation Commission

Date:

*If this project includes funding from more than one project sponsor, the project sponsor above becomes the "recipient agency" and the additional contributing project sponsor(s) must also sign and state the amount and type of PTMISEA funds (GC Section 8879.55(a)(2) and/or Section 8879.55(a)(3)) contribution. Sign below or **attach a separate officially signed letter providing that information.**

Name:

Signature:

Title:

Agency:

Date: _____ **Amount:** _____

PTMISEA PROJECT DESCRIPTION AND ALLOCATION REQUEST

	7/8	8/9	9/10	10/11
Request Amount per GC 8879.55(a)(2)/PUC 99313:	\$0	\$0	\$0	\$707,887
Request Amount per GC 8879.55(a)(3)/PUC 99314:	\$0	\$0	\$0	\$0
Total Project Allocation Request:	\$0	\$0	\$0	\$707,887
Project Title:	ACE Maintenance and Layover Facility			
Project Location/Address:	Southeast Corner of East Alpine & West Lane, Stockton, CA 95202			

Table 1: Project Lead/Recipient Agency Information

Project Lead/	Legislative District Numbers	
Recipient Agency: <u>ALAMEDA COUNTY TRANSPORTATION COMMISSION</u>	Assembly: <u>9,10</u>	
Contact: <u>MATT TODD</u>	Senate: <u>15,18</u>	
Contact Phone #: <u>510-208-7420</u>	Congressional: <u>10,11</u>	
Email Address: <u>mtodd@alamedactc.org</u>	Amount:	Fund Type:
Address: <u>1333 Broadway Suite 220</u>	\$ <u>707,887</u>	<u>PUC 99314</u>
<u>Oakland, CA 94612</u>	\$ _____	_____

Table 2: Contributing PTMISEA-Eligible Project Sponsor Information

PTMISEA Contributors:	Amount :	Fund Type:
Contact: _____	\$ _____	_____
Contact Phone #: _____	\$ _____	_____
Email Address: _____		
Address: _____		

Other PTMISEA Contributors (Attach sheet with contact info)	Amount:	Fund Type:
_____	\$ _____	_____
_____	\$ _____	_____
_____	\$ _____	_____
TOTAL	\$0	_____

(*Contributing project sponsors attach signed letters of verification as to amount and eligibility or sign cover page)

Table 3: Project Category

Check **only 1** box that best fits the description of the project being funded.

<input type="checkbox"/> Rehabilitation, Safety or Modernization Improvement	<input type="checkbox"/> Bus Rapid Transit
<input type="checkbox"/> Capital Service Enhancement or Expansion	<input type="checkbox"/> Rolling Stock Procurement:
<input checked="" type="checkbox"/> New Capital Project	___ Expansion
	___ Rehabilitation
	___ Replacement

Table 4: Project Summary

a) Describe the project (or minimum operable segment) for which you are applying for funds. Attach additional sheets if necessary. If the application is for the purchase of vehicles or rolling stock, please include information on number of vehicles, size, passenger count, accessibility, and fuel type:

The 64-acre facility will be used for the repair, maintenance, cleaning, and overnight storage of the train sets used in the ACE Service and future rail service expansions. The new facility will have the capacity for twelve 8-car train sets, allow for the elimination of the inefficient train moves across the intersection of the railroads, and optimize the maintenance activities to control costs. The 121,000 square foot facility will contain the maintenance operations, stores, employee common areas, and administration offices. The primary maintenance area will include a Service and Inspection canopy, Oil/Water Separator Building, Drop Table, Fuel and Sanding Facility, three Overhead Cranes, a Wheel Truing Machine, and a Train Washer.

b) Useful Life of the Project: 50 years

Table 5: Description of Major Benefits/Outcomes

a) Please check appropriate Benefit/Outcome:

<input type="checkbox"/> Increase Ridership	by <u> </u> %
<input checked="" type="checkbox"/> Reduce Operating/Maintenance Cost	by <u> 3-5 </u> %
<input type="checkbox"/> Reduce Emissions	by <u> </u> %
<input checked="" type="checkbox"/> Increase System Reliability	by <u> 3-5 </u> %

b) Please summarize and describe any other benefits:

Provides space to grow the service where the current leased facility from Union Pacific is at capacity.

Table 6: Project Schedule

	Date
Begin Project Approval & Environmental Document Phase	Jan-01
CEQA/ Environmental Compliance	Dec-08
End Project Approval & Environmental Document Phase	Dec-08
Begin Plans, Specifications & Estimates Phase	Jan-01
End Plans, Specifications & Estimates Phase	May-11
Begin Right of Way Phase	May-08
End Right of Way Phase	Dec-08
Begin Construction Phase (Contract Award)	Jun-11
End Construction Phase (Contract Acceptance)	Dec-13
Begin Vehicle/Equipment Order (Contract Award)	
End Vehicle/Equipment Order (Contract Acceptance)	
Begin Closeout Phase	Jan-14
End Closeout Phase	Mar-14

Table 7: Tax Compliance Information

Is it reasonably anticipated that any money will be derived at any point in the future as a result of the project that will be paid to the State?

YES
NO

If yes, please describe the source of the money and provide an estimate of the amount:

Estimate: \$ _____

**Public Transportation Modernization, Improvement, and Service Enhancement Account
Total Project Cost and Funding Plan**

Shaded fields are automatically calculated. Please do not fill these fields.

Proposed Total Project Cost		07/08	08/09	09/10	10/11	11/12	12/13	Project Total
Component	Prior							
PA&ED	0	0	0	0	0	0	0	0
PS&E	2,112,000	0	0	0	0	0	0	2,112,000
R/W	9,400,000	0	0	0	0	0	0	9,400,000
CON	20,653,076	0	0	640,491	23,097,670	14,569,907	6,204,335	65,165,479
Vehicle/Equip Purchase	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0
TOTAL	32,165,076	0	0	640,491	23,097,670	14,569,907	6,204,335	76,677,479

Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA)								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
PA&ED								0
PS&E								0
R/W								0
CON					707,887	377,794		1,085,681
Veh/Equip Purchase								0
Other								0
TOTAL	0	0	0	0	707,887	377,794	0	1,085,681

Funding Source: PTMISEA INTEREST								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Other								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source: San Joaquin County PTMISEA								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
PA&ED								0
PS&E								0
R/W								0
CON	3,051,092				1,400,000	1,500,000	1,400,000	7,351,092
Veh/Equip Purchase								0
Other								0
TOTAL	3,051,092	0	0	0	1,400,000	1,500,000	1,400,000	7,351,092

Funding Source: 5309 Fixed Guideway								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
PA&ED								0
PS&E	640,000							640,000
R/W	800,000							800,000
CON	3,378,271							3,378,271
Veh/Equip Purchase								0
Other								0
TOTAL	4,818,271	0	0	0	0	0	0	4,818,271

Funding Source: 5307 Stockton UZA								
Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
PA&ED								0
PS&E								0
R/W								0
CON	4,500,000				400,000	400,000	400,000	5,700,000
Veh/Equip Purchase								0
Other								0
TOTAL	4,500,000	0	0	0	400,000	400,000	400,000	5,700,000

Funding Source: 5309 New Starts								
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**Public Transportation Modernization, Improvement, and Service Enhancement Account
Total Project Cost and Funding Plan**

Shaded fields are automatically calculated. Please do not fill these fields.

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
PA&ED								0
PS&E								0
R/W								0
CON	8,457,780							8,457,780
Veh/Equip Purchase								0
Other								0
TOTAL	8,457,780	0	0	0	0	0	0	8,457,780

Funding Source: San Joaquin County Measure K

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
PA&ED								0
PS&E	1,472,000							1,472,000
R/W	8,600,000							8,600,000
CON					750,000	1,000,000		1,750,000
Veh/Equip Purchase								0
Other								0
TOTAL	10,072,000	0	0	0	750,000	1,000,000	0	11,822,000

Funding Source: San Joaquin STA

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
PA&ED								0
PS&E								0
R/W								0
CON	1,265,933							1,265,933
Veh/Equip Purchase								0
Other								0
TOTAL	1,265,933	0	0	0	0	0	0	1,265,933

Funding Source: SJRRC Bond

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
PA&ED								0
PS&E								0
R/W								0
CON					18,000,000	10,000,000	4,404,335	32,404,335
Veh/Equip Purchase								0
Other								0
TOTAL	0	0	0	0	18,000,000	10,000,000	4,404,335	32,404,335

Funding Source: Alameda County Measure B

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
PA&ED								0
PS&E								0
R/W								0
CON					1,100,465	1,292,113		2,392,578
Veh/Equip Purchase								0
Other								0
TOTAL	0	0	0	0	1,100,465	1,292,113	0	2,392,578

Funding Source: Alameda County STA

Component	Prior	07/08	08/09	09/10	10/11	11/12	12/13	Total
PA&ED								0
PS&E								0
R/W								0
CON				640,491	739,318			1,379,809
Veh/Equip Purchase								0
Other								0
TOTAL	0	0	0	640,491	739,318	0	0	1,379,809

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Memorandum

DATE: June 14, 2011

TO: Alameda County Transportation Commission

FROM: Programs and Project Committee

SUBJECT: **I-580 Eastbound HOV Lane Widening Project (Project No. 420.5)/Tri-Valley Corridor Improvement Project (MTC RM-2 Sub-Project No. 32.1d) -- Approval of the Initial Project Report to Request MTC for Allocation of Regional Measure 2 Funds**

Recommendations

It is recommended that the Commission take the following actions in support of the I-580 Eastbound HOV Lane Project (Regional Measure 2 (RM2) Subproject 32.1d)

1. Approve the IPR Update for the I-580 Eastbound HOV Lane Project (RM-2 Subproject No. 32.1d). The IPR Update is a requirement for requesting the Metropolitan Transportation Commission (MTC) to allocate \$800,000 in RM-2 funds for the project. The requested RM-2 funds will be used for continuing project development efforts to deliver Phase 3 of the HOV Project which is to construct eastbound auxiliary lanes from Isabel Avenue to North Livermore Avenue and from North Livermore Avenue to First Street in Livermore.
2. Approve Resolution 11-010 required for MTC to allocate RM2 funds.
3. Authorize the Executive Director, or his designee, to negotiate and execute all necessary agreements and contracts for environmental and design work required by the project.

Summary

The two segments of auxiliary lanes between the new Isabel Avenue interchange and the First Street interchange will improve freeway operations on eastbound I-580 by relieving the congestions between these two interchanges.

Previous RM-2 allocations totaling \$1 million were used to prepare environmental technical studies and the 95% plans, specifications, and estimate (PS&E) for the Eastbound Auxiliary Lanes project. The environmental studies were not completed due to uncertainty surrounding the scope of the I-580 Eastbound Express Lane Project.

The I-580 Eastbound Auxiliary Lane Project was put on hold at that point pending an agreement between the Alameda CTC and Caltrans on the scope of the I-580 Eastbound Express Lane

Project. Changes to the Express Lane project would necessitate changes to the Auxiliary Lanes project. In December 2010, the Alameda CTC and Caltrans reached an agreement on the scope of the Express Lane project requiring an additional six (6) feet of widening within the limits of the Auxiliary Lanes project, and some spot widening at other locations.

The requested allocation of \$800,000 in RM-2 funds will provide resources to conduct environmental studies to augment the environmental document of the I-580 Eastbound HOV Lane Project to address the additional widening and to complete the auxiliary lane project PS&E. An additional \$500,000 will be requested for right of way acquisition in September 2011. This IPR has been reviewed by MTC staff:

Action 1:

An IPR update is required for the allocation of RM2 funds. It is recommended that the Commission approve the IPR update requesting an allocation of \$800,000 for continuing project approval and design services for Phase 3: the I-580 Eastbound Auxiliary Lanes from Isabel Avenue to North Livermore Avenue and from North Livermore Avenue to First Street in Livermore

Action 2:

In order to comply with MTC's RM2 policies, a Commission Resolution is required to adopt the revised IPR and current allocation request. It is recommended that the Commission approve Alameda County Transportation Commission Resolution 11-010 which may be found in Attachment C.

Action 3:

It is recommended that the Commission authorize the Executive Director, or his designee, to negotiate and execute all necessary contracts and agreements for the allocation and use of RM2 funds as discussed in the IPR.

Fiscal Impact

The budget for these services is included in the Alameda CTC's Consolidated FY 2011-12 proposed budget scheduled to go before the Commission in June 2011.

Attachments

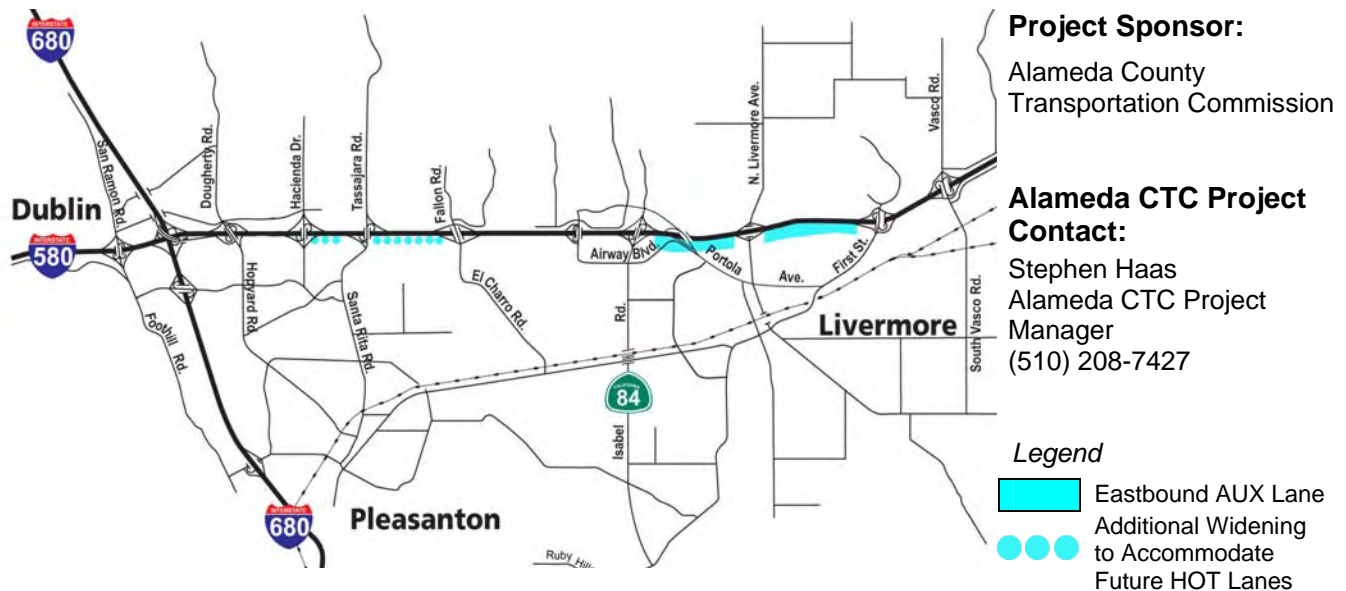
Attachment A: I-580 Eastbound Auxiliary Lane Project Fact Sheet

Attachment B: Initial Project Report update

Attachment C: Alameda County Transportation Commission Resolution 11-010



I-580 Eastbound Auxiliary (AUX) Lane Project Alameda CTC PN 420.5



Project Description:

The project will construct eastbound auxiliary lanes from Isabel Avenue to First St. in Livermore and make other improvements so as to not preclude conversion of the HOV lane to a double express (HOT) lane facility.

Project Status Report:

The engineering consultant retained by the Alameda CTC is preparing the Environmental Document (ED) and PS&E for the Eastbound Auxiliary (AUX) Lane Project between Isabel Avenue and North Livermore Avenue and North Livermore Avenue and First Street in Livermore. The ED for this project consists of a re-validation of the I-580 Eastbound (EB) HOV Lane Project IS/EA. For constructability reasons, PS&E includes items split from the I-580 Westbound (WB) HOV Lane Project. The project schedule has been revised as the result of changes required to accommodate the I-580 Eastbound HOT lane project.

Recent Activities:

- A revised Biological Assessment (BA) addressing the agreed upon scope was submitted to Caltrans for review.
- PS&E Design revisions to match the new scope are in progress
- Project Scope has been agreed upon and the project schedule has been revised as a result of changes required to accommodate the EB HOT lane project.

Upcoming Activities:

- Complete revalidation of the I-580 Eastbound HOV Lane Project IS/EA to address auxiliary lane improvements.
- Approval of the AUX lanes final design package is now expected in April 2012.

Project Issues:

Issue	Action Plan
Project scope change	Several Items of scope were removed from the I-580 EB HOV lane projects during construction. These items were added to the AUX lanes project. A revised schedule was prepared as a part of the Project Change Request (PCR) to add this work and to make changes to accommodate the EB HOT Lane Project. Caltrans is reviewing the PCR.
Project Schedule Delays	The schedule for the eastbound auxiliary lanes has been impacted by the delay in finalizing the scope of the I-580 Eastbound Express Lane Project

Project Cost/Funding – Combined EB HOT / AUX Lane

Cost Estimate by Phase*	
PE / Environmental	\$ 3,604,400
PS& E	\$ 725,000
System Integrator	\$ 7,667,600
Right of Way	\$ 900,000
Construction Support	\$ 4,295,000
Construction Capital	\$ 38,717,000
Operations and Maintenance	\$ 1,450,000
TOTAL Expenditures:	\$ 58,937,000

Funding*	
TVTC	\$ 3,000,000
CMIA	\$ 21,563,000
RM2	\$ 13,160,000
1-580 Corridor EB HOV	\$ 4,989,000
ARRA	\$ 7,500,000
Federal	\$ 225,000
Shortfall	\$ 8,500,000
TOTAL Revenues:	\$ 58,937,000

* Based on the Alameda CTC March 2011 Funding Plan for a combined Express Lane/Auxiliary Lane Project. Projects will be combined after Project Approval

Project Schedule – Combined EB HOT / AUX Lane

Project Phase	Schedule	2006	2007	2008	2009	2010	2011	2012	2013	2014
PE/Environmental	11/07 - 09/11			—————						
PS&E	12/09 - 04/12				—————					
Right-of-Way	09/11 - 04/12						———			
Adv. / Award Period	04/12 – 08/12							———		
Construction	08/12 - 04/14								—————	



Regional Measure 2 – INITIAL PROJECT REPORT

Regional Measure 2

**Initial Project Report
(IPR)**

**I-580 – Tri-Valley
Rapid Transit Corridor Improvements**

**#32.1d
Eastbound I-580 HOV
Lane Project**

**Submitted by
Alameda County Transportation Commission**

May 2011

Regional Measure 2 Initial Project Report (IPR)

Project Title:

Eastbound I-580 HOV Lane Project

RM2 Project No.

32.1d

Allocation History: Project 32 was allocated a total of \$6,000,000 in 2004 prior to the definition of sub-projects. A portion of the original allocation has been used for activities relating to this sub-project to date. In 2006 specific sub-projects were defined and the 2004 allocations along with new allocations were divided amongst the sub-projects IPR's including IPR for this sub-project.

On April 23, 2008 \$9,182,000 was allocated for construction of the I-580 Eastbound HOV Lane Project.

On October 28, 2008 \$700,000 was allocated for PA&ED and PS&E activities for the EB I-580 Auxiliary Lane Project.

On February 24, 2010 \$300,000 was allocated for PA&ED and PS&E activities for the EB I-580 Auxiliary Lane Project.

	MTC Approval Date	Amount	Phase
#1: 05366401	10/27/04	\$ 400,000	ENV/PE (FY04/05)
#2: 06366402	10/27/04	\$ 2,200,000	ENV/PE (FY05/06)
#3: 07366406	7/26/06	\$ 2,400,000	ENV/PE (FY06/07)
#4: 08366413	09/28/07	\$ 500,000	ENV/PE (FY06/07)
#5: 08366415	12/19/07	\$ 500,000	Final Design
#6: 08366416	04/23/08	\$ 9,182,000	Construction
#7: 09366422	01/28/09	\$ 700,000	ENV/PE (FY08/09)
#7: 10366426	02/24/10	\$ 300,000	ENV/PE (FY09/10)

Total: \$16,182,000

Regional Measure 2 – INITIAL PROJECT REPORT

Current Allocation Request: Previous allocations were used to prepare a revalidation of the I-580 Eastbound HOV Lane Project to construct the Eastbound Auxiliary Lanes from the new Isabel Interchange to N. Livermore Avenue and from N. Livermore Avenue to First Street, and to develop the I-580 Eastbound Auxiliary Lane PS&E to the 95% level. The revalidation was never approved due to uncertainty surrounding the scope of the I-580 Eastbound Express Lane Project.

The project was put on hold at that point pending an agreement between the Alameda CTC and Caltrans on the scope of the express lane project. Changes to the express lane project would necessitate changes to the auxiliary lane project. In December 2010 the Alameda CTC and Caltrans reached an agreement on the scope of the express lane project. This agreement requires an additional 6-feet of widening within the limits of the auxiliary lane project, and some widening at other locations.

An allocation of \$800,000 is requested to revise the Revalidation of the I-580 Eastbound IS/EA to address the additional widening and to complete the auxiliary lane project PS&E. An additional \$500,000 will be requested for Right of Way at Project Approval in Sept. 2011.

IPR Revision Date	Amount Being Requested	Phase Requested
Apr. 30, 2011	\$ 800,000	PE, ENV and Final Design for Aux Lanes

I. OVERALL PROJECT INFORMATION

A. Project Sponsor / Co-sponsor(s) / Implementing Agency

The Alameda County Transportation Commission (Alameda CTC), acting on behalf of the Alameda County Congestion Management Agency (CMA) is the Project Sponsor and the Alameda CTC, and Caltrans are the Implementing Agencies. The Alameda CTC will be the lead agency for the PA&ED and design phases. Construction will be administered by Caltrans.

B. Project Purpose

The I-580 corridor in the Tri-Valley is currently ranked as one of the most congested corridors in the Bay area. The corridor serves large number of commuters and freight traffic between the Central Valley and various Bay area destinations. The Eastbound I-580 HOV Lane Project is intended to provide congestion relief, with the main beneficiaries being express buses and high occupancy vehicles during the peak periods. The two auxiliary lanes will reduce the congestion by relieving the eastbound queue at Isabel Interchange and improve the level of service between Isabel and North Livermore.

C. Project Description (please provide details)

Project Graphics to be sent electronically with This Application

This project will construct an eastbound I-580 HOV Lane from Hacienda Drive to the Greenville Overcrossing (10 miles) and associated auxiliary lanes and roadway improvements. The HOV Lane will be constructed in the existing median of I-580. While the core of the project is to provide an HOV lane, the following elements are added to the scope of this project: i) Additional pavement for future HOT Lane; ii) Rehabilitation of the existing pavement; iii) Replacing and upgrading of the pavement embedded

Regional Measure 2 – INITIAL PROJECT REPORT

and sideline hardware for the existing truck-scale station; and iv) Constructing the foundation for median bent and other improvements to facilitate the delivery of the near future Isabel / I-580 Interchange project. Funding for these elements is provided by other sources than RM2.

Project includes the construction of eastbound auxiliary lanes from Isabel to N. Livermore and from N. Livermore to First. A separate construction contract will be prepared for these auxiliary lanes. Right-of-way (temporary and/or permanent easements and one fee take) will be required for the auxiliary lanes project.

D. Impediments to Project Completion

There are no known impediments to project completion.

E. Operability

The entire facility will be owned and maintained by Caltrans.

II. PROJECT PHASE DESCRIPTION and STATUS

F. Environmental –

Does NEPA Apply: Yes No

The environmental document (Neg Dec/FONSI) document is cleared and approved for the main project.

A revalidation of the I-580 Eastbound HOV Lane Project to construct the Eastbound Auxiliary Lanes from the new Isabel Interchange to N. Livermore Avenue and from N. Livermore Avenue to First Street was prepared, but not approved due to uncertainty surrounding the I-580 Eastbound Express Lane. Revisions to the project scope (additional 6-feet of widening within the auxiliary lane limits) will require revisions to the previously prepared revalidation.

A revalidation of the environmental document to include the auxiliary lanes is needed to proceed with the auxiliary lane project. All of the necessary technical reports will be revised and resubmitted to Caltrans. The draft IS/EA re-validation document will be submitted to CT after comments are received on the technical reports. An approved re-validation is expected in October 2011.

G. Design –

CMA completed the design of the HOV Lane Widening Project in February 2008.

The design of the auxiliary lanes was prepared concurrently with the re-validation and was prepared to 95%. The 95% PS&E will be revised to address the scope revisions discussed above. The final lift of AC was deleted from the Segment 1 and Segment 2 construction contracts, that work will also be added to the auxiliary lane contract.

This project will be combined with the I-580 Eastbound Express Lane Project for Construction.

H. Right-of-Way Activities / Acquisition –

Right-of-way will be required for the auxiliary lane project. Right of Way consists of temporary construction easements, highway structure easements (for retaining wall soil nails) and one full take. Right of Way acquisition activities will begin after approval of the re-validation.

Regional Measure 2 – INITIAL PROJECT REPORT

I. Construction -

Construction of the Segment 1 began in August, 2008 and the first portion of the HOV Lane was opened in September 2009. Segment 1 was completed in February 2010. Construction of the Segment 2 began in September 2009 and the remaining portion of the HOV lane was completed in November 2010. The Segment 2 construction contract is scheduled to be completed in December 2011. Caltrans is administering the construction of these projects.

Construction of the auxiliary lane project is schedule to begin in Summer 2013 and be completed in Fall 2014.

III. PROJECT BUDGET

J. Project Budget (Escalated to year of expenditure)

Phase	Total Amount - Escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$13,225
Design - Plans, Specifications and Estimates (PS&E)	\$2,100
Right-of-Way Activities /Acquisition (R/W)	\$200
Construction / Construction Support (CON)	\$142,259
Total Project Budget (in thousands)	\$157,784

It is assumed that costs escalate at 5% per year.

K. Project Budget (De-escalated to current year)

Phase	Total Amount - De-escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$13,225
Design - Plans, Specifications and Estimates (PS&E)	\$2,100
Right-of-Way Activities /Acquisition (R/W)	\$200
Construction / Construction Support (CON)	\$135,146
Total Project Budget (in thousands)	\$150,671

IV. OVERALL PROJECT SCHEDULE

Phase-Milestone	Planned (Update as needed)	
	Start Date	Completion Date
Environmental Document, Preliminary Eng. (ENV / PE / PA&ED)	Aug. 2001	June 2009
Segment 3 (Aux Lane)	June 2009	Oct 2011
Final Design - Plans, Specs. & Estimates (PS&E)	July 2005	December 2009
Segment 3 (Aux Lane)	June 2009	May 2012
Right-of-Way Activities /Acquisition (R/W)	November 2007	March 2010
Segment 3 (Aux Lane)	May 2010	May 2012
Construction (Begin – Open for Use) / Acquisition / Operating Service/ Construction Support (CON) Segment 1	August 2008	December 2009

Regional Measure 2 – INITIAL PROJECT REPORT

Segment 2 Segment 3 (Aux Lanes)	March 2009 January 2011	August 2011 September 2012
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V. ALLOCATION REQUEST INFORMATION

L. Detailed Description of Allocation Request

Amount being requested (in escalated dollars)	\$800,000
Project Phase being requested	PE/ENV, PS&E
Are there other fund sources involved in this phase?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Date of anticipated Implementing Agency Board approval the RM2 IPR Resolution for the allocation being requested	June 23, 2011
Month/year being requested for MTC Commission approval of allocation	June 22, 2011

M. Status of Previous Allocations (if any)

Previous allocations were used to prepare a revalidation of the I-580 Eastbound HOV Lane Project IS/EA to construct the eastbound auxiliary lanes from the new Isabel Interchange to N. Livermore Avenue and from N. Livermore Avenue to First Street, and to develop the I-580 Eastbound Auxiliary Lane PS&E to the 95% level. The revalidation was never approved due to uncertainty surrounding the scope of the I-580 Eastbound Express Lane Project.

The project was put on hold at that point pending an agreement between the Alameda CTC and Caltrans on the scope on the scope of the express lane project. Changes to the express lane project would necessitate changes to the auxiliary lane project. In December 2010 the Alameda CTC and Caltrans reached an agreement on the scope of the express lane project. This agreement requires an additional 6-foot of widening within the limits of the auxiliary lane project, and some widening at other locations.

N. Workplan Workplan in Alternate Format Enclosed

Segment 3: I-580 Eastbound Auxiliary Lane Project

TASK NO	Description	Deliverables	Completion Date
1	Environmental Clearance	Environmental Document	October 2011
2	Design Completion	Caltrans approved PS&E	April 2012
3	Caltrans Approval	Ready to List	April 2012
4	Advertisement	Bid Package	May 2012
5	Construction Complete	Construction Complete	October 2014

O. Impediments to Allocation Implementation

No Impediments to allocation implementation have been identified

Regional Measure 2 – INITIAL PROJECT REPORT

VI. RM-2 FUNDING INFORMATION

P. RM-2 Funding Expenditures for funds being allocated

- The companion Microsoft Excel Project Funding Spreadsheet to this IPR is included**

VII. GOVERNING BOARD ACTION

Check the box that applies:

- Governing Board Resolution attached**
- Governing Board Resolution to be provided on or before: June 24, 2011**

VIII. CONTACT / PREPARATION INFORMATION

Contact for Applicant's Agency

Name: Ray Akkawi
Phone: 510-208-7400
Title: Project Delivery Manager
E-mail: rakkawi@alamedactc.org

Information on Person Preparing IPR

Name: Stephen D. Haas
Phone: 510-208-7400
Title: Project Manager
E-mail: shaas@alamedactc.org

Applicant Agency's Accounting Contact

Name: Yvonne Chan
Phone: 510-208-7400
Title: Accounting Manager
E-mail: ychan@alamedactc.org

RM-2 Initial Project Report

TOTAL PROJECT FUNDING PLAN

(Amounts Escalated in Thousands)

Project Title: Eastbound I-580 HOV Lane Project		Project ID: 32.1d													
Agency: Alameda County Transportation Commission		Date: 4/30/2011													
TOTAL PROJECT: COMMITTED + UNCOMMITTED+ TO BE DETERMINED															
Fund Source	Phase	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future	TOTAL
COMMITTED FUNDING PLAN (PROGRAMMED, ALLOCATED, APPROVED FUNDING)															
RM-2	PAVED		400	2,200	2,400	500									5,500
RM-2	Design				500										500
Earmark	Design						225								225
TCRP	PAVED		7,000												7,000
RM-2	Construction					9,182	WB								9,182
STIP	Construction					17,669									17,669
CMIA	Construction					52,127		21,563							73,690
SAFTEA - LU	Construction					5,300									5,300
SAFTEA - LU	Construction					8,818	WB								8,818
SHOPP	Construction					27,000									27,000
TVTC	Construction					600									600
TVTC	Design							300							300
RM-2	PAVED							700	300						1,000
RM-2	Design								800						800
RM-2	R/W								200						200
UNCOMMITTED FUNDING PLAN (NON-PROGRAMMED/ALLOCATED, BUT PLANNED FUNDING)															
FUNDING SOURCE STILL TO BE DETERMINED (LIST POTENTIAL SOURCES THAT WILL LIKELY BE PURSUED)															
TOTAL PROJECT: COMMITTED + UNCOMMITTED + TBD FUNDING TOTAL															
		Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future	TOTAL
			7,000	400	2,200	2,400	121,696	700	600	1,225	21,563				157,784

Comments:

Funding plan updated consistent w/ scope, cost escalation and schedule changes approved in recent CMIA programming process.

Enter all funding for the project - both Committed and Uncommitted. Enter amounts in thousands and escalated to the year of funding.
Eligible Phases: ENV (or PA&ED), PS&E, R/W or CON. For planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional).

RM-2 Initial Project Report

EXPENDITURES TO-DATE BY PHASE AND FUND SOURCES

Phase	Fund Source	Date of Last Expenditure	Amount Expended to date (Thousands)	Available Balance Remaining (Thousands)
ENV / PA&ED	RM-2	3/30/2011	\$ 6,479	\$ 21
	TCRP	9/30/2008	\$ 7,000	\$ -
	TVTC	3/30/2011	\$ 148	\$ 152
PS&E	RM-2	N/A	\$ 500	\$ 800
	Federal Earmark	N/A	\$ -	\$ 225
	Other Local	N/A	\$ -	\$ 400
RAW	RM-2	N/A	\$ -	\$ 200
	Other Local	N/A	\$ -	\$ 200
CON / Operating / Support	RM-2	3/30/2011	\$ 1,281	\$ 1,901
	TCPR, STIP, CMIA, SAFETEA-LU, SHOPP			
Total to date (in thousands)			\$ 15,408	\$ 3,899

Comments:

Regional Measure 2 Funds in the amount of \$800,000 is requested for PS&E (In bold above)

As required by RM-2 Legislation, provide funds expended to date for the total project. Provide both expenditure by Fund Source and Expenditure by Phase, with the date of the last expenditure, and any available balance remaining to be expended.

Project ID: 32.1d
Date: 4/30/2011

**Regional Measure 2 Program
Estimated Budget Plan**

Please complete this form based the proposed allocation for your project. The scope should be consistent with the funding y are requesting the MTC allocate. Projects with complementary fund sources, should list the estimated cost of the entire work scope. Note that this information may not only represent the RM2 funding. A separate EBP needs to be completed for each allocation request or each phase of such request.

TITLE OF PROJECT Eastbound I-580 HOV Lane Project	RM2 Legislation ID (and project subelements if any) <p style="text-align: center;">32.1d</p>
NAME AND ADDRESS OF IMPLEMENTING AGENCY Alameda County Transportation Commission 1333 Broadway, Suite 220 Oakland, CA 94612	

DETAIL DESCRIPTION	ESTIMATED HOURS	RATE/HOUR	TOTAL ESTIMATED COST (Dollars)
1. DIRECT LABOR of Implementing Agency (Specify by task)			
Project Management	400	75.00	30,000
			0
			0
			0
TOTAL DIRECT LABOR			30,000
2. DIRECT BENEFITS (Specify)			
	Benefit Rate	X BASE	
Direct Benefits @ 53% & Indirect Costs @ 50%	130%	30,000	
TOTAL BENEFIT			39,000
3. DIRECT CAPITAL COSTS (include construction, right-of-way, or vehicle acquisition)			
	Unit (if applicable)	Cost per Unit (\$)	
Construction Contractor			
TOTAL DIRECT CAPITAL COSTS			0
4. CONSULTANTS (Identify purpose and or consultant)			
TYLin, ENV/PE & PSE			731,000
TOTAL CONSULTANTS			731,000
5. OTHER DIRECT COSTS (Specify - explain costs, if any)			
TOTAL OTHER DIRECT COSTS			
6. TOTAL ESTIMATED COST			800,000

Comments:

This allocation is for continuing ENV/PE & PSE work on the I-580 EB Auxiliary Lane Project.

Date: 4/30/2011

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**ALAMEDA COUNTY TRANSPORTATION COMMISSION
RESOLUTION 11-010**

Implementing Agency: Alameda County Transportation Commission

Project Titles: Allocation Request for the Subproject 32.1d: Eastbound I-580 HOV Lane – Auxiliary Lanes Project

Whereas, SB 916 (Chapter 715, Statutes 2004), commonly referred as Regional Measure 2, identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

Whereas, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 2 funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

Whereas, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 2 funding; and

Whereas, allocations to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 2 Policy and Procedures; and

Whereas, the Alameda County Transportation Commission (Alameda CTC) is an eligible sponsor of transportation projects in Regional Measure 2, Regional Traffic Relief Plan funds; and

Whereas, the Subprojects 32.1d: Eastbound I-580 HOV Lane- Auxiliary Lanes Project is eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

Whereas, the Regional Measure 2 allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, project, purpose, schedule, budget, expenditure and cash flow plan for which Alameda CTC is requesting that MTC allocate Regional Measure 2 funds; and

Resolved, that the Alameda CTC, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636); and be it further

Resolved, that the Alameda CTC certifies that the project is consistent with the Regional Transportation Plan (RTP);

Resolved, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project;

Resolved, that the Regional Measure 2 phase or segment is fully funded, and results in an operable and useable segment;

Resolved, that the Alameda CTC approves the updated Initial Project Report, attached to this resolution; and be it further

Resolved, that the Alameda CTC approves the cash flow plan, attached to this resolution; and be it further

Resolved, that the Alameda CTC has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the updated Initial Project Report, attached to this resolution; and be it further

Resolved, that the Alameda CTC is an eligible sponsor of projects in the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(c); and be it further

Resolved, that the Alameda CTC is authorized to submit an application for Regional Measure 2 funds for the Subproject 32.1d: Eastbound I-580 HOV Lane Project as part of the Project 32: I-580 – Tri-Valley Rapid Transit Corridor Improvements, in accordance with California Streets and Highways Code 30914(c); and be it further

Resolved, that the Alameda CTC certifies that the project and purposes for which RM2 funds are being requested are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et seq. and the applicable regulations there under; and be it further

Resolved, that there is no legal impediment to the Alameda CTC making allocation requests for Regional Measure 2 funds; and be it further

Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of the Alameda CTC to deliver such project; and be it further

Resolved, that Alameda CTC indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of the Alameda CTC, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

Resolved, that the Alameda CTC shall, if any revenues or profits from any non-governmental use of property (or project) are collected, that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

Resolved, that assets purchased with RM2 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 2 funds were originally used; and be it further

Resolved, that the Alameda CTC shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 2 Toll Revenues; and be it further

Resolved, that the Alameda CTC authorizes its Executive Director, or his designee, to execute and submit an allocation request for the following phase of the following subproject with MTC for Regional Measure 2 funds for a total of \$800,000 for the project, purposes and amounts included in the project application attached to this resolution;

Project	Phase	Previous Allocation Authorized	Additional / New Allocation Need	Total for Phase	Total Subproject (previous and new allocation)	Allocation Request
Value in \$ Thousands						
32.1d Eastbound I-580 HOV Lane Project	PA/ED	6,200	300	6,500	6,500	300
	Design	500		1,300	500	
	Construction	9,182		9,182	9,182	
	Right of Way			500		
	Total	15,882	300	17,482	16,182	300

and be it further

Resolved, that the Executive Director, or his designee, is hereby delegated the authority to make non-substantive changes or minor amendments to the IPR as he/she deems appropriate;

Resolved, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the Alameda CTC application referenced herein;

Duly passed and adopted by the Alameda Congestion Management Agency at the regular meeting of the Board held on Thursday, June 23, 2011 in Oakland, California by the following votes:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

Mark Green, Chairperson

ATTEST:

Gladys V. Parmelee, Commission Secretary



Memorandum

DATE: June 14, 2011

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **Approval of Authorization to Accept Construction Contract for the I-580 Castro Valley Interchange Improvements Project (ACTIA 12)**

Recommendation

It is recommended that the Commission authorize the following actions related to the I-580 Castro Valley Interchange Improvements Project (ACTIA 12):

1. Acceptance of the construction contract with RGW Construction, Inc.; and
2. Approval of the final payment to RGW Construction, Inc. based on the terms of contract acceptance up to an amount such that the total contract cost does not exceed the approved budget of \$15 million.

Discussion/Background

Construction of the I-580 Castro Valley Interchange Improvements Project is complete and the reconfigured interchange is open to traffic. The “acceptance” of the construction contract has significant meaning with regard to liability concerns and to funding requirements. Accepting the contract relieves the contractor from maintenance and liability for the project area within the contractual limits of work. The maintenance and liability must be returned to Caltrans upon acceptance of the contract from the contractor. The milestone of contract acceptance is also used for state and federal funding to imply that all work is complete and other than negotiating the final payment, including any outstanding contractor claims, no more reimbursable expenditures will be incurred via the contract.

The contract with RGW Construction, Inc. recommended for acceptance is funded with State Transportation Improvement Program (STIP) funds, a federal earmark and federal Surface Transportation Program (STP) funds. The “accept contract” deadline for the STIP funds is July 11, 2011. The STIP deadline for submitting the final invoice following contract acceptance is 180 days after contract acceptance.

Fiscal Impact

Approval of the recommended action will have no direct fiscal impact.

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Memorandum

DATE: June 14, 2011

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

**SUBJECT: Safe Route to School Program:
Approval of necessary agreements for the operations of the Alameda County
Safe Route to School Program in FY 2011/12 and 2012/13**

Recommendation

It is recommended that the Commission authorize the Executive Director to enter into all necessary agreements and contracts to implement and operate the Alameda County Safe Route to School (SR2S) Program for FY 2011/12 and 2012/13 within the limits of the grant funds available for the program. The Alta Planning and Design team is proposed to implement and operate the Alameda County Safe Route to School Program for FY 2011/12 and 2012/13.

Summary

Alameda CTC is receiving federal funding for the implementation of a countywide SR2S program. An RFP to administer the program was released on April 5, 2011 with proposals due on April 28, 2011. One proposal was received, submitted by Alta Planning and Design. The proposal addresses the requirements of the RFP. Staff is negotiating a contract and fee with the intent to execute a contract, contingent on the authorization of the Alameda CTC, and to have the consultant team in place by July 1, 2011 to implement and administer the program for FY 2011/12 and 2012/13.

Background

The Metropolitan Transportation Commission (MTC) created a new Climate Initiatives Program which includes SR2S programs as an eligible use of funds. The focus of this new program is to reduce greenhouse gases by promoting walking, biking, transit, and carpooling to school. Through this program, the Alameda CTC has been programmed \$3.22 million in federal funds to implement the Alameda County SR2S program. This funding is being matched with \$420,000 in Measure B Bicycle and Pedestrian Safety Funds, bringing the total program budget to \$3.64 million.

The Alameda County SR2S program approved by the Alameda CTC is a comprehensive countywide program that includes both programmatic and capital project components that target students, schools, and staff in all grade levels and that builds upon the existing SR2S program.

There are multiple elements in the countywide program, all of which will operate in tandem to form a coordinated effort. Three programmatic elements that are included in the proposal received by Alta Planning and Design include:

- K-8 Program to operate comprehensive SR2S programs in a minimum of 90 schools
- New High School program, to operate in approximately 10-13 schools
- New Commute Alternatives program to reduce faculty and staff drive-alone trips in approximately 1-2 school districts

The Safe Routes to Schools Capital Technical Assistance Program (SR2S Cap-TAP) and Capital Program are also a part of the overall SR2S program, and will be implemented independently by Alameda CTC staff.

The RFP required the consultant team to identify how they will approach and address the overall countywide SR2S program goals, including:

- Establish one cohesive countywide program that is implemented equitably throughout the County, with all elements integrated and coordinated efficiently, even if implemented by different entities;
- Build upon lessons learned and continue successes, including the current K-8 SR2S program which will be operating in 90 schools by June 2011;
- Create two new and effective countywide programs (high school and commute alternatives);
- Effectively coordinate with partner agencies to implement and expand the program;
- Address traditional SR2S 5 E's (Education, Encouragement, Engineering, Enforcement, Evaluation), as well as a 6th E, Emission Reductions.
- Address how it will meet performance measures

One proposal was received, submitted by the Alta Planning and Design. The Alta Planning and Design team also includes: Transform, Cycles of Change, East Bay Bicycle Coalition, Big Tadoo Puppet Crew, Lightbox Collaborative, and Finger Design. The proposal addresses the requirements of the RFP and also meets the Underutilized Disadvantage Business Enterprise (UDBE) goal of 1.57% in compliance with federal-aid rules.

Staff is negotiating a contract and fee with the intent to execute a contract, contingent on the authorization of the Alameda CTC, and to have the consultant team in place by July 1, 2011 to implement and administer the program for FY 2011/12 and 2012/13.

The team will also be responsible for integrating bicycle safety education classes for children, which are currently being offered through a Measure B grant-funded project with the East Bay Bicycle Coalition, into the countywide SR2S program. The new BikeMobile project, recently funded through a competitive regional SR2S grant, will also be administered in concert with this contract (see agenda item 2E2.).

Fiscal Impact

Approval of the recommended action will have no direct significant fiscal impact. Funds to implement the project are assumed in the FY 2011/12 Alameda CTC budget.



Memorandum

DATE: June 14, 2011

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

**SUBJECT: Safe Route to School Program:
Approval of necessary agreements for the operations of the BikeMobile
Program in FY 2011/12 and 2012/13**

Recommendation

It is recommended that the Commission authorize the Executive Director to enter into all necessary agreements and contracts to implement and operate the BikeMobile component of the Alameda County Safe Route to School (SR2S) Program for FY 2011/12 and 2012/13 within the limits of the grant funds available for the program. The Alameda CTC will contract with Cycles of Change, the partner grant applicant, to implement and operate the BikeMobile and integrate it with the Alameda County Safe Route to School Program for FY 2011/12 and 2012/13.

Summary

Alameda CTC is receiving federal funding for the BikeMobile Program that will be implemented in conjunction with the countywide SR2S program (see agenda item 2F1.). The BikeMobile Program was applied for in partnership with Cycles of Change. The contract to provide the service is proposed to be with Cycles of Change. Staff is negotiating a contract and fee with the intent to execute a contract, contingent on the authorization of the Alameda CTC, and to have the Cycles of Change project delivery team in place by July 1, 2011 to implement and administer the program for FY 2011/12 and 2012/13.

Background:

The Alameda CTC submitted a grant proposal to MTC in August 2010 for funds from the MTC Climate Initiatives Program for the BikeMobile Program in partnership with the Cycles of Change organization. Cycles of Change, a local non-profit offering bicycle education and repair and a partner in the current Alameda County Safe Routes to Schools program, proposed creating a mobile bicycle repair and encouragement program using a vehicle that would regularly visit schools with SR2S programs, recreation centers, and other applicable sites. All non-profit applicants were required to have a public sponsor, and Cycles of Change requested the Alameda CTC partner with them to implement the project. The Alameda CTC is also providing the required 11.5% local match. The BikeMobile project was awarded programming of \$500,000 of federal funds, with a total project budget of \$565,000 with the inclusion of the required matching funds. Measure B funds are being used for the local match requirement. The program is proposed

to be implemented by Cycles of Change and coordinated with the overall Countywide SR2S program, with Alameda CTC acting in an oversight role.

Project Description

Cycles of Change has found that a large number of children have bicycles that are broken and not ride-able, or not well-maintained and therefore unsafe or uncomfortable to ride. Often these children do not live near bicycle shops, nor do they have resources to pay for bicycle repair. The BikeMobile program will purchase and operate a truck that will be fully staffed to offer bicycle repair, bicycle safety instruction and encouragement to ride. The services will be primarily geared toward students, but will also serve interested parents, teachers and school staff, and are expected to make up to 275 site visits over two years. The BikeMobile program will support existing sites with Safe Routes to School programs and also outreach to recreation centers, and community events to repair broken bikes, teach hands-on bike repair, offer safety trainings, and promote biking to school.

Fiscal Impact

Approval of the recommended action will have no direct significant fiscal impact. Funds to implement the project are assumed in the FY 2011/12 Alameda CTC budget.



Memorandum

DATE: June 14, 2011

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

**SUBJECT: Approval of FY 2011-12 Measure B Strategic Plan
Measure B Capital Projects Program**

Recommendation

It is recommended that the Commission approve the FY 2011-12 Measure B Strategic Plan for the Measure B Capital Projects Program.

Summary

The Strategic Plan for the Capital Projects Program provides the basis for the commitments of Measure B funding to the various capital projects included in the Capital Program. The Strategic Plan also lays out the timing for providing Measure B funds to projects. The timing of the Measure B commitments is especially significant in the FY 2011-12 Measure B Strategic Plan (FY 11/12 Strategic Plan), since the ACTIA Capital Program is nearing the point at which some type of debt financing will be required to provide the Measure B funds to the projects when they are needed, i.e. at the time the eligible costs are incurred by the implementing agency. The timing of the anticipated expenditures has a significant effect on the financing options and costs.

The FY 11/12 Strategic Plan will be the first adopted by the Alameda County Transportation Commission (ACTC). The FY 11/12 Strategic Plan will also be the first Strategic Plan to combine the 1986 Measure B Capital Program (ACTA) with the 2000 Measure B Capital Program (ACTIA).

In April 2011, the ACTC approved assumptions to be incorporated into the FY 11/12 Strategic Plan. Those assumptions included holding the current level of Measure B commitment to the remaining active projects. The summary of Measure B commitments for the remaining projects in the ACTA Capital Program are shown in Table A-1 in Attachment A. The summary of Measure B commitments for all of the projects in the ACTIA Capital Program are shown in Table A-2 in Attachment A.

The assumptions to be incorporated into the FY 11/12 Strategic Plan approved by the ACTC in April 2011, included a Three-Year Allocation Plan similar to the current FY 10/11 Strategic Plan, however, the Allocation Plan included in the FY 11/12 Strategic Plan (FY 11/12 Allocation Plan) has been expanded to a five-year horizon in order to cover the remainder of the allocations anticipated for the ACTIA Capital Program. The FY 11/12 Allocation Plan included in Attachment B includes revisions to the Draft FY 11/12 Allocation Plan approved by the Commission in May 2011 for three Measure B

capital projects. The revisions, that do not change the total Measure B commitment to any of the Expenditure Plan projects, are as follows:

- I-680 Sunol Express Lanes Project (ACTIA No. 8) - The ACTIA Measure B Commitment Summary included in Attachment A and the FY 11/12 Allocation Plan included in Attachment B have been revised to reflect a separation of the Measure B commitment to ACTIA No. 8 into southbound and northbound, ACTIA No. 8A and 8B, respectively. The total Measure B commitment to the southbound Express Lane, ACTIA 8A, has been set at \$15.197 million, and the total Measure B commitment to the northbound Express Lane, ACTIA 8B, is \$20 million.
- Dumbarton Rail Corridor (ACTIA No. 25) – The ACTIA Measure B Commitment Summary included in Attachment A and the FY 11/12 Allocation Plan included in Attachment B have been revised to reflect an allocation of \$150 thousand scheduled for consideration by the Commission in June 2011 (i.e. the same meeting as the FY 11/12 Strategic Plan).
- Congestion Relief Emergency Fund (ACTIA No. 27) – The ACTIA Measure B Commitment Summary included in Attachment A and the FY 11/12 Allocation Plan included in Attachment B have been revised to reflect a reduction to the total Measure B commitment for ACTIA No. 27. The ACTIA No. 27 amounts have been reduced to reflect the Countywide Transportation Plan (CWTP)/ Transportation Expenditure Plan (TEP) Development Project (ACTIA No. 27D) which was inadvertently not shown in previous summaries. The ACTC (ACTIA at the time) approved \$50 thousand for ACTIA 27D in June 2010. The revised Measure B commitment and FY 11/12 Beginning Programmed Balance for ACTIA No. 27, along with the commitment and allocation for ACTIA No. 27D, are reflected in Attachments A and B.

Discussion/Background

The Strategic Plan for the ACTA and ACTIA Measure B Capital Programs provides an annual summary of the status of the Measure B commitments to the capital projects included in both Measures. The two Measures had different requirements and procedures for the programming, allocation, encumbrance, and expenditure of Measure B funds. The revenue collection for the first Measure (ACTA) ceased in 2002 on the day before the revenue collection for the current Measure (ACTIA) began.

The FY 11/12 Strategic Plan will be the first adopted by the ACTC since the Alameda County Transportation Improvement Authority (ACTIA) assumed the responsibilities of the Alameda County Transportation Authority (ACTA) and subsequently merged with the Alameda County Congestion Management Agency (ACCMA) during 2010. The FY 11/12 Strategic Plan will also be the first Strategic Plan to combine the 1986 Measure B Capital Program (ACTA) with the 2000 Measure B Capital Program (ACTIA). The two predecessor Measure B agencies, ACTA and ACTIA, adopted separate Strategic Plans each fiscal year (FY) for their respective measures. The FY 11/12 Strategic Plan adopted for the combined capital programs must maintain the separate requirements associated with each measure throughout the remainder of each Capital Program.

The ACTC approved assumptions for developing the FY 11/12 Strategic Plan in April 2011. The Strategic Plan balances the revenue and cash balance assumptions with the capital project

expenditures assumptions for each Measure to assess the ACTC's ability to provide the commitments of Measure B funds to capital projects at the time they are needed to reimburse eligible project costs.

Revenue and Cash Balance Assumptions

Alameda County Transportation Authority (ACTA) Capital Program

The following revenue and cash balance assumptions are incorporated into the FY 11/12 Strategic Plan for the ACTA Capital Program.

1. The projected ACTA Measure B cash balance at the beginning of FY 2011/12, based on the Mid-Year Budget Update approved by the ACTC in February 2011, is \$163.3 million. This balance represents the estimated value of the ACTC's various interest-bearing accounts on June 30, 2011 available to fulfill the remaining ACTA Measure B commitments shown in Table B-1 in Attachment B.
2. The Authority ceased collecting sales tax on March 31, 2002. With the authority to collect the sales tax expired, the only revenue source is interest income generated from the Authority's various interest bearing accounts. The Mid-Year Budget Update approved by the ACTC in February 2011 included \$1.75 million in interest revenues for FY 2010/11. The interest rate on the cash balances for future years is projected to be 1-1/2% per annum or less for the remainder of the program.
3. The ACTC currently owns property that was acquired for ACTA capital project rights-of-way and is now considered surplus. The FY 2011-12 Strategic Plan assumes that sales of the surplus property would yield \$3.0 million of proceeds in FY 2013-14.

Alameda County Transportation Improvement Authority (ACTIA) Capital Program

The commitments of ACTIA Measure B funds are dependent, in large part, on the anticipated future revenues. The following revenue and cash balance assumptions are incorporated into the FY 11/12 Strategic Plan for the ACTIA Capital Program.

1. The projected beginning cash balance for FY 2011/12 dedicated to capital projects, based on the Mid-Year Budget Update approved by the ACTC in February 2011, will be \$38.1 million. This amount includes interest income.
2. The anticipated revenues for FY 2010/11 were increased to \$102.0 million in the Mid-Year Budget Update approved by the ACTC in February 2011. The ACTIA Capital Projects Account portion of the FY 2010/11 revenues is \$39.1 million. The projected revenue for future fiscal years is as follows:
 - For FY 2011/12: \$104.0 million.
 - From FY 2012-13 through the end of the program: 2% growth per year.
3. The anticipated interest revenues, based on the Mid-Year Budget Update approved by the ACTC in February 2011, for the ACTIA Capital Projects Account for FY 2010/11 is \$1.1 million. Interest revenues for future fiscal years are based on a rate of return of 1-1/2% or less on account balances.

Capital Project Expenditures Assumptions

ACTA Capital Program

The total commitments of ACTA Measure B funds to the remaining individual projects included in Table A-1 in Attachment A were all established in Amendments 1 and 2 to the 1986 Expenditure Plan. The remaining ACTA Measure B commitments shown in Table B-1 in Attachment B are anticipated for the following purposes:

1. I-880 to Mission Boulevard East-West Connector (MB226) – The remaining ACTA Measure B commitment is for completing the on-going design, right of way, and utility relocation phases, and for the subsequent construction phase.
2. Route 238/Mission-Foothill-Jackson Corridor Improvement (MB238) - The remaining ACTA Measure B commitment is for completing the on-going construction phase.
3. I-580/Redwood Road Interchange (MB239) - This ACTA project is a funding contribution to the I-580 Castro Valley Interchange Improvement Project (ACTIA 12) included in the ACTIA Capital Program. The remaining ACTA Measure B commitment is for completing the construction and right of way phases.
4. Central Alameda County Freeway System Operational Analysis (MB240) – The remaining ACTA Measure B commitment is for completing the on-going scoping phase. The project does not currently include project-specific implementation beyond the planning/scoping phase.
5. Castro Valley Local Area Traffic Circulation Improvement (MB 241) – The remaining ACTA Measure B commitment is for the scoping, design and construction phases.
6. Program-wide and Project Closeout Costs (MB Var) - The Program-wide and Project Closeout Costs include miscellaneous costs related to program-wide activities and post-construction commitments such as follow up landscaping projects, landscaping maintenance, right of way settlements, right of way close-out, interagency agreement closeout, etc. Once project construction is closed out, any remaining ACTA Measure B commitment amount for the project is moved to this line item for budgeting and cashflow purposes.
7. The ACTA Measure B commitment to the BART Warm Springs Extension project is fulfilled completely by the ACTIA Measure B commitment for Project ACTIA No. 2.

The ACTA Capital Account includes more funding than the total of the remaining ACTA Measure B commitments to capital projects. The uncommitted funding is held in a Capital Projects Reserve. The ACTC approved the following assumptions related to the Capital Projects Reserve in April 2011:

1. The ACTA Measure B commitments to capital projects that have begun a fully funded construction phase will be adjusted to reflect the construction phase funding plan and any surplus ACTA Measure B funds, i.e. in excess of the amount in the construction phase funding plan including contingency, will be reassigned to the Capital Projects Reserve;
2. The ACTA Measure B commitments to capital projects that have closed out the final project phase, typically construction except for “Study Only” projects, with ACTA Measure B funds remaining will be adjusted to reflect the costs savings and any surplus ACTA Measure B funds will be reassigned to the Capital Projects Reserve; and
3. The Capital Projects Reserve funding will be held in reserve to fund additional construction phase capital costs for approved project scopes and will be allocated to individual capital projects by separate Commission action as qualifying needs are identified.

The FY 11/12 Allocation Plan included in Attachment B does not include any future allocations from the Capital Projects Reserve. Allocations of funding from the Capital Projects Reserve must comply with the assumptions described above and will be considered on a case-by-case basis as the needs are identified.

ACTIA Capital Program

The procedures for managing the ACTIA Measure B commitments are centered around allocations from the Measure B “Programmed Balance” for each capital project. The original Programmed Balance was established in the 2000 Expenditure Plan, which was used as the basis for establishing the “Initial Programmed Balance” at the beginning of revenue collection in 2002. Since 2002, the Programmed Balance for each capital projects has been adjusted each FY using a “Program Escalation Factor (PEF)” typically adopted by the Board with the other Strategic Plan assumptions. During the FY 2009-10 Strategic Plan process, the Board approved a PEF of 1.0 to be used for the remainder of the ACTIA Capital Program, which effectively holds the total ACTIA Measure B commitment to the projects in the ACTIA Capital Program at \$756.5 million. The downward trend in annual revenues that began in FY 2008-09 prompted the freeze on the PEF, and the recent upturn in the latest revenue projections for FY 2010-11 is not enough to warrant an escalation of the Programmed Balances for the remaining projects.

The total commitments of ACTIA Measure B funds to the individual projects included in Table A-2 in Attachment A reflect a PEF equal to 1.0 for the FY 11/12 Strategic Plan. The FY 11/12 Beginning Programmed Balance for each project shown in Table A-2 in Attachment A represents the amount available for future allocation. The FY 11/12 Allocation Plan shown in Table B-2 in Attachment B lays out the timing of the anticipated future allocations for the remainder of the ACTIA Capital Program. The future ACTIA Measure B allocations shown in Table B-2 in Attachment B are anticipated for the following purpose(s):

1. Altamont Commuter Express (ACE) Improvements (ACTIA 1) – This project is a programmatic project that funds individual improvements proposed by the San Joaquin Regional Rail Commission which operates the ACE service. The eligible project list is updated regularly.
2. Telegraph Avenue Corridor Bus Rapid Transit (ACTIA 7A) -- The future ACTIA Measure B allocations are anticipated for on-going project development work to prepare the project for construction and to secure construction phase funding.
3. I-680 Sunol Express Lanes – Northbound (ACTIA 8B) - The future ACTIA Measure B allocations are anticipated for project development, system management and integration, right of way and construction phases.
4. Iron Horse Transit Route (ACTIA 9) -- The future ACTIA Measure B allocations are anticipated for project development, right of way and construction phases.
5. I-880/Route 92/Whitesell Drive Interchange (ACTIA 15) – The future ACTIA Measure B allocation is anticipated for the construction phase.
6. Westgate Parkway Extension (ACTIA 18B) – This project is the second part of the overall project and is being reconsidered in the context of a project along the mainline of I-880 which will impact the I-880/Davis Street interchange adjacent to the project limits. The future ACTIA Measure B allocation is anticipated for project development and/or construction of the redefined project.

7. Dumbarton Rail Corridor (ACTIA 25) - The future ACTIA Measure B allocations are anticipated for on-going project development phases and for possible implementation of phased improvements while funding for the planned overall corridor improvements is identified.
8. I-580 Corridor/BART to Livermore Studies (ACTIA 26) - The future ACTIA Measure B allocation is anticipated for the on-going project development phase to secure environmental approval for the preferred alignment.
9. Congestion Relief Emergency Fund (ACTIA 27) - This project is programmatic and individual projects are identified by the ACTC or potential project sponsors in accordance with the provisions included in the 2000 Expenditure Plan. To date, ACTIA Measure B funds have been allocated for four individual projects, 27A, 27B, 27C and 27D as indicated in Table A-2 in Attachment A.

The Measure B commitment to the I-680 Sunol Express Lanes Project has been divided into southbound and northbound, ACTIA No. 8A and 8B, respectively. The total Measure B commitment for ACTIA 8A has been set at \$15.197 million, and the commitment for 8B is \$20 million. The total Measure B commitment of \$35.197 million previously shown for ACTIA No. 8 included \$20 million used to advance the State Traffic Congestion Relief Program (TCRP) funds that were not available at the time needed for the southbound HOV Lane being implemented by Caltrans to accommodate the delivery of the southbound Express Lane. The State TCRP funds advanced by Measure B funds were programmed over two fiscal years, FY 2010-11 and 2011-12, with \$10 million in each of the fiscal years. The southbound HOV project is in the process of being closed out and the final TCRP share is estimated at \$12 million. The \$10 million of TCRP funds programmed in FY 2010-11 have been allocated and are being encumbered in the Cooperative Agreement with Caltrans to make them available for repayment to the Alameda CTC. The remaining \$2 million (estimated) is expected to be allocated during FY 2011-12 and the repayment to the Alameda CTC for the final advance amount is also expected during FY 2011-12. In April 2011, the Commission approved an allocation of \$5.5 million of Measure B funds, from the \$20 million originally allocated for the TCRP advance, for project development of a northbound Express Lane. The northbound project is being differentiated from the southbound project by using ACTIA No. 8B as the project number for northbound and 8A for southbound. The total Measure B commitment of \$20 million for the northbound Express Lane includes the \$5.5 million allocated in April 2011 and a FY 11/12 Beginning Programmed Balance of \$14.5 million. The I-680 Sunol Express Lanes – Northbound Project (ACTIA No. 8B) has been added to the FY 11/12 Allocation Plan included in Attachment B.

Project expenditures for projects included in the ACTIA Capital Program include expenditures incurred by the ACTC. The ACTIA Board adopted a Cost Allocation Policy in October 2009 to address the allocation of ACTIA-incurred expenses against project funding. The Cost Allocation Policy is being revisited in light of the merger to the ACTC and will be incorporated into the ACTC policies and procedures, including the policies and procedures related to capital project funding, once it is updated to reflect the ACTC.

Debt Financing for the Measure B Capital Program

Without an ongoing revenue stream, the commitments of the ACTA Measure B funds are constrained by the balance of the ACTA Capital Accounts and any interest revenue earned until the account is completely drawn down for project expenditures (currently anticipated to occur in the FY 14/15

timeframe). In other words, the remaining commitments to the ACTA Capital Program are constrained by the amount of funding currently “in the bank,” so debt financing will not be needed to provide the remaining Measure B commitments for the ACTA Capital Program.

By the end of the current FY, i.e. June 30, 2011, more than \$680 million of ACTIA Measure B funding (i.e. 90% of the total ACTIA Measure B commitment of \$756.5 million) will be allocated and ready for encumbrance for capital project expenditures. Once the encumbrances, e.g. funding agreements, contracts, etc., for the allocated funds are approved, the ACTC will have encumbered more ACTIA Measure B funds than can be provided to the projects on a “pay-as-you-go basis.” The alternative to pay-as-you-go is some type of debt financing to effectively make future revenues available sooner to reimburse eligible project expenditures as they are incurred. The amounts encumbered will not be expended immediately. The encumbrances for the larger projects take years to fully expend, but with the encumbrances in place, the financial management of the capital program accounts intensifies. The timing of the anticipated expenditures has a significant effect on the financing options and costs.

The FY 11/12 Allocation Plan included in the adopted FY 11/12 Strategic Plan will serve as the basis for the financial analysis and cash management efforts related to determining the method, or methods of debt financing best suited to allow the ACTC to fulfill the commitments of Measure B funding at the time they are needed to reimburse eligible project expenditures incurred by the implementing agencies. Once debt financing is initiated, fluctuations to the timing of the need for Measure B funds will have to be considered in the detailed context of cash management in order to maintain minimum balances required to prioritize obligations stemming from the debt financing.

Fiscal Impact

Approval of the recommended action will have no direct significant fiscal impact.

Attachments

Attachment A: FY 2011-12 Measure B Strategic Plan – Measure B Commitments

Attachment B: FY 2011-12 Measure B Strategic Plan – Allocation Plan

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Attachment A: FY 2011-12 Measure B Strategic Plan - Measure B Commitments

Table A-1: ACTA Measure B Commitment Summary (\$ x 1,000)						
		Total ACTA Measure B Commitment	Expended Prior to FY 10/11	Expended During FY 10/11 (Forecast)	Expended thru FY 10/11	Remaining ACTA Measure B Commitment Beginning FY 11/12
MB226	I-880 to Mission Boulevard East-West Connector	88,771	6,492	6,525	13,017	75,754
MB238	Route 238/Mission-Foothill-Jackson Corridor Improvement	80,000	29,275	9,709	38,984	41,016
MB239	I-580/Redwood Road Interchange (contribution to ACTIA 12)	15,000	7,561	2,238	9,799	5,201
MB240	Central Alameda County Freeway System Operational Analysis	5,000	1,621	326	1,947	3,053
MB241	Castro Valley Local Area Traffic Circulation Improvement	5,000	0	0	0	5,000
MB Var	Program-wide and Project Closeout Costs	5,750	0	0	0	5,750
Totals		\$ 199,521	\$ 44,949	\$ 18,798	\$ 63,747	\$ 135,774

ACTA Notes:

- The amounts shown as expended during FY 10/11 includes a forecast through June 30, 2011.
- Any difference between the actual amount expended by the ACTC through FY 10/11 for a given project and the amount shown in Table A-1 is assumed to adjust the amount shown as the remaining ACTA Measure B commitment at the beginning of FY 11/12. Any such adjustment will also adjust the FY 11/12 amount shown in Table R-1 in Attachment R.
- The Remaining ACTA Measure B Commitment Beginning FY 11/12 represents the amount available for future expenditures.

Attachment A (cont.): FY 2011-12 Measure B Strategic Plan - Measure B Commitments

Table A-2: ACTIA Measure B Commitment Summary (\$ x 1,000)						
	Total Measure B Commitment	Total Allocated Prior to FY 10/11	Allocations Approved During FY 10/11	Total Amount Allocated Through FY 10/11	FY 11/12 Beginning Programmed Balance	
ACTIA 1	ACE Capital Improvements	13,184	3,590	0	3,590	\$ 9,594
ACTIA 2	BART Warm Springs	224,448	224,448	0	224,448	\$ -
ACTIA 3	Oakland Airport Connector	89,052	89,052	0	89,052	\$ -
ACTIA 4	Oakland Downtown Streetscape Project	6,358	6,358	0	6,358	\$ -
ACTIA 5	Fruitvale Transit Village - 5A/5B	4,435	4,435	0	4,435	\$ -
ACTIA 6	Union City Intermodal Station	12,561	12,561	0	12,561	\$ -
ACTIA 7A	Telegraph Avenue Corridor Bus Rapid Transit	10,427	4,971	1,000	5,971	\$ 4,456
ACTIA 7B	San Pablo Avenue Corridor Transit Improvement Project	2,785	2,785	0	2,785	\$ -
ACTIA 7C	Telegraph Avenue Corridor Transit Project - Stage 2 Rapid Bus Service	11,232	11,232	0	11,232	\$ -
ACTIA 8A	I-680 Express Lanes - Southbound	15,197	15,197	0	15,197	\$ -
ACTIA 8B	I-680 Express Lanes - Northbound	20,000	5,500	0	5,500	\$ 14,500
ACTIA 9	Iron Horse Transit Route	6,267	0	0	0	\$ 6,267
ACTIA 10	I-880/Broadway-Jackson Interchange	8,101	4,200	3,901	8,101	\$ -
ACTIA 11	I-880/Washington Avenue Interchange	1,335	1,335	0	1,335	\$ -

Attachment A (cont.): FY 2011-12 Measure B Strategic Plan - Measure B Commitments

Table A-2 (cont.): ACTIA Measure B Commitment Summary (\$ x 1,000)						
		Total Measure B Commitment	Total Allocated Prior to FY 10/11	Allocations Approved During FY 10/11	Total Amount Allocated Through FY 10/11	FY 11/12 Beginning Programmed Balance
ACTIA 12	I-580 Interchange Improvements in Castro Valley	11,525	11,525	0	11,525	\$ -
ACTIA 13	Lewelling Boulevard/East Lewelling Boulevard	13,104	13,104	0	13,104	\$ -
ACTIA 14A	I-580 Auxiliary Lane (Santa Rita Road to Airway Boulevard)	2,500	2,500	0	2,500	\$ -
ACTIA 14B	I-580 Auxiliary Lane (Santa Rita Road to Airway Boulevard)	2,686	2,686	0	2,686	\$ -
ACTIA 14C	I-580 Auxiliary Lane (Santa Rita Road to Airway Boulevard)	7,843	5,840	2,003	7,843	\$ -
ACTIA 15	I-880/Route 92/Whitesell Drive Interchange	27,037	1,105	11,500	12,605	\$ 14,432
ACTIA 16	Oakland Local Streets and Roads	5,278	5,278	0	5,278	\$ -
ACTIA 17A	Hesperian Boulevard/Lewelling Boulevard Widening	578	578	0	578	\$ -
ACTIA 17B	Hesperian Boulevard/Lewelling Boulevard Widening	686	686	0	686	\$ -
ACTIA 18A	Westgate Parkway Extension (Wal-Mart to Williams Street)	7,918	7,918	0	7,918	\$ -
ACTIA 18B	Westgate Parkway Extension	2,788	503	0	503	\$ 2,285
ACTIA 19	East 14th Street/Hesperian Boulevard/150th Street Improvements	1,030	1,030	0	1,030	\$ -
ACTIA 20	Newark Local Streets	1,422	1,422	0	1,422	\$ -
ACTIA 21	I-238 Widening	81,022	81,022	0	81,022	\$ -

Attachment A (cont.): FY 2011-12 Measure B Strategic Plan - Measure B Commitments

Table A-2 (cont.): ACTIA Measure B Commitment Summary (\$ x 1,000)						
	Total Measure B Commitment	Total Allocated Prior to FY 10/11	Allocations Approved During FY 10/11	Total Amount Allocated Through FY 10/11	FY 11/12 Beginning Programmed Balance	
ACTIA 22	I-680/I-880 Cross Connector Studies	1,233	0	1,233	-	\$ -
ACTIA 23	Isabel Avenue - Route 84/I-580 Interchange	26,529	0	26,529	-	\$ -
ACTIA 24	Route 84 Expressway	96,459	76,159	96,459	-	\$ -
ACTIA 25	Dumbarton Corridor Improvements (Newark and Union City)	19,367	150 ¹	3,313	16,054	\$ 16,054
ACTIA 26	I-580 Corridor/BART Livermore Studies	11,831	1,668	9,699	2,132	\$ 2,132
ACTIA 27	Emerging Projects	6,151	0	0	6,151	\$ 6,151
ACTIA 27A	Vasco Road Safety Improvements	1,500	0	1,500	-	\$ -
ACTIA 27B	I-80 Integrated Corridor Mobility Project	1,800	500	1,800	-	\$ -
ACTIA 27C	I-880 North Operational and Safety Improvements at 23rd and 29th	750	750	750	-	\$ -
ACTIA 27D	CWTP/TEP Development	50	0	50	-	\$ -
Totals		\$ 756,469	\$ 97,631	\$ 680,598		\$ 75,871

Notes:

1. Allocation not approved at the time of this report (April 2011), but expected to be approved prior to June 30, 2011.
2. Total Amount Allocated represents the amount available for encumbrance. Encumbered funds are available for expenditure.
3. FY 11/12 Beginning Programmed Balance represents the amount available for future allocation(s).

Attachment B: FY 2011-12 Measure B Strategic Plan - Allocation Plan

Table B-1: ACTA Measure B Remaining Commitments (\$ x 1,000)									
Proj. No.	Project Title	Remaining ACTA Measure B Commitment Beginning FY 11/12	Remaining Commitment per FY (Note 1)					FY 15/16	
			FY 11/12	FY12/13	FY 13/14	FY 14/15	FY 15/16		
MB226	I-880 to Mission Boulevard East-West Connector	75,754	25,000	22,500	28,254				
MB238	Route 238/Mission-Foothill-Jackson Corridor Improvement	41,016	20,000	20,000	1,016				
MB239	I-580/Redwood Road Interchange (contribution to ACTIA 12)	5,201	2,000	2,000	1,201				
MB240	Central Alameda County Freeway System Operational Analysis	3,053	1,000	2,000	53				
MB241	Castro Valley Local Area Traffic Circulation Improvement	5,000	1,800	3,200					
MB Var	Program-wide and Project Closeout Costs	5,750 ⁽²⁾	2,000	1,500	1,000	750			500
ACTA Measure B Totals		\$ 135,774	\$ 51,800	\$ 51,200	\$ 31,524	\$ 750	\$ 500		

ACTA Notes:

1. The amounts shown per FY represent the maximum amount of Measure B assumed to be expended by the ACTC in the FY shown. These amounts are used as a constraint for the most aggressive spending scenario of the program-wide cashflow model used to analyze the overall ACTA Capital Program from a financial perspective. The difference between the actual amount expended by the ACTC in a given FY, including prior FY's, and the maximum shown are assumed available in any subsequent FY without having to recalibrate the program-wide cashflow model for approval to expend any carryover amounts. Before the actual amount expended in a given FY can exceed the maximum shown, the program-wide cashflow model will need to be revisited, and possibly recalibrated, before any amount in excess of the maximum shown can be approved.
2. The Program-wide and Project Closeout Costs include miscellaneous costs related to program-wide activities and post-construction commitments such as follow up landscaping projects, landscaping maintenance, right of way settlements, right of way close-out, interagency agreement closeout, etc. Once project construction is closed out, any remaining ACTA Measure B commitment amount for the project is moved to this line item for budgeting and cashflow purposes. Individual encumbrances for ACTA Measure B commitments will continue to be brought before the ACTC for approval before expenditures are approved.

Attachment B (cont.): FY 2011-12 Measure B Strategic Plan - Allocation Plan

Table B-2: ACTIA Measure B Allocation Plan (\$ x 1,000)									
Proj. No.	Project Title	FY 2011/12 Beginning Programmed Balance	Allocation Amount per FY (Note 1)					FY 15/16	
			FY 11/12	FY12/13	FY 13/14	FY 14/15	FY 15/16		
ACTIA 1	ACE Capital Improvements	9,594	1,500	2,000	2,000	2,000	2,000	2,094	
ACTIA 7A	Telegraph Avenue Corridor Bus Rapid Transit	4,456		3,000			1,456		
ACTIA 8B	I-680 Express Lanes - Northbound	14,500			6,000		8,500		
ACTIA 9	Iron Horse Transit Route	6,267		1,000	1,000	2,000	2,267		
ACTIA 15	I-880/Route 92/Whitesell Drive Interchange	14,432			14,432				
ACTIA 18B	Westgate Parkway Extension	2,285			2,285				
ACTIA 25	Dumbarton Corridor Improvements (Newark and Union City)	16,054		2,000	2,000	4,000	8,054		
ACTIA 26	I-580 Corridor/BART Livermore Studies	2,132		2,132					
ACTIA 27	Emerging Projects	6,151	1,500	1,500	1,500	1,500	151		
ACTIA Measure B Totals		\$ 75,871	\$ 3,000	\$ 13,917	\$ 26,932	\$ 19,456	\$ 12,566		

ACTIA Notes:

- The amounts shown per FY represent the maximum amount of ACTIA Measure B assumed to be allocated by the ACTC in the FY shown. ACTIA Measure B funds are allocated to make them available for encumbrance by project phase. The encumbrance includes constraints related to eligible costs and the timing of expenditures. Future allocations for project development phase costs, e.g. Scoping, PE/Env, and PS&E, are assumed to be expended over two FY's: 50% in the FY of allocation; and 50% in the FY following the FY of allocation. Future allocations for capital phase costs, e.g. Construction and Right of Way are assumed to be expended over three FY's: 30% in the FY of allocation; 40% in the FY following the FY of allocation; and 30% in the third FY. These allocation assumptions lead to cashflow assumptions that are used as a constraint for the most aggressive spending scenario of the program-wide cashflow model used to analyze the overall ACTIA Capital Program from a financial perspective. Each future allocation shown is reviewed and the correlating cashflow assumptions are adjusted as deemed appropriate based on the project and phase specific conditions. Before future allocation requests that exceed the maximum amounts shown, or that require an accelerated cashflow assumption, can be applied.



Memorandum

DATE: June 14, 2011

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **Approval of Amendment No. 2 to Extend the Expiration Date of the Contract with URS Corporation Americas to Prepare Scoping Documents for the I-580 Westbound Express Lane Project**

Recommendation

It is recommended that the Commission approve Amendment No. 2 to contract A09-003 with URS Corporation Americas to extend the contract expiration date to December 31, 2011. URS is preparing Feasibility, Revenue and Traffic Operations Reports for the I-580 Westbound Express Lane Project.

Approval of the contract extension will not increase the contract budget and will have no fiscal impact.

Summary

In order to be able to open the Westbound HOV lane as an express lane, some of the civil elements of the express lane infrastructure are needed to be constructed with the I-580 Eastbound Auxiliary Lane and the Westbound HOV lane Projects. These civil elements require the preparation of the Feasibility, Traffic Operations and Revenue reports to determine the locations of the ingress and egress points to the express lane; and the design of the proper signage and striping of the freeway to accommodate the express lane.

Completion of the scoping documents is contingent on the approval of the Traffic Operations Report by Caltrans. Due to recent budgetary constraints, Caltrans has not been able to review the Travel Demand Forecast. Caltrans budget to review non-SHOPP project initiation documents was eliminated for the 2010/2011 fiscal year. This has resulted in delays in the approval of Travel Demand Forecast and the project has not been completed as scheduled.

Alameda CTC staff is working with Caltrans to complete an Environmental Phase cooperative agreement which will allow Caltrans to continue review of these project documents. Approval of a contract extension will allow for the completion of the Feasibility, Traffic Operations and Revenue Reports.

Discussion/Background

On October 30, 2008 the CMA Board authorized the execution of agreements and contracts to prepare a Feasibility Study (Traffic Revenue Report) and perform preliminary engineering for the Westbound High Occupancy Toll (HOT) Project. A contract was subsequently entered into with URS Corporation Americas. This contract was amended in September 2010 to extend the contract expiration date to March 31, 2011.

Fiscal Impact

Approval of the requested action will have no impact on the approved Alameda CTC budget. This action will extend contract time only.



Memorandum

DATE: June 14, 2011

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **Approval of Altamont Commuter Express (ACE) Baseline Service Plan for FY 2011/12**

Recommendation

It is recommended that the Commission approve the ACE Baseline Service Plan for FY 2011-12, contingent on the receipt of additional project information regarding the Altamont Rail Corridor Environmental Documentation project included in the ACE FY 2011-12 Capital Program

Summary

The Cooperative Service Agreement for the operation of the Altamont Commuter Express (ACE) service, between the Alameda CTC, Santa Clara Valley Transportation Authority (VTA) and San Joaquin Regional Rail Commission (SJRRRC), calls for SJRRRC staff to prepare an annual report on the operation of the ACE service. The attached ACE Baseline Service Plan details the ACE service and budget proposed for the upcoming 2011/12 fiscal year.

Background

In February 2011, ACE provided the Draft FY 2011/12 Baseline Service Plan to the Alameda CTC for review and comment. The attached Final FY 2011/12 Baseline service Plan incorporates the Alameda CTC's staff comments.

The total estimated Alameda County contribution towards ACE Operations and Maintenance for FY 2011/12 is \$2,051,665. The 3.48 percent increase over last year's amount is based on the estimated Consumer Price Index (CPI) increase for FY 2011/12 and is consistent with the terms of the Cooperative Services Agreement. The ACE Operations and Maintenance for FY 2011/12 would be funded by Alameda CTC Measure B funds.

The total Alameda County funds requested for FY 2011/12 Capital Projects is \$4,000,000 and includes \$707,887 of the Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) funds requested under Agenda Item 2B, as well as about 3,292,000 of Measure B funds eligible for ACE capital projects.

Alameda CTC staff has requested ACE staff to provide additional project, budget and schedule information for the Altamont Rail Corridor Environmental Documentation included in the

proposed 2011/12 capital projects. The approval of \$2,000,000 for this project is contingent upon receipt of the requested project information.

Fiscal Impact

There will be no impact to the approved Alameda CTC budget by this action.

Attachment

Attachment A: FY 2011/12 ACE Baseline Service Plan

The background of the page features a faded image of a two-story brick building with arched windows and a street lamp, alongside a set of train tracks receding into the distance.

Altamont Commuter Express

2011 - 2012

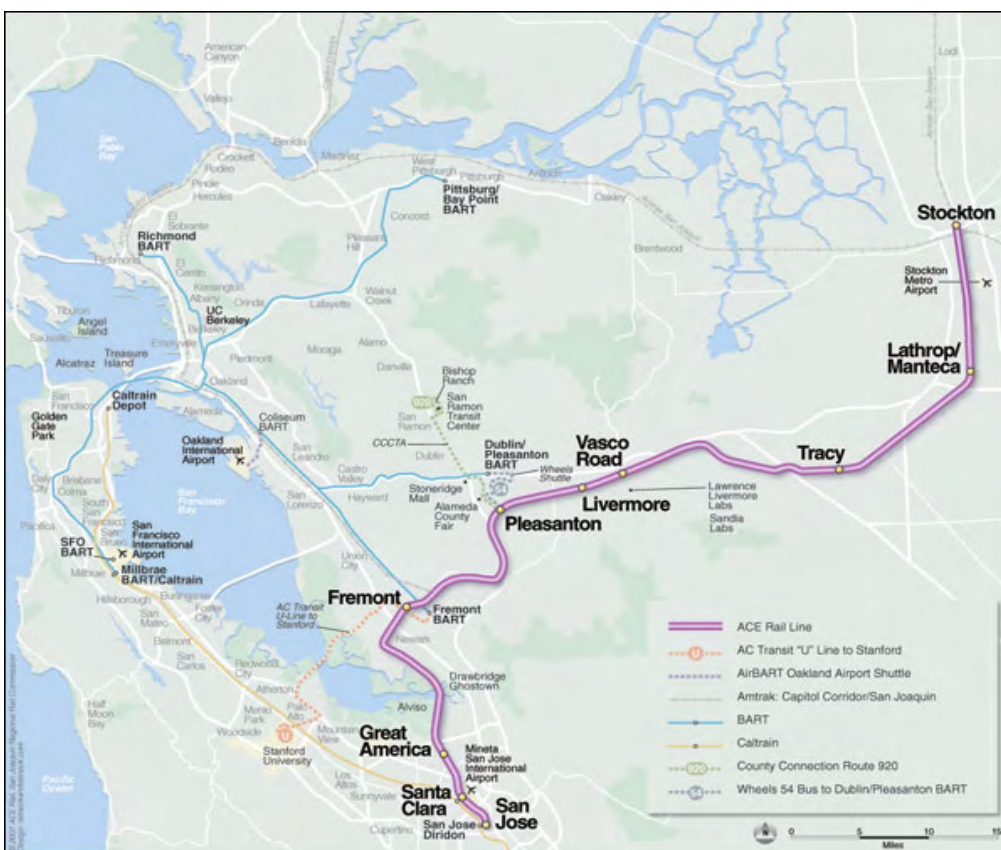
DRAFT BASELINE SERVICE PLAN

Train Service

The Baseline ACE Service Plan (BAS) provides 3 weekday roundtrips between Stockton, CA and San Jose, CA. Trains consist of sets of 6 cars and provides seating of approximately 700-800 seats per train. Operation of the 4th roundtrip which was provided above the BAS was suspended In November 2009 until an improvement in the economy and unemployment occurs.

Service Corridor

ACE trains operate over 82 miles of Union Pacific railroad between Stockton and Santa Clara, and 4 miles of Caltrain railroad between Santa Clara and San Jose. ACE trains service 10 stations in San Joaquin, Alameda, and Santa Clara Counties.



COUNTY STATIONS SERVED		
SAN JOAQUIN	ALAMEDA	SANTA CLARA
Stockton	Vasco Road	Great America
Lathrop/Manteca	Livermore	Santa Clara*
Tracy	Pleasanton	San Jose
	Fremont	

*see note related to the Santa Clara Station on the following page.

Train Schedule

AM – WESTBOUND

Stockton To San Jose	#01	#03	#05
Stockton	4:20 AM	5:35 AM	6:40 AM
Lathrop/Manteca	4:37 AM	5:52 AM	6:57 AM
Tracy	4:49 AM	6:04 AM	7:09 AM
Vasco	5:18 AM	6:33 AM	7:38 AM
Livermore	5:23 AM	6:38 AM	7:43 AM
Pleasanton	5:31 AM	6:46 AM	7:51 AM
Fremont	5:53 AM	7:08 AM	8:13 AM
Great America	L6:11 AM	L7:26 AM	L8:31 AM
Santa Clara*	Suspended	Suspended	Suspended
San Jose	6:30 AM	7:45 AM	8:50 AM

PM – EASTBOUND

San Jose To Stockton	#04	#06	#08
San Jose	3:35 PM	4:35 PM	5:35 PM
Santa Clara*	Suspended	Suspended	Suspended
Great America	3:47 PM	4:47 PM	5:47 PM
Fremont	4:03 PM	5:03 PM	6:03 PM
Pleasanton	4:26 PM	5:26 PM	6:26 PM
Livermore	4:35 PM	5:35 PM	6:35 PM
Vasco	4:40 PM	5:40 PM	6:40 PM
Tracy	5:09 PM	6:09 PM	7:09 PM
Lathrop / Manteca	5:21 PM	6:21 PM	7:21 PM
Stockton	5:45 PM	6:45 PM	7:45 PM

***Note:** Due to the Caltrain/ACE/Capital Corridor Santa Clara Station construction project at CP Coast (Downtown Santa Clara Station), trains are not able to access the Santa Clara Station until construction is complete. Construction is anticipated to be completed in November 2011. Currently ACE is providing a bus bridge between the Great America Station and the Downtown Santa Clara Station from the Great America Station.

Fare Structure

The ACE fare structure is based on a point to point system that was adopted by the SJRRC Board in April 2006. The zone system that was previously used was replaced with a system that determines fares based on the origin and destination stations. In addition, the fare program established a **50%** discount for senior citizens 65 and older, persons with disabilities and passengers carrying Medicare cards issued under Title II or XVIII of the Social Security Act, and children age 6 through 12. Children under 6 ride for free with an accompanying adult. Current fares have been in effect since February 2, 2009.

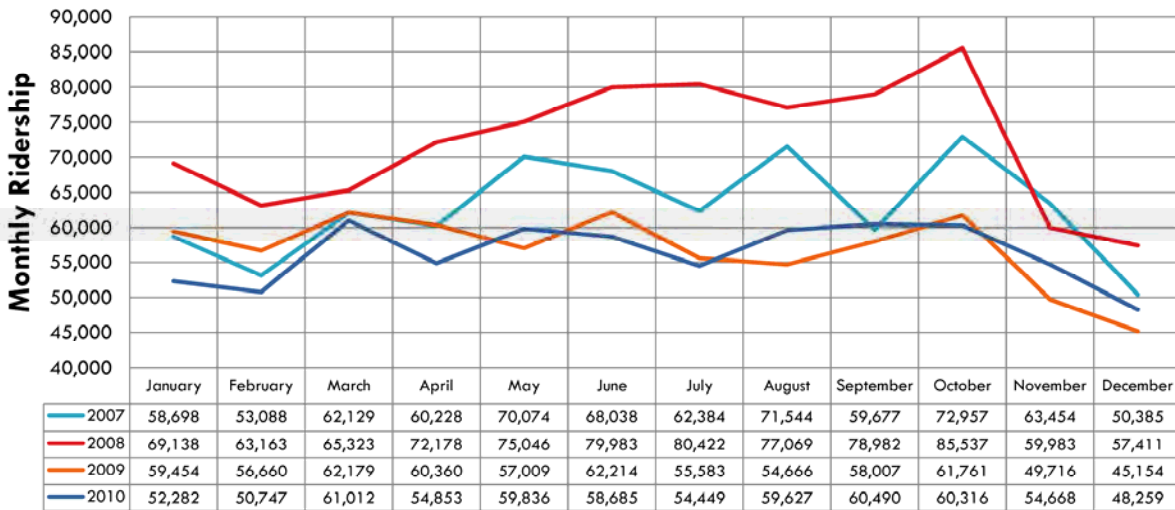
		TRI VALLEY	FREMONT	SAN JOSE
STOCKTON	ONE WAY	\$ 8.25	\$ 9.25	\$ 11.75
	RT	\$ 12.75	\$ 16.75	\$ 21.00
	20 TRIP	\$ 102.00	\$ 132.25	\$ 163.25
	MONTHLY	\$ 187.75	\$ 243.25	\$ 300.00
LATHROP	ONE WAY	\$ 7.75	\$ 8.75	\$ 11.00
	RT	\$ 12.75	\$ 15.50	\$ 20.00
	20 TRIP	\$ 97.50	\$ 126.50	\$ 156.25
	MONTHLY	\$ 179.50	\$ 233.00	\$ 287.50
TRACY	ONE WAY	\$ 4.50	\$ 7.75	\$ 8.75
	RT	\$ 8.75	\$ 12.25	\$ 15.50
	20 TRIP	\$ 68.50	\$ 97.50	\$ 126.50
	MONTHLY	\$ 125.00	\$ 179.50	\$ 233.00
TRI-VALLEY	ONE WAY	\$ 3.50	\$ 4.50	\$ 7.75
	RT	\$ 4.50	\$ 8.75	\$ 12.25
	20 TRIP	\$ 38.75	\$ 68.50	\$ 97.50
	MONTHLY	\$ 72.25	\$ 125.00	\$ 179.50
FREMONT	ONE WAY			\$ 4.50
	RT			\$ 8.75
	20 TRIP			\$ 68.50
	MONTHLY			\$ 125.00

Ridership

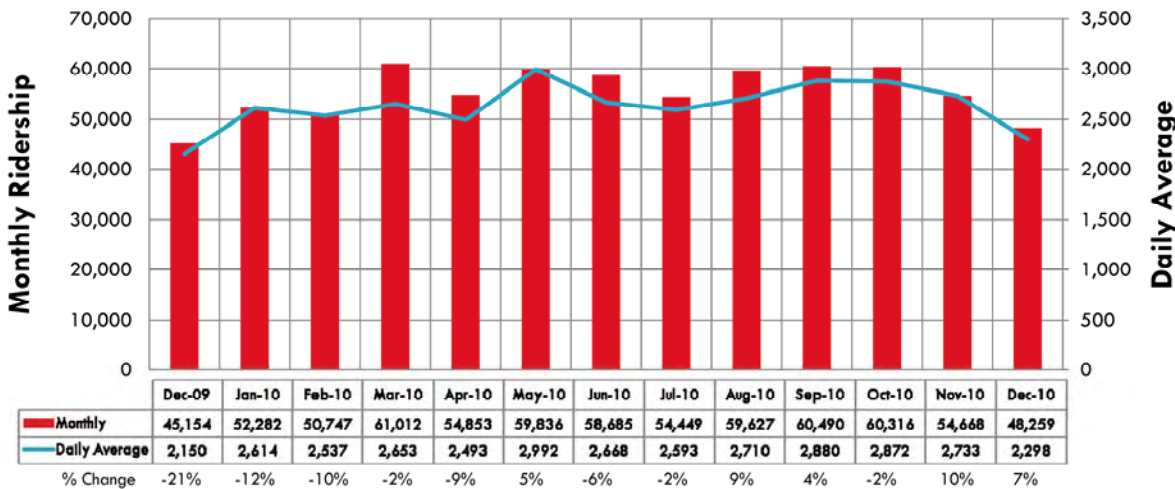
Based on the continuing uncertainty of the economy, total ACE Ridership for the 2010 calendar year remained closely tied to the total from 2009. 2010's total – 675,224 – was only slightly lower than 2009's total of 682,763.



ACE Ridership
2007 – 2010 Comparison



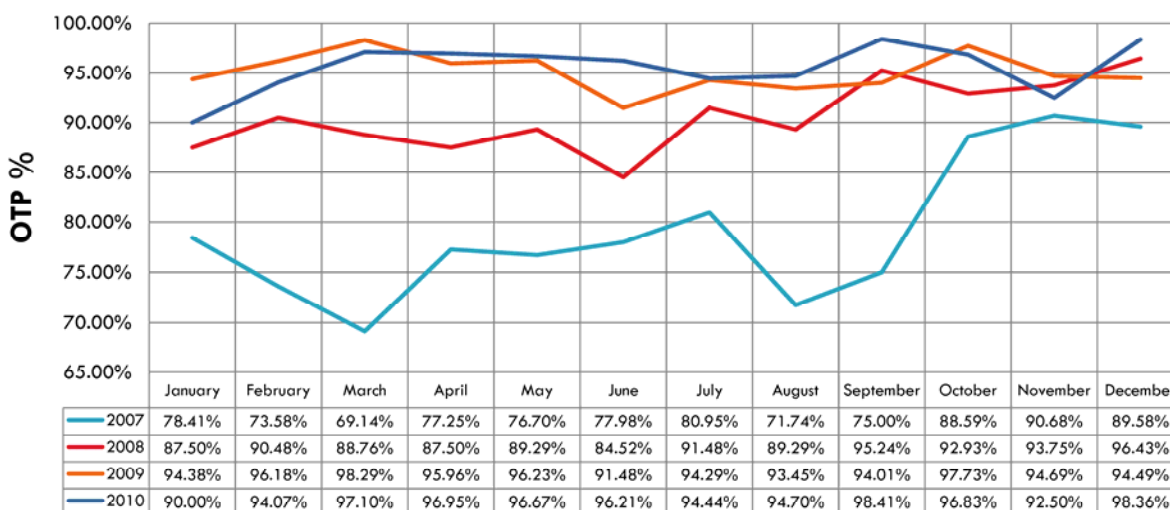
ACE Ridership
December 2009 – December 2010



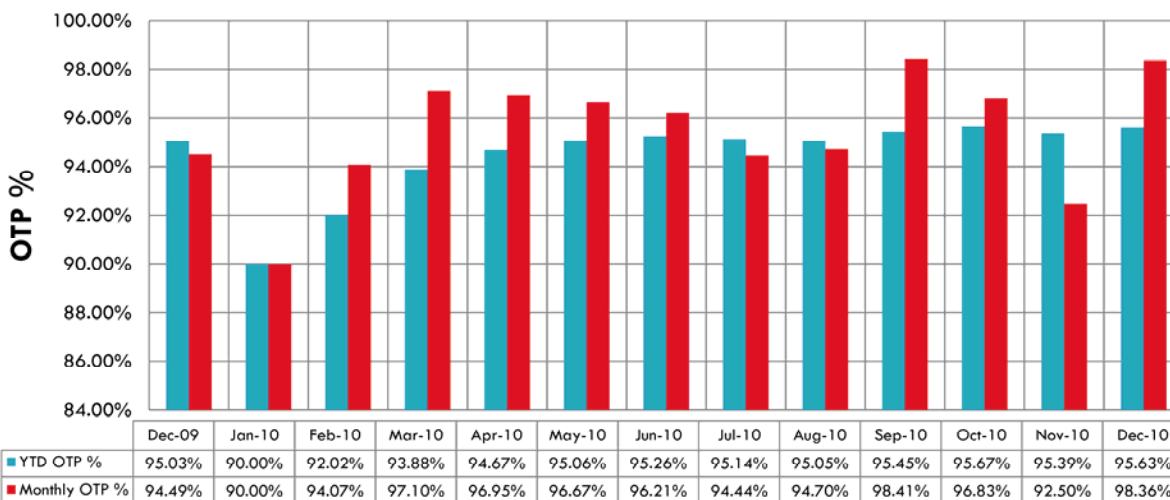
On-Time Performance

ACE on-time performance for 2010 was 95.63 percent which is calculated based on trains arriving at their final terminal within 5 minutes of the schedule of the train. This represented a slight increase from 2009. The charts below show On-Time Performance as a percentage.

ACE On-Time Performance 2007 – 2010 Comparison



ACE On-Time Performance December 2009 – December 2010



Shuttles

A substantial part of the ACE operating budget is for connecting shuttle operations. Connecting shuttle or bus service is available at 5 of the current stations. There are also connecting services that are offered that are funded by other Agencies or private businesses.

(NOTE: Level of Shuttle Service is subject to change depending upon available grant funding utilization and operating efficiency.)

San Joaquin County

- Lathrop Manteca Station - Modesto Max bus provides connections between Modesto and the Lathrop Manteca station. (Not part of ACE operating budget)

Alameda County

- Vasco Road – Livermore Lab Shuttle (Not part of ACE operating budget)
- Livermore Station – Connecting service to LAVTA/Wheels Transit system. (Not part of ACE operating budget)
- Pleasanton Station – Connecting service to LAVTA Wheels Route 53 and 54 servicing Pleasanton BART, Hacienda Business Park, and Stoneridge Business Park. Connecting service to Contra Costa County Transit servicing Bishop Ranch Business Park.
- Fremont Station – Connecting service to AC Transit.(Not part of ACE operating budget)

Santa Clara County

- Great America Station – Eight shuttle routes provided by El Paseo Limousine, managed by the Valley Transit Authority, cover 540 miles per day to various businesses in the Silicon Valley. In addition Light Rail Service from the Lick Mill Station also provides connection alternatives to the passengers. Approximately 12 private company shuttles service the station. A shuttle from the Great America Station to the Santa Clara Station and surrounding commerce centers is also provided by El Paseo Limousine and allows passengers to make their connection through the shuttle service, four additional stops were added to include stops to accommodate employees working at Agilent, Hitachi, Hewlett Packard and Kaiser.
- San Jose Diridon Station - ACE riders have access to the free DASH shuttles, VTA light rail, six bus routes and four regional express routes to and from the San Jose Diridon Station providing connection alternatives for passengers. DASH shuttles provide an important link for ACE passengers traveling to downtown San Jose. DASH shuttles are operated by VTA with funds from the Bay Area Air Quality Management District (BAAQMD), the City of San Jose, and the VTA. DASH shuttles are free for ACE passengers.

ACE Service Contributions

The Baseline ACE Service Contributions were initially derived from the 2002/2003 adopted ACE Budget and are adjusted annually based upon the CPI (April-to-April time period), unless unusual industry factors affect the Service. The following chart shows the contributions by Fiscal Year:

	FY 2007 – 2008	FY 2008 - 2009	FY 2009 - 2010	FY 2010 - 2011
ALAMEDA CTC	\$1,861,615	\$1,931,187	\$1,936, 980	\$1,983,004
SCVTA	\$2,606,259	\$2,689,659	\$2,689,659	\$2,689,659*
CPI Increase	3.10%	3.20%	3.0%	3.29%

* Due to economic constraints SCVTA held the FY 2010/2011 contribution at the FY 2008/2009 level.

ACE Operations and Maintenance Contributions:

The published FY 2010/2011 April-April CPI is 3.48 percent. Therefore, local contributions are projected to increase 3.48 percent over the 2010/2011 Fiscal Year. The final contribution requirements are listed below using the published April-April CPI.

Contributions	ACTUAL 2010 / 2011	ESTIMATED 2011 / 2012
ALAMEDA CTC	\$1,983,004	\$2,051,665*
SCVTA	\$2,689,659	\$2,880,116**

*ALAMEDA CTC FY 2011/2012 contributions include \$10,000 for maintenance of the Vasco Road and Pleasanton Stations.

** The 2011/2012 figure is escalated by 3.48% over the SCVTA contribution of \$2,738,194 identified in the approved FY 2010/2011 Baseline Service Plan rather than the actual funding received. Funding actually received from SCVTA was \$2,689,659.

ACE Shuttle Contributions:

The regional shuttle service providers (VTA, LAVTA, and CCCTA) have multi-year contracts with private operators that have built-in, annual inflation rates (Averaging 3-4 percent). These costs are passed-through to the Baseline ACE Service Budget.

The overall shuttle budget for FY 2010/2011 was \$1,836,378. Contributions by Agencies are as follows:

Estimated 2011/2012 Shuttle Budget:

VTA	\$ 906,515.
CCCTA	\$ 236,850
LAVTA	\$ 119,304
ACE (share)	\$ <u>675,000</u>
Total Shuttle Budget	\$1,937,669

Due to cuts in funding from the Bay Area Air Quality Management District the ACE portion of the Shuttle Budget increased by approximately \$100,000.

ACE shuttles from the Great America Station are operated by El Paseo Limousine through a competitive selection by a panel of VTA and SJRRC staff. VTA manages this service and contracts with El Paseo, who has delivered improved service and new propane clean-air vehicles. Grant revenue depends on award of annual funds from the air district. These funds are awarded on a calendar cycle so the first half of FY 2010/2011 is covered under the current grant.

ACE Capital Projects:

As part of the SJRRC's efforts to provide a safer more reliable and convenient ACE Service, projects are mutually agreed upon between ACE and UPRR and must result in either a speed increase on the ACE Corridor or improve reliability of the service. Thus far, the Capital program has been funded with State Funds, Federal Section 5307 Funds, Section 5309 Funds, Alameda County Sales Tax Measure B, Santa Clara VTA, and San Joaquin County Sales Tax Measure K revenues. FY 2011/2012 Capital Projects and budgets are listed below. A more detailed level of funding is included as Appendix A.

- 1) Locomotive Overhaul Project - \$ 2,700,000

- 2) Construction of the ACE Maintenance and Layover Facility. Construction scheduled to begin the Spring 2011 and be completed in Spring 2013. Funds identified are only for estimated expenses in FY 2011 - 2012. These funds include debt repayment on the SJRRC Bonds issued in November 2010 to complete the funding for the project. Total Project cost is estimated at \$64 million.

- 3) Santa Clara Station Construction. Caltrain has entered into a contract for the re-construction of the Downtown Santa Clara Station to allow ACE and Capitol Corridor to access the station on the UPRR mainline without delays associated with normal Caltrain operations. The project is scheduled to be completed in 2011 at an estimated cost of \$25 million.

VTA has programmed \$450,000 for this project from the Prop 1B program for ACE. These funds will be included in the Annual SJRRC/ACE Capital Budget when received.

- 4) Altamont Rail Corridor Environmental Documentation. Completion of the Alternatives Analysis for the project and begin EIR/EIS for the Altamont Rail Corridor in conjunction with the California High Speed Rail Authority. The total project cost for completing the EIR/EIS is \$40 million. The environmental documentation for the project is scheduled to be completed in 2015.

Total Capital Project Expenses for FY 2011/12	\$41,914,914
Total SJRRC Funds Committed for FY 2011/12	\$36,094,914
Total VTA Funds Committed for FY 2011/12	\$ 6,800,000
Total ALAMEDA County Funds Requested for FY 2011/12	\$ 4,000,000

Annually as part of the Baseline Service Plan SJRRC, ALAMEDA CTC, and VTA discuss the programming and funding of future capital projects. These meetings will take place prior to the completion of the Final Budget. Any projects agreed to will be incorporated into this document by amendment.

As part of the Alameda County Measure B sales tax funds for capital funds are identified. After the planned expenditures in FY 2011/2012, approximately \$4 million remains for future ACE capital projects.

ACE Service Improvements Beyond the Baseline Service

- SJRRC has completed design on a station track extension that will connect the ACE station with the new maintenance facility and allow for Caltrans San Joaquin trains to access the station platform. Phase I of the project is fully funded with construction documents anticipated in June 2011. The project is expected to be out to bid in August 2011. This project in conjunction with the Cabral Station Improvement project will provide a multi-modal station for rail transportation in Stockton and serve as the eastern anchor for the City of Stockton's redevelopment plan.

PROJECT	Remaining Budget	Budgeted for FY 11/12		
Locomotive Overhaul	\$ 2,700,000	\$2,700,000		
Funding Type	Expenditures	Other Funding Prior Requests	Alameda CTC 11/12 Request	FY
Section 5307	\$ 160,962	\$ 1,200,000		
Alameda Co. Measure B	\$ 103,719	\$ 1,500,000		
Section 5309	\$ 2,954,552			
Measure K	\$ 12,537			
Totals	\$ 3,231,770	\$ 2,700,000	\$ -	

PROJECT	Remaining Budget	Budgeted for FY 11/12		
Maintenance Facility	\$ 65,000,000	\$35,704,437		
Funding Type	Expenditures	Other Funding Prior Requests	Alameda CTC 11/12 Request	FY
SJ PTMISEA	\$ 345,240	\$ 3,434,061		
Alameda Co. PTMISEA (FY 10/11)			\$ 707,887	
Alameda Co. PTMISEA (FY08/09)		\$ 160,217		
Alameda Co. Measure B		\$ 459,974	\$ 1,292,113	
SJRRRC Bond		\$ 20,642,367		
Section 5307		\$ 3,000,000		
Section 5309	\$ 1,966,293	\$ 4,628,009		
Alameda Co. STA	\$ 822,917	\$ 1,379,809		
Measure K	\$ 14,033,758			
Totals	\$ 17,168,208	\$ 33,704,437	\$ 2,000,000	

PROJECT	Remaining Budget	Budgeted for FY 11/12		
Santa Clara Station	\$ 25,000,000	\$8,240,000		
Funding Type	Expenditures	Other Funding Prior Requests	Alameda CTC 11/12 Request	FY
Section 5307		\$ 1,280,000		
Alameda Co. PTMISEA (09/10)		\$ 160,000		
Measure A	\$ 3,200,000	\$ 6,800,000		
Measure K	\$ 1,151,379			
Totals	\$ 4,351,379	\$ 8,240,000	\$ -	

PROJECT	Remaining Budget	Budgeted for FY 11/12		
Altamont EIR/EIS	\$ 40,000,000	\$3,050,000		
Funding Type	Expenditures	Other Funding Prior Requests	Alameda CTC 11/12 Request	FY
Alameda Co. Measure B			\$ 2,000,000	
Prop 1A		\$ 750,000		
FRA 1103(f) - SJRRRC		\$ 300,000		
Measure K	\$ 2,498			
Totals	\$ 2,498	\$ 1,050,000	\$ 2,000,000	

Total Project Expenses in FY 11/12	\$ 49,694,437
Total Other Funds/Prior Requests committed in FY 11/12 (includes VTA)	\$ 45,694,437
Total new VTA Funds in requested FY 11/12	\$ -
Total Alameda Co. Funds in requested FY 11/12	\$ 4,000,000

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Memorandum

DATE: June 14, 2011

TO: Alameda County Transportation Commission

FROM: Programs and Project Committee

Subject: **Approval of PAPCO Recommendations for Fiscal Year 2011/2012 Paratransit Program Plans and Budgets for \$8.95 Million and Minimum Service Level Grants for \$100,000**

Recommendation

Staff recommends that the Commission approve PAPCO's recommendations for both the mandated and non-mandated paratransit programs for \$8.95 Million and for two Minimum Service Level Grants for a total of \$100,000.

Summary

Each year, all paratransit programs that receive Measure B funds are required to submit a paratransit plan and budget for the forthcoming fiscal year. The Alameda CTC provides estimated annual revenues to each paratransit program. The Alameda CTC's Paratransit Advisory and Planning Committee (PAPCO) is responsible for carefully reviewing all Measure B Paratransit Program Claims for funding. PAPCO also has the responsibility to determine the distribution of up to \$100,000 in Minimum Service Level Grants (MSL). PAPCO's job with respect to program plan review is not to reinvent individual programs, but rather to encourage the best overall service in the County through coordination, a focus on cost effectiveness, ensuring consumer involvement and offering their own experiences for making programs more responsive to consumer needs. PAPCO reviews all applications and makes recommendations to the Commission for funding. Attachment A includes a detailed summary of PAPCO's recommendations for these programs.

Background

PAPCO members reviewed all thirteen Measure B program plan claims for fiscal year 2011/12 over a period of three meetings (two subcommittee meetings and the May PAPCO meeting). PAPCO members were asked to sign up for up to two review meetings. A few members attended both meetings to increase their understanding of the diversity of programs in the County. Following a brief presentation by each program manager – including an overview of their program, budget highlights, planning process overview, and challenges faced by the program – each PAPCO Subcommittee made comments/suggestions to the individual program managers and made a recommendation for approval which was forwarded to the entire PAPCO on May 23. It is estimated that funding for these programs in FY 11/12 will result in approximately 973,000 rides for paratransit users in Alameda County.

At PAPCO's May 23rd meeting, members approved all city-based program plans and base funding, requested quarterly updates from the Cities of Alameda and Hayward, approved a \$75,000 Minimum Service Level Grant for the City of San Leandro, and approved a \$25,000 Minimum Service Level Grant for the City of Oakland. Attachment A provides a description of each of the plans, and includes the PAPCO subcommittee comments.

Fiscal Impacts

These recommended actions will authorize implementation of 13 paratransit programs in Alameda County for \$8.95 Million and two Minimum Service Level Grants for a total of \$100,000. The combined impact of these approvals is \$9.05 Million from Special Transportation for Seniors and People with Disabilities funds.

Attachment

Attachment A: Paratransit Program Plans and Budgets Summary

Measure B Paratransit PAPCO Program Plan Review

Fiscal Year 2011/12

The table below summarizes PAPCO's recommendation to the Commission for Measure B paratransit claims for fiscal year 2011/12 for base funding and Minimum Service Level (MSL) grants. Programs whose services fell below PAPCO-defined Minimum Service Levels were eligible to apply for MSL grants.

Detailed comments were made by PAPCO members regarding each program. Please see the next section of this document for a summary of their comments.

Paratransit Programs Approved May 2011	Measure B Funding Allocation FY 11/12	MSL Request FY 11/12	MB % of Total Budget FY 11/12*	Total Projected Rides FY 11/12	Total Projected Meals Delivered FY 11/12	Total Projected EBPTix Purchase FY 11/12
City of Alameda	\$145,742		100%	12,300		250
City of Albany	\$25,555		100%	4,070	1,100	
City of Berkeley	\$169,460		59%	9,540		1,500
City of Emeryville	\$22,426		14%	7,300	20	500
City of Fremont	\$652,493		100%	18,500	54,000	
City of Hayward	\$630,950		97%	19,913	55,629	625
City of Newark	\$141,789		93%	4,200	12,000	
City of Oakland	\$868,385	\$25,000	86%	27,200		
City of Pleasanton	\$79,873		15%	16,000		
City of San Leandro	\$243,066	\$75,000	75%	8,772		
City of Union City	\$258,510		33%	20,000		
East Bay Paratransit	\$5,591,716**		16%	779,661		
LAVTA	\$128,699		9%	45,600		
TOTALS	\$8,958,664	\$100,000		973,056	122,749	2,875

* Programs may also receive funding from fares, General Fund, and other sources

** AC Transit allocated \$4,111,848 and BART allocated \$1,479,868

PAPCO Recommendation Process

PAPCO members reviewed all Measure B program plan claims for fiscal year 2011/12 over a period of three meetings (two subcommittee meetings and the May PAPCO meeting). PAPCO members were asked to sign up for one or two review meetings. A few members attended both meetings to increase their understanding of the diversity of programs in the County. Following a brief presentation by each program manager – including an overview of their program, budget highlights, planning process overview, and challenges faced by the program – each PAPCO Subcommittee made comments/suggestions to the individual program managers and made a recommendation for approval which was forwarded to the entire PAPCO on May 23.

April 29, 2011

The following PAPCO members were present:

- Larry Bunn
- Shawn Costello
- Jane Lewis
- Betty Mulholland
- Rev. Carolyn Orr
- Sharon Powers
- Vanessa Proee
- Carmen Rivera-Hendrickson
- Michelle Rousey
- Clara Sample
- Harriette Saunders
- Will Scott
- Sylvia Stadmire

The following Paratransit Program plans were presented:

- City of Alameda, *Gail Payne*, presenter
- City of San Leandro, *Joann Oliver*, presenter
- City of Oakland, *Hakeim McGee*, presenter
- City of Emeryville, *Kevin Laven*, presenter
- City of Pleasanton, *Pam Deaton*, presenter
- Livermore Amador Valley Transit Authority, *Jeff Flynn, Kadri Klm*, presenters

May 2, 2011

The following PAPCO members were present:

- Aydan Aysoy
- Larry Bunn
- Shawn Costello
- Herb Hastings
- Betty Mulholland
- Rev. Carolyn Orr
- Vanessa Proee
- Carmen Rivera-Hendrickson
- Michelle Rousey
- Clara Sample
- Harriette Saunders
- Will Scott
- Sylvia Stadmire
- Maryanne Tracy-Baker
- Esther Waltz
- Hale Zukas

The following Program Plans were presented:

- East Bay Paratransit, *Laura Timothy, BART and guest, Mark Weinstein*, presenters
- City of Berkeley, *Drew King, and guest, Beverly Bolden*, presenters
- City of Albany, *Isabelle Leduc*, presenter

Attachment A: Measure B Paratransit PAPCO Program Plan Review, Fiscal Year 2011/12

- City of Hayward, *Anne Culver*, presenter
- City of Union City, *Wilson Lee*, presenter
- City of Newark, *David Zehnder*, presenter
- City of Fremont, *Shawn Fong*, presenter

Overall Trends Noted by Committee Members and Staff:

- Concerns with reciprocal eligibility and regional trips
- Interest in more population data

On **May 23, 2011**, the full PAPCO Committee reviewed recommendations from the PAPCO Program Plan Review subcommittees and moved on all subcommittee recommendations.

A motion to approve the subcommittee recommendation on base program and Minimum Service Level funding was made by Will Scott and seconded by Shawn Costello. The recommendation included approval of base funding for all programs and conditional approval for the Cities of Alameda and Hayward. The condition for the City of Alameda's approval is in-person quarterly reporting to address remaining budget reserves. The conditions for the City of Hayward's approval is in-person quarterly reporting and Alameda CTC staff approval of "new" programs – including shuttle, taxi program, travel training, EBP tickets, capital purchase of scrolling signs, and new elements of customer service and outreach budget. The motion was carried unanimously.

The following PAPCO members were present:

- Aydan Aysoy
- Shawn Costello
- Jane Lewis
- Jonah Markowitz
- Betty Mulholland
- Rev. Carolyn M. Orr
- Sharon Powers
- Vanessa Proee
- Carmen Rivera-Hendrickson
- Michelle Rousey
- Clara Sample
- Will Scott
- Sandra Johnson Simon
- Sylvia Stadmire
- Esther Waltz
- Hale Zukas

City of Alameda – Measure B Claim for FY 11/12 is \$145,742

Overview of Services provided for application year

- Taxi program
- Shuttle
- Group Trips
- EBP Tickets
- Capital purchases (benches, signs)

PAPCO's Comments:

- Continue doing a good job.
- Doing better and looking at the whole community.
- Still concerned about reserves.

Attachment A: Measure B Paratransit PAPCO Program Plan Review, Fiscal Year 2011/12

- Quarterly updates are still requested.
- Program improving.

Subcommittee Recommendation:

Betty Mulholland made a motion for full funding; Shawn Costello seconded the motion; the motion did not carry (4 yes/7 no). Sylvia Stadmire made a motion for full funding with a condition of quarterly reporting; Michelle Rousey seconded the motion; the motion passed (9 yes/2 abstain).

City of Albany – Measure B Claim for FY 11/12 is \$25,555

Overview of Services provided for application year

- Taxi program
- Shuttle
- Group Trips
- Meal delivery
- Gap Grant funded walking trips

PAPCO's Comments:

- Like program and city as a whole.
- Glad you are delivering meals and getting van to outer areas.
- Program moving along nicely.
- Glad van works 5 days a week.
- Impressed with meals program.
- Like that program addresses whole person.
- Like group trips.
- Like integration efforts and adaptability.
- Like personal help at door.

Subcommittee Recommendation:

Sylvia Stadmire made a motion for full funding; Herb Hastings seconded the motion; the motion passed unanimously.

City of Berkeley – Measure B Claim for FY 11/12 is \$169,460

Overview of Services provided for application year

- Taxi program
- Wheelchair van program
- EBP Tickets

PAPCO's Comments:

- Please explore reciprocal communication and eligibility.
- Please make sure financial information is submitted correctly.
- Appreciate your efforts.

- Like program; supports outreach to minorities.
- Like to see more information on 95% on-time performance.
- Encourage consideration for issues of wheelchair riders.
- Like thoroughness of driver training.
- Commends commitment to keeping program going in trying times.
- Surprised at reserves.
- Excellent program.
- Hope city doesn't stop programs at West Berkeley senior center.
- Berkeley looks after citizens well, especially disabled.
- Good programs, appreciates work for seniors and disabled in maintaining independence.

Subcommittee Recommendation:

Maryanne Tracy-Baker made a motion for full funding; Larry Bunn seconded the motion; the motion passed unanimously.

City of Emeryville – Measure B Claim for FY 11/12 is \$22,426

Overview of Services provided for application year

- Taxi program
- Group Trips
- EBP Tickets
- Meal delivery
- Gap Grant funded Shuttle

PAPCO's Comments:

- Improving every year.
- Has come a long way, nice to see city involvement.
- Commends program.
- Doing a good job, keep improving.
- Program on right track.
- Would like to see assistance to agencies in other jurisdictions, we like that group trips are open to other cities.
- Would like to see a consumer survey.
- Look into reimbursement costs from more partners.
- Wish more cities had open eligibility (Emeryville allows non-residents to pay for Senior Center membership, thus giving them access to group trips, but not taxi).
- Might try group trips.
- For survey-consider accessibility for blind or low vision.

Subcommittee Recommendation:

Vanessa Proee made a motion for full funding; Clara Sample seconded the motion; the motion passed unanimously.

City of Fremont – Measure B Claim for FY 11/12 is \$652,493

Overview of Services provided for application year

- Pre-scheduled door-to-door program
- Group Trips
- Meal delivery
- Gap Grant funded Travel Training
- Gap Grant funded Volunteer Driver program
- Gap Grant funded taxi program

PAPCO's Comments:

- Numbers match.
- Plan is always perfect.
- Good job.
- Thorough presentation.
- Wished I lived in Fremont.
- Well written plan.
- Great program.
- Impressed by statistics.
- Proud of Shawn Fong.
- Love the focus on outreach.
- Commendation on fast certification and consumer assistance with languages.

Subcommittee Recommendation:

Larry Bunn made a motion for full funding; Sylvia Stadmire seconded the motion; the motion passed unanimously.

City of Hayward – Measure B Claim for FY 11/12 is \$630,950

Overview of Services provided for application year

- Pre-scheduled door-to-door program
- Shuttle
- Group Trips
- EBP Tickets
- Meal delivery
- Taxi program
- Travel Training
- Capital purchases (scrolling signs)

PAPCO's Comments:

- Very thorough presentation.
- Thank you for written responses for finance questions.

- Looking forward to new vision for Hayward.
- Glad you're paying attention to safety and coordinating with nearby services.
- Appreciates free fares.
- Appreciates 55 age limit.
- Would like to see you work with the Hayward PAC more in the future.
- Sounds like a great program.
- Good format.
- Not sure of "cultural competency" terminology
- Monitor open ridership on shuttle.
- Like idea of silent radios.
- Still like to see emergency plan.
- Concerned about shuttle coverage.
- Found some answers unconvincing.
- Make sure whole community is served.

Subcommittee Recommendation:

Sylvia Stadmire made a motion for funding with a condition of quarterly reporting throughout the next fiscal year and that they work with staff to get approval on the new elements of their plan; Betty Mulholland seconded the motion; the motion passed unanimously.

City of Newark – Measure B Claim for FY 11/12 is \$141,789

Overview of Services provided for application year

- Pre-scheduled door-to-door program
- Meal delivery
- Gap Grant funded taxi program

PAPCO's Comments:

- Good job, continue improvements.
- Continue to move forward in outreach.
- Would like to see more info about community involvement.
- Still need a PAPCO appointee.
- Doing great, increase language capability.
- Please work with AC Transit to find underserved riders and fix path of travel.
- Please set up new vehicle with lift that goes over 600 lbs.
- Keep up the good work and outreach.
- Appreciates low administrative costs.
- Happy that senior center is reopening.

Subcommittee Recommendation:

Michelle Rousey made a motion for full funding; Esther Waltz seconded the motion; the motion passed unanimously.

City of Oakland – Measure B Claim for FY 11/12 is \$868,385

Overview of Services provided for application year

- Taxi program
- Wheelchair van program
- Gap Grant funded shuttle program

PAPCO's Comments:

- Wonderful job.
- Would like to see survey and possible program expansion.
- Would like to see eligibility from outside cities.
- Keep up the good work.
- Do a good job with what they have, shows wisdom.
- Impressed with new manager in the last few years.
- Any expansion should be in Oakland.
- There is a need to increase the number of ramped taxis.
- Admirable job in working with economy.

Subcommittee Recommendation:

Sylvia Stadmire made a motion for full funding; Larry Bunn seconded the motion; the motion passed unanimously.

City of Pleasanton – Measure B Claim for FY 11/12 is \$79,873

Overview of Services provided for application year

- Pre-scheduled door-to-door program
- Gap Grant funded shuttle
- Gap Grant funded Volunteer Driver program

PAPCO's Comments:

- All sounds good.
- Keep up the good work.
- Encourage to work with disabled between 18 and 65.
- Would like to see more cooperation with other tri-valley providers.
- Good job.

Subcommittee Recommendation:

Sylvia Stadmire made a motion for full funding; Sharon Powers seconded the motion; the motion passed unanimously.

City of San Leandro – Measure B Claim for FY 11/12 is \$243,066

Overview of Services provided for application year

- Pre-scheduled door-to-door program for medical trips
- Shuttle

PAPCO's Comments:

- Good job.
- Please coordinate with Hayward shuttle.
- Please coordinate dropping the medical trips age eligibility from 75 to 65.
- Would like to see more door-to-door.
- Would like to see eligibility from outside cities.
- Would like to see taxi voucher program implemented, including accessible taxis.
- Liked financial portion of presentation.
- Flag down would be difficult for low vision riders (San Leandro's Flex shuttle will stop in between regular stops if an eligible rider "flags" them, the member wasn't sure how someone with low-vision would be able to do that).

Subcommittee Recommendation:

Carmen Rivera-Hendrickson made a motion for full funding; Larry Bunn seconded the motion; the motion passed unanimously.

City of Union City – Measure B Claim for FY 11/12 is \$258,510

Overview of Services provided for application year

- Pre-scheduled ADA door-to-door program
- Premium door-to-door program
- Gap Grant funded taxi program

PAPCO's Comments:

- Program is still good.
- Like presentation.
- Excellent program.
- Please note holiday options (Although Union City does not operate on certain holidays, East Bay Paratransit will provide service in their area on those days. The member did not see that in the program description).
- Hope you continue to work well with contractor.
- Like that you are using alternative fuels; you are an example.
- Grateful for program.
- Followed plan.
- Liked that you are participating in Tri-City Taxi program.
- Would like to see emergency same day service.
- Awesome, especially "green" initiatives.

Attachment A: Measure B Paratransit PAPCO Program Plan Review, Fiscal Year 2011/12

- Paratransit takes up 20% of total costs, it is hard to believe that it takes up half of staff time.
- Great presentation, kudos.
- Please look into expanding Para plus geographically.

Subcommittee Recommendation:

Larry Bunn made a motion for full funding; Sylvia Stadmire seconded the motion; the motion passed unanimously.

East Bay Paratransit – Measure B Claim for FY 11/12 is \$5,591,716 (AC Transit allocated \$4,111,848 and BART allocated \$1,479,868)

Overview of Services provided for application year

- Pre-scheduled ADA door-to-door program

PAPCO's Comments:

- Still not seeing comment cards in vehicles.
- Would like to see better communication on regional trips through East Bay Paratransit.
- Dispatchers are very good with the volume of rides.
- Please fix vans (suspension).
- Would like to see clearer policy on ride time.
- Would like clarification on ¾ mile area around BART (especially Dublin).
- Is it possible to guarantee ride time of less than one hour?
- Glad that we have East Bay Paratransit as a resource and glad that we have door-to-door service
- Appreciates service and thinks paying fare is reasonable.
- Grateful for service and service area.
- Keep up the great work.
- Please take into consideration longer preparation time for wheelchair users.
- Would like to see regional trips make better use of Regional Eligibility Database (RED) (a Bay-area wide listing of all ADA-eligible riders)
- Please find solution to 600 lb limit.
- Please share eligibility info with other areas when requested more timely.
- Support strong use of RED and reciprocal rides/trips.
- Customer worthy vehicles.
- Love this service, comes through for me.
- Concerned with dispatchers and manifests.
- Include secondary contact info.
- You've come a long way.
- Please bring back secret rider program.

Subcommittee Recommendation:

Will Scott made a motion for full funding; Michelle Rousey seconded the motion; the motion passed unanimously.

Livermore Amador Valley Transit Authority (LAVTA) – Measure B Claim for FY 11/12 is \$128,699

Overview of Services provided for application year

- Pre-scheduled ADA door-to-door program
- New Freedom Grant funded taxi program

PAPCO's Comments:

- Record of public hearings.
- Clearer explanation of no shows and late cancellation policy.
- Next time with Program Plan Review application, include outreach efforts associated with major changes.
- Would like to see all committees work together more on major decisions.
- Would like to see anything related to Dial A Ride or ADA brought to WHEELS Accessible Advisory Committee in timely manner (even if a special meeting needs to be scheduled).
- Waiting to see how American Logistics Company change goes.
- Major decisions need to have early dialogue with all parties as soon as they are known.
- Really enjoyed hearing about program.
- Would like to hear back about changes.

Subcommittee Recommendation:

Will Scott made a motion for full funding; Harriette Saunders seconded the motion; the motion passed with one abstention.

Minimum Service Level Measure B Claims for FY 11/12 – City of Oakland \$25,000; City of San Leandro \$75,000

Subcommittee Recommendation:

Harriette Saunders made a motion to approve both requests for MSL grant funding; Shawn Costello seconded the motion; the motion passed unanimously.

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Memorandum

Date: June 14, 2011

To: Alameda County Transportation Commission

From: Programs and Projects Committee

Subject: **I-80 Integrated Corridor Mobility (ICM) Project – Approval of Award of the Construction Contract for the San Pablo Corridor Arterial & Transit Improvement Project No. 6 (491.6)**

Recommendations

In support of delivering the I-80 ICM project staff recommends that the Commission take the following action:

1. Award the construction contract to Steiny & Company Inc. for the construction of the I-80 ICM San Pablo Corridor Arterial & Transit Improvement Project No. 6. Steiny & Co. Inc. was the lowest responsive and responsible bidder for the construction contract; and
2. Authorize the Executive Director to execute the construction contract with Steiny & Co. Inc. in an amount not to exceed \$9,212,000 which includes \$300,000 of Optional Bid Items. The construction contract amount will be included in the construction capital budget of \$11,137,000 which also includes budget for supplemental work, contract contingency and agency furnished materials.

Discussion

The I-80 ICM Project will reduce congestion and delays in the 20-mile I-80 corridor and San Pablo Avenue from San Francisco Oakland Bay Bridge Toll Plaza to the Carquinez Bridge through the deployment of intelligent transportation system (ITS) and transportation operation system (TOS), without physically adding capacity through widening of the corridor. This \$93 million project is funded with the Statewide Proposition 1B bond funds (\$76.7 million), and a combination of funding from Alameda and Contra Costa counties sales tax programs, as well as federal and other local and regional funds. The I-80 ICM Project has been divided into seven sub-projects in order to stage the delivery of contracts, take advantage of the good construction bidding climate of recent years, and minimize project delivery risk to these projects by narrowing each contract's scope. The seven projects are:

- Project No. 1: Software & Systems Integration
- Project No. 2: Specialty Material Procurement
- Project No. 3: Traffic Operations Systems (TOS)
- Project No. 4: Adaptive Ramp Metering (ARM)

- Project No. 5: Active Traffic Management (ATM)
 Project No. 6: San Pablo Corridor Arterial and Transit Improvement Project
 Project No. 7: Richmond Parkway Transit Center

The I-80 ICM San Pablo Corridor Arterial & Transit Improvement Project No. 6 will install traffic signal interconnect & synchronization, traffic signal upgrades, new traffic signals, electrical system upgrades, vehicle detection equipment, pedestrian push button, count-down pedestrian signals, closed circuit television (CCTV), arterial Changeable Message Signs (CMS), speed feed-back signs, Informational Message Signs (IMS), Emergency Vehicle Preemption (EVP), Transit Signal Priority (TSP), PG&E and AT&T service connections along the San Pablo Avenue corridor from the city of Oakland to the city of Hercules on both local and State Right-of-Ways.

The project was ready for advertisement in January 27, 2010.

On January 28, 2010 the Alameda County Congestion Management Agency Board authorized the former Executive Director to advertise San Pablo Corridor Arterial & Transit Improvement Project No. 6 for an estimated amount of \$21.7 million, for both construction & construction support, following California Transportation Committee (CTC) allocation of State Funds.

The California Transportation Commission (CTC) in January 2011 allocated \$21.4 million (\$13.976 million Construction and \$7.424 million Construction Support including System Manager & System Integrator) in Traffic Light Synchronization Program (TLSP) State Bond Funds for the construction phase of Project No. 6.

The Notice to Contractors requesting bids was issued March 23, 2011. A pre-bid meeting was held at the Alameda CTC offices on May 4, 2011.

The opening of bids was conducted on May 26, 2001 at the Alameda CTC offices and four (4) bids were received. The four (4) bids, and the comparison of the bids to the Engineers Estimate for construction work, are as follows:

Firm	Bid	Amount Under to Engineer's Estimate and % Comparison
<i>Engineers Estimate (EE)</i>	<i>\$11,124,190</i>	<i>0</i>
Steiny and Co., Inc. Vallejo, CA	\$8,911,613	(\$2,212,577) (20% below EE)
Republic ITS Fremont, CA	\$ 10,886,625	(\$237,565) (2% below EE)
Tennyson Electric, Inc. Livermore, CA	\$ 11,298,950	\$174,760 2% over EE
Econolite Traffic Anaheim, CA	\$ 11,626,406	\$502,216 5% over EE

The bid results are consistent with the current trend of low bids received on recently bid highway construction contracts. The project is 100% State Funded and therefore all bidders are required to meet the minimum Disabled Veteran Business Enterprise (DVBE) goal of 5% which all bidders complied with. Staff has received confirmation from the Engineer of Record, the Construction Manager and from Legal Counsel that Steiny & Company's bid for Project #6 is responsive and responsible.

The Notice of Intent to Award the construction contract for the I-80 ICM San Pablo Corridor Arterial & Transit Improvement Project No. 6 was sent to the apparent lowest most response and responsible bidder, Steiny & Co. Inc., and all other Bidders on May 27th. The Bid Protest Period commenced on May 27th and will end June 6th. If a written Bid Protest is received by the Alameda CTC during this period, staff will inform the Commission of the outcome.

The development of Project #6 Plan, Specification & Estimate, as well as the advertisement and award of the construction contract (A11-0026), was done in accordance with the Caltrans Local Assistance Procedures Manual (LAPM).

Fiscal Impacts

The Construction Capital Phase budget of \$11,137,000 will be funded through the Traffic Light Synchronization Program (TLSP) of the State Infrastructure Bond Program (Proposition 1B) and are included in the approved Alameda CTC budget for the I-80 ICM San Pablo Corridor Arterial & Transit Improvement Project No. 6 (491.6).

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Memorandum

DATE: June 14, 2011

TO: Alameda County Transportation Commission

FROM: Programs and Project Committee

SUBJECT: **Westbound I-580 Express Lane Project (424.1) - Approval of Consultant Team to Provide Preliminary Engineering and Environmental Document and authorization to Execute a Contract**

Recommendation

Staff recommends approval of the selection of the top-ranked team, led by URS Corporation (URS), to prepare Project Approval and Environmental Clearance Documents (PA&ED) and provide other necessary services for the completion of PA&ED in support of the I-580 Westbound Express Lane Project (Project) and authorize the Executive Director to execute a contract for these services in the amount of \$686,502.

Summary

The Project will convert the westbound (WB) high occupancy vehicle (HOV) lane to an express lane on I-580 in Alameda County from west of the Greenville Road Undercrossing in Livermore (PM R8.3) to west of the San Ramon Road / Foothill Road Overcrossing in Dublin / Pleasanton (PM 21.4), a distance of approximately 13.1 miles.

Westbound I-580 is expected to experience significant and increasing traffic congestion during the morning peak period. The conversion of the HOV lane to an express lane will maximize the efficiency of the HOV lane and help reduce congestion in the mixed flow lanes. Conversion will utilize proven technology, traffic engineering expertise, and the concept of dynamic pricing with the goals of more efficiently using existing roadway capacity to improve traffic flow in the corridor and of generating revenue in future years for other transportation and transit improvements in the corridor. Vehicles eligible to use the HOV lane will continue to use the I-580 WB express lane for free. Solo users who want a more convenient and reliable trip can choose to use the express lane for a fee. The fee will vary depending upon the traffic operating conditions in both the express lane and the mixed flow lanes. Two-axle, delivery-type trucks will also be allowed to use the new converted facility for a fee, but trucks with 3 or more axles will be excluded.

The selected firm will prepare the appropriate level of environmental document and perform preliminary engineering for the Westbound I-580 Express Lane.

Background

At the January 27, 2011 meeting, the Commission approved the issuance of an RFP for a consultant to prepare a Project Study Report (PSR) and provide other necessary services for the completion of a PSR in support of the I-580 WB Express Lane project. The RFP was released on March 14, 2011 with a due date of April 8, 2011. A mandatory pre-proposal meeting was held on March 25, 2011 and forty-three (43) firms attended. Three teams submitted proposals to the Alameda CTC by the due date of April 8, 2011. On April 20, 2011, interviews were held for all three teams who submitted proposals:

- the URS Corporation Team,
- the Parsons Team and
- the PB Americas Team

Collectively, including sub-consultants, these three teams represent 25 individual firms. After careful review of each proposal, and with consideration of the interview process, the team led by URS was determined to be the top ranked team for PSR services.

An experienced panel made up of representatives from the Metropolitan Transportation Commission (MTC, California Department of Transportation (Caltrans), City of Livermore and the Alameda CTC evaluated the proposals and participated in the interview process.

The top-ranked firm, URS Corporation, met the Underutilized Disadvantage Business Enterprise (UDBE) goal of 3.43% in compliance with federal-aid project rules. In addition, URS Corporation included significant local participation (see table below).

Name	LBE Participation (% of Dollars)	SLBE Participation (% of Dollars)	VSLBE Participation (% of Dollars)	Location
URS Corporation	70%			Oakland, CA
Illingworth and Rodkin, Inc.				
Transportation Infrastructure Group (SLBE)		21%		Pleasanton, CA
WRECO (SLBE)(UDBE)		4%		Oakland, CA
Total	70%	25%		

Following issuance of the RFP and in consultation with Caltrans it was determined that a PSR would no longer be required for the I-580 Westbound Express Lane Project. Caltrans recommended that the PSR, a planning level document, be skipped, that the project proceed directly to the environmental document phase. In accordance with Caltrans new policy for conversion of HOV lanes to express lanes, a combined Project Study Report/Project Report (PSR/PR) will be prepared in combination with a Categorical Exclusion (CE). Alameda CTC staff determined that the scope of work to prepare a PSR/PR with a CE is similar to the scope of work for preparing a PSR and that the team selected to prepare the PSR is equally qualified to prepare the PSR/PR with a CE and provide related services.

Staff's recommendation to the Commission is based on the conclusions of the selection panel. Staff is seeking approval of the selection of the URS Corporation team to provide project approval services for the Alameda CTC and the authorization to execute a contract in the amount of \$686,502. The schedule to execute a contract is as follows:

- Recommend Programs and Projects Committee approval of the selection of URS and authorization to enter into a contract – June 13, 2011
- Recommend Commission approval – June 23, 2011
- Contract Commencement – July 1, 2011

Fiscal Impact

The budget for these services is included in the Alameda CTC's Consolidated FY2011-12 proposed budget scheduled to go before the Commission in June, 2011.

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Memorandum

DATE: June 14, 2011

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: Approval of Amendment to the Sunol Joint Powers Agreement for I-680 Sunol Express Lanes (ACTIA No. 8)

Recommendation

It is recommended that the Commission approve an Amendment to the Sunol Joint Powers Agreement to reflect statutory changes and the transition from development to operations of the southbound I-680 Sunol Express Lane.

Discussion/Background

The statute that permitted the formation of the Joint Powers Authority (JPA) to administer high-occupancy toll lanes along I-680 in the Sunol Grade area, Streets and Highways Code section 149.5, has been revised to reflect the merger of the Alameda County Transportation Improvement Authority and the Alameda County Congestion Management Agency into the Alameda County Transportation Commission (Alameda CTC). The revisions to Streets and Highways Code section 149.5 also included other provisions related to the administration of the JPA.

The attached memorandum dated January 7, 2011 outlines some proposed revisions to the Sunol Joint Powers Agreement based on the statutory changes along with additional revisions related to the management and administration of the JPA. The memorandum was reviewed by the Sunol JPA at their January 10, 2011 meeting as an informational item. (Note: The attached memorandum also includes proposed changes to the JPA's Administrative Code which are not included in the recommended action since the Administrative Code is reviewed and approved by the JPA, not by the member agencies independently as is the case with the Joint Powers Agreement to which the member agencies are party.)

Fiscal Impact

Approval of the recommended action will have no direct fiscal impact.

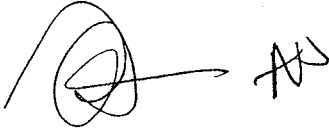
Attachment

Attachment A: Memorandum dated January 7, 2011 from Legal Counsel

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MEMORANDUM

January 7, 2011

TO: Sunol Smart Carpool Lane JPA Board
FROM: Pamela Schock Mintzer & Neal A. Parish 
RE: Proposed revisions to Joint Powers Agreement and Administrative Code

When the Joint Powers Agreement Establishing the Sunol Smart Carpool Lane Joint Powers Authority (“Agreement”) and the Administrative Code of the Authority (“Code”) were initially drafted in 2005, it was anticipated that both documents would be revised once the Project was operational based on Project needs and the passage of time. Five years later, we find that both documents must be revised to account for revisions to the statutes enabling the Authority as well as practical requirements of the Authority now that the Project is operational. If the proposed revisions described below are conceptually approved by this Board, the first step is to have the Agreement revised by actions taken by the Alameda County Transportation Commission (“Alameda CTC”) Board and the Santa Clara Valley Transportation Authority (“VTA”) Board. These actions would then be followed by the adoption by this Board of the revised Code at the March Board meeting. The proposed revisions are summarized as follows:

Joint Powers Authority Agreement

Proposed Revisions Based on Statutory Changes

Streets and Highways Code section 149.5 as originally enacted permitted Alameda County Transportation Improvement Authority (“ACTIA”), Alameda County Congestion Management Agency (“ACCMA”), and the VTA to form a JPA to administer high-occupancy toll lanes on I-680 in the Sunol Grade area. In late 2010, to reflect the ongoing merger of ACTIA and ACCMA into Alameda CTC, Streets and Highways Code section 149.5 was revised to substitute Alameda CTC for both ACTIA and ACCMA. In addition, a clause requiring the statute and Project to sunset after four years of operation was removed, and a section was added that allows the Authority to issue bonds to finance construction and construction-related expenditures, and construction and construction-related expenditures that are included in the expenditure plan.

It is proposed that the Agreement be revised to reflect these revisions to Streets and Highways Code section 149.5.

Proposed Revisions to Clarify Other Terms and Provisions

Streets and Highways Code section 149.5 states that the Authority shall be called the Sunol Smart Carpool Lane Joint Powers Authority (SSCLJPA). Although we are forced to use this official name since it is contained in the underlying statute, we propose to revise the Agreement to reflect the fact that the commonly accepted name for the Authority is "I-680 Express Lane JPA."

The Agreement originally included provisions for the collection of fees and other charges from member agencies. These terms are no longer applicable under the operations of the Authority and thus we propose that these provisions be deleted.

The Agreement includes requirements for the election of the Board's Chair and Vice-Chair at the first meeting each year, in addition to requirements for adoption of resolutions regarding meeting dates and schedules. We propose that the Agreement be amended to build in some flexibility as to the timing of the election of the Chair and Vice-Chair, and to provide for the establishment of an annual meeting schedule without the need to adopt a resolution.

The Agreement as originally drafted assumed that the Managing Agency would provide most of the oversight for the project. We propose to revise the Agreement to account for the fact that these responsibilities are now shared between the Managing Agency and the Executive Director, based on the JPA Board's action authorizing the hiring of the Executive Director.

The Agreement includes the requirement for forming a "Management Advisory Committee." As discussed and authorized at the November joint meeting of the JPA Board and the I-580 PAC, this committee has been replaced with a Technical Advisory Committee that will provide input for both the I-580 and I-680 Express Lanes. We propose to revise the Agreement to reflect this action by the Board.

Administrative Code

Proposed Revisions Based on Statutory Changes

As with the Agreement, we propose revisions to the Code based on the 2010 revisions to Streets and Highways Code section 149.5. These proposed revisions would include changes to the names of the member and managing agencies, would delete the sunset clause, and would give the Authority the ability to bond in certain circumstances. We also propose adding the ability to bond to the items that require a majority vote by the members of the Board.

Proposed Revisions to Clarify Other Terms and Provisions

Streets and Highways Code section 149.5 requires the Authority to establish fee structures and traffic flow guidelines. These requirements were initially included in the Code as requiring a majority vote of the Board, regardless of how many members were actually present at the meeting in question. Now that the Project is operational, and given the dynamic pricing model being used for the Express Lane, we propose to delete the voting requirement for these items from the Code.

As with the Agreement, the Code includes requirements for the election of the Board's Chair and Vice-Chair, in addition to requirements for early determination of meeting dates and schedules. We propose that the Code be amended to build in some flexibility as to election of Chair and Vice-Chair, and establishment of an annual meeting schedule.

We propose to revise the Code to reflect the change from the I-680 specific "Management Advisory Committee" to a Technical Advisory Committee for both I-580 and I-680, as discussed above.

We propose to revise the Code to account for the fact that the oversight activities for the JPA are now shared between the Managing Agency and the Executive Director, based on the JPA Board's action authorizing the hiring of the Executive Director, as discussed above. Similarly, we propose to specifically revise the Code to account for the delegation of powers to the Executive Director, as previously authorized by the Board.

The Code originally included terms that could allow the collection of fees and other charges from member agencies. These terms are no longer applicable under the operations of the Authority and thus we propose that these terms be deleted.

In accordance with the Board's action at the November meeting regarding the "auditor" required by Government Code sections 6505.5 and 6505.6, we propose revising the Code to clarify that this is purely and "Internal Auditor," and is distinct from the external auditor the is also required.

We propose revisions to the Code to clarify the terms of meeting compensation.

We propose to revise the Code to allow the Board, as part of the budget process, to establish a financial reserve for the Project to use for equipment replacement and other Project needs.

cc: Frank R. Furger

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Memorandum

DATE: June 14, 2011

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **Authorization to Execute an Agreement with the I-680 Sunol Smart Carpool Lane Joint Powers Authority for the Funding and Implementation of the I-680 Sunol Express Lanes (ACTIA No. 8)**

Recommendation

It is recommended that the Board authorize the Executive Director, or a designee of the Executive Director, to execute an agreement with the Sunol Smart Carpool Lane Joint Powers Authority (Sunol JPA) to establish procedures and requirements for the Alameda County Transportation Commission (Alameda CTC) to provide funding and/or resources to the Sunol JPA for the implementation (project development, construction, and operation) of the I-680 Sunol Express Lanes Project (ACTIA 8).

Discussion/Background

Prior to the formation of the Alameda CTC, the Alameda County Transportation Improvement Authority (ACTIA) and the Alameda County Congestion Management Agency (ACCMA) were both member agencies to the Sunol JPA. In addition to their roles as member agencies, the ACCMA took the lead on the implementation of the southbound I-680 Sunol Express Lane and ACTIA provided Measure B funding for the delivery of the Measure B Expenditure Plan project (ACTIA 8). The relationship between the ACCMA and ACTIA was typical of the relationship between a project sponsor and a funding agency, i.e. the sponsor incurs eligible costs and requests reimbursements from the funding agency. Prior to the express lane was put into operation and revenue collection, the project development, including system management and integration, and the construction were funded by a mix of federal, state and local sources including Measure B.

Since the merger of the ACCMA and ACTIA to the Alameda CTC, statutory changes have been made to reflect the new organization of the Sunol JPA. The Joint Powers Agreement is in the process of being revised to reflect the statutory and some administrative changes related, in part, to the transition from project development and implementation, being funded by grants, to operations (southbound only at this time) being funded by the Sunol JPA's operating revenue stream. Until this transition is complete, the Sunol JPA continues to rely on the Alameda CTC for funding and/or resources such as consultant services and staff time. In order to make Measure B or other grant funding for which the Alameda CTC is the recipient agency available to the Sunol JPA, whether it be for a consultant or contractor under contract to the Alameda CTC, for Alameda CTC staff time, or for a consultant or contractor under contract to the Sunol JPA, the Alameda CTC needs to

establish a mechanism by which funds and/or resources are made available to the Sunol JPA. The recommended agreement is that mechanism which is intended to pass through adequate financial controls to the Sunol JPA for the Alameda CTC to fulfill its obligations as recipient agency for any grant funding expended on the I-680 Sunol Express Lanes Project.

In addition, acting essentially as a pass-through agency for non-Measure B grant funding, the Alameda CTC will be responsible to the agency providing the grant funding for ensuring the expenditure of the grant funding is compliant with any requirements or provisions attached to the grant funding such as eligibility, reporting, timely use of funds, etc. The agreement between the Alameda CTC and the Sunol JPA for the funding and implementation of the I-680 Sunol Express Lanes Project will set the requirements for the Sunol JPA to submit written requests to the Alameda CTC for specific funding and/or resources to be made available. The individual requests will be considered by the Alameda CTC at regular meetings and recommendations for approval will be based on the Alameda CTC staff review of the requests and confirmation that any requirements for the funding to be passed through will be satisfied.

Fiscal Impact

Approval of the recommended action will have no direct fiscal impact.



Memorandum

DATE: June 14, 2011

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **Approval of Measure B Allocation for Preliminary Right of Way Activities for the Dumbarton Rail Corridor Project (ACTIA 25)**

Recommendations

It is recommended that the Commission authorize the following actions related to the Dumbarton Rail Corridor Project (ACTIA 25):

1. Allocate \$150,000 of Measure B funds; and
2. Authorize the Executive Director, or designee of the Executive Director, to negotiate and execute a funding agreement with the Metropolitan Transportation Commission (MTC) to secure matching funds for the Measure B funds allocated; and

Summary

The Dumbarton Rail Corridor Project (DRC) is currently in the Preliminary Engineering and Environmental Studies phase. The current funding plan for the DRC shows a significant shortfall and the project plays a significant role in the ongoing discussions related to long range planning such as the Countywide Transportation Plan update and the development of a Transportation Expenditure Plan for a future sales tax measure. A project phasing plan has been identified which involves establishing interim bus service to build ridership in the corridor, and to develop a right of way acquisition plan for the DRC. The Measure B funds recommended for allocation would match an equivalent amount of Regional Measure 2 (RM2) funds allocated by the MTC for the development of the right of way acquisition plan. The Alameda CTC will take the lead on developing the right of way acquisition plan and therefore will need a funding agreement with MTC to secure reimbursement of the RM2 share of eligible costs.

Discussion/Background

The Dumbarton Rail Corridor Project will extend rail service from San Mateo County to the Union City Intermodal Station, with three proposed East Bay Stations. Current cost updates for the project put the estimated cost in the \$700 - \$820 million range with approximately \$350 million of funding identified but not secured.

The Commission recently approved extensions to the Measure B Environmental Clearance and Full Funding Plan deadlines. Both deadlines were extended to March 31, 2013. The publication of the

Draft EIS/EIR is on hold, pending direction from the Policy Advisory Committee (PAC) on how to address the funding shortfall. In December 2009, the PAC requested that staff reevaluate the project scope and update ridership projections. The initial findings from the reevaluation and projections were presented to the PAC at their May 2010 meeting. The PAC is also looking at the potential for funding interim bus operations to enhance ridership on the Dumbarton Bridge and is looking at opportunities for early right-of-way acquisition of the Oakland Subdivision (this segment has already received CEQA environmental clearance by Union City). A timeframe for construction has not been determined at this point.

Fiscal Impact

Approval of the recommended action will make \$150,000 of Measure B funds available for encumbrance and subsequent expenditure for eligible project costs.



Memorandum

DATE : June 14, 2011

TO : Alameda County Transportation Commission

FROM : Finance and Administration Committee

SUBJECT : **Adoption of Staff Salary and Revised Interim Benefits Resolution for Fiscal Year 2011-12**

Recommendation

It is recommended that the Commission adopt the Staff Salary and Revised Interim Benefits Resolution for Fiscal Year 2011-12.

Summary

Approval of the recommended salary ranges will not automatically result in salary increases. Approval of the salary ranges will result in a proposed FY 2011-12 budget for staff salaries of \$2.910 million. This represents a reduction of \$1.008 million from the current fiscal year (FY 2010-11), which has a salary budget of \$3.918 million. The recommended salary ranges for FY 2011-12 will effectively save the Commission over \$1 million in staff salaries.

Background and Discussion

The Administrative Code requires the Executive Director to annually submit a resolution to establish the agency staffing positions, salary ranges, and benefits for the upcoming fiscal year, beginning on July 1. As part of the on-going merger process, the Commission has already endorsed the new agency business plan and organization structure earlier this year. The consolidated organization structure includes 27 staff positions, which is a net reduction of seven positions from the prior fiscal year (FY 2010-11).

Discussion on Salary

The Alameda CTC salary ranges being recommended are based on a compensation study that reviewed and compared ACCMA and ACTIA salaries against those of 13 other public agencies. The salary study was independently performed by the Commission's Human Resources Consultant, Koff & Associates. Salary ranges for 20 classifications/positions were reviewed.

For FY 2011-12, the Commission will have 27 employees, including the Executive Director. Under delegated authority provided by the Administrative Code, the Executive Director has the discretion to adjust salaries within the salary ranges approved by the Commission. Salaries are adjusted based on job performance evaluations, job growth, or added responsibilities, without

any provision for automatic pay increases. In addition, Commission's approval of salary ranges will not automatically result in an actual salary increase.

The recommended Alameda CTC salary ranges for FY 2011-12 are included in Attachment 1. To provide a benchmark, the maximum points of each of the Alameda CTC salary ranges were compared to those of the former ACCMA and ACTIA. These comparisons are shown in Attachment 2. With the exception of the Accounting Manager and Senior Accountant positions, the recommended Alameda CTC salary ranges for the remaining senior and management positions are between 6.8% and 21.3% lower than those of the ACCMA. For FY 2011-12, specific recommendations to realign current ACCMA and ACTIA salary ranges to those of the Alameda CTC are as follows:

- With the exception of the seven reassigned positions, which were made effective April 18, 2011, and three positions whose current actual salaries are below the recommended Alameda CTC minimum, there will be no upward salary adjustment for the remaining positions for FY 2011-12.
- For the Principal Transportation Engineer position, to be in alignment with the recommended Alameda CTC salary range, it is recommended that the current ACCMA salary range be adjusted downward incrementally over a two-year period, with the possibility to "Y-rate" (freeze adjustment) beyond the two-year period until the market catches up with the position.
- For the Senior Transportation Engineer position, to be in alignment with the recommended Alameda CTC salary range, it is recommended that the current ACCMA salary range be "Y-rated" until the market catches up.

Discussion on Benefits

In October of 2010, the Commission approved the comprehensive benefit program for transition and new employees of the Alameda County Transportation Commission. This benefit program included CalPERS retirement benefits, health benefits for transition employees, post-retirement health benefits, and accrual of vacation and sick leave, paid holidays allowance, and other benefits. This approval allowed for staff to start the process with CalPERS to have a contract executed with Alameda CTC. This process was initiated in November 2010, and at this time, it is expected that staff could have a proposed CalPERS contract for approval by January 2012. Until a contract with CalPERS is executed which would allow for the consolidated CalPERS retirement program to be in place, it is recommended that the ACCMA and ACTIA retirement benefits programs be maintained separately.

In January 2011, anticipating the long-lead time contracting process with CalPERS, the Commission adopted an Interim Consolidated Benefits Program to allow current ACTIA and ACCMA employees to be governed by a consistent set of policies regarding holiday schedules, accrual of leave, as well as other fringe benefits.

Staff has also conducted an analysis of benefits and benefit costs for current ACCMA and ACTIA employees. The findings show that ACCMA employees currently receive a greater dollar contribution to their benefits (i.e., medical, dental, vision, life, long-term disability, and

dependent life insurance) than ACTIA employees. To address the current disparity in dollar benefits between ACCMA and ACTIA employees, staff recommends increasing ACTIA's Flexible Spending Account from \$1,638 to \$1,844 per employee per month, to reach parity with ACCMA employees.

There are currently only six individuals who are ACTIA employees receiving ACTIA benefits, i.e., a Flexible Spending Account of \$1,638 per employee per month. The approval of staff's recommendation would increase this amount to \$1,844. However, the expectation is that each employee will not spend the additional \$206 per month. Therefore, the actual cost increase will be less than the absolute increase of the Flexible Spending amount.

Financial Implications

Approval of the recommended salary ranges will not automatically result in salary increases. Approval of the salary ranges will result in a proposed FY 2011-12 budget for staff salaries in the amount of \$2.910 million. This represents a reduction of \$1.008 million from the current fiscal year (FY 2010-11), which has a salary budget of \$3.918 million. The recommended salary ranges for FY 2011-12 will effectively save the Commission over \$1 million in staff salaries. The proposed budget for staff salaries will be presented under a separate item on the agenda this month. The recommended benefit change for ACTIA's flexible benefit plan would increase the proposed benefit budget for FY 2011-12 by only \$14,832.

Attachments

- Attachment A – Recommended FY 2011-12 Salary Ranges
- Attachment B – Comparison of Salary Range Maximum Points between Alameda CTC, ACCMA, and ACTIA Salary Ranges
- Attachment C - Salary and Benefits Resolution 11-001

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Recommended FY 2011-12 Salary Ranges for Alameda CTC

Grade	Position/Classification	Min	Med	Max
63	Deputy Director of Projects and Programming	\$149,105	\$171,470	\$193,836
59	Deputy Director of Planning	\$135,081	\$155,344	\$175,606
58	Director of Finance	\$131,787	\$151,555	\$171,323
57	Deputy Director of Policy, Legislation, and Public Affairs	\$128,572	\$147,858	\$167,144
53	Principal Transportation Engineer	\$116,480	\$133,952	\$151,424
49	Principal Transportation Planner	\$105,525	\$121,345	\$137,183
47	Senior Transportation Engineer	\$100,441	\$115,507	\$130,573
45	Project Controls Engineer	\$95,601	\$109,941	\$124,281
43	Senior Transportation Planner	\$90,994	\$104,643	\$118,292
43	Accounting Manager	\$90,994	\$104,643	\$118,292
37	Senior Accountant	\$78,464	\$90,234	\$102,003
37	Contract Procurement Analyst	\$78,464	\$90,234	\$102,003
37	Contract Compliance and Outreach Analyst	\$78,464	\$90,234	\$102,003
33	Assistant Transportation Planner/Programming Analyst I	\$71,085	\$81,747	\$92,410
33	Office Supervisor	\$71,085	\$81,747	\$92,410
31	Accountant	\$67,659	\$77,808	\$87,957
31	Clerk of the Board/Commission	\$67,659	\$77,808	\$87,957
24	Executive Assistant	\$56,919	\$65,457	\$73,995
20	Administrative Assistant	\$51,566	\$59,301	\$67,036
10	Receptionist	\$40,283	\$46,326	\$52,368

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Alameda County Transportation Commission – Salary Range Comparison with ACCMA/ACTIA

Grade	Position/Classification	ACTC Max	ACCMA Max	ACTIA Max
63	Deputy Director of Projects and Programming	\$193,836	\$210,300	\$177,224
59	Deputy Director of Planning	\$175,606	N/A	N/A
58	Director of Finance	\$171,323	\$187,000	\$162,187
57	Deputy Director of Policy, Legislation, and Public Affairs	\$167,144	N/A	\$143,968
53	Principal Transportation Engineer	\$151,424	\$176,400	N/A
49	Principal Transportation Planner	\$137,183	\$166,400	N/A
47	Senior Transportation Engineer	\$130,573	\$139,500	N/A
45	Project Controls Engineer	\$124,281	N/A	N/A
43	Senior Transportation Planner	\$118,292	\$131,700	N/A
43	Accounting Manager	\$118,292	\$110,600	N/A
37	Senior Accountant	\$102,003	\$92,800	\$93,309
37	Contract Procurement Analyst	\$102,003	\$104,200	N/A
37	Contract Compliance and Outreach Analyst	\$102,003	\$104,200	N/A
33	Assistant Transportation Planner/Programming Analyst I	\$92,410	\$82,400	N/A
33	Office Supervisor	\$92,410	N/A	N/A
31	Accountant	\$87,957	\$77,700	N/A
31	Clerk of the Board/Commission	\$87,957	N/A	\$79,088
24	Executive Assistant	\$73,995	\$73,100	\$63,588
20	Administrative Assistant	\$67,036	\$65,200	N/A
10	Receptionist	\$52,368	\$43,300	N/A

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Executive Director
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**ALAMEDA COUNTY TRANSPORTATION COMMISSION
RESOLUTION 11-001 REVISED**

**ALAMEDA COUNTY TRANSPORTATION IMPROVEMENT
AUTHORITY
RESOLUTION 11-001 REVISED**

**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY
RESOLUTION 11-001 REVISED**

**SALARY AND REVISED INTERIM BENEFITS FOR STAFF
MEMBERS
Fiscal Year 2011-12 (Effective July 1, 2011)**

WHEREAS, the Alameda County Transportation Commission, hereinafter referred to as Alameda CTC, was created pursuant to a joint powers agreement (“Joint Powers Agreement”) entered into among the 14 cities in Alameda County, the County of Alameda, the Bay Area Rapid Transit District, the Alameda Contra Costa Transit District, the Alameda County Transportation Improvement Authority (“ACTIA”), and the Alameda County Congestion Management Agency (“CMA”);

WHEREAS, the Alameda CTC is empowered by the Joint Powers Agreement to carry out numerous transportation planning, programming and construction functions and responsibilities, including all functions and powers of ACTIA and CMA;

WHEREAS, although the Alameda CTC is authorized under Section 11 and 13 of the Joint Powers Agreement to appoint and retain staff as necessary to fulfill its powers, duties and responsibilities, all Alameda CTC staff members are currently employees of either ACTIA or CMA; and

WHEREAS, Alameda CTC, ACTIA and CMA (collectively, the “Agencies”) desire to establish a consistent set of benefits and leave policies for all employees of the Agencies until such time as all Alameda CTC staff members are employees of Alameda CTC; and

WHEREAS, each of the Agencies separately adopted Resolution 11-001, thereby establishing a consistent interim set of benefits and leave policies, and

this Resolution is intended to supersede and replace such Resolution 11-001;
and

NOW, THEREFORE, IT IS RESOLVED AND ORDERED that the salaries
employment benefits for members of the independent staff of the Agencies for
Fiscal Year 2011-12 are hereby adopted, and are herein set forth.

1. Salaries

- 1.1 An employee shall be compensated at a rate set between the minimum (min) and maximum (max) of the range specified in Attachment 1 for their respective position classification.
- 1.2 The duties and responsibilities of the position classifications identified in Paragraph 1.1 shall be described by an Alameda CTC job specification approved by the Executive Director.
- 1.3 The salary ranges for the employees described in Paragraph 1.1 shall not include steps and/or provision for any automatic or tenure-based increases.
- 1.4 Starting compensation, including salary, for each employee shall be set by the Executive Director consistent with the prescribed ranges for the position classifications identified in Paragraph 1.1.

2. Appointments and Performance Management

- 2.1 Original appointments of new employees shall be tentative and subject to a probationary period of one (1) year actual service; an existing employee appointed to a new position shall serve a probationary period of at least one hundred eighty (180) days commencing the first day of employment in the new position.
 - 2.1.1 Every six (6) months during the probationary period new employees will meet with their supervisor to discuss the employee's performance to date. At the time of the discussion the supervisor will complete a written evaluation for the employee's personnel records.
 - 2.1.2 Upon completion of the probationary period, the employee shall be given a written evaluation. If this evaluation shows that the employee has satisfactorily demonstrated the qualifications for the position, the employee shall gain regular status, and shall be so informed in writing.
 - 2.1.3 At any time during the probationary period, a probationary employee may be terminated with or without cause and with or without notice. Employee shall be notified in writing by the Executive Director of such termination.

- 2.1.4 The probationary period may be extended once by the Executive Director at his/her sole discretion in order to further evaluate the performance of the probationary employee.
- 2.1.5 The probationary period is automatically extended by a period of time equal to the time the employee is absent due to any type of leave, including time absent while receiving workers' compensation.
- 2.2 Following successful completion of the probationary period, written performance reviews for employees shall be conducted at least once a year by the employee's supervisor and reviewed and approved by the Executive Director or his/her designee. In addition, a review of an employee's progress in meeting annual goals and objectives will be conducted at the end of six months by the employee and his or her supervisor.
- 2.3 On the basis of the performance reviews, increases or decreases in compensation may be granted at that time by the Executive Director at his/her sole discretion consistent with the Board approved annual budget.

3. **Holidays**

- 3.1 The following eleven (11) paid holidays shall be observed by the Agencies:

New Year's Day	Veterans Day (Observed)
Martin Luther King Jr.'s Birthday	Thanksgiving Day
Presidents' Day	Day after Thanksgiving
Memorial Day	Christmas Eve
Independence Day	Christmas Day
Labor Day	

- 3.2 **Holiday Policy.** When a holiday falls on a Sunday, the following Monday shall be observed as the holiday date. When a holiday falls on a Saturday, the preceding Friday shall be observed.
- 3.3 **Floating Holidays.** Regular full-time employees are entitled to two (2) floating holidays per year. Employees shall be granted such holidays at the beginning of each fiscal year (i.e., effective on July 1 of each year). Floating Holidays are not accruable and those unused at the end of the fiscal year will be eliminated from the employee's available leave bank.
- 3.4 **Holiday Time.** Regular full-time employees shall receive eight (8) hours of holiday pay for each of the above holidays at their regular base rate. Regular part-time employees shall receive paid holiday time pro rata based on actual hours worked should their regular work schedule fall on one of the above listed holidays.

3.5 **Administrative Procedure.** The Executive Director shall establish holiday procedures governing employees of the Agencies.

4. **Leaves of Absence**

4.1 **Vacation**

4.1.1 **Accrual Rates.** The Agencies shall provide vacation leave with pay for regular employees (including probationary employees) based on accrual guidelines shown in the table below. Vacation leave earned shall accrue upon completion of each pay period beginning upon completion of the pay period following that in which the employee commences service.

Accrual Rates Based on Years of Service:

Years of Service	Vacation Days Accrued Per Year	Maximum Hours Accrued Per Year
0-3 Years	10 Days	120 Hours
3.1-10 Years	15 Days	240 Hours
10.1-15 Years	20 Days	320 Hours
15.1+ Years	25 Days	400 Hours

Part-time employees shall earn vacation leave on a pro rata basis based on actual hours worked. The maximum accrual will also be pro rated.

4.1.2 **Maximum Vacation Benefits.** Once an employee reaches the maximum accrual, the employee will cease accruing any additional vacation leave until such time as vacation leave hours fall below the maximum.

4.1.3 **Payment of Vacation upon Separation.** Accrued vacation pay that has not been used will be paid at time of resignation or termination. An employee terminating employment with the Agencies for reasons other than paid retirement from with the Agencies employment shall be paid at such employee's current rate of pay for all unused accrued vacation up to the maximum amount of permissible accumulated vacation time as set forth above, in one (1) lump sum less applicable taxes. An employee separating from service with the Agencies for paid retirement may elect either to take time off for vacation prior to the employee's date of retirement, or to be paid at the employee's current rate of pay for vacation up to the ceiling amount as set forth above, in one lump sum.

4.2 **Management Leave.** Regular full-time exempt employees may receive paid management leave of up to 80 hours per year at the sole discretion of the Executive Director. The leave is intended to compensate exempt employees who are required to attend work-related meetings outside of normal working hours. The amount of leave will be determined by the Executive Director based on each employee's function and the number of off hour meetings he/she is required to

attend. No employee shall be eligible to accrue more than the amount of their annual Management Leave. Use of Management Leave shall be at the discretion of the Executive Director.

- 4.3 **Sick Leave.** Regular employees (including probationary employees) shall receive sick leave, accumulating at the rate of one day per calendar month up to four hundred eighty (480) hours (pro rated for part-time employees based on actual hours worked). Up to sixty (60) days of accrued but unused sick leave may be used toward service credit for PERS retirement benefits. Sick leave is available only for the actual illness or injury of an employee or the employee's spouse, registered domestic partner, children, parents, or other dependents.
- 4.4 **Family and Medical Leave.** The Agencies may grant regular employees (including probationary employees) up to twelve (12) workweeks of unpaid time off in a 12-month period for the employee's own serious health condition or that of the employee's immediate family member, i.e., child, parent, spouse, or registered domestic partner, or for the birth, adoption, or foster care placement of an employee's child.

Employees may exhaust any accrued vacation time and/or sick leave (if the leave is due to the employee's own serious health condition or to care for the serious health condition of an immediate family member as described above) while on unpaid leave. Employees taking family/medical leave due to the birth of a child to that employee's spouse or registered domestic partner, or the adoption or foster placement of a child, or to care for such child, may utilize accrued sick leave during such leave. Such use of accrued vacation time and/or sick leave is the only pay such employee will receive from the Agencies while on family/medical leave.

- 4.5 **Leave Due to Pregnancy, Child Birth or Related Conditions.** The Agencies shall comply with California's Pregnancy Disability Leave Law. Employees may, but are not required to, utilize accrued vacation and sick leave during any pregnancy leave so as to receive pay during some or all such leave.
- 4.6 **Military Leave.** Military leave shall be granted in accordance with federal and state law.
- 4.7 **Bereavement Leave.** In the event of a death in the immediate family of a regular full-time employee, paid leave not chargeable to sick or vacation leave will be granted for a period up to three (3) consecutive scheduled work days for the purpose of making arrangements for, or to attend, the funeral. Employees shall receive one (1) day to attend a funeral for a friend or relative outside their immediate family. Immediate family is defined as spouse, registered domestic partner, children, sister, brother, mother, father, legal guardian, any other person sharing the relationship of in loco parentis, legal dependent, current mother- or father-in-law, grandparents, or grandchildren.

4.8 Jury and Witness Duty Leave.

All regular full-time employees will be granted a leave of absence with pay for all or any part of the time required for jury duty in the manner prescribed by law.

The employee must return to work on the same day he or she is excused from service. The employee shall be paid the difference between his/her full salary and any payment received for such duty, except travel pay.

All regular full-time employees will be granted a leave of absence with pay for their appearance as a witness in a civil or criminal proceeding (other than as an accused) for any appearance that is solely attributable to the employee's work for the Agencies.

4.9 Administrative Procedure. The Executive Director shall establish specific guidelines and procedures to implement all of the leave policies.

5. Health Insurance and Other Benefits

For this Interim Salary and Benefits Resolution, Health Insurance and Other Benefits will be administered separately for CMA and ACTIA, based on previously established policies and procedures. The following subparagraphs in this Paragraph 5 describe and summarize such established policies and procedures, but are not intended to modify the policies and procedures except to adjust ACTIA's monthly flexible spending account limit as described in 5.3 below:

The following are the Health Insurance and Other Benefits for CMA:

5.1 Health Care. All regular CMA employees working at least an average of 20 hours per week shall be entitled to enroll in CMA's health insurance plan, provided through the State of California's Public Employees Retirement System (PERS). CMA shall pay an amount at least equal to the cost of the Kaiser North health plan for employee and two or more dependents on behalf of its regular full-time employees. CMA shall pay an amount at least equal to the cost of the Kaiser North health plan for employee only on behalf of its part-time employees who work twenty (20) or more hours per week. Premiums not paid by CMA shall be the responsibility of the employee. Regular full-time employees who elect not to use the CMA's health care benefit shall receive one-half (1/2) of the Kaiser North health plan premium (for self and two plus dependents) which is subject to all applicable payroll taxes.

5.2 Dental and Other Benefits. CMA shall provide each regular full-time employee, and regular part-time employees working 30 hours or more, the following additional benefit programs:

- A dental program
- A vision care program
- Group life insurance

- Disability Insurance
- A transit subsidy program, with a maximum in accordance with the federally authorized amount

The following are the Health Insurance and Other Benefits for ACTIA:

5.3 **Flexible Spending Account.** ACTIA provides a Flexible Spending Account (FSA) for its eligible employees, into which ACTIA pays \$1,844 per month. With these funds, each participating employee is able to choose the following coverage:

- Health Insurance (through the State of California's Public Employees Retirement System (PERS));
- Dental Insurance;
- Vision Care Insurance;
- Life Insurance;
- Long-term Disability Insurance; and
- CalPers Survivor Benefit (Fourth Level).

Employees may also use the dollars for reimbursement of expenses such as medical co-payments, dental expenses, orthodontic expenses, eye glasses, psychiatric counseling, or chiropractic expenses.

When an employee is required to work on a less than full-time basis due to medical or other valid reasons, the Flexible Spending Account accruals will be prorated by dividing the actual hours worked plus any accrued sick/vacation hours used during the pay period, by the fulltime equivalent hours in the same pay period.

Regular part-time employees will receive a pro-rated amount of the monthly \$1,844 contribution based on actual hours worked.

6. Additional Benefits Programs

6.1 **Transit Subsidy.** All regular full-time employees of the Agencies are eligible for the maximum transit subsidy benefit approved by the federal government, if any.

6.2 **Tuition Assistance.** Following completion of their probationary period, regular full-time employees are eligible for reimbursement of 90% of tuition fees for job-related courses, subject to budget availability up to \$500 at an accredited institution each fiscal year, at the sole discretion of the Executive Director.

6.3 **Other benefits.** At no cost to Alameda CTC, the Agencies will also provide:

1. A pre-tax child care program
2. An optional deferred compensation program.

7. **Administrative Procedure.** The Executive Director shall establish specific guidelines and procedures to implement all of the benefit policies.
8. **Retirement.** All employees of the Agencies shall be entitled to membership with the California Public Employees' Retirement System (CalPERS) according to the guidelines established in the CalPERS Retirement Benefits Policy and the applicable contract with CalPERS. The Agency shall contribute to CalPERS each pay period 7% of the employee's required 8% contribution on behalf of all employees. Such contribution shall be reported to CalPERS as "employee contribution being made by the contracting agency" and shall not be deemed to be "compensation" reportable to CalPERS.
9. **Reimbursement of Expenses.** Alameda CTC will reimburse employees of the Agencies for reasonable and normal expenses associated with Alameda CTC business approved by the Executive Director. An employee may be offered a fixed monthly allowance in lieu of actual expenses on a taxable basis, which may be adjusted annually by the Executive Director.
10. **Office Hours** The offices of the Alameda CTC shall be open for the public between 8:30 a.m. and 5:00 p.m. each weekday, except on Alameda CTC holidays as defined in Paragraph 3.1. Employees are required to be at the Alameda CTC's offices during business hours from Monday through Friday.
11. All provisions of this Resolution shall be effective and pertain to all employees of the Agencies as of the date of hire of the employee, or July 1, 2011, whichever is later in time, unless otherwise provided.
12. The Executive Director is authorized to execute the necessary contracts for the benefits and insurance coverage described herein.
13. This Resolution is intended to and shall replace and supersede in its entirety that certain Resolution 11-001 adopted by each Boards on January 27, 2011.

ADOPTED by the Boards of the Agencies at a regular meeting held on June 23, 2011 in Oakland, California, by the following vote:

AYES: **NOES:** **ABSTAINED:** **ABSENT:**

SIGNED:

ATTEST:

Mark Green
Chair

Gladys V. Parmelee
Interim Clerk of the Commission

Attachment 1

Grade	Position/Classification	Min	Med	Max
63	Deputy Director of Projects and Programming	\$149,105	\$171,470	\$193,836
59	Deputy Director of Planning	\$135,081	\$155,344	\$175,606
58	Director of Finance	\$131,787	\$151,555	\$171,323
57	Deputy Director of Policy, Legislation, and Public Affairs	\$128,572	\$147,858	\$167,144
53	Principal Transportation Engineer	\$116,480	\$133,952	\$151,424
49	Principal Transportation Planner	\$105,525	\$121,345	\$137,183
47	Senior Transportation Engineer	\$100,441	\$115,507	\$130,573
45	Project Controls Engineer	\$95,601	\$109,941	\$124,281
43	Senior Transportation Planner	\$90,994	\$104,643	\$118,292
43	Accounting Manager	\$90,994	\$104,643	\$118,292
37	Senior Accountant	\$78,464	\$90,234	\$102,003
37	Contract Procurement Analyst	\$78,464	\$90,234	\$102,003
37	Contract Compliance and Outreach Analyst	\$78,464	\$90,234	\$102,003
33	Assistant Transportation Planner/Programming Analyst I	\$71,085	\$81,747	\$92,410
33	Office Supervisor	\$71,085	\$81,747	\$92,410
31	Accountant	\$67,659	\$77,808	\$87,957
31	Clerk of the Board/Commission	\$67,659	\$77,808	\$87,957
24	Executive Assistant	\$56,919	\$65,457	\$73,995
20	Administrative Assistant	\$51,566	\$59,301	\$67,036
10	Receptionist	\$40,283	\$46,326	\$52,368

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Memorandum

DATE: June 14, 2011

TO: Alameda County Transportation Commission

FROM: Finance and Administration Committee

SUBJECT: **Approval of Amendment No. 1 to the Professional Services Agreement with Francis Fruzzetti (A10-0006) for additional utility coordination and transition assistance services**

Recommendation

It is recommended that the Commission approve Amendment No. 1 to the professional services contract with Francis Fruzzetti for additional utility coordination and transition assistance services.

The proposed Amendment No. 1 will increase the contract by \$10,000 to the current year's (FY 2010-11) contract and extend the contract expiration to July 31, 2011.

Summary

The recommended action will increase the budget by \$10,000 to the existing contract amount of \$115,000 which was approved at the May 2010 ACTIA Board meeting for fiscal year 2010-11 beginning July 1, 2010. The additional contract budget will be used for additional utility coordination and transition assistance services to a new utility coordinator, since Mr. Fruzzetti will not be renewing the contract for fiscal year 2011-12. Table 1 below summarizes Agreement No. A10-0006 with Francis Fruzzetti.

Table 1: Summary of Agreement No. A10-0006 with Francis Fruzzetti			
Description	Date Approved By Board	Amendment Amount	Contract Amount
Original Contract (Base)	05/27/10	NA	\$ 115,000
Amendment No. 1 (This Item)	06/23/11 (Proposed)	\$ 10,000	\$ 125,000

Discussion/Background:

The professional services agreement with Francis Fruzzetti is one of the Commission's annually renewed contracts. Mr. Fruzzetti provides utility coordination services for Measure B capital projects and is approved on a year-by-year basis.

If the recommended amendment is approved, the amended contract total would be \$125,000 for the current fiscal year 2010-2011.

The recommended amendment is intended to provide capacity for the following activities:

1. Provide additional utility coordination services for two capital projects that are in the Final Design phase and nearing project certification:
 - 1) East West Connector Project (ACTA MB 226); and
 - 2) Route 84 Expressway project in Livermore (ACTIA 24);
2. Provide the necessary transition to the new utility coordinator, since Mr. Fruzzetti will not be renewing the contract for fiscal year 2011-12.

Fiscal Impact

Approval of the recommended action will encumber an additional \$10,000 of Measure B funding.



Alameda CTC Bicycle and Pedestrian Advisory Committee Meeting Minutes
Thursday, April 14, 2011, 5:30 p.m., 1333 Broadway, Suite 300, Oakland

Attendance Key (A = Absent, P = Present)

Members:

- Members list with attendance status: P Midori Tabata, Chair; A David Boyer; P Alex Chen; A Lucy Gigli; P Jeremy Johansen; P Preston Jordan; A Glenn Kirby; A Anthony Salomone; P Tom Van Demark; P Ann Welsh

Staff:

- Staff list with attendance status: A Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation; P Beth Walukas, Deputy Director of Planning; P Rochelle Wheeler, Bicycle and Pedestrian Coordinator; P Diane Stark, Senior Transportation Planner; P Angie Ayers, Acumen Building Enterprise, Inc.

1. Welcome and Introductions

Midori Tabata, BPAC Chair, called the meeting to order at 5:35 p.m. The meeting began with introductions and a review of the meeting outcomes.

Guests Present: Alex Evans, EMC Research, Inc.; Jason Huertas, EMC Research, Inc.; Bonnie Wehmann, EBBC

2. Public Comments

There were no public comments.

3. Approval of December 9, 2010 and February 10, 2011 Minutes

Preston Jordan requested a change on page 5 of the December 9, 2010 minutes to reflect "Active Transportation Master Plan."

Preston Jordan moved to approve the December 9, 2010 minutes with the above change and the February 10, 2011 minutes as written. Tom Van Demark seconded the motion. The motion carried unanimously (6-0).

4. Countywide Pedestrian and Bicycle Plan Updates: Input on Capital Project Prioritization

Rochelle Wheeler gave a presentation on the Countywide Pedestrian and Bicycle Plan Updates capital project prioritization approach. Rochelle encouraged the members to submit comments using the comment form by Wednesday, April 20, 2011.

Rochelle and Diane Stark led the discussion and presented the following:

- A review and discussion on changes to the vision networks

- A review of 2006 prioritization processes
- An overview of the proposed prioritization processes

Staff also asked BPAC to comment on specific questions detailed in slide 8 of the presentation. See Attachment A for members' comments/feedback on the specific questions.

5. Recommendation on Measure B Bicycle/Pedestrian Countywide Discretionary Fund Program

A. Extension of Two Current Program Grants

Rochelle stated that this topic carried forward from the last agenda, because the BPAC did not have a quorum to approve the recommendations. She informed the committee that staff is recommending extending the Bicycle Safety Education Program for one year with up to \$100,000 from the Countywide Discretionary Fund (CDF). In the February meeting, the BPAC members agreed by consensus that Alameda CTC should continue to fund the Bicycle Safety Program. Chair Tabata stated that she wants to see this program be funded in the future through a Request for Proposal process and to have guidelines for what the program should include.

Staff recommended BPAC approve funding for up to \$25,000 to continue the Tri-City Senior Walk Program for one year as a pilot and evaluate how to expand it countywide.

Jeremy Johansen moved to approve staff's recommendations to provide additional CDF monies of \$100,000 for the Bicycle Safety Education Program and \$25,000 for the Tri-City Senior Walk Program. Tom Van Demark seconded the motion. The motion passed unanimously (6-0).

B. Proposed Matching Funds Policy

Rochelle reiterated that BPAC members requested that staff develop a draft policy for using the CDF as matching funds. Staff is recommending setting aside \$100,000 annually for matching funds. BPAC members inquired if a ceiling amount is recommended for matching funds or if they are distributed on a case-by-case basis. Rochelle stated that the ceiling is recommended to be \$100,000, and funds would be distributed as noted in the guidelines.

Preston Jordan moved to approve staff's recommendations on the proposed matching funds guidelines. Tom Van Demark seconded the motion. The motion passed unanimously (6-0).

6. Evaluation of Bike to Work Day and Get Rolling Campaigns

Diane Stark stated that Alex Evans and Jason Huertas with EMC Research, Inc. will present the outcomes from two surveys conducted in 2010 about the Bike to Work Day/Get Rolling Campaign. She stated that another survey will be conducted later this year. Chair Tabata requested that the BPAC review the questionnaire to provide input prior to conducting the next survey.

Alex gave a presentation on the survey results. He stated that 400 interviews took place via a telephone survey of Alameda County adult residents. EMC Research conducted the survey of residents from November 30, 2010 through December 5, 2010. Alex stated that 656 respondents took the web survey of bicyclists in Alameda County. This survey was conducted from December 7, 2010 through January 17, 2011. Alex reviewed the following key findings and gave a highlight on the responses to the questionnaire:

- Recall of the Get Rolling advertising campaign is low, but the ads do communicate the message effectively.
- Many participants in Bike to Work Day are already regular bicycle commuters, and most who participate are inclined to continue to do so.
- The safety of riding a bicycle is of top concern for many current and would-be bicyclists, particularly on shared roadways. Distance is also a significant barrier for many residents.
- More bike paths and lanes and intersection safety measures are the most appealing improvements.

It was noted by a member of the public that awareness is needed for residents to know that Alameda County offers free bike safety classes and that 511.org will provide bike buddies.

7. Review TDA Article 3 Projects

Rochelle informed the committee that a memo regarding the TDA Article 3 projects is in the packet. She stated that BPAC is responsible for reviewing and providing input on TDA Article 3 projects in Alameda County, if requested. Rochelle stated that the Alameda County Public Works Agency (ACPWA) requested BPAC provide input on the Pedestrian Improvements at Various Locations project mentioned in the memo. The BPAC inquired how the ACPWA determines and prioritizes locations for improvements. Diane and Chair Tabata said that a pedestrian plan exists for this area, and Rochelle stated that she would pose this question to the project sponsor.

8. Review of BPAC Officer Roles and Upcoming Elections

Rochelle informed the committee that at the June meeting, BPAC will elect a chair and vice chair for the next fiscal year. She also noted that last year, the BPAC voted to remove the term limits on the positions. A quorum is required to elect BPAC officers in June.

9. Board Actions/Staff Reports

A. Countywide Transportation Plan and Transportation Expenditure Plan

Beth Walukus gave an update on the Countywide Transportation Plan (CWTP) and the Transportation Expenditure Plan (TEP). The highlights of the updates are follows:

- MTC issued a call for projects in March, and the Alameda County jurisdictions submitted applications to the Alameda CTC by April 12. Alameda CTC is in the process of screening the applications and is developing a preliminary list of CWTP projects and programs to submit to MTC by April 29. Staff will present the CWTP and the Regional Transportation Plan projects and programs lists to Alameda CTC committees in May, and the selection process will culminate in a public hearing at the May 26 CWTP-TEP Steering Committee meeting and a recommendation for approval by the Commission on the same day. Beth stated that the projects that move forward will be modeled via packages based on the vision and goals adopted by the CWTP-TEP Steering Committee in March.
- Beth said that a lot of emphasis was placed on transportation and the topics of housing and jobs are being addressed now. She stated that a workshop is being held in Supervisorial Districts 1 and 2 on May 14 to review the development of the Sustainable Communities Strategy and how it can be done effectively in Alameda County. The East Bay Economic Development Alliance (EBEDA) is invited to this workshop to discuss jobs, and the EBEDA will release a report on the needs for housing, transportation, and other resources that support the attraction of retention of jobs. The May 14 workshop will be held at the Sunol Golf Course.
- The first poll was completed in early March, and the results were encouraging for the renewal of the sales tax measure. The second poll will take place in the fall.
- The five public outreach workshops were completed in March. The outreach outcomes and the poll results validated each other.

B. Other

Rochelle stated that staff is recommending changes to the committee structure and will submit a proposal to the Commission in May that will come to BPAC at its June meeting. She mentioned to the committee that the community advisory committee bylaws are currently being reviewed and modified to be consistent in structure and language. BPAC members will review the BPAC Bylaws at the June BPAC meeting.

Rochelle stated that the Bike to Work Day campaign name changed to *Ride into Life*. The advertisements will be displayed throughout the county starting the week of April 18, 2011.

10. BPAC Member Reports

Preston Jordan stated that the East Bay Regional Park District voted to authorize staff to pursue eminent domain to complete the San Francisco Bay Trail between Buchanan Street and Gilman Street in the Albany/Berkeley area.

Chair Tabata stated that the new BART Director, Robert Raburn, requested that the county BPAC appoint a representative to fill a vacant position on the BART Bicycle Task Force. She

stated that the task force meets twice a month. This item will be placed on the BPAC agenda in June.

Chair Tabata encouraged the members to seriously think about the election of officers in June.

Midori mentioned that the East County Transportation Forum is scheduled for April 21, 2011 at Dublin City Hall.

11. Adjournment

The meeting adjourned at 8:15 p.m.

**Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee
Roster and Attendance Fiscal Year 2010/2011**

	Suffix	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '10*
1	Ms.	Tabata, Chair	Midori	Oakland	Councilmember Rebecca Kaplan, City of Oakland	Jul-06	Sep-08	Sep-10	0
2	Mr.	Van Demark, Vice-Chair	Tom	Oakland	Supervisor Miley, District 4	Oct-04	Jan-09	Jan-11	1
3	Mr.	Chen	Alexander	Fremont	Supervisor Scott Haggerty, District 1	Oct-09		Oct-11	1
4	Ms.	Gigli	Lucy	Alameda	Supervisor Wilma Chan, District 3	Jan-07	Jan-09	Jan-11	2
5	Mr.	Johansen	Jeremy	San Leandro	Councilmember Joyce Starosciak, San Leandro	Sep-10		Jan-12	0
6	Mr.	Jordan	Preston	Albany	Supervisor Carson, District 5	Oct-08	Sep-10	Sep-12	0
7	Mr.	Kirby	Glenn	Hayward	Supervisor Nadia Lockyer, District 2	Oct-03	Jan-10	Jan-12	3
8	Ms.	Welsh	Ann	Pleasanton	Mayor Jennifer Hosterman, Pleasanton	Oct-09		Oct-11	1
9		Vacancy			Vice Mayor Rob Bonta, City of Alameda				
10		Vacancy			Mayor Marshall Kamena, Livermore				
11		Vacancy			Mayor Mark Green, Union City				

**Alameda CTC Commission Meeting 06/23/11
Agenda Item 6B**

**Alameda County Transportation Commission
Citizen Advisory Committee
Roster and Attendance
Fiscal Year 2010/2011**

	Title	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '10*
1	Mr. Ferrier, Chair	Barry	Barry	Union City	Mayor Mark Green, Union City	Jan-04	Jan-10	Jan-12	0
2	Ms. Dorsey, Vice-Chair	Cynthia	Cynthia	Oakland	Supervisor Keith Carson, D-5	Feb-02	Mar-09	Mar-11	0
3	Ms. Brown	Meredith	Meredith	Oakland	Supervisor Nate Miley, D-4	Apr-07	Apr-09	Apr-11	4
4	Mr. Castro	Norbert	Norbert	San Leandro	Councilmember Joyce Starosciak, San Leandro	Dec-07	Feb-10	Feb-12	4
5	Ms. Chinn	Val	Val	Hayward	Mayor Marshall Kamena, Livermore	Dec-99	Feb-10	Feb-12	0
6	Mr. Collier	Joseph	Joseph	San Leandro	Councilmember Joyce Starosciak, San Leandro	Dec-09		Dec-11	1
7	Ms. Hilliard	Frances	Frances	Oakland	Supervisor Wilma Chan, D-3	Jun-02	Feb-10	Feb-12	1
8	Mr. Hilson	Joseph	Joseph	Hayward	Mayor Marshall Kamena, Livermore	Dec-06	Feb-11	Feb-13	4
9	Mr. Hottle	Brad	Brad	Pleasanton	Mayor Jennifer Hosterman, Pleasanton	Oct-10		Oct-12	0
10	Mr. Jefferson	Alton	Alton	San Leandro	Supervisor Wilma Chan, D-3	Sep-08	Sep-10	Sep-12	1
11	Dr. Jindal	Roop	Roop	Hayward	Supervisor Scott Haggerty, D-1	Oct-03	Mar-10	Mar-12	1
12	Mr. Kastriotis	Dimitris	Dimitris	Sunol	Supervisor Nadia Lockyer, D-2	Dec-07	Jan-10	Jan-12	4
13	Ms. LePell	Audrey	Audrey	Hayward	Supervisor Nadia Lockyer, D-2	May-04	Mar-11	Mar-13	0
14	Ms. Lorenzana-Campo	Pilar	Pilar	Oakland	Councilmember Rebecca Kaplan	May-10		May-12	1
15	Mr. Mann	Harpal	Harpal	Union City	Supervisor Nadia Lockyer, D-2	Mar-11		Mar-13	0
16	Mr. Repar	John	John	Union City	Mayor Mark Green, Union City	Mar-11		Mar-13	0

Alameda County Transportation Commission
Citizen Advisory Committee
Roster and Attendance
Fiscal Year 2010/2011

	Title	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '10*
17	Mr. Rose	Frank	Frank	Oakland	Supervisor Nate Miley, D-4	Sep-08	Feb-11	Feb-13	1
18	Ms. Sample	Clara	Clara	Union City	Mayor Mark Green, Union City	Sep-10		Sep-12	0
19	Mr. Sebastian	Nicholas	Nicholas	Emeryville	Vice Mayor Rob Bonta, Alameda	Sep-07	Sep-09	Sep-11	4
20	Ms. Stocking	Gerarda	Gerarda	Livermore	Supervisor Scott Haggerty, D-1	Oct-03	Mar-10	Mar-12	4
21	Ms. Walker	Brenda	Brenda	Oakland	Supervisor Nate Miley, D-4	Oct-09		Oct-11	4
22	Mr. Washington	Ronald	Ronald	Berkeley	Supervisor Keith Carson, D-5	Feb-02	Mar-09	Mar-11	4
23	Mr. White	Darren	Darren	San Leandro	Councilmember Joyce Starosciak, San Leandro	Sep-08	Sep-10	Sep-12	4
24	Mr. Zukas	Hale	Hale	Berkeley	Supervisor Keith Carson, D-5	Feb-02	Mar-09	Mar-11	1
25	Vacancy				Vice Mayor Rob Bonta, Alameda				
26	Vacancy				Vice Mayor Rob Bonta, Alameda				
27	Vacancy				Mayor Jennifer Hosterman, Pleasanton				
28	Vacancy				Mayor Jennifer Hosterman, Pleasanton				
29	Vacancy				Mayor Marshall Kamena, Livermore				
30	Vacancy				Councilmember Rebecca Kaplan				
31	Vacancy				Councilmember Rebecca Kaplan				
32	Vacancy				Supervisor Wilma Chan, D-3				
33	Vacancy				Supervisor Scott Haggerty, D-1				



Alameda CTC Citizens Watchdog Committee Meeting Minutes
Monday, March 14, 2011, 5:30 p.m., 1333 Broadway, Suite 300, Oakland

Attendance Key (A = Absent, P = Present)

Members:

- List of members with attendance status: James Paxson (P), Jo Ann Lew (P), Pamela Belchamber (A), Roger Chavarin (P), Mike Dubinsky (P), Thomas Gallagher (P), Arthur Geen (A), James Haussener (P), Miriam Hawley (P), Erik Jensen (A), Harriette Saunders (P), Hale Zukas (P)

Staff:

- List of staff with attendance status: Arthur L. Dao (P), Tess Lengyel (P), Patricia Reavey (P), Arun Goel (P), Angie Ayers (P)

1. Welcome and Introductions

James Paxson, CWC Chair, called the meeting to order at 6:35 p.m. The meeting began with introductions, and James listed the desired meeting outcomes.

2. Public Comments

There were no public comments.

3. Approval of January 10, 2011 Minutes

Mike Dubinsky moved to approve the January 10, 2011 minutes as written. Miriam Hawley seconded the motion. The motion carried unanimously (8-0).

4. Compliance Summary Report to CWC

Tess Lengyel explained the Pass-through Fund Program process. She stated that Alameda CTC maintains funding agreements with the jurisdictions for the funds that the Commission disburses. The jurisdictions also submit an annual compliance audit and compliance report per the agreement. Tess reviewed the reporting and reviewing process.

This year, the CWC focused on the end-balance reserve for the jurisdictions and the committee decided to discuss the compliance report process so that more detailed compliance reports could be generated in the future. CWC will take this information and share it with the public in the CWC Annual Report. Tess stated that this year, the CWC held an ad-hoc meeting to address large reserves reported by two jurisdictions in the fiscal year 2008-2009 reports. She reviewed the recommendations the ad-hoc committee made to the CWC, which are listed on page 5 of the agenda packet. One of the thoughts that came out of the ad-hoc meeting was to place a cap on the amount of money an agency has for an

ending balance. CWC members noted that this was not a recommendation, only a discussion point.

Staff informed the committee that changes to the reporting forms to be used in the coming year must be made before August. Policy changes can have a longer time line. CWC members requested a summary of the communication to the agencies from Alameda CTC staff asking for more information or expenditure clarification as an aid in helping the committee understand the program compliance review process. Staff noted that the committee could form a subcommittee to both provide input into the current compliance reporting process and to help review policies that would form the basis for funding agreements between Alameda CTC and the various agencies.

Harriette Saunders moved to form a CWC Compliance Report Subcommittee to review the current compliance reporting requirements and funding agreement policies. Jo Ann Lew seconded the motion. The motion passed unanimously (9-0).

Five CWC members volunteered for the CWC Compliance Report Subcommittee that will recommend changing the compliance reporting requirements: Roger Chavarin, Mike Dubinsky, Tom Gallagher, Jo Ann Lew, and James Paxson. Staff will work with members to set up a meeting for this committee.

5. CWC 9th Annual Report to the Public

A. Approval of Draft CWC Annual Report Outline

James Paxson suggested that the CWC move the Annual Report outline review and approval to the CWC Annual Report Subcommittee.

B. Establishment of CWC Annual Report Subcommittee

Roger Chavarin moved to form a CWC Annual Report Subcommittee to work on the CWC Annual Report to the Public. Mike Dubinsky seconded the motion. The motion carried unanimously (9-0).

Four CWC members volunteered for the subcommittee: Mike Dubinsky, Miriam Hawley, James Paxson, and Hale Zukas. Staff will work with members to set up a meeting for this committee.

6. CWC Member Reports/Issues Identification

There were no member reports.

7. Staff Reports/Board Actions

A. Mid-Year Financial Updates

Patricia Reavey reviewed the mid-year budget update for fiscal year 2010-11 on page 19 of the agenda packet. She mentioned that the sales tax revenues increased from \$90 million to \$102 million, and the equipment budget increased by \$20,000 to address some of the merger activities. Patricia informed the committee that the reports have been reformatted to display horizontally versus vertically, and budget and actual costs are broken out by fund and all activity in each section.

CWC members inquired why ACTIA has an uncommitted reserve of \$13 million. Is it a part of the general fund and when will it be used? Art Dao stated that the board approved a portion of the \$13 million for the development of the Transportation Expenditure Plan (TEP), a portion for use in 2012 to place the TEP on the ballot, and a portion for use in 2016 in case the TEP does not pass in 2012.

Patricia reviewed the Alameda CTC consolidated mid-year investment report on page 25 of the agenda packet with the committee. CWC members inquired if Alameda CTC buys particular bonds as part of the investment. Art said that the Alameda CTC investment policy is based on the California Government Code, and the Alameda CTC only buys investments that are allowed within the California Government Code.

Patricia reviewed the revised ACTIA sales tax revenue projections for fiscal year 2010-11 with the CWC. She reiterated that the Commission approved the revision of the sales tax revenue projection from \$90 million to \$102 million.

B. Semi-Annual Local Business Enterprise/Small Local Business Enterprise Report Update

Arun Goel reviewed the handout of the Local Business Contract Equity (LBCE) Semi-Annual Report for the period of July 1, 2010 through December 31, 2010. Arun gave an update on the LBCE program and answered members' questions.

CWC members suggested that Alameda CTC profile a small local business, as part of the LBCE update in the next Annual Report. Staff suggested profiling Acumen Building Enterprise, Inc.

C. Countywide Transportation Plan Transportation Expenditure Plan Update

Tess gave an update on the Countywide Transportation Plan (CWTP) and Regional Transportation Plan (RTP) processes and the development of the Sustainable Communities Strategy (SCS). She stated that the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) are responsible for producing the RTP and the SCS through 2040. Tess mentioned that for the first time, the countywide process has a role in integrating transportation and land use. She mentioned that we are now defining what role the SCS and the Regional Housing Needs Assessment has in the CWTP. The Initial Vision Scenario (IVS) released on March 11, a

component of the SCS, is being developed by ABAG, and public meetings are scheduled for IVS, CWTP, and SCS outreach as follows:

- March 16 – San Leandro Library (IVS and CWTP)
- March 18 – Hayward City Hall (IVS and SCS)
- March 19 – Supervisor Lockyer forum for southern Alameda County elected officials (IVS and SCS)
- March 24 – Alameda CTC Office (IVS and CWTP-TEP)
- March 24 – Dublin Public Library (IVS and CWTP-TEP)

Tess mentioned that Alameda CTC is working with partners to reach the community, and presentations are being made in every city and to various agencies. AC Transit is scheduled to have a presentation on March 23, 2011.

Tess gave an update on the outreach status. She stated to date, 165 people participated in the outreach toolkit activities, and 275 online questionnaire responses were submitted. Tess mentioned that the information is being fed into the call for projects process.

Tess reviewed the Alameda CTC call for projects process. She discussed how Alameda CTC will meet the requirements of MTC's call for projects. Tess stated that the Alameda County deadline to submit is April 12, 2011 and MTC is April 29. She mentioned that MTC allocated Alameda County a target budget of \$11.76 billion; however, the amount the county will actually receive will be less. Tess stated that the jurisdictions will submit projects to Alameda CTC by April 12, and staff will present the draft list of projects and programs to the Steering Committee at the April 28 meeting for approval. Alameda CTC will present the draft list to MTC on April 29. Alameda CTC will present a final list of projects and programs in May 2011 to Alameda CTC committees (advisory and Commission-related committees) and hold a public hearing at the May 26 Steering Committee meeting. The Steering Committee will request that the Commission approve the list of projects at the May 26 meeting. Staff will forward the approved final list to MTC on May 27.

Tess informed the committee that comments received on the draft poll questions were incorporated to create a final list of polling questions. She stated the first poll is complete, and staff will distribute the preliminary results to the Steering Committee at the March 24 meeting. Staff will distribute the results to CAWG and TAWG in April.

D. Projects and Programs Update

Art informed the committee that the BART to Warm Springs contract award for the line, track, stations, and systems is in process. An announcement will be distributed to the public and the community advisory committees soon. Jo Ann Lew stated that Fremont will not have funds for the Irvington Station, and she inquired if this will impact the BART to Warm Springs project. Art responded that this will not impact the project. He stated that the tracks will be in place when Fremont is ready to move forward with the

Irvington Station. Art stated that other Measure B projects are in various stages of completion.

E. General Items

Tess informed the committee that the Board Action Items are on page 95 of the agenda packet for their review.

8. Adjournment/Next Meeting

The meeting adjourned at 8:30 p.m. The next meeting is June 13, 2011 at Alameda CTC offices.

Alameda County Transportation Commission
Citizens Watchdog Committee
Roster and Attendance
Fiscal Year 2010/2011

	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '10*
1	Mr. Paxson, Chair	James	Pleasanton	EBEDA	Apr-01		N/A	0
2	Ms. Lew, Vice-Chair	Jo Ann	Union City	Alameda County Mayors' Conference, D-2	Oct-07	Feb-10	Feb-12	0
3	Ms. Belchamber	Pamela	Berkeley	Alameda County Mayor's Conference, D-5	Mar-09	Apr-11	Apr-13	2
4	Mr. Chavarin	Roger	Oakland	Alameda Labor Council AFL-CIO	Dec-08		N/A	0
5	Mr. Dubinsky	Peter	Fremont	Supervisor Nadia Lockyer, D-2	Oct-10		Oct-12	0
6	Mr. Geen	Arthur B.	Oakland	Alameda County Taxpayers Association	Jan-01		N/A	4
7	Mr. Haussener	James	Castro Valley	Supervisor Nate Miley, D-4	Feb-10		Feb-12	1
8	Mr. Jensen	Erik	Oakland	East Bay Bicycle Coalition	May-10		May-12	2
9	Ms. Saunders	Harriette	Alameda	PAPCO	Jul-09		N/A	2
10	Mr. Zukas	Hale	Berkeley	Supervisor Keith Carson, D-5	Jun-09		Jun-11	0
11	Vacancy			Alameda County Mayor's Conference, D-1				
12	Vacancy			Alameda County Mayor's Conference, D-3				
13	Vacancy			Alameda County Mayor's Conference, D-4				
14	Vacancy			League of Women Voters				
15	Vacancy			Sierra Club				
16	Vacancy			Supervisor Wilma Chan, D-3				
17	Vacancy			Supervisor Scott Haggerty, D-1				



Paratransit Advisory and Planning Committee Meeting Minutes Monday, April 25, 2011, 1 p.m., 1333 Broadway, Suite 300, Oakland

Attendance Key (A = Absent, P = Present)

Members:

<u> P </u> Sylvia Stadmire, Chair	<u> P </u> Sandra Johnson Simon	<u> P </u> Clara Sample <u> P </u> Harriette Saunders
<u> P </u> Carolyn Orr, Vice-Chair	<u> P </u> Jane Lewis <u> A </u> Jonah Markowitz	<u> P </u> Will Scott
<u> P </u> Aydan Aysoy	<u> P </u> Betty Mulholland	<u> P </u> Maryanne Tracy- Baker
<u> P </u> Larry Bunn	<u> P </u> Sharon Powers	<u> P </u> Esther Waltz
<u> A </u> Herb Clayton	<u> P </u> Vanessa Proee	<u> A </u> Renee Wittmeier
<u> P </u> Shawn Costello	<u> P </u> Carmen Rivera- Hendrickson	<u> P </u> Hale Zukas
<u> A </u> Joyce Jacobson	<u> P </u> Michelle Rousey	

Staff:

<u> P </u> Tess Lengyel, Manager of Public Relations	<u> P </u> Angie Ayers, Acumen Building Enterprise, Inc.
<u> P </u> Naomi Armenta, Paratransit Coordinator	<u> P </u> Krystle Pasco, Paratransit Coordination Team

1. Welcome and Introductions

Sylvia Stadmire called the meeting to order at 1:05 p.m. The meeting began with introductions and a review of the meeting outcomes.

Guests Present: Laura Corona, Regional Center of the East Bay; Jennifer Cullen, Senior Support Services; Anne Culver, City of Hayward; Shawn Fong, City of Fremont; Kim Huffman, AC Transit; Kevin Laven, City of Emeryville; Hakeim McGee, City of Oakland; Gail Payne, City of Alameda; Leslie Simon, Center for Independent Living; Jeff Weiss, Bay Area Community Services

2. Public Comments

There were no public comments.

3. Approval of March 28, 2011 Minutes

The members suggested correcting the minutes as follows:

- *On page 2 under public comments change Pam Deaton to Jennifer Cullen with Senior Support Services. The article was about the volunteer driver program.*
- *At the bottom of page 2 show that the motion passed 18-0 instead of 19-0.*
- *On page 3, show Michelle Rousey and Betty Mulholland signed up for April 29 and May 2 Program Plan Review meetings.*

Maryanne Tracy Baker moved that PAPCO approve the minutes with the above corrections. Esther Waltz seconded the motion. The motion passed 17-0 with two abstentions, Betty Mulholland and Aydan Aysoy.

4. Update on Gap Funding

Naomi Armenta informed the committee that the recommendations that PAPCO approved went to the Alameda CTC Programs and Projects Committee (PPC). The PPC committee approved the recommendations, which will go to the full Commission on Thursday, April 28, 2011.

5. Evaluation of Fiscal Year 2010-2011

Tess Lengyel gave an overview and background of the Nelson/Nygaard contract and team of consultants. She stated that each year, Alameda CTC comes to PAPCO and ask for feedback on the coordination team. Tess mentioned that this is an opportunity to evaluate this team. Annually, PAPCO makes a recommendation to the Commission in May on whether or not to approve the Nelson/Nygaard contract. The background and detailed outline of responsibilities of the contract are on page 11 of the packet.

Tess facilitated the evaluation of the Nelson/Nygaard Paratransit Coordination Team's performance for the fiscal year 2010-2011 using the evaluation form on page 17 of the packet.

The entire committee scored each question from a scale of 1-5, 1 being poor and 5 being outstanding. Overall, the committee gave Nelson Nygaard high

scores and is pleased with the work from the Paratransit Coordination Team. There was no scoring of poor (1) for any category.

The PAPCO members stated that they want to have more visibility from the Nelson/Nygaard team. Naomi is a great resource; however, the members want to see more of the Nelson/Nygaard team at more meetings. Tess stated that it is cost effective to not have the entire team present at the PAPCO meetings.

6. Recommendation for Fiscal Year 2011-2012 Coordination Contract

Betty Mulholland moved that PAPCO approve the recommendation for the fiscal year 2011-2012 paratransit coordination contract with Nelson/Nygaard. Esther Waltz seconded the motion. The motion passed unanimously (19-0).

7. Confirmation of Program Plan Review Subcommittee

Naomi reviewed the Program Plan Review schedule. She informed the committee that the meetings will be held on Friday, April 29, from 10 a.m. to 4 p.m. and on Monday, May 02 from 10 a.m. to 5 p.m. Naomi stated that program managers will give presentations. The subcommittee will make a recommendation and bring it to the next PAPCO meeting. Staff handed out the binders for the subcommittee at the meeting.

Naomi confirmed the following members will attend the Program Plan Review meetings.

- Friday, April 29 – Larry Bunn, Shawn Costello, Jane Lewis, Betty Mulholland, Rev. Carolyn Orr, Sharon Powers, Vanessa Proee, Carmen Rivera-Hendrickson, Michele Rousey, Clara Sample, Harriette Saunders, Will Scott, and Sylvia Stadmire.
- Monday, May 2 – Aydan Aysoy, Larry Bunn, Shawn Costello, Herb Hastings, Betty Mulholland, Rev. Carolyn Orr, Sharon Powers, Vanessa Proee, Carmen Rivera-Hendrickson, Michelle Rousey, Clara Sample, Harriette Saunders, Will Scott, Maryanne Tracy-Baker, Esther Waltz, and Hale Zukas.

8. City of Alameda Quarterly Report

Gail Payne from the City of Alameda gave a presentation (Attachment A) on the City of Alameda Paratransit Program and gave PAPCO an update on the scholarship program, shuttle service, taxi services, and group trips. She

informed the committee that the City of Alameda City Council approved the following changes for the Paratransit Program, effective May 1, 2011:

- Shuttle Service – Lower eligibility age to 55 years and older; operate the west loop only on Tuesdays; create a new central loop for Thursdays; and expand coverage of the west and east loops to cover a larger area.
- Taxi Services – Operate taxi-metered lift-equipped vans; restrict the taxi service to within Alameda County; limit MRTIP vouchers to five per month; place an expiration date on travel vouchers; and terminate free trips.

Questions/feedback from the members:

- Is the taxi service for power and manual wheelchairs? Gail stated that Welcome Transportation has at least two vehicles that handle power wheelchairs.
- Why does the City of Alameda want to cut needed services? Gail stated that the City has a limited budget. Can you provide the services at a minimum cost to the consumer instead of cutting services? Gail stated that this is one approach; however, that is not the approach the City has taken.
- Will the City place benches on the expanded route? Gail said that they will move existing benches to help cover the route.
- By restricting services, will it discourage the cab company from participating? Gail said she does not anticipate the cab company getting out of the contract. It will depend on how the City packages the plan.
- Is Friendly Cab still providing service for the City of Alameda? Gail said no; however, Friendly Cab is honoring travel vouchers distributed many years ago.

9. City of Hayward Report

Anne Culver from the City of Hayward gave a presentation (Attachment B) on the City of Hayward Paratransit Program. She stated that MV Transportation is the provider for the door-to-door transportation services. The door-to-door service provides transportation for seniors and people with disabilities. The City of Hayward also has two subcontracts with nonprofit agencies: Meals on Wheels and Alzheimer's Services of the East Bay.

Questions/feedback from the members:

- The PAPCO Chair requested Anne to bring a PowerPoint presentation for the next report given by the City of Hayward.

10. Member Reports on PAPCO Mission, Roles, and Responsibilities**Implementation**

Carmen Rivera-Hendrickson informed the committee that the Olmstead Advisory Committee will hold meetings in Sacramento on Thursday, April 28, 2011 from 10 a.m. to 4 p.m. and on August 18, 2011. The Olmstead Act requires states to keep people with disabilities at home or within a community setting rather than placing them in an institution.

Carmen, Herb Hastings, and Esther Waltz have been working on access to the Alameda County Fair Grounds to make it more accessible for seniors and people with disabilities. The transportation agency will use Barnell as the permanent stop for the fair ground. This stop is approximately one to two miles from the bus stop and is too far for many seniors and people with disabilities.

Sylvia Stadmire reminded the committee that a large part of being a PAPCO member is to perform outreach. She stated that she is working with Measure A, the school parcel tax approved in March 2011, for distribution of funds promised to Alameda County. She mentioned that young people are getting funds for their programs; however, seniors and people with disabilities are having difficulty.

Maryanne Tracy-Baker stated that many fairs will be held this summer, and it is an excellent opportunity for PAPCO members to perform outreach.

Shawn Costello mentioned that he attended the East County Transportation Forum in Dublin on April 21, 2011.

11. Committee Reports**A. East Bay Paratransit Service Review Advisory Committee (SRAC)**

No report was made, because SRAC has not had a meeting since the last PAPCO meeting.

B. Citizens Watchdog Committee (CWC)

No report was made, because the CWC has not had a meeting since the last PAPCO meeting.

12. Staff Updates

A. Mobility Management

Naomi informed that committee that a fact sheet for “one call–one click” transportation service is on page 27 in the packet.

B. 2011 Annual Mobility Workshop Update

None

C. Outreach Update

Krystle Pasco informed the committee of the Albany Senior Resource Fair at Albany Senior Center in Albany on April 28, the Annual Senior Health and Wellness Resource Fair at the Kenneth Aitken Senior Center in Castro Valley on May 5, and the Veterans Health and Resource Fair at Niles Veterans Memorial Building in Fremont on May 7. Krystle encouraged the committee to review the calendar of events in the packet for additional information.

D. Other Staff Updates

None

13. Mandated Program and Policy Reports

Members were asked to review the attachments in their packets.

14. Draft Agenda Items for May 23, 2011 PAPCO

A. Stabilization Update

B. Recommendation on Base Program and MSL Funding

C. Establishment of Bylaws Subcommittee membership

D. Report from East Bay Paratransit

E. Gap Grant Reports – Volunteer Driver Programs

F. Annual Mobility Workshop Update

G. Countywide Transportation Plan and Transportation Expenditure Plan Update

15. Adjournment

The meeting adjourned at 4 p.m.

**Alameda County Transportation Commission
Paratransit Advisory and Planning Committee
Roster and Attendance
Fiscal Year 2010/2011**

Title	Last	First	City	Appointed By	Term Began	Re- apptmt.	Term Expires	Mtgs Missed Since July-10
1 Ms.	Stadmire	Sylvia J.	San Leandro	Supervisor Wilma Chan, D-3	Sep-07	Feb-10	Feb-12	0
2 Rev.	Orr, Vice-Chair	Carolyn M.	Oakland	Councilmember Rebecca Kaplan	Oct-05	May-10	May-12	1
3 Ms.	Aysoy	Aydan	Berkeley	City of Berkeley	Jul-09		Jul-11	1
4 Mr.	Bunn	Larry	Union City	Union City Transit	Jun-06	Sep-10	Sep-12	4
5 Mr.	Clayton	Herb	Hayward	Supervisor Nadia Lockyer, D-2	Sep-03	Mar-11	Mar-13	5
6 Mr.	Costello	Shawn	Dublin	City of Dublin	Sep-08	Sep-10	Sep-12	1
7 Mr.	Hastings	Herb	Dublin	Supervisor Scott Haggerty, D-1	Mar-07	Mar-09	Mar-11	2
8 Ms.	Jacobson	Joyce	Emeryville	City of Emeryville	Mar-07	Mar-09	Mar-11	4
9 Ms.	Johnson-Simon	Sandra J.	Oakland	Supervisor Nate Miley, D-4	Sep-10		Sep-12	0
10 Ms.	Lenahan	Gaye	Piedmont	City of Piedmont	May-11		May-13	
11 Ms.	Lewis	Jane	Dublin	City of Livermore	Sep-09		Sep-11	1
Mr.	Markowitz	Jonah	Berkeley	Supervisor Keith Carson, D-5	Dec-04	Mar-09	Mar-11	1
Ms.	Mulholland	Betty	Oakland	Supervisor Nate Miley, D-4	Sep-09		Sep-11	3

**Alameda County Transportation Commission
Paratransit Advisory and Planning Committee
Roster and Attendance
Fiscal Year 2010/2011**

14	Ms.	Powers	Sharon	Fremont	City of Fremont	Dec-07	Jan-10	Jan-12	0
15	Ms.	Proee	Vanessa	Hayward	City of Hayward	Mar-10		Mar-12	0
16	Ms.	Rivera-Hendrickson	Carmen	Pleasanton	City of Pleasanton	Sep-09		Sep-11	2
17	Ms.	Rousey	Michelle	Oakland	Supervisor Nadia Lockyer, D-2	May-10		May-12	0
18	Ms.	Sample	Clara	Union City	City of Union City	Mar-07	Mar-09	Mar-11	0
19	Ms.	Saunders	Harriette	Alameda	BART	Jun-08	Sep-10	Sep-12	1
20	Mr.	Scott	Will	Berkeley	Supervisor Keith Carson, D-5	Mar-10		Mar-12	2
21	Ms.	Tracy-Baker	Maryanne	San Leandro	Supervisor Scott Haggerty, D-1	Oct-08		Oct-10	3
22	Ms.	Waltz	Esther Ann	Livermore	LAVTA	Feb-11		Feb-13	0
23	Ms.	Wittmeier	Renee	San Lorenzo	Supervisor Wilma Chan, D-3	May-09		May-11	2
24	Mr.	Zukas	Hale	Berkeley	A. C. Transit	Aug-02	Mar-09	Mar-11	0
25		Vacancy			City of Alameda				
26		Vacancy			City of Albany				
27		Vacancy			City of Newark				
28		Vacancy			City of San Leandro				



Memorandum

DATE: June 14, 2011

TO: Alameda County Transportation Commission

FROM: Planning, Policy and Legislation Committee

SUBJECT: **Review of Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP) and Countywide Transportation Plan (CWTP)/ Transportation Expenditure Plan Information**

Recommendation

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

Summary

This item provides information on regional and countywide transportation planning efforts related to the updates of the Countywide Transportation Plan and Sales Tax Transportation Expenditure Plan (CWTP-TEP) as well as the Regional Transportation Plan (RTP) and the development of the Sustainable Community Strategy (SCS).

Discussion

ACTAC; the Planning, Policy and Legislation Committee (PPLC); the Alameda CTC Board; the Citizen's Watchdog Committee; the Paratransit Advisory and Planning Committee; the Citizen's Advisory Committee; and the Bicycle and Pedestrian Advisory Committee receive monthly updates on the CWTP-TEP and RTP/SCS. The purpose of this report is to keep various Committee and Working Groups updated on regional and countywide planning activities, alert Committee members about issues and opportunities requiring input in the near term, and provide an opportunity for Committee feedback in a timely manner. CWTP-TEP Committee agendas and related documents are available on the Alameda CTC website. RTP/SCS related documents are available at www.onebayarea.org.

June 2011 Update:

This report focuses on the month of June 2011. A summary of countywide and regional planning activities for the next three months is found in Attachment A and a three year schedule for the countywide and the regional processes is found in Attachment B and Attachment C respectively. Highlights include MTC's performance assessment, Alameda CTC's evaluation of transportation investment packages, the process for moving from the recently released Initial Vision Scenario to the Alternative Land Use Scenarios that are scheduled to be released by ABAG in July (see Attachment D), and development of an Alameda Countywide land use scenario.

1) MTC/Alameda CTC Project and Program Evaluation

Both MTC and Alameda CTC have begun the performance assessment and evaluation of the projects and programs that were received in the Call for Projects and Programs approved by the Board at its May meeting.

2) Release of Initial Vision Scenario and Development of Alternative Scenarios

ABAG and MTC are seeking input on the Initial Vision Scenario between now and June 2011 to use in the development of Alternative Land Use Scenarios, which are anticipated to be released in **July 2011**. Ten of the 15 jurisdictions submitted comment letters to date as well as Alameda CTC. In addition to providing input on the development of the Alternative Land Use Scenarios through the CWTP-TEP Committees, two public workshops, hosted by MTC and ABAG, were held on **May 19 and May 24** in Berkeley and Oakland, respectively. A joint Supervisorial Districts 1 and 2 SCS workshop was held on **May 14, 2011**. Over 80 elected officials from the cities, transit districts, and other special districts attended and provided input. MTC and ABAG have released draft alternative scenarios, which were presented to the MTC Planning and ABAG Administration Committees at its meeting on June 10. The presentation and staff memo are found in Attachment C. Additional information will be provided at the meeting.

3) RTP/SCS Work Element Proposals and

MTC continues to refine their proposals and guidance for the following work elements of the RTP/SCS including:

- Releasing draft 25-year financial projections and proposed revisions to the Committed Funds and Project Policy; and
- Developing draft transit capital, local streets and roads maintenance needs, and transit operation needs estimates.

4) Upcoming Meetings Related to Countywide and Regional Planning Efforts:

Committee	Regular Meeting Date and Time	Next Meeting
CWTP-TEP Steering Committee	4 th Thursday of the month, noon Location: Alameda CTC	No June Meeting July 28, 2011 No August Meeting
CWTP-TEP Technical Advisory Working Group	2 nd Thursday of the month, 1:30 p.m. Location: Alameda CTC	No June Meeting July 14, 2011 No August Meeting
CWTP-TEP Community Advisory Working Group	1 st Thursday of the month, 3:00 p.m. Location: Alameda CTC	No June Meeting July 7, 2011 No August Meeting
SCS/RTP Regional Advisory Working Group	1 st Tuesday of the month, 9:30 a.m. Location: MetroCenter, Oakland	June 7, 2011 July 5, 2011 August 2, 2011
SCS/RTP Equity Working Group	Location: MetroCenter, Oakland	June 8, 2011 July 13, 2011
SCS/RTP Housing Methodology Committee	10 a.m. Location: BCDC, 50 California St., 26th Floor, San Francisco	June 23, 2011 July 28, 2011

Fiscal Impact

None.

Attachments

- Attachment A: Summary of Next Quarter Countywide and Regional Planning Activities
- Attachment B: CWTP-TEP-RTP-SCS Development Implementation Schedule
- Attachment C: One Bay Area SCS Planning Process
- Attachment D: Plan Bay Area: Proposed Alternative Scenarios

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Summary of Next Quarter Countywide and Regional Planning Activities (June through August)

Countywide Planning Efforts

The three year CWTP-TEP schedule showing countywide and regional planning milestone schedules is found in Attachment B. Major milestone dates are presented at the end of this memo. In the June to August time period, the CWTP-TEP Committees will be focusing on:

- Coordinating with ABAG and local jurisdictions to provide comments on the Initial Vision Scenario and to define the Alternative Land Use Scenarios for the Sustainable Communities Strategy;
- Finalizing the issues papers that discuss challenges and opportunities regarding transportation needs in Alameda County, including a presentation of best practices and strategies for achieving Alameda County's vision beyond this CWTP update;
- Continuing the discussion on Transportation Expenditure Plan strategic parameters and funding scenarios;
- Evaluating transportation investment packages against a Future Land Use scenario;
- Reviewing the results of the evaluation and identifying a constrained transportation network;
- Developing countywide financial projections and opportunities that are consistent and concurrent with MTC's financial projections;
- Developing a Locally Preferred SCS land use scenario to test with the constrained transportation network; and
- Evaluating the constrained transportation network using the Locally Preferred SCS land use scenario.

Regional Planning Efforts

Staff continues to coordinate the CWTP-TEP with planning efforts at the regional level including the Regional Transportation Plan (MTC), the Sustainable Communities Strategy (ABAG), Climate Change Bay Plan and amendments (San Francisco Bay Conservation and Development Commission (BCDC)) and CEQA Guidelines (Bay Area Air Quality Management District (BAAQMD)).

In the three month period for which this report covers, MTC and ABAG are focusing on

- Receiving input on the Initial SCS Vision Scenario released March 11, 2011;
- Developing the Alternative SCS Scenarios based on that input;
- Conducting public outreach;
- Developing draft financial projections; and
- Conducting a performance assessment.

Staff will be coordinating with the regional agencies and providing feedback on these issues, through:

- Participating on the MTC/ABAG Regional Advisory Working Group (RAWG),
- Participating on regional Sub-committees (Equity sub-committee); and
- Assisting in public outreach.

Key Dates and Opportunities for Input

The key dates shown below are indications of where input and comment are desired. The major activities and dates are highlighted below by activity:

Sustainable Communities Strategy:

Presentation of SCS information to local jurisdictions: Completed

Initial Vision Scenario Released: March 11, 2011: Completed

Alternative SCS Scenarios Released: July 2011

Preferred SCS Scenario Released/Approved: December 2011/January 2012

RHNA

RHNA Process Begins: January 2011

Draft RHNA Methodology Released: September 2011

Draft RHNA Plan released: February 2012

Final RHNA Plan released/Adopted: July 2012/October 2012

RTP

Develop Financial Forecasts and Committed Funding Policy: Completed

Call for RTP Transportation Projects: Completed: Final list will be forwarded May 27, 2011

Conduct Performance Assessment: March 2011 - September 2011

Transportation Policy Investment Dialogue: October 2011 – February 2012

Prepare SCS/RTP Plan: April 2012 – October 2012

Draft RTP/SCS for Released: November 2012

Prepare EIR: December 2012 – March 2013

Adopt SCS/RTP: April 2013

CWTP-TEP

Develop Land Use Scenarios: May – July 2011

Call for Projects: Concurrent with MTC

Outreach: January 2011 - December 2011

Draft List of CWTP constrained Projects and Programs: July 2011

First Draft CWTP: September 2011

TEP Program and Project Packages: September 2011

Draft CWTP and TEP Released: January 2012

Outreach: January 2012 – June 2012

Adopt CWTP and TEP: July 2012

TEP Submitted for Ballot: August 2012

Calendar Year 2010

Task	Meeting											
	2010						FY2010-2011					
	January	February	March	April	May	June	July	August	Sept	Oct	Nov	Dec
Alameda CTC Committee/Public Process												
Steering Committee			Establish Steering Committee	Working meeting to establish roles/responsibilities, community working group	RFP feedback, tech working group	Update on Transportation/Finance Issues	Approval of Community working group and steering committee next steps	No Meetings		Feedback from Tech, comm working groups	No Meetings	Expand vision and goals for County ?
Technical Advisory Working Group								No Meetings		Roles, resp, schedule, vision discussion/feedback	No Meetings	Education: Trans statistics, issues, financials overview
Community Advisory Working Group								No Meetings		Roles, resp, schedule, vision discussion/feedback	No Meetings	Education: Transportation statistics, issues, financials overview
Public Participation								No Meetings			Stakeholder outreach	
Agency Public Education and Outreach	Information about upcoming CWTP Update and reauthorization											
Alameda CTC Technical Work												
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level						Board authorization for release of RFPs	Pre-Bid meetings	Proposals reviewed	ALF/ALC approves shortlist and interview; Board approves top ranked, auth. to negotiate or NTP			Technical Work
Polling												
Sustainable Communities Strategy/Regional Transportation Plan												
Regional Sustainable Community Strategy Development Process - Final RTP in April 2013			Local Land Use Update P2009 begins & PDA Assessment begins						Green House Gas Target approved by CARB.	Start Vision Scenario Discussions		Projections 2011 Base Case
												Adopt Voluntary Performance Targets
												Adopt methodology for Jobs/Housing Forecast (Statutory Target)

Calendar Year 2011

Task	2011					FY2011-2012					2011				
	January	February	March	April	May	June	July	August	Sept	Oct	Nov	Dec			
Alameda CTC Committee/Public Process															
Steering Committee	Adopt vision and goals; begin discussion on performance measures, key needs	Performance measures, call for projects and prioritization process, approve polling questions, initial vision scenario discussion	Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update	Outreach and call for projects update (draft list approval), project and program packaging, county land use	Outreach update, project and program screening outcomes, call for projects final list to MTC, TEPC strategic parameters, land use, financials, committed projects	No Meetings.	Project evaluation outcomes; outline of CWTP; TEPC Strategies for project and program selection	No Meetings	1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion		Meeting moved to December due to holiday conflict	Review 2nd draft CWTP; 1st draft TEP			
Technical Advisory Working Group	Comment on vision and goals; begin discussion on performance measures, key needs	Continue discussion on performance measures, costs guidelines, call for projects, briefing book, outreach	Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update	Outreach and call for projects update, project and program packaging, county land use	Outreach update, project and program screening outcomes, call for projects update, TEPC strategic parameters, land use, financials, committed projects	No Meetings.	Project evaluation outcomes; outline of CWTP; TEPC Strategies for project and program selection	No Meetings	1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion		Review 2nd draft CWTP, 1st draft TEP, poll results update	No Meetings			
Community Advisory Working Group	Comment on vision and goals; begin discussion on performance measures, key needs	Continue discussion on performance measures, costs guidelines, call for projects, briefing book, outreach	Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update	Outreach and call for projects update, project and program packaging, county land use	Outreach update, project and program screening outcomes, call for projects update, TEPC strategic parameters, land use, financials, committed projects	No Meetings.	Project evaluation outcomes; outline of CWTP; TEPC Strategies for project and program selection	No Meetings	1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion		Review 2nd draft CWTP, 1st draft TEP, poll results update	No Meetings			
Public Participation	Public Workshops in two areas of County: Central County Transportation Forum	Public Workshops in all areas of County: vision and needs		East County Transportation Forum			South County Transportation Forum	No Meetings			2nd round of public workshops in County: feedback on CWTP, TEP; North County Transportation Forum	No Meetings			
Agency Public Education and Outreach															
Alameda CTC Technical Work															
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level						Work with feedback on CWTP and financial scenarios									
Polling		Conduct baseline poll									Polling on possible Expenditure Plan projects & programs				
Sustainable Communities Strategy/Regional Trar															
Regional Sustainable Community Strategy Development Process - Final RTP in April 2013			Release Initial Vision Scenario	Detailed SCS Scenario Development			Release Detailed SCS Scenarios	Technical Analysis of SCS Scenarios; Adoption of Regional Housing Needs Allocation Methodology			SCS Scenario Results/and funding discussions	Release Preferred SCS Scenario			
	Discuss Call for Projects		Call for Transportation Projects and Project Performance Assessment		Project Evaluation		Draft Regional Housing Needs Allocation Methodology								
	Develop Draft 25-year Transportation Financial Forecasts and Committed Transportation Funding Policy														

Calendar Year 2012

Task	2012											
	January	February	March	April	May	June	July	August	Sept	Oct	November	
Alameda CTC Committee/Public Process												
Steering Committee	Full Draft TEP, Outcomes of outreach meetings	Finalize Plans	Meetings to be determined as needed	Adopt Draft Plans	Adopt Final Plans	Expenditure Plan on Ballot						VOTE: November 6, 2012
Technical Advisory Working Group	Full Draft TEP, Outcomes of outreach meetings	Finalize Plans	Meetings to be determined as needed									VOTE: November 6, 2012
Community Advisory Working Group	Full Draft TEP, Outcomes of outreach meetings	Finalize Plans	Meetings to be determined as needed									VOTE: November 6, 2012
Public Participation			Expenditure Plan City Council/BOS Adoption									VOTE: November 6, 2012
Agency Public Education and Outreach												
Ongoing Education and Outreach Through November 2012 on this process and final plans												
Alameda CTC Technical Work												
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level												
Finalize Plans												
Polling				Potential Go/No Go Poll for Expenditure Plan								
Sustainable Communities Strategy/Regional Trar												
Regional Sustainable Community Strategy Development Process - Final RTP in April 2013	Approval of Preferred SCS, Release of Regional Housing Needs Allocation Plan	Begin RTP Technical Analysis & Document Preparation	Prepare SCS/RTP Plan									
												Release Draft SCS/RTP for review

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Sustainable Communities Strategy Planning Process: Phase 1 Detail for 2010*

Phase 1: Performance Targets and Vision Scenario

OneBayArea



October 2010

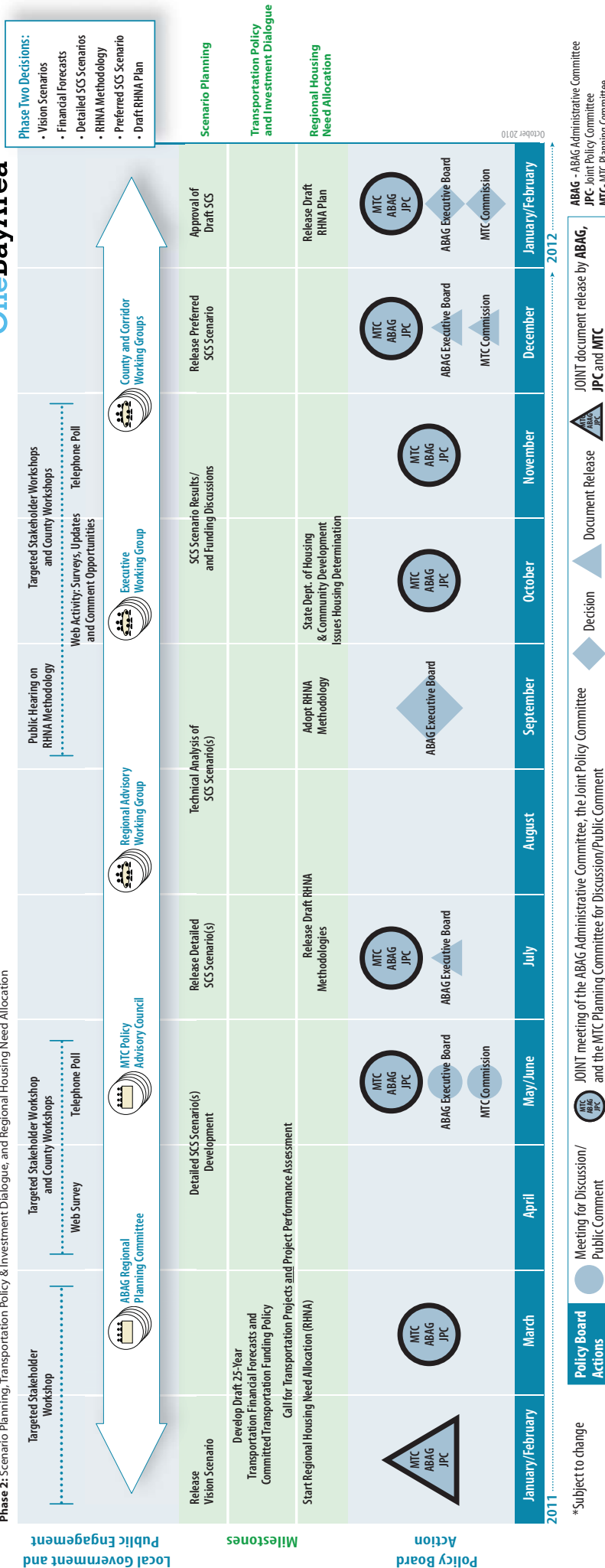
*Subject to change
 Policy Board Meeting for Discussion/ Public Comment
 Decision
 Document Release

ABAG - ABAG Administrative Committee
 JPC - Joint Policy Committee
 MTC - MTC Planning Committee

Sustainable Communities Strategy Planning Process: Phase 2 Detail for 2011*

Phase 2: Scenario Planning, Transportation Policy & Investment Dialogue, and Regional Housing Need Allocation

One Bay Area



Phase Two Decisions:
 • Vision Scenarios
 • Financial Forecasts
 • Detailed SCS Scenarios
 • RHNA Methodology
 • Preferred SCS Scenario
 • Draft RHNA Plan

Scenario Planning
 Transportation Policy and Investment Dialogue
 Regional Housing Need Allocation

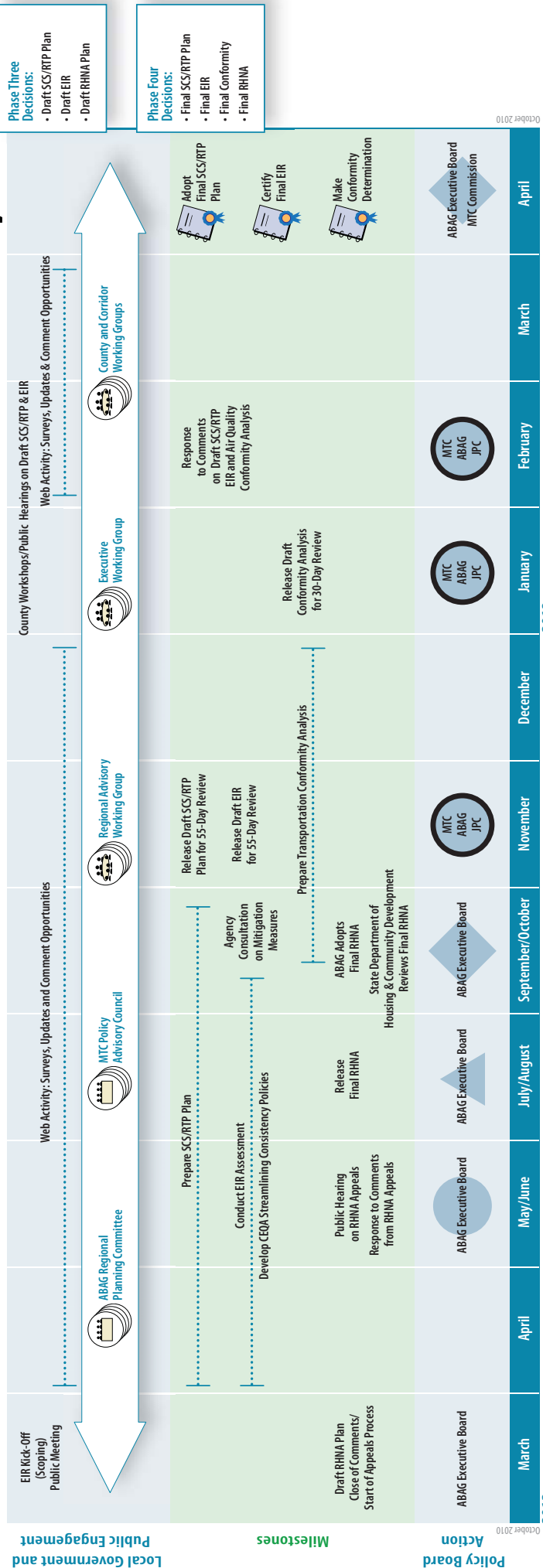
ABAG - ABAG Administrative Committee
 JPC - Joint Policy Committee
 MTC - MTC Planning Committee

Policy Board Actions:
 • Meeting for Discussion/ Public Comment
 • Decision
 • Document Release
 • JOINT meeting of the ABAG Administrative Committee, the Joint Policy Committee and the MTC Planning Committee for Discussion/Public Comment
 • JOINT document release by ABAG, JPC and MTC

Sustainable Communities Strategy Planning Process: Phases 3 & 4 Details for 2012-2013*

Phase 3: Housing Need Allocation, Environmental/Technical Analyses and Final Plans

Phase 4: Plan Adoption



*Subject to change

JOINT meeting of the ABAG Administrative Committee, the Joint Policy Committee and the MTC Planning Committee for Discussion/Public Comment

ABAG - ABAG Administrative Committee
JPC - Joint Policy Committee
MTC - MTC Planning Committee

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BayArea Plan

TO: MTC Planning Committee
ABAG Administrative Committee

DATE: June 3, 2011

FR: Executive Director, MTC
Executive Director, ABAG

RE: Plan Bay Area: Proposed Alternative Scenarios

Starting in April 2011, MTC and ABAG staffs presented our initial ideas on alternative scenarios that demonstrate how the region can achieve the greenhouse gas, housing and other performance targets. We received a lot of feedback, which has helped staff to revise and refine our thinking and approach to the alternative scenarios. More specifically, at your joint meeting in May 2011, staff heard the following key points:

- Take a realistic, pragmatic approach when defining alternative scenarios
- Scrutinize the assumptions in the jobs and housing forecasts – are they reasonable and realistic given historic trends and the current economic recession?
- Organize our thinking into three areas: (1) things that we can control, (2) things beyond our control, and (3) what it would take to affect change
- We can influence where our housing goes (within our imperfect control) but have less influence on where jobs will go (outside of our control due to market forces and importance to local tax bases). But, through the scenarios, we must identify ways to influence both housing and jobs (show what it would take).
- Assuming major roadway and transit expansions in scenarios beyond what's in the current RTP may not be realistic because it's a challenge today to maintain our existing transportation system with available resources

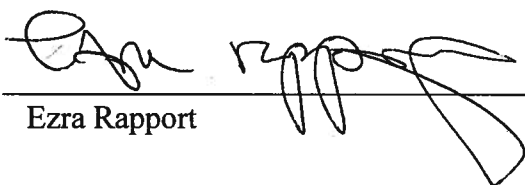
Based upon the feedback heard to date, staff proposes the following framework for the alternative scenarios:

- Strive to achieve performance targets
- Take into account constraints on housing production, infrastructure funding, and transportation resources in multiple scenarios
- Show distinctly different combinations of land use growth patterns, transportation investments, and supportive policies
- Distribution and intensity of jobs, population and housing will reduce auto trip lengths and improve proximity to transit network
- Assess all scenarios against defined social equity measures
- Use the analyses to create a preferred scenario that best meets the region's goals and complies with SB 375 and metropolitan planning regulations

The attached PowerPoint presentation outlines proposed alternative scenario analyses. Staff seeks the committees' review and approval of these proposed scenarios so that we may immediately begin the technical work. Staff will conduct the technical analysis between July through September 2011, and we will present the scenario analysis and results to this joint committee in October 2011. This will mark the beginning of a public process to review and comment on the alternative scenarios. Input received will help us identify a draft preferred scenario that is slated for approval by MTC and ABAG in early 2012. Following that step, the draft preferred scenario would be subject to environmental review and other analyses throughout the remainder of 2012. Plan Bay Area is slated for final adoption in April 2013.



Steve Heminger



Ezra Rapport

SH:AN

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PLAN Bay Area

Draft Alternative Scenarios

Joint MTC Planning and ABAG Administrative Committee
June 10, 2011

SB 375 Requirements*

The Sustainable Communities Strategy shall:

- Analyze how the region can satisfy the housing demand for its projected population across all income categories
- Agree to a forecasted development pattern for the region, supported by a transportation system, that will reduce the greenhouse gas emissions from automobiles and light trucks

***Note:** If SCS is unable to achieve the GHG reduction targets, an Alternative Planning Strategy will be prepared showing how the targets may be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies.

Policy Issues

1. Given what we learned from Current Regional Plans and the Initial Vision Scenario:
 - a. Can we agree to a realistic land use pattern that reaches all our adopted performance targets?
 - b. Can we afford all the transportation improvements needed to support the land use pattern?*
 - c. What difference could employment distribution make? How might we affect change?
 - d. What new resources or policies need to be considered to help reach our targets?
2. Can we develop distinct alternative scenarios that help us address these questions?

***Note:** The Bay Area is projected to grow up to 2 million more people by 2040. Regardless of the land use pattern, accommodating this level of growth will cost money. Not doing so may also be costly.

Alternative Scenarios Framework

- Strive to achieve all adopted performance targets
- Assess resource constraints on housing production and infrastructure funding
- Isolate impacts of different combinations of land use growth patterns, transportation investments, and supportive policies
- Identify job, population and housing growth patterns that can reduce auto trip lengths and improve proximity to transit network
- Keep regional job, population and housing growth totals and transportation funding assumptions as consistent as practicable across all scenarios
- Assess against social equity measures (as included in adopted performance targets and SCS Equity Subcommittee-defined equity measures)
- Inform selection of a preferred scenario that best meets the region's goals, complies with SB 375 and federal requirements



Commission and Board Comments

(from May 13, 2011 joint MTC/ABAG committee meeting)

- Take a realistic, pragmatic approach when defining alternative scenarios
- Scrutinize the assumptions in the jobs and housing forecasts – are they reasonable and realistic given historic trends and the current economic recession?
- Organize our thinking into three areas: (1) things that we can control, (2) things beyond our control, and (3) what it would take to affect change
- We can influence where our housing goes (within our imperfect control) but have less influence on where jobs will go (outside of our control due to market forces and importance to local tax bases). But, through the scenarios, we must identify ways to influence both housing and jobs (show what it would take).
- Assuming major roadway and transit expansions in scenarios beyond what's in the current RTP may not be realistic because it's a challenge today to maintain our existing transportation system with available resources

Land Use Option

1	2	3	4	5
Initial Vision Scenario (evaluation completed)	Core Concentration	Locally Defined Development Pattern	Constrained Core Concentration	Outer Bay Area Growth
<ul style="list-style-type: none"> 70% of housing growth allocated in Priority Development Areas (PDAs) and Growth Opportunity Areas informed through consultation with local jurisdictions Employment allocated based on regional forecast 	<ul style="list-style-type: none"> Redistributes both the housing and job growth from Current Regional Plans and Initial Vision Scenario Directs more growth to Priority Development Areas and Growth Opportunity Areas served by high frequency rail or bus service. 	<ul style="list-style-type: none"> Local governments suggest revisions to the Initial Vision Scenario that reflect the level and distribution of housing and job growth that they deem feasible for their own jurisdictions. 	<p>Same as Core Concentration except:</p> <ul style="list-style-type: none"> Constraints that impede housing target identified in #3 will be considered*. 	<ul style="list-style-type: none"> Most housing and job growth is assumed to remain in larger cities. However, other PDAs/GOAs assumed to get higher growth levels than in other scenarios.
<ul style="list-style-type: none"> Housing target met but not GHG target 	<ul style="list-style-type: none"> Will meet housing target 	<ul style="list-style-type: none"> Housing target may not be met 	<ul style="list-style-type: none"> Housing target may not be met 	<ul style="list-style-type: none"> Housing target may not be met

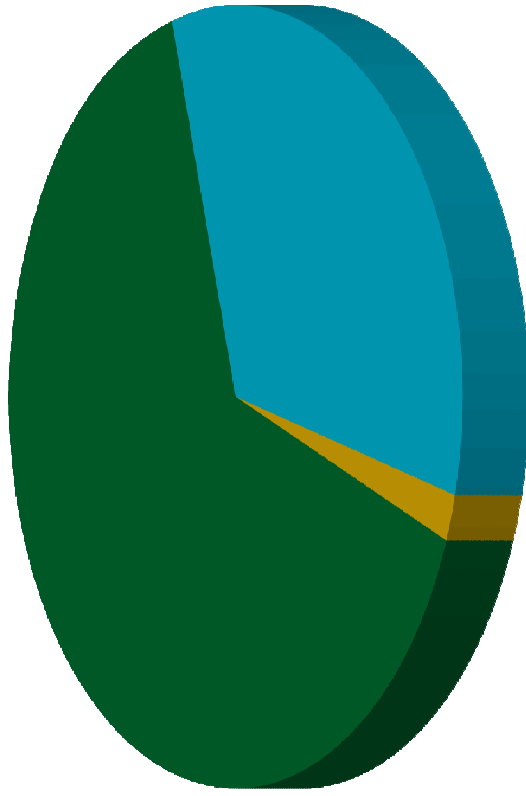
*The analysis will consider potential resources and policy tools that could make land use assumptions viable.

Transportation 2035 Investment Strategy

\$218 Billion Plan Expenditures

By Mode

Transit
\$141 billion – 65%



Bicycle, Pedestrian & Other
\$4 billion – 2%

Roads & Bridges
\$73 billion – 34%

By Function

Maintenance & Operations
\$178 billion – 81%



Bicycle, Pedestrian & Other
\$4 billion – 2%

Road Expansion
\$6 billion – 3%

Transit Expansion
\$30 billion – 14%

Transportation Options

3

T2035 Network

- Keep “fix-it first” maintenance levels at about the same as Transportation 2035 (T2035) (i.e., 80 percent of available funding directed to maintenance)
- Allocate funding to roadways and transit improvements at levels similar to those in T2035 (i.e., 14 percent to transit expansion and 3 percent to roadway expansion)
- Allocate funding to support bike improvements at level similar to those in T2035 (i.e., 2 percent)

4

Core Transit Capacity Network

- Increase “fix-it first” maintenance levels from T2035 (i.e., assume about 85 percent to maintenance)
- Allocate **more** funding towards transit core capacity improvements in the inner Bay Area – improving commuter rail, express bus, bus rapid transit
- Allocate **more** funding towards roadway improvements – Backbone Express Lane Network and FPI
- Prioritize bike/ped. funding for improvements in the Core Concentration scenario

5

Expanded Network

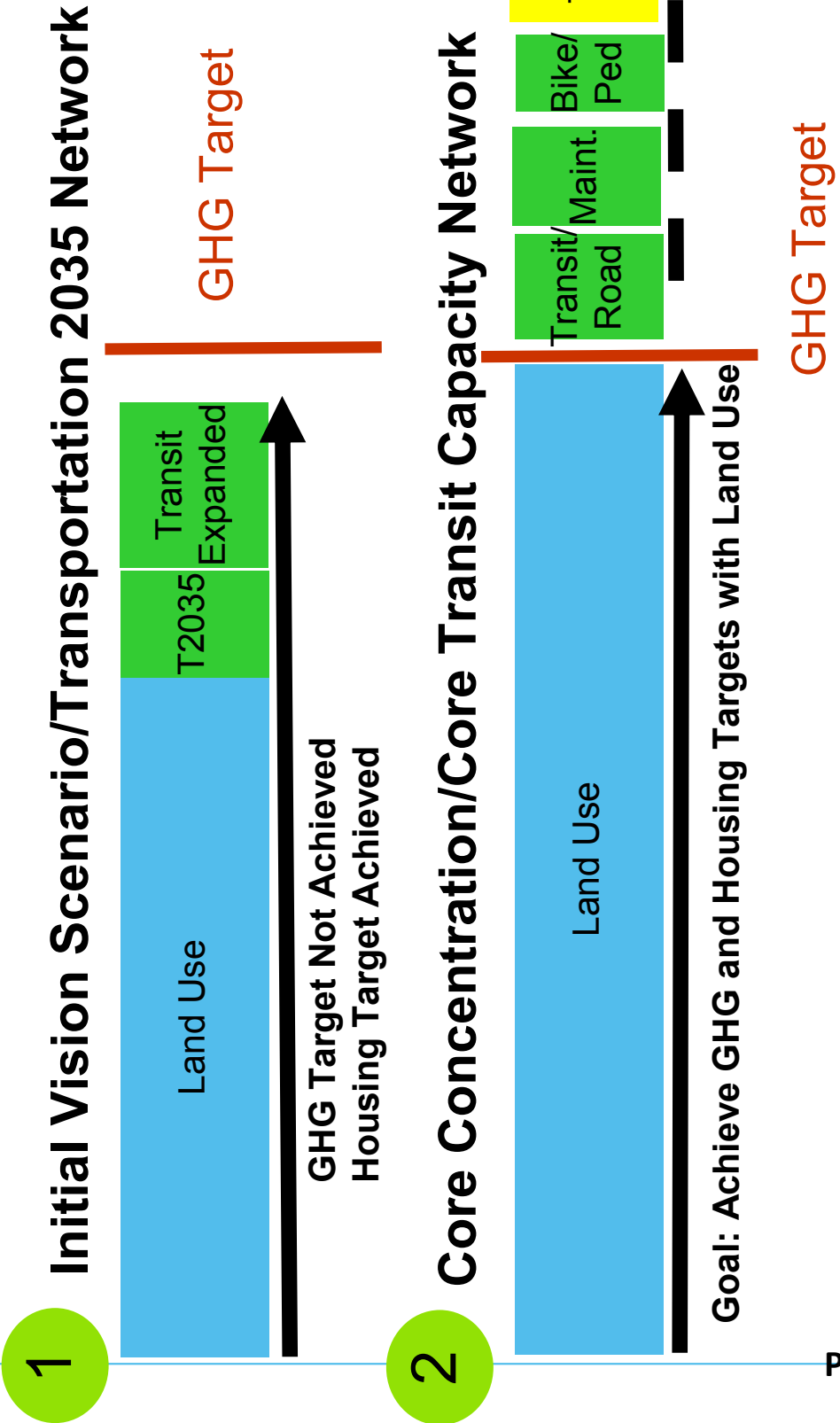
- Decrease “fix-it first” maintenance levels from Transportation 2035 (i.e., assume about 70 percent to maintenance)
- Allocate **more** funding towards roadway improvements – full Express Lane Network and FPI buildout.
- Allocate **more** funding towards transit improvements – include trunk-line transit expansions beyond Resolution 3434
- Prioritize bike/ped. funding to support improvements in the Outer Bay Area Growth scenario

Policy Initiatives*

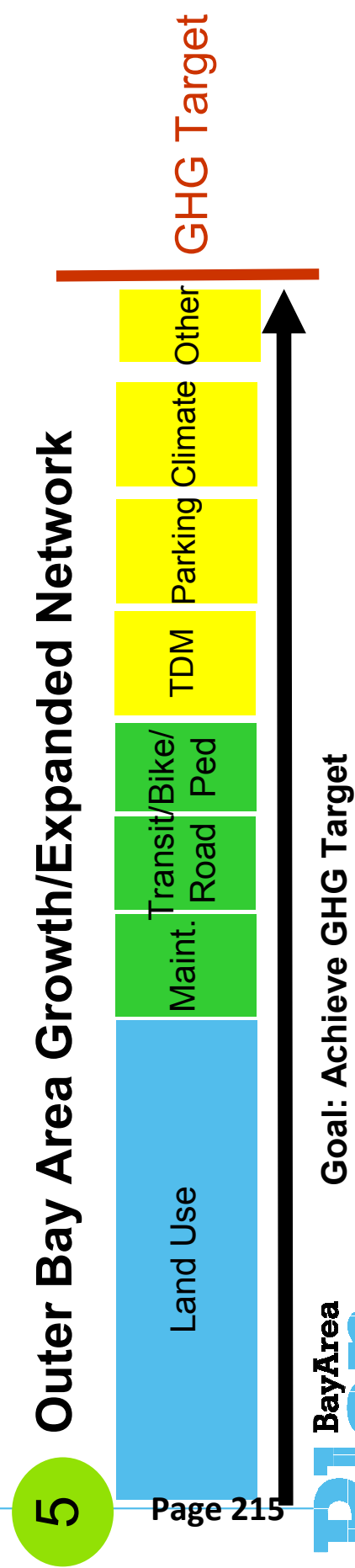
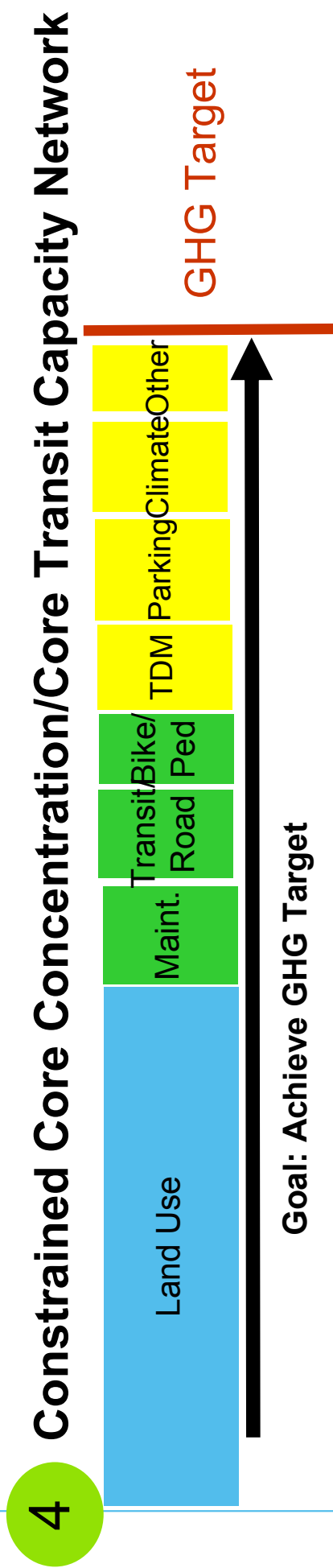
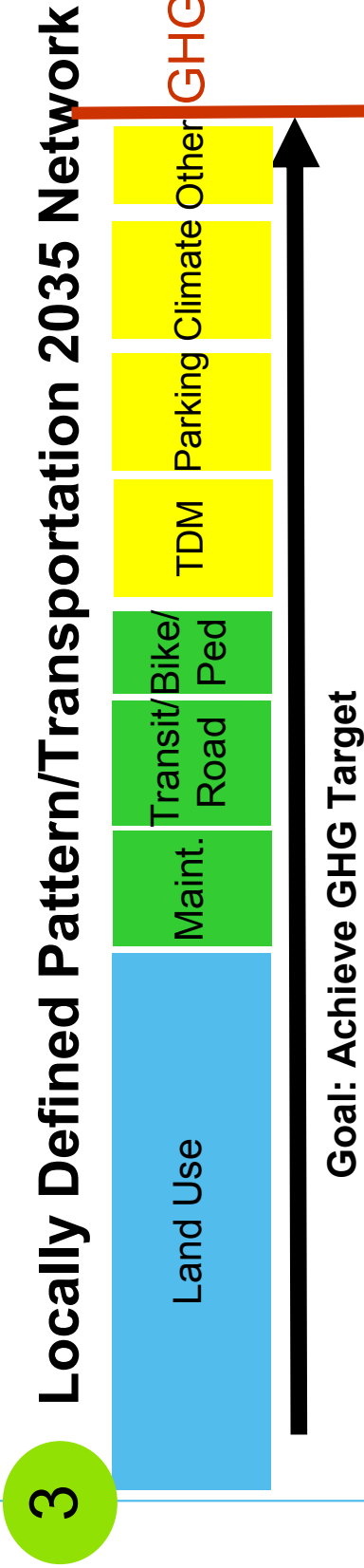
- **Transportation Demand Management**
(telework, commuter benefits, ridesharing services, etc.)
- **Parking Pricing** (e.g., higher parking during peak hours, charge for employer parking)
- **Climate Initiatives**
 - Eco-Driving (driver education on how to drive to save fuels and reduce emissions)
 - Electric Vehicles (beyond what's assumed by Air Resources Board)
 - Safe Routes to Schools
- **Other Strategies**
 - Scale-up above strategies to enable target achievement
 - Identify other GHG strategies

*Note: Policy initiatives may be deployed as a “package” at a scale appropriate for each scenario so as to reduce GHG emissions.

Proposed Scenarios



Proposed Scenarios



Alternative Scenario Timeline

Develop alternative scenarios through an iterative process	Now – June 2011
Present conceptual alternative scenarios for review and approval by MTC and ABAG	June 2011
Start alternative scenarios analysis	July 2011
Release alternative scenarios results	October 2011
Seek public review and comment on alternative scenarios results	October 2011
Release preferred land use scenario to conform with RHNA schedule	November 2011
Review preferred scenario with MTC and ABAG	January 2012
Approval of preferred scenario by MTC and ABAG	February 2012



Memorandum

DATE: June 14, 2011
TO: Alameda County Transportation Commission
FROM: Planning, Policy and Legislation Committee
SUBJECT: Legislative Update

Recommendations

Staff recommends approval of positions on bills as noted below.

Summary

State Update

Budget: The May revise was release on May 16th and offered promising news regarding \$2.8 billion more in current year funding than anticipated in January and an increase in budget revenue forecasts for 2011/12 by \$3.5 billion: \$6.6 billion not anticipated in January. These increases combined with the over \$13 billion in cost savings already enacted, bring the state's budget deficit to \$9.6 billion. The May Revise includes a \$1.2 billion reserve, requiring an overall set of budget actions to total \$10.8 billion.

The May Revise continues to support the January budget proposals for realignment of services from the state to counties (primarily in criminal justice, mental health and human services programs) and elimination of the redevelopment agencies across the state, with the aim to use some of those funds for Medi-Cal and court costs. For additional cost savings, the Governor's May revise plans to eliminate 43 boards and commissions as well as over 5,500 state employee positions.

The Governor's revenue proposals continue to support the adoption of many efforts enacted in 2009, including four more years of higher personal income tax, continuation of the sales and use tax, and the vehicle license fee for a five year period. While the Governor continues to support his earlier commitment of going to the voters with these revenue measures, no timeframe was identified for placing them on the ballot. The Legislative Analyst's Office (LAO) issued its analysis of the Governor's May Revise and concluded that more certainty for local governments and school districts is warranted, particularly with regard as to when the revenue enhancements go to voters, and that overall, with the combination of already adopted budget solutions and improved economic conditions, the May Revise offers "a serious proposal worthy of legislative consideration" that places the state in a position to dramatically reduce its budgetary problems.

The attached memo from Suter, Wallaach, Corbett & Associates provides summary information on the May Revise.

State Bills:

Staff is evaluating bills and recommends the noted positions on the following state bills related to Planning efforts.

AB 345 (Atkins). Vehicles: Traffic Control Devices: consultation. This bill would require that Caltrans include representation of non-motorized interests on an advisory committee that provides the Department advice on uniform standards and specifications for highway traffic control devices, including, but not limited to stop signs, right of way signs, speed signs, railroad warning approach signs, street name signs, and roadway lines and markings. The bill defines that the advisory committee must support “users of streets, road and highways,” and that a non-motorized representative must serve on the committee. The “users” noted above are defined as, children, seniors, people with disabilities, pedestrians, bicyclists, motorists, commercial goods movers, and public transit users. Currently, the advisory body to Caltrans on traffic control devices is the California Traffic Control Devices Committee (CTCDC), consisting of eight members, including Caltrans, California Highway Patrol, two representatives of the American Automobile Association, two from the California State Association of Counties, and two from the League of Cities. As the Bay Area and state move toward the adoption of Sustainable Communities Strategies that support reduction of greenhouse gas emissions, a non-motorized representative on this type of committee could help support the needs of non-motorized users as defined, particularly on state roadways that transect cities and portions of the county where anticipated Priority Development Area growth may occur (i.e. San Pablo Avenue, Mission Boulevard, etc.). The adopted Alameda CTC legislative program states, “support efforts that ensure multi-modal transportation systems that provide multiple choices for transportation users...and reduce barriers and encourage the use of transit walking and biking.” Therefore, staff recommends a **SUPPORT** position on this bill.

AB 710 (Skinner). Local planning: infill and transit-oriented development. This bill aims to support the state’s Sustainable Communities Strategy requirements enacted by SB 375 to foster more dense development supported by transit and other efforts to reduce greenhouse gas emissions. This bill would cap city or county parking requirements to no more than one parking space per 1,000 square feet of non-residential improvements and one parking space per unit of residential improvements for those included in transit intensive areas, defined as within one-half mile of a major transit stop or a high-quality corridor included in a regional transportation plan. The bill does not restrict a developer from providing parking over the per unit minimum, and a city or county may require higher minimum parking standards if it make a written finding based on an evaluation that surrounding parking opportunities (public on and off street parking and private parking within a quarter mile of the site) exceed 85% occupancy during a 24-month study period in which findings for the exemption are documented. The bill notes that excessive parking requirements hinder in-fill development due to the amount of land necessary for parking, which affects the amount available for housing and other uses, and that the costs associated with constructing parking facilities for high-density infill areas is translated into higher housing costs at the site. It further notes that in-fill development in transit intensive

areas offers the opportunity for more walking, biking and transit use, which can help to reduce greenhouse gas emissions. The adopted Alameda CTC legislative program supports “efforts that encourage, fund and provide incentives and/or reduce barriers for developing around transportation centers and for encouraging the use of transit, walking and biking.” Therefore, staff recommends a **SUPPORT** position on this bill.

Staff is evaluating bills and recommends the noted positions on the following state bills related to Highways and Roadways.

AB 348 (Buchanan). Highways: safety enhancement – double fine zone. This bill would designate segments of Vasco Road between Alameda and Contra Costa Counties (between I-580 and Walnut Road respectively) as a double fine zone due to the number and severity of traffic accidents on this road. Vasco Road formally held the double fine zone designation through January 2010. This bill would re-enact that designation to January 2017, and would require the counties to implement public awareness campaigns, signage notifying drivers of the zone, and perform an evaluation of the effectiveness of the zone in reducing accidents. The adopted Alameda CTC legislative program “supports safety projects aimed at reducing fatalities.” Therefore, staff recommends a **SUPPORT** position on this bill.

AB 1105 (Gordon). High occupancy toll lanes: roadway markings. This bill would authorize the Santa Clara Valley Transportation Authority (VTA) to modify its authority to implement two high-occupancy toll lanes (originally authorized by AB 2032, Dutra). A proposed VTA-administered HOT lane is planned to go into San Mateo County and this bill would extend VTA’s authority to implement the HOT lane beyond its county’s jurisdictional boundary, based upon concurrence by with the transportation authority of the other county. In addition, the bill authorizes the use of double white lines to mark HOV lanes, which will bring California in compliance with federal standards for pavement markings. While the authorization to extend the HOT lane into another county is not relevant to Alameda CTC, the pavement markings is, and VTA used this bill to include the use of white markings for California HOV lanes and to support the current roadway markings on the I-680 HOT lanes. This bill would bring the I-680 HOT lanes in conformance with both federal and state lane marking requirements, if enacted. The adopted Alameda CTC legislative program “supports the expansion of HOT lane implementation opportunities in Alameda County and the Bay Area.” Therefore, staff recommends a **SUPPORT** position on this bill.

Update on AB 1086, (Wieckowski) Transactions and use taxes: County of Alameda. Existing law authorizes various local governmental entities, to levy transactions and use taxes for specific purposes, and requires that the combined rate of all transactions and use taxes imposed in a county may not exceed 2 percent. This bill would allow the imposition of transactions and use taxes for certain purposes in excess of the combined rate. The Alameda CTC is the sponsor of this bill, which fully passed through all required State Assembly committees and has been transferred to the Senate. Staff will provide an update on the progress of this bill at the meeting.

Federal Update

FY2012 Budget: With the completion of FY 2011 budget approvals, which resulted in almost \$40 Billion in cuts, Congress is now addressing the FY 2012 budget. The House appropriations Chair, Hal Rodgers, announced subcommittee allocations on May 11th, reflecting a \$46 billion cut in programs that are non-security related, and an increase in defense programs of \$17 billion. Transportation – Housing and Urban Development (T-HUD) is anticipated to receive 14% less than the previous year, on top of the 18.5% cut for FY 2011. The following illustrates the differing levels for T-HUD:

- enacted 2011 T-HUD allocation level: \$55.4 billion
- House proposed 2012 T-HUD allocation level: \$47.6 billion
- President Obama proposed 2012 T-HUD allocation request: \$74.7 billion

The House subcommittee markup is scheduled for July 14th and the full committee meeting is July 26th.

Surface Transportation: The current extension of the surface transportation bill runs through the end of the fiscal year, September 30, 2011. Both House Transportation and Infrastructure (T&I) Chairman John Mica and Senate Environment and Public Works (EPW) Committee Chairwoman Barbara Boxer have indicated that they want to release bill language for a 6-year reauthorization by summer. A bi-partisan press release was issued by the Senate EPW on May 25th from the EPW Chair and ranking members of its subcommittees highlighting key components of the Senate's proposed surface transportation legislation: Moving Ahead for Progress in the 21st Century (MAP-21). As excerpted from the press release, the proposed bill:

- Funds programs at current levels to maintain and modernize our critical transportation infrastructure;
- Eliminates earmarks;
- Consolidates numerous programs to focus resources on key national goals and reduce duplicative and wasteful programs;
- Consolidates numerous programs into a more focused freight program that will improve the movement of goods;
- Creates a new section called America Fast Forward, which strengthens the TIFIA program to stretch federal dollars further than they have been stretched before; and
- Expedites project delivery without sacrificing the environment or the rights of people to be heard.

It is anticipated that the Senate bill may be released in June and the House bill is now expected to be released in July. Key considerations for each of the bills is how to fund the nation's surface transportation in light of the declining highway trust fund revenues, which are not keeping pace with currently approved appropriation levels, and which have been bolstered by general fund revenues totaling over \$34 million since 2008.

Once each of the bills is released, the debates will also address the President's proposed \$556 billion, six-year authorization bill, which does not have an identified funding mechanism, but included doubling the commitment to transit over the prior reauthorization; increasing the highway program by 48 percent over current levels; and including funds for high speed and passenger rail systems, sustainable communities and innovative infrastructure funding and planning proposals. Staff will provide updates at each commission meeting on the process and progress of the surface transportation bill development.

Additional information on recent federal activities can be found in Attachments B1 and B2.

Fiscal Impact

No direct fiscal impact.

Attachments

Attachment A: State Update
Attachments B1 and B2: Federal Updates

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May 16, 2011

TO: Art Dao, Executive Director
Alameda County Transportation Commission

FR: Suter, Wallauch, Corbett & Associates

RE: Legislative Update

Things ARE Looking up: “The economy of California is looking pretty good, but we still have a wall of debt in front of us.” Those were Governor Jerry Brown’s words as he introduced the May Revision to his January Budget this morning. There were some significant changes from January, some due to the slight uptick in the economy, others due to actions already taken by the Legislature.

No More Foggy Budgets: The Governor outlined the major elements in the Revision, reiterating numerous times that he had written his plan to avoid the “games and gimmicks of the past.” He explained that in February the State was faced with a \$26.6 billion deficit that has been reduced to \$9.6 billion, but warned the room full of reporters that “we are not out of the woods yet.” The State faces a serious structural deficit due to the smoke and mirrors budgeting of past years, combined with the long recession which reduced the State’s revenue by thirty percent. The current deficit of \$9.6 billion for the budget year consists of a carry-in deficit of \$4.8 billion and an operating shortfall of \$4.8 billion. That operating deficit increases to \$10 billion in the following year and remains there annually.

The Best Policy: The Governor called his Revision an “honest” plan. It relies on the implementation of the January realignment, redevelopment, and enterprise zone proposals with a few tweaks. It eliminates the State Departments of Mental Health and Alcohol and Drug Programs, transferring their responsibilities to counties and the Department of Health Services or a new Department of State Hospitals. It relies on extension of the current taxes, with the exception of the income tax for the current year. That would have to wait until the Legislature puts it on the ballot and is ratified by the voters. The plan will also eliminate 43 boards and commissions, eliminate 5,500 state employee positions, but provide \$3 billion more in funding for schools than anticipated in the January Budget.

Details: The Revision includes \$2.8 billion in additional revenues from the current year and increases the forecast for the budget year by \$3.5 billion for a total of \$6.6 billion in funds that were not anticipated in January. However, this revenue gain to the General Fund is offset by some factors that the Governor also includes in the equation to keep the budget in balance. Those include the fact that the Legislature acted later than the Governor had anticipated so the value of the cuts proposed in January is less; such as the 2010-11 budget included \$465 million

in reductions for the Departments of Corrections and Mental Health that were not realized; the Legislature adopted the Governor's Proposition 10 proposal but it is being litigated, so the savings are not included; and \$1.6 billion in the revenue bump automatically accrues to schools, rather than the General Fund, under Proposition 98.

Wall of Debt: One reason that the Governor wants to get rid of the deficit is that even without it the State faces monumental debt. Three major debt obligations complicate the situation: the "maintenance factor of Proposition 98" (the money owed to schools under Proposition 98 from the recession), the debt to the federal government for the Unemployment Insurance Fund, and payments for voter authorized bonds that are not yet sold. Then there is the outstanding budgetary borrowing, which includes the almost \$35 billion in debt created by past budgets. This budgetary debt includes things like the remaining Economic Recovery Bonds, borrowing from local government under Proposition 1A, and deferred mandate payments. Then there is the unmentionable – unfunded obligations for retiree health and pensions.

Work out Plan: To solve this morass the Governor is focusing on core services and reducing state government. His lean plan looks much like the January Budget with some significant adjustments to reflect work already done by the Legislature and lessons learned. He is still amazingly confident that he will garner the necessary four Republican votes to extend the current sales tax and vehicle license fees and dependent credit exemption level for five years. The personal income tax surcharge would only be reinstated for four years. The revenues would fund realignment of "public safety services" and protect education funding.

Redevelopment & Enterprise Zones: The May Revise continues the Governor's push to eliminate redevelopment. The redevelopment elimination proposal remains the same – eliminate RDAs and use \$1.7 billion of remaining property tax revenue to reimburse the general fund for Medi-Cal and trial court costs in 2011-12. Starting in the 2012-13 the remaining revenue would be allocated to cities, counties, and special districts. However, on enterprise zones the Governor no longer proposes elimination, but reform. In short, the enterprise zone reforms would limit the credits to employers that actually increase their level of employment, prohibit application of these new vouchers to tax years prior to 2011, and the EZ credits would be limited to a five year carry forward period.

Transportation: The Revise reiterates the benefits of the recently reenacted gas tax swap, and the use of weight fee revenue instead of excise tax revenue as the source for debt service payments and loans to the general fund. The Governor does not propose any significant changes to transportation spending, but is proposing the following tweaks:

- Temporarily increase contracting out Capital Outlay Support Program by 122 positions. This includes language that the cost of the contracted workload cannot exceed the cost if the work had been done by Caltrans staff.
- Increase funding by \$2.4 million and 18 positions for Project Initiative Document (PID) funding. This proposal replaces \$4.9 million in State Highway Account funds with \$7.2

million in reimbursements from locals to complete PIDs on locally funded projects. In addition, this change includes budget bill language to authorize reimbursements if locals opt to have Caltrans perform the work.

- Prop 1B appropriations are increased by \$1 billion for a total appropriation of \$3.3 billion. The May Revise increases the appropriations for the Corridor Mobility Improvement Account by \$593.6 million, the Trade Corridor Improvement Fund is increased by \$191.9 million, Public Transit Modernization Account is increased by \$122.9 million, and the Highway 99 projects are increased by \$134.8 million.

State Transit Assistance: The May Revise does not propose any changes to the \$329 million that was previously agreed to in the March budget. It is unclear at this time if the appropriation level will be increased due to the higher price of diesel fuel. In addition, the LAO's proposal to divert STA funds to the general fund continues to lurk out there and could be raised as negotiations heat up.

High Speed Rail: While the LAO recently released a report recommending elimination of nearly all High Speed Rail Authority funds until a consensus is developed, the Governor's budget maintains the commitment toward capital outlay and staff operations. The total budget appears to be reduce from the January proposal of \$192 million to a May Revise amount of \$149.6 million. However, \$47.4 million in capital outlay funds is being carried over from the current fiscal year for a total capital outlay budget of \$180.5 million and an operating budget of \$16.5 million.

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MEMORANDUM

TO: Arthur Dao
Alameda County Transportation Commission
FROM: CJ Lake
RE: Legislative Update
DATE: May 24, 2011

Surface Transportation Authorization

We are now hearing the House Transportation and Infrastructure Committee is pushing for a full committee mark up before July 4. We expect the Senate Environment and Public Works Committee to release a draft in the next few weeks. Two Senate Committees held separate hearings last week on the authorization bill; Senate Finance focused on potential funding mechanisms, while Senate Banking focused on transit priorities for the bill.

Finance Hearing

The Finance Committee held a hearing last week to examine possible new funding options including tolls, an infrastructure bank, a host of bond financing mechanisms, and a Vehicle Miles Travelled (VMT) tax. Members of the Committee did not come to any conclusions, but agreed to continue exploring various options.

As you are aware, the Highway Trust Fund revenues have lagged in recent years as increased gas prices and economic recession has caused drivers to switch to more fuel efficient vehicles and drive less. To make up for revenue shortfalls and pay for authorized levels of spending, Congress has appropriated a total of \$34.5 billion in general fund revenue since 2008 to support the Highway Trust Fund. Currently, expenditures from the fund total about \$13 billion more than collections.

The Congressional Budget Office projects that the revenue/spending imbalance will continue, with the highway account of the trust fund becoming unable to meet its obligations sometime next year. Between 2011 and 2021, that shortfall would total \$115 billion if spending grew by inflation or by \$85 billion if spending was held constant — although because the trust fund by law cannot incur a negative balance, spending would have to be reduced to the level of supporting revenue. A similar situation exists for the trust fund's mass transit account.

Finance Chairman Max Baucus (D-MT) opened the hearing with a statement noting the recent grade of “D” given to the United States by the American Society of Civil Engineers. He reported that bad road conditions lead to around 50% of all automobile accidents. Baucus stated that upgrading the nation's infrastructure was not only an

economic matter, but one of safety and security. He also noted that 28,000 jobs were created for every billion dollars of infrastructure spending, and looked at the issue as a way to create more American jobs.

Currently, the United States spends 50% less on infrastructure than it did in 1960. The US also lags behind other nations in infrastructure expenditures. China spends approximately 9% of its GDP on infrastructure, and in Europe the average is around 5%. Conversely, the United States spends less than 2% of its GDP on infrastructure.

Banking Committee

Additionally, the Senate Banking Committee held its first hearing of the year related to transit and the authorization bill. FTA Administrator Peter Rogoff testified and outlined the Obama administration's policy priorities regarding transit in a reauthorization bill. He advocated for policies and investments that would allow Americans to save money on gas, to make public transit safer and affordable, and to upgrade existing infrastructure and programs so that said programs do not lose riders.

Rogoff focused on the following five priorities:

- **Safety** – The first priority Rogoff addressed was more federal oversight. In terms of safety, he noted that a law from the 1960's prevents the FTA from implementing federal safety regulations for mass transit. He called for a change to this, saying that federal regulation was necessary, and that current safety measures were lagging, due to a combination of understaffed agencies, undertrained employees and lack of effective communication. Rogoff asked the Committee to approve a measure giving FTA authority to regulate transit safety, as the Committee did in the previous Congress. That measure, approved in June 2010, never made it to the Senate floor and drew criticism from Rep. John Mica (R-Fla.), now Chairman of the House Transportation panel.
- **State of Good Repair** -- Rogoff called for an upgrade in existing infrastructure, advocating a State of Good Repair program that would maintain and upgrade existing assets. He noted that there is a current \$78 billion backlog of assets in need of repair. Additionally, a \$14.4 billion annual investment will be necessary to maintain a state of good repair once that backlog is addressed. He said the Administration would work with the Committee to develop a reformulated two-tiered formula for both bus and rail that closely reflects the capital needs of transit agencies.
- **Operating Assistance** -- Rogoff proposed flexibility to use 5307 Urbanized Area Formula Grant funds for operating expenses in economically distressed urbanized areas with populations of over 200,000. He called for an immediate and short-term operating assistance program that would help “economically distressed urbanized” areas that would be phased out over a three year period. In the first year, transit systems in large areas could use up to 25 percent of their federal capital allotment for operating expenses such as energy and employee salaries. That figure would drop to 15 percent in the second year and 10 percent in the third year before being eliminated entirely.

- Streamlining -- Streamlining was also a large part of Rogoff's testimony. He stated that it was necessary for transit operations to eliminate duplication and relieve administrative burdens, and also to streamline operations from the top, including transforming the New Starts program into a Capital Investment Program that would feature a more efficient way to fund fixed guideway projects. He also said the Administration supports merging Preliminary Engineering and Final Design into a single Project Development stage.
- Buy America -- Rogoff laid out the Administration's proposal to increase the Buy America standard for federally funded transit equipment and components over a five year period to 100 percent U.S. content.

FY11 Transportation Grant Funding

The final FY11 Appropriations bill included \$528 million for a third round of TIGER grants. We expect the Department of Transportation to issue an RFP in the next few weeks. We are hearing this round will focus on construction, rather than planning and design. Additionally, FTA announced last week that it plans to publish a Notice of Funding Availability (NOFA) for most FY11 discretionary programs no later than early Fall 2011.

FY12 Appropriations

House Appropriations Chair Hal Rodgers (R-KY) announced the FY12 subcommittee allocations on May 11. The House FY12 appropriations bills will reflect a \$46 billion cut in non-security program funding. In contrast, defense programs would receive a \$17 billion increase from current levels.

Under the committee's allocation, \$643 billion is reserved for the three defense-related subcommittees: Defense, Military Construction-Veterans Affairs, and Homeland Security. That amount represents a 2.4 percent increase. However, the other nine subcommittees will share the remaining \$376 billion, an amount that represents a 10.8 percent cut.

The largest cuts are slated for the State-Foreign Operations bill (18 percent below current funding), Transportation-HUD (14 percent less), Agriculture (13 percent less), and Labor-HHS-Education (12 percent less). Those proposed reductions would come on top of major cuts enacted last month for FY11 for Agriculture, which was cut by 14.5 percent, and Transportation-HUD, which was cut by 18.5 percent.

The House Transportation HUD allocation totals \$47.6 billion. The President's FY12 budget request was \$74.7 billion and the FY11 enacted level was \$55.4 billion.

The Transportation-HUD subcommittee mark up is schedule for July 14; full committee is scheduled for July 26.

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Washington Friday Report

Volume XIII, Issue 20

May 27, 2011

INSIDE THIS WEEK

- 1 **DOT Secretary, Senate EPW-Banking, Mr. Mica**
- 2 **DHS: FY 12 - FY11, Whip Hoyer, Broadband**
- 2 **D-Block, EDA, Federal Land, Professor Daley**

Lots going on this week in transportation and elsewhere as Congress heads to Memorial Day Recess. Here's highlights!

The Secretary's Perspective

We were part of a mixed group of elected officials, city and state staff and private sector state representatives who met with Secretary of Transportation **Ray LaHood** Thursday morning in Washington. The always candid Secretary had much to say about his department and the future of transportation reauthorization. He noted, *"There's a lot of unmet transportation needs in this country....we need a bill"*. He declared that *"You have a partner"* in his team at DOT but that there will be *"no raising of the gas tax"* in a tough economy. He invited the group to help him and the Congress – *"You have to decide with us"* – regarding additional forms of revenue to make the new bill viable. He noted that *"tolling is a good way to do it and you can raise a lot of money"* but it has to be done on new capacity, not existing roads. He said: *"We all need to be creative and use it all -- the Infrastructure Bank, TIFIA, tolling"* and other innovations. He made it clear that in his view *"For the first time a transportation bill will be written without earmarks"* but he trusted that funding would still get to priority projects. He reiterated that High Speed Rail is an important priority for **President Obama** and also extolled the virtues of the TIGER program – guidance for TIGER III will be out within a month -- and the Livability Partnership he has with HUD and DOT. He noted that a new bill would very likely give states and localities *"a lot more flexibility"*. As always, it was a privilege – and a learning experience – to spend time with Secretary LaHood.

Senate Transportation Progress

Speaking of transportation reauthorization, the leadership of the Senate Environment and Public Works Committee have made at least some conceptual progress in developing a bill. Senators **Barbara Boxer** (D-CA), Chairman of the Environment and Public Works Committee, Senator **James Inhofe** (R-OK), Ranking Member of the Committee, Senator **Max Baucus** (D-MT), Chairman of the Transportation and Infrastructure Subcommittee, and Senator **David Vitter** (R-LA), Ranking

Member of the Subcommittee, issued a statement Wednesday regarding draft legislation to reauthorize the nation's surface transportation programs, entitled *Moving Ahead for Progress in the 21st Century (MAP-21)*. They noted: *"We are pleased to announce the great progress we have made on a new transportation authorization bill....."* Among the highlights of their agreement: (1) the committee is planning a \$339.2 billion bill – current spending plus inflation, plus an expanded TIFIA loan program for a total of \$56.5 billion a year; (2) Eliminates earmarks; (3) Consolidates numerous programs; (4) Creates America Fast Forward, which strengthens the TIFIA program to stretch federal dollars; and (5) Expedites project delivery. No proposal yet on funding the bill, but that could come in the near future. Click on [Senate EPA Transportation](#) to see their statement in full.

Another important transportation event happened a few days ago in the Senate. Senator **Tim Johnson**, Chairman of the Senate Banking, Housing and Urban Affairs Committee, which has jurisdiction over the transit program, held a hearing on transit reauthorization. He noted: *"The current extension of transit and highway programs runs through September 30. Congress has produced 7 short term extensions since 2009, so it's time to get to work on this legislation. Getting a long-term bill done will not be easy, but I hope that improving transportation is a topic where both parties can find common ground."* You can view his opening statement at [Chairman Johnson on Transit Reauthorization](#). At the hearing, the head of the Federal Transit Administration, **Peter Rogoff**, testified on behalf of the Administration, focusing on the reauthorization proposals presented in their February 14 FY12 budget submission, including state of good repair, operating assistance, streamlining and consolidation of programs. See [Administrator Rogoff Testimony](#) to view in full.

And a Word from Chairman Mica

One last word for this week on transportation, and it comes from Rep. **John Mica**, Chairman of the House Transportation and Infrastructure Committee. In an article published earlier this week he noted: *"Many surface transportation programs are outdated, underperforming and underutilized. ... Challenged to do more with less, the committee must take available Highway Trust Fund revenues and other existing sources of funding and dramatically enhance their value.* In the article he talks about consolidating programs, enhancing the role of the private sector and reducing the federal project approval process. You can read the whole article by clicking on [Chairman Mica](#).

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No Improvements on Local DHS Funding

Credit House Homeland Security Appropriations Ranking Minority Member **David Price** with a nice try, but his amendments to restore local government homeland security funding failed, as the bill passed last week by Subcommittee progressed to the full committee Subcommittee Chairman. He noted in his comments on his amendments: *“Providing a total of \$1 billion for all State and Local Grants, or 65 percent below the request, and providing \$350 million for Firefighter Assistance Grants, almost 50 percent below an already reduced request, breaks faith with the states and localities that depend on us as partners to secure our communities. These cuts will be doubly disruptive as many of our states and municipalities are being forced to slash their own budgets.”* Click on [Local Homeland Security](#) to read Rep. Price’s comments in full.

FY Homeland Rollout

While prospects for homeland security funds for FY12 is not good, implementation by the DHS for FY11 – reflecting the cuts made in the White House-Congressional Continuing Resolution compromise of April, is not without its own trouble spots as the Department sought to incorporate the various cuts throughout its system. These include a more than 50 per cent reduction in the number of urban areas eligible to receive Urban Area Security Initiative (UASI) funds. Click on [FY11 Homeland Security Funding](#) to look at the individual program grants including application materials and deadlines.

Whip Hoyer on the Economy

Amid all the discussion on deficit and debt reduction, House Minority Whip **Steny Hoyer** gave what was billed as a major address on the economy earlier this week to the Bipartisan Policy Center, and reveals to some extent where Democrats are likely to want to go in ongoing budget talks. In it, he said: *“.. now is the time to act. And we can only act if leaders in both parties are willing to make tough choices and oppose those who insist on an ‘all-or-nothing’ solution, from either ideological direction”.* Click on [Whip Hoyer Economic Speech](#) to read it in full.

New Report on Digital Divide

A new report from the FCC to Congress shows that about 26 million Americans are denied access to jobs and economic opportunity within broadband economy. The report indicates that in recent years progress has been made but there is a long way to go, including in rural areas, before access to broadband, and the resultant economic opportunities, are available to all. Currently, more than 100 million Americans do not subscribe to broadband. The Report finds the problem especially acute among low-income Americans, African-Americans, Hispanics, seniors, and residents of Tribal areas. In releasing the report, the Commission noted that, *“The FCC continues to aggressively pursue its broadband agenda, which is crucial to job creation and America’s global competitiveness”.* Click on [FCC Broadband Report](#) for additional information.

Another First Responder Telecom Initiative

Last week we discussed new legislation introduced by the Chairman of the Senate Commerce, Science and Transportation Committee regarding “D-Block” and first responder communications. A rival bill has also been introduced by Senator **Joe Lieberman**, Chairman of the Senate Homeland Security and Governmental Affairs Committee, along with Senator **John McCain**. Their *Broadband for First Responders Act of 2011* would set aside the “D Block” part of the spectrum specifically for public safety agencies to build a secure coast-to-coast communications network to use in emergencies. It would provide up to \$5.5 billion to assist with the costs of constructing the network and up to \$5.5 billion for long-term maintenance. This money would come from revenues generated by the auction of different bands of spectrum to commercial carriers. Any auction revenues in excess of \$11 billion would go to deficit reduction. Chairman Lieberman said: *“Securing the D Block for public safety will allow us to build a nationwide interoperable network for emergency communications that could prevent the kinds of communication meltdowns we had during 9-11 and Hurricane Katrina.”* More information on the Lieberman-McCain bill at [Broadband for First Responders](#).

Jobs Accelerator

Earlier this month we previewed the Administration’s new *Jobs and Innovation Accelerator Challenge* grant program. The application materials for it are now available. Most of you received a separate memo from us on this - let us know if you would like us to send it to you. Click on [Jobs and Innovation Accelerator Challenge](#) for additional information.

BRAC-ing Federal Property

Congressman **Jeff Denham’s** legislation, *“The Civilian Property Realignment Act,”* which would establish a “BRAC” type process to get rid of unneeded federal properties, was reported out of Subcommittee this week. *We’ll keep you up to date on its progress.* Click on [Subcommittee](#) for a report on their action and [Summary](#) for an overview of the bill.

Professor Daley

One of the most frequent questions we get is *“What is Mayor Daley going to do now, after 22 years in City Hall?”* Well, for starters, he’s going to teach – and we bet he’ll be a student favorite at the University of Chicago in his new role as a distinguished senior fellow at the Harris School of Public Policy Studies. You can read all about it [Professor Daley](#).



Please contact [Len Simon](#), [Rukia Dahir](#), [Stephanie Carter](#) or [Jared King](#) with any questions.



Memorandum

DATE: June 14, 2011

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

RE: **Approval of 2012 State Transportation Improvement Program (STIP) Principles**

Recommendation

It is recommended the Commission approve the principles for the development of the 2012 STIP project list.

Summary

The STIP is a five-year programming document adopted by the California Transportation Commission (CTC) which identifies transportation projects for state transportation funds. The CTC updates the STIP biennially, in even-numbered years. Each coordinated statewide STIP update is roughly a one-year process, with the 2012 STIP update starting spring 2011. Projects that have been funded through the STIP include State highways, local roads, transit, intercity rail, pedestrian and bicycle facilities, intermodal facilities, and safety. Each new STIP cycle makes available two years of funding to program. The 2012 STIP will cover fiscal years 2012/2013 - 2016/17.

The overall process for the development of the STIP begins with the development of the STIP Fund Estimate. The STIP Fund Estimate serves as the basis for determining the county shares for the STIP and the amounts available for programming each fiscal year during the five-year STIP period. Typically, the county shares represent the amount of new STIP funding made available in the last two years of a given STIP period. The CTC approved the final assumptions for the 2012 STIP Fund Estimate in May 2011. The CTC is scheduled to approve the draft Fund Estimate in June 2011 and a final Fund Estimate in August 2011. Similar to recent STIP programming cycles, little or no new funding is expected to be made available and already programmed STIP funds may be delayed into later years of the STIP period in order for STIP revenue projections to “catch up” with current programming.

The MTC region's STIP proposal (i.e. the RTIP) is due to the CTC in December 2011. Correspondingly, the counties' 2012 STIP proposals are due to MTC in late October 2011. The 2012 STIP Development Schedule includes the Alameda CTC Board approving Alameda County's 2012 STIP Program in October 2011.

Staff is seeking Commission approval of principles by which the Alameda County share of the 2012 STIP will be programmed. The principles proposed for the 2012 STIP development includes a process to address projects identified in previous ACCMA STIP resolutions (Resolution No. 08-006 Revised and Resolution No. 08-018).

A call for projects will be released on June 15, 2011 and applications due to the Alameda CTC July 13, 2011. The draft STIP fund estimate is scheduled to be released (by the CTC) by June 23rd. Projects already included in the STIP as well as new proposals are required to submit call for project information.

As in past STIP cycles, the CTC and MTC are scheduled to adopt the final STIP policies after the call for projects is released and applications are due. The development of the Alameda County STIP proposal will have to be closely coordinated with the statewide and regional development of the 2012 STIP policies. The CTC schedule calls for adoption of the 2012 STIP in April 2012.

During the 2010 STIP development process, the following policies were considered important and it is anticipated that they will be applied to the development of the 2012 STIP:

- The Region's CMAs notify all eligible project sponsors within the county of the availability of STIP funds; and
- Caltrans should notify the region's CMAs and MTC of any anticipated costs increases to currently-programmed STIP projects in the same time frame as the new project applications.

ACTAC recommended approval of this item.

Attachments

Attachment A: Draft Principles for the Development of the 2012 STIP Project List

Attachment B: 2012 STIP Development Schedule

Attachment C: Summary of Alameda 2010 STIP

Attachment D: CMA Resolution No. 08-006 Revised

Attachment E: CMA Resolution No. 08-018

Draft Principles for the Development 2012 STIP Project List

- All sponsors will be required to provide updated cost, scope and schedule information for currently programmed projects.
- The ACCMA Board made commitments to certain projects in 2008 that are detailed in ACCMA Resolutions 08-006 Revised (STIP Commitment to Route 24 Corridor Enhancement) and 08-018 (STIP Commitments). Strategy to deliver the aforementioned projects will be discussed and confirmed, based on updated information, as part of the 2012 STIP process.
- It is anticipated that any new funding programmed in the 2012 STIP will be made available in FY's 2015/16 and 2016/17.
- Any project submitted for funding must be consistent with the Countywide Transportation Plan and be able to meet all STIP requirements.
- Projects recommended for STIP programming must demonstrate readiness to meet applicable programming, allocation and delivery deadlines associated with STIP programming.
- The following criteria are proposed for prioritization required for the development of the 2012 STIP project list:
 - ◆ In past STIP cycles, highest priority was given to projects that are: 1) currently programmed in the STIP; and 2) projects that have received a commitment of future STIP programming as memorialized in Resolutions 08-006 Revised and 08-018 that meet applicable project readiness standards. Prioritization will consider the results of the collection of updated information and/or the strategy to deliver the previously identified projects.
 - ◆ For the remaining projects, strike a balance between funding for construction and project development, considering the following aspects of project delivery:
 - How far along is project development? – Highest priority to projects that are closest to capital expenditure, i.e. construction or right of way. Consider status of environmental clearance.
 - Does the project have a full funding plan? Has funding been identified for future phases? What is the level of certainty of the availability of the project funding?
 - Can the project be phased?
 - Are there special considerations or timing constraints such as the need to preserve right of way or matching other funds?
 - Priority consistent with CMA Board identified priority projects
 - Equity (geographic, sponsor, modal)
 - Climate change impact

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2012 STIP Development Schedule

Alameda CTC Activity	Date	MTC/CTC Activity
<ul style="list-style-type: none"> • Approve 2012 STIP Schedule • Review Draft Principles. 	May 2011	<ul style="list-style-type: none"> • CTC Approve Final Fund Estimate Assumptions
<ul style="list-style-type: none"> • Release Call for Projects (June 15th)¹ • Alameda CTC Approve 2012 STIP Principles 	June 2011	<ul style="list-style-type: none"> • CTC Releases Draft Fund Estimate (June 22nd) • CTC Releases Draft STIP Guidelines
<ul style="list-style-type: none"> • Applications due to Alameda CTC (July 13th)¹ 	July 2011	<ul style="list-style-type: none"> • MTC Reviews Draft RTIP Policies
	August 2011	<ul style="list-style-type: none"> • CTC Approves Fund Estimate • CTC Adopts STIP Guidelines
<ul style="list-style-type: none"> • Draft RTIP Proposal to Alameda CTC Committees and Board 	September 2011	<ul style="list-style-type: none"> • MTC Approves Final RTIP Policies
<ul style="list-style-type: none"> • Final RTIP Proposal to Alameda CTC Committees and Board 	October 2011	
	November 2011	<ul style="list-style-type: none"> • MTC Approves RTIP
	December 2011	<ul style="list-style-type: none"> • RTIP due to CTC
	April 2012	<ul style="list-style-type: none"> • CTC Adopts 2012 STIP

Note 1. Sponsors of existing STIP programming in future years of the STIP as well as Caltrans sponsored projects with open Expenditure Authorization authority (or with a close out pending) will also be required to submit a project application for funding consideration.

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2010 SUMMARY OF STIP COUNTY SHARES

Does Not Include ITIP Interregional Share Funding (See Separate Listing)
(\$1,000 s)

Total County Share, June 30, 2009 (from 2009 Report)	104,862
Adjustment for 2007-08 and 2008-09 lapses	0
Less 2008-09 Allocations and closed projects	(26,078)
Less Projects Lapsed, July 1, 2009-June 30, 2010	(200)
2010 STIP Fund Estimate Formula Distribution	3,068
Total County Share, June 30, 2010 (includes TE)	81,652

Alameda

Agency	Rte	PPNO	Project	Ext	Del.	Voted	Total	Project Totals by Fiscal Year					Project Totals by Component						
								Prior	10-11	11-12	12-13	13-14	14-15	R/W	Const	E & P	PS&E	R/W Sup	Con Sup
Highway Projects:																			
ACCMA		2179	Planning, programming, and monitoring	SB 184	Aug-09	Aug-09	1,209	1,209	0	0	0	0	0	0	0	1,209	0	0	0
MTC		2100	Planning, programming, and monitoring		Aug-09	Aug-09	113	113	0	0	0	0	0	0	0	113	0	0	0
Caltrans		880	HOV, SCL Co-Alvarado/Niles, supplemental			Jun-10	868	0	868	0	0	0	0	0	0	868	0	0	0
Caltrans		238	Replace landscape, Rt 580-Rt 880 (split from 96A)			Jul-10	2,963	0	0	0	0	0	0	0	0	2,963	0	0	0
ACCMA		loc 44C	I-880 reconstruction, 29th-23rd, Oakland (TCIF)	SB 184	May-10	Jul-10	2,000	2,000	0	0	0	0	0	0	0	2,000	220	339	300
ACCMA		2179	Planning, programming, and monitoring	SB 184	Jul-10	Jul-10	1,948	0	1,948	0	0	0	0	0	0	1,948	0	0	0
MTC		2100	Planning, programming, and monitoring	SB 184	Jul-10	Jul-10	113	0	113	0	0	0	0	0	0	113	0	0	0
Caltrans		880	Landscaping, SCI Co Line-Alvarado/Niles				560	0	0	0	0	0	0	0	0	0	0	560	0
GGBHTD		loc 2014U	Golden Gate Bridge Median Barrier (Alameda)				12,000	0	12,000	0	0	0	0	0	0	12,000	0	0	0
ACTA		loc 81D	Rt 84, 4-in expwy, Rt 880-Rt 238 Mission Bl				9,300	0	0	0	0	9,300	0	0	0	9,300	0	0	0
MTC		2100	Planning, programming, and monitoring				468	0	114	114	118	122	0	0	0	468	0	0	0
ACCMA		2179	Planning, programming, and monitoring				3,940	0	1,947	1,993	0	0	0	0	0	3,940	0	0	0
			Subtotal, Highway Projects				35,482	3,881	5,893	14,061	2,107	118	9,422	0	32,063	220	2,899	0	300
Rail and Transit Projects:																			
Berkeley		rail 2009V	AB 3090 reimbursement (Ashby BART station)(08S-03)			Sep-09	1,500	0	0	0	0	0	0	0	1,500	0	0	0	0
LAVTA		bus 2009K	Livermore, Bus operating facility, phase 2 (buildings)				4,000	0	4,000	0	0	0	0	0	4,000	0	0	0	0
Union City		bus 2110A	Union City Intermodal Station				715	0	715	0	0	0	0	0	715	0	0	0	0
			Subtotal, Rail & Transit Projects				6,215	1,500	4,715	0	0	0	0	0	6,215	0	0	0	0
Transportation Enhancement (TE) Projects:																			
ACCMA		te 2100K	Rt 680, landscaping, San Leandro, Marina Bl-Davis St			Jun-10	400	0	0	0	0	0	0	0	0	0	400	0	0
ACCMA		te 139F	Rt 680, Landscaping, San Leandro, Estudillo Ave-141st				93	0	93	0	0	0	0	0	93	0	0	0	0
BART		te 2008B	MacArthur BART renovate & enhance entry plaza				954	0	954	0	0	0	0	0	954	0	0	0	0
Alameda Co		te 2100F	Grove Wy sidewalk improvements, Meeekland-Haviland				1,150	0	1,150	0	0	0	0	0	1,150	0	0	0	0
Berkeley		te 2100G	Berkeley Bay Trail Project, Seg 1				1,928	0	1,928	0	0	0	0	0	1,928	0	0	0	0
Dublin		te 2100H	Alamo Canal Regional Trail, Rt 580 undercrossing				1,021	0	1,021	0	0	0	0	0	1,021	0	0	0	0
BART		te 2103A	Coliseum BART pedestrian improvements				885	0	885	0	0	0	0	0	885	0	0	0	0
Union City		te 2110A	Union City Intermodal Stn, Ped Enhanc Ph 2 & 2A				3,000	0	3,000	0	0	0	0	0	3,000	0	0	0	0
MTC		res 2100C	TE reserve (MTC share)				4,610	0	948	1,012	1,325	1,325	0	0	4,610	0	0	0	0
ACCMA		res 2100J	TE reserve (County share)(08S-26)				500	0	500	0	0	0	0	0	500	0	0	0	0
			Subtotal TE Projects				14,541	400	9,531	948	1,012	1,325	1,325	0	14,141	0	400	0	0
			Total Programmed or Voted since July 1, 2009				56,238												
			Balance of STIP County Share, Alameda				81,652												
			Total County Share, June 30, 2010				81,652												
			Total Now Programmed or Voted Since July 1, 2009				56,238												
			Unprogrammed Share Balance				25,414												
			Share Balance Advanced or Overdrawn				0												

Note: The BART Oakland airport connector project (PPNO 2103), for \$20 million in construction, is not shown here. It was included in the July 1, 2010 technical change approved by the Commission, but, in order to allow opportunity for additional public comment, it is being re-considered with notice in August and action at the September 2010 CTC meeting. If approved, the project will be added at that time.

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**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY
RESOLUTION 08-006 REVISED**

**STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COMMITMENT TO ROUTE 24 CORRIDOR ENHANCEMENTS**

AC Transit
Director
Greg Harper

Alameda County
Supervisors
Nate Miley
Scott Haggerty
Chair

City of Alameda
Mayor
Beverly Johnson

City of Albany
Councilmember
Farid Javandel

BART
Director
Thomas Blalock

City of Berkeley
Councilmember
Kris Worthington

City of Dublin
Mayor
Janet Lockhart

City of Emeryville
Vice-Mayor
Ruth Atkin

City of Fremont
Vice-Mayor
Robert Weckowski

City of Hayward
Mayor
Michael Sweeney

City of Livermore
Mayor
Marshall Kamena

City of Newark
Councilmember
Luis Freitas

City of Oakland
Councilmember
Larry Reid

City of Piedmont
Councilmember
John Chiang

City of Pleasanton
Mayor
Jennifer Hosterman

City of San Leandro
Councilmember
Joyce R. Starosciak

City of Union City
Mayor
Mark Green
Vice Chair

Executive Director
Dennis R. Fay

WHEREAS, SB 45 (Chapter 622, Statutes 1997) substantially revised the process for estimating the amount of state and federal funds available for transportation projects in the state and for appropriating and allocating the available funds to these projects; and

WHEREAS, as part of this process, the Alameda County Congestion Management Agency (ACCMA) is responsible for programming projects eligible for Regional Improvement Program funds, pursuant to Government Code Section 14527(a), for inclusion in the Regional Transportation Improvement Program, and submission to the Metropolitan Transportation Commission (MTC) and then to the California Transportation Commission (CTC), for inclusion in the State Transportation Improvement Program (STIP); and

WHEREAS, the ACCMA has included \$8 million in its 25-year Countywide Transportation Plan for enhancements along and in the vicinity of the Route 24 Corridor in Oakland associated with the Caldecott Tunnel 4th Bore project; and

WHEREAS, the ACCMA included the first \$2 million for the Route 24 Corridor in its submittal for the 2008 STIP that was approved by the CTC on June 26, 2008; and

WHEREAS, the Contra Costa Transportation Authority (CCTA) has agreed to exchange the \$2 million in 2008 STIP funding with its local sales tax funding in order to expedite delivery of the enhancements; and

WHEREAS, the CCTA has agreed to exchange another \$2 million to be included in 2010 Alameda County STIP submittal with its local sales tax funding in order to further expedite delivery of the enhancements; and

WHEREAS, the Route 24 Corridor enhancements have been proposed by the ACCMA for the MTC's update of its regional transportation plan, expected to be completed in 2009; and

WHEREAS, the City of Oakland has identified a tentative package of enhancements to be funded with the above-referenced \$8 million in ACCMA's 25-year Countywide Transportation Plan; and

WHEREAS, the City of Oakland and Caltrans are finalizing a settlement agreement regarding the environmental document for the Caldecott Tunnel 4th Bore project; and

WHEREAS, the ACCMA Board, at the regular ACCMA Board meeting on April 24, 2008, adopted Resolution 08-006 setting forth a commitment on the part of the ACCMA Board to program up to \$6 million in the 2010 and 2012 STIPs to effectuate certain provisions of the above-referenced settlement agreement, subject to certain conditions; and

WHEREAS, to account for the CCTA commitments described above, the ACCMA Board has considered and has determined to adopt this Resolution 08-006 Revised, which amends and restates in its entirety the previously adopted Resolution 08-006.

NOW, THEREFORE BE IT RESOLVED, that the ACCMA Board intends to program \$2 million in the 2010 STIP to a project(s) to be identified by the CCTA; and

BE IT FURTHER RESOLVED, the CCTA agreed, at its June 18, 2008 meeting, to exchange this \$2 million commitment of ACCMA 2010 STIP funding with an advance of its local transportation sales tax funds in order to further expedite delivery of the enhancements along and in the vicinity of the Route 24 Corridor in Oakland associated with the Caldecott Tunnel 4th Bore project; and


BE IT FURTHER RESOLVED, that the ACCMA Board intends to program additional STIP funding, up to \$4 million collectively, in the 2010 and 2012 STIPs for transportation enhancements along and in the vicinity of the Route 24 corridor in Oakland to effectuate certain provisions of the above-referenced settlement agreement, subject to the necessary applications and documents being prepared by the City of Oakland and/or Caltrans as required by law and the policies of the MTC and CTC, and subject to the enhancements being included in MTC's update of its regional transportation plan; and

BE IT FURTHER RESOLVED, that the ACCMA Board authorizes the Executive Director to enter into fund transfer agreements and other agreements with the City of Oakland, CCTA and Caltrans as may be required to develop and implement the Route 24 Corridor enhancements.

DULY PASSED AND ADOPTED by the ACCMA at the regular ACCMA Board meeting held on Thursday, July 31, 2008 in Oakland, California, by the following vote:

AYES: 33 NOES: 0 ABSTAIN: 0 ABSENT: 0

SIGNED:



Scott Haggerty, Chairperson

ATTEST:



Gladys V. Parmelee, Board Secretary



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**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY
RESOLUTION 08-018**

State Transportation Improvement Program (STIP) Commitments

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Executive Director
Dennis R. Fay

WHEREAS, SB 45 (Chapter 622, Statutes 1997) substantially revised the process for estimating the amount of state and federal funds available for transportation projects in the state and for appropriating and allocating the available funds to these projects; and

WHEREAS, as part of this process, the Alameda County Congestion Management Agency (ACCMA) is responsible for programming projects eligible for Regional Improvement Program funds, pursuant to Government Code Section 14527 (a), for inclusion in the Regional Transportation Improvement Program (RTIP), and submission to the Metropolitan Transportation Commission (MTC) and then to the California Transportation Commission (CTC), for inclusion in the State Transportation Improvement Program (STIP); and

WHEREAS, the MTC adopted Revised Resolution 3434 on September 23, 2008, that requests that the ACCMA commit funding to certain transit projects that are included in the 25-year Countywide Transportation Plan (CWTP); and

WHEREAS, the ACCMA has included the following three projects in the Draft 2008 CWTP: 1) \$160 million for BART Warm Springs Extension (WSX) Project; 2) \$85 million for the AC Transit Bus Rapid Transit (BRT) Project; 3) \$14.8 million for the Dumbarton Rail Project (three projects collectively referred to as the RESOLUTION 3434 Projects); and

WHEREAS, MTC Revised Resolution 3434 specifies that the transfer of \$91 million of RM2 funds, previously identified for the Dumbarton Rail Project, to the WSX Project is conditioned on the ACCMA adopting a board resolution committing the like amount of RTIP funding to the Dumbarton Rail Project detailed above; and

WHEREAS, to accomplish the MTC request, the Final 2008 CWTP will need to be amended to reflect a reduction to the BART WSX Project from \$160 million to \$69 million of funding, with the balance of the funding assigned to the Dumbarton Rail Corridor Project and increasing the funding from \$14.8 million to \$105.8 million; and

WHEREAS, MTC has committed \$35 million in CMAQ funds to the BRT Project contingent upon the ACCMA adopting a funding commitment plan (and exploring a strategy to advance the funding) for \$40 M of RTIP funds; and

WHEREAS, the Backfill of Lifeline Program Funds Project (\$2 million), Mission/880 Project (Landscaping Component) (\$3.5 million), Broadway/Jackson Interchange Project (\$3 million), and the 880 Corridor Project (\$1.9 million), which are collectively referred to as PREVIOUS STIP COMMITMENT Projects, were proposed in the 2008 STIP but not included in the final 2008 STIP approved by the CTC; and

WHEREAS, Proposition 1B was approved by the voters of California in November of 2006 and included approximately \$20 billion for infrastructure improvements, including multiple transportation programs; and

WHEREAS, projects in Alameda County that have been programmed with Corridor Mobility Improvement Account (CMIA), Trade Corridor Improvement Fund (TCIF) Account, Traffic Light Synchronization Program (TLSP), and Infrastructure Bond Funding Programmed by the CTC through the STIP, are all components of the Proposition 1B Program, with this set of projects collectively referred to as the INFRASTRUCTURE BOND Projects; and

WHEREAS, the ACCMA was awarded/programmed approximately \$500 million of Infrastructure Bond funding for multiple projects on I-80, San Pablo Avenue, I-880, I-580, and I-680; and

WHEREAS, the CTC has indicated that project sponsors are responsible to fund any cost increases on the Infrastructure Bond Program projects.

NOW, THEREFORE BE IT RESOLVED, the ACCMA amends the CWTP to move \$91 million of funding commitment from the WSX Project to the Dumbarton Corridor Project; and

BE IT FURTHER RESOLVED, the ACCMA will prioritize programming for RESOLUTION 3434, PREVIOUS STIP COMMITMENT and INFRASTRUCTURE BOND Projects in future STIPs; and

BE IT FURTHER RESOLVED, the ACCMA will first commit up to fifty percent (50%) of new programming capacity in a STIP cycle to the RESOLUTION 3434 Projects collectively; and

BE IT FURTHER RESOLVED, the ACCMA will commit at least twenty five percent (25%) of new programming capacity in a STIP cycle to the WSX project if programming and financing criteria have been met; and

BE IT FURTHER RESOLVED, the Timing of Funding Requests and Financing Issues Associated with Limited Programming Capacity are further discussed in Attachment A; and

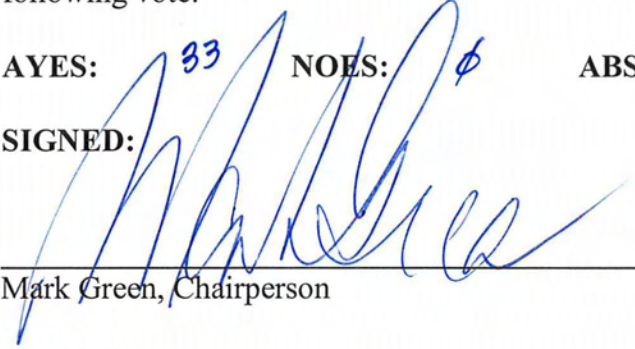
BE IT FURTHER RESOLVED, the ACCMA will work with project sponsors, funding agency partners, and elected officials and consider financing options such as bonding, advance construction authority, and exchanges to identify methods to advance funding; and

BE IT FURTHER RESOLVED, the ACCMA will not commit to a year of programming for RESOLUTION 3434, PREVIOUS STIP COMMITMENT and INFRASTRUCTURE BOND Projects prior to a STIP programming cycle; and

BE IT FURTHER RESOLVED, the ACCMA will require project sponsors to submit a request for funding that includes information that demonstrates that certain milestones are met, as detailed in Attachment B, to determine if a programming action is appropriate.

DULY PASSED AND ADOPTED by the Alameda County Congestion Management Agency at the regular meeting of the Board on Thursday, December 11, 2008 in Oakland, California, by the following vote:

AYES: 33 **NOES:** 0 **ABSTAIN:** 1 **ABSENT:** 1

SIGNED: 

Mark Green, Chairperson

ATTEST:


Gladys V. Parmelee, Board Secretary

ATTACHMENT A

Timing of Funding Requests and Financing Issues Associated with Limited Programming Capacity

The RESOLUTION 3434 Projects are likely to include requests larger than the funding available in an individual STIP cycle, and are expected to require non-standard programming arrangements. MTC Revised Resolution 3434 states that the financing costs of the RESOLUTION 3434 Projects are the responsibility of the project sponsor. The ACCMA Board may consider alternative financing proposals, including:

- Considering financing costs within the funding proposed
- Considering financing costs in addition to the funding proposed
- Accepting only a portion of the overall financing

The financing for the three RESOLUTION 3434 Projects will be considered on a case by case basis at the time of programming. The RESOLUTION 3434 Projects, with respect to financing, will be treated equally.

A request for funding for the PREVIOUS STIP COMMITMENT Projects could be accommodated within a single STIP cycle and financing issues are not expected to be an issue.

The INFRASTRUCTURE BOND Projects funding needs may occur between the traditional STIP Cycle call for projects and may need to be addressed between STIP programming cycles.

ATTACHMENT B

Programming Requirements

The ACCMA will require project sponsors to submit a request for funding that includes information that demonstrates that certain milestones are met to determine if a programming action is appropriate.

All projects will be required to:

- Have a detailed project schedule that demonstrates that all timely use of funds provisions can be met,
- Have a full funding plan to complete the project, and
- Have a detailed cost estimate (including supporting assumptions).

RESOLUTION 3434 Projects will also be required to:

- Submit an application for the proposed funding at the time of the call for projects of the funding cycle, and
- Have a legally certified environmental document for CEQA and NEPA (if required) prior to the programming of funds, and
- Have a clearly defined locally preferred alternative that has received formal approval from the governing bodies of the responsible local jurisdiction(s) where the improvements will be constructed.

PREVIOUS STIP COMMITMENT Projects will also be required to:

- Submit an application for the proposed funding at the time of the call for projects of the funding cycle, and
- Have a legally certified environmental document for CEQA and NEPA (if required) prior to the programming of funds.

INFRASTRUCTURE BOND Projects will also be required to:

- Provide documentation on the project funding and reason for the cost increase for review and discussion prior to consideration.

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Memorandum

DATE: June 14, 2011
TO: Alameda County Transportation Commission
FROM: Programs and Projects Committee
RE: **Review of Vehicle Registration Fee (VRF) Draft Program Guidelines**

Recommendation

It is recommended the Commission review the Vehicle Registration Fee Draft Program Guidelines.

Summary

The Measure F Alameda County Vehicle Registration Fee (VRF) Program was approved by the voters on November 2, 2010, with 63% of the vote. The fee will generate about \$11 million per year by a \$10 per year vehicle registration fee.

Various aspects of the implementation of the VRF Program have been discussed over the last few months. Based on the discussion and actions taken to date, staff has created the Alameda County Measure F Vehicle Registration Fee Draft Program Guidelines. The VRF Program Guidelines are intended to describe the program, provide basic background information, and additional details regarding how the Alameda CTC intends to administer the funding, as well as what will be expected from recipients of the funds.

Attachment B includes a summary of strategies/policies that are proposed in the VRF Program Guidelines. Attachment C is the proposed VRF Draft Program Guidelines.

The Committee is requested to review and comment on the Vehicle Registration Fee Draft Program Guidelines.

Attachments

Attachment A: VRF Program Schedule
Attachment B: Summary of VRF Program Guidelines
Attachment C: Alameda County Measure F Vehicle Registration Fee Draft Program Guidelines

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Schedule for Measure F – VRF Program

Date	Activity
April 2011	Program Principles to Committees/ Board
May 2011	Program Strategic Plan to Committees/Board
June 2011	Draft Program Guidelines to Committees/ Board
July 2011	Final Program Guidelines to Committees/Board Programming Actions to Committees/Board
Fall 2011	Execute Agreements for Pass Through Funds

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Summary of Vehicle Registration Fee Program Guidelines

- An equitable share of the funds will be distributed among the four planning areas of the county over successive five year cycles
- Geographic equity will be measured by a formula weighted:
 - 50% by population of the planning area
 - 50% of registered vehicles of the planning area
 - Planning Area and Geographic Equity for each program will be monitored and considered as a goal
- Three (3) year time period to expend funds. The Commission can consider extensions (up to 2 one year extensions).

Three Tiers of Program Implementation

- EXPENDITURE PLAN
The language included in the ballot that guides the annual expenditures of the funds generated by a \$10 per year vehicle registration fee.
- STRATEGIC PLAN
Five Year Look Ahead – Define funding targets for each of the programmatic categories identified in the Expenditure Plan for a five year period.
- IMPLEMENTATION PLAN
Short term plan that will include the approval of specific projects to be programmed.

LSR Funds (60%)

- 100% pass through funds to cities. All funds will be passed to the Planning Area using the VRF formula. The funds will be distributed by population within planning area.
- Broad Range of Facility Eligibility (i.e. local to arterial facilities).
- Require use of existing “Pavement Management System” programs.

Transit (25%)

- Biennial Program (Program every 2 years).
- Discretionary program - Competitive call for projects.
- Capital and Operations are eligible (detailed scope will be required).
- Projects that address regionally significant transit issues be given some prioritization.

Local Transportation Technology (10%)

- Operation and Maintenance of ongoing transportation management technology projects such as ‘Smart Corridor Program’ will be prioritized.
- The initial programming proposed for the Local Transportation Technology Program will exceed the 10% program share in year one of the VRF Program.
 - Programming made available in next 4 years will be reduced to account for the advance of programming in year 1.

Bike Ped (5%)

- Biennial Program (Program every 2 years).
- Discretionary program - Competitive call for projects.
- Integrate with other discretionary Bicycle and Pedestrian grant fund programs.
- Capital and Operations are eligible.
- Priority to projects in the Bike / Pedestrian Plan.

Coordinate/Consolidate Funding Agreements

- Intend to use similar administrative policies and procedures for the VRF and Measure B Program funds
- Agreement status
 - VRF program requires new agreements
 - Measure B Program agreements are required to be renewed prior to April 2012.
- A coordinated agreement could cover
 - VRF Local Road pass through funds
 - Measure B Local Road pass through funds
 - Measure B Bike/Ped. pass through funds
 - Coordinated Agreements would address other discretionary fund sources from the VRF and Measure B Program, but additional agreement(s) would be required on a project by project basis
 - VRF Bike/Ped. Discretionary Program
 - VRF Transit Discretionary Program
 - VRF Transportation Technology Discretionary Program
 - Measure B Bike/Ped Discretionary Program
 - Measure B Express Bus Discretionary Program
 - Measure B Paratransit Gap Grant Discretionary Program
 - Measure B Transit Center Development Discretionary Program

Coordination Opportunities

- Reporting - requirements, format and schedule
- Audit - requirements, format and schedule
- Timely use of funds policy
- Eligible Expenses

The discussion at the ACTAC and PPC indicated a general concurrence to:

- Address VRF and Measure B funds in one coordinated agreement
 - Ensure coordinated monitoring and reporting requirements
 - Expect receipt of 1st VRF pass through funds in February 2012

Timely Use of Funds Policy

This 3 year timely use of funds policy aspect of the VRF Program received a thorough discussion at the committee's. Agency staff want to use the grant funds for good projects in a timely manner, with a period of time that allows for a standard project delivery schedule. The discussion also included the concept that Measure B pass through funds may have similar requirements in the future. The Timely Use of Funds Policy language in the draft guidelines reflects the June committee discussions.

Eligible Expenses – Project and Support Costs

Potential options to consider regarding policy for eligible expenses include:

- Cap overhead rates
- Cap based on a percentage of funds received
- Cap based on an absolute value of funds (ie no more than \$x)

Alameda CTC staff proposed to include a cap based on a percentage of funds received and that no more than 20% of funds allocated per year can be used for non-capital/non program operations expenses. Sponsors will be required to use the funds for eligible projects as detailed in VRF and Measure B. There was a thorough discussion on this topic at the ACTAC. The discussion also included the concept that Measure B pass through funds may have similar requirements in the future. The discussion included how this type of policy may affect cities that receive smaller amounts of funds annually and smaller fund sources such as the Measure B Bike/Ped pass through funds. The ability to develop larger projects may be impacted. Staff will provide a more detailed policy for consideration in July.

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DRAFT

**Alameda County Measure F Vehicle Registration Fee
Program Guidelines**

DRAFT

The opportunity for a countywide transportation agency to place a measure for a vehicle registration fee before the voters was authorized in 2009 by the passage of Senate Bill 83 (SB83), authored by Senator Loni Hancock. The Alameda County Transportation Commission (Alameda CTC), formerly the Alameda County Congestion Management Agency, placed transportation Measure F (Measure) on the November 2, 2010 ballot to enact a \$10 vehicle registration fee that would be used for local transportation and transit improvements throughout Alameda County. The Alameda County Transportation Improvement Measure Expenditure Plan was determined to be compliant with the requirements of SB83 and the local transportation and transit improvements were included in the ballot measure as the Alameda County Transportation Improvement Measure Expenditure Plan (Expenditure Plan).

The Measure was approved with the support of 62.6% of Alameda County voters. The \$10 per year vehicle registration fee (VRF) will be imposed on each annual motor-vehicle registration or renewal of registration in Alameda County starting in May 2011, six-months following approval of the Measure on the November 2, 2010 election.

These Program Guidelines will guide the Alameda CTC's administration of the Alameda County Measure F Vehicle Registration Fee Program. Alameda County has significant unfunded transportation needs, and this Fee will provide funding to meet some of those needs. The Measure allows for the collection of the Fee for an unlimited period to implement the Expenditure Plan.

The goal of this program is to support transportation investments in a way that sustains the County's transportation network and reduces traffic congestion and vehicle-related pollution. The VRF is part of an overall strategy to develop a balanced, well thought-out program that improves transportation and transit for residents of Alameda County.

The VRF will fund projects that:

- Repair and maintain local streets and roads in the county.
- Make public transportation easier to use and more efficient.
- Make it easier to get to work or school, whether driving, using public transportation, bicycling or walking.
- Reduce pollution from cars and trucks.

The money raised by the VRF will be used exclusively for transportation in Alameda County, including projects and programs identified in the Expenditure Plan that have a relationship or benefit to the owner's of motor vehicles paying the VRF. The VRF Program will establish a reliable source of funding to help fund critical and essential local transportation programs and provide matching funds for funding made available from other fund sources.

Vehicles subject to the VRF include all motorized vehicles – passenger cars, light-duty trucks, medium-duty trucks, heavy-duty trucks, buses of all sizes, motorcycles and motorized camper homes. The VRF will be imposed on all motorized vehicle types, unless vehicles are expressly exempted from the payment of the registration fee.

Program Categories

The Expenditure Plan identifies four types of programs that will receive funds generated by the VRF.

The descriptions of each program and the corresponding percentage of the annual revenue that will be allocated to each program after deducting for the Agency's administrative costs include:

Local Road Improvement and Repair Program (60%)

This program will provide funding for improving, maintaining and rehabilitating local roads and traffic signals. It will also incorporate the "complete streets" practice that makes local roads safe for all modes, including bicyclists and pedestrians, and accommodates transit. Eligible projects include:

- Street repaving and rehabilitation, including curbs, gutters and drains
- Traffic signal maintenance and upgrades, including bicyclist and pedestrian treatments
- Signing and striping on roadways, including traffic and bicycle lanes and crosswalks
- Sidewalk repair and installation
- Bus stop improvements, including bus pads, turnouts and striping
- Improvements to roadways at rail crossings, including grade separations and safety protection devices
- Improvements to roadways with truck or transit routing

Transit for Congestion Relief Program (25%)

This program will seek to make it easier for drivers to use public transportation, make the existing transit system more efficient and effective, and improve access to schools and jobs. The goal of this program is to decrease automobile usage and thereby reduce both localized and areawide congestion and air pollution. Eligible projects include:

- Transit service expansion and preservation to provide congestion relief, such as express bus service in congested areas
- Development and implementation of transit priority treatments on local roadways
- Employer or school-sponsored transit passes, such as an "EcoPass Program"
- Park-and-ride facility improvements
- Increased usage of clean transit vehicles
- Increased usage of low floor transit vehicles
- Passenger rail station access and capacity improvements

Local Transportation Technology Program (10%)

This program will continue and improve the performance of road, transit, pedestrian and bicyclist technology applications, and accommodate emerging vehicle technologies, such as electric and plug-in-hybrid vehicles. Eligible projects include:

- Development, installation, operations, monitoring and maintenance of local street and arterial transportation management technology, such as the "Smart Corridors Program", traffic signal interconnection, transit and emergency vehicle priority, advanced traffic management systems, and advanced traveler information systems

- Infrastructure for alternative vehicle fuels, such as electric and hybrid vehicle plug-in stations
- New or emerging transportation technologies that provide congestion or pollution mitigation
- Advance signal technology for walking and bicycling

Pedestrian and Bicyclist Access and Safety Program (5%)

This program will seek to improve the safety of bicyclists and pedestrians by reducing conflicts with motor vehicles and reducing congestion in areas such as schools, downtowns, transit hubs, and other high activity locations. It will also seek to improve bicyclist and pedestrian safety on arterials and other locally-maintained roads and reduce occasional congestion that may occur with incidents. Eligible projects include:

- Improved access and safety to schools, such as “Safe Routes to Schools Programs”, “Greenways to Schools Programs”, and other improvements (including crosswalk, sidewalk, lighting and signal improvements) for students, parents and teachers
- Improved access and safety to activity centers (such as crosswalk, sidewalk, lighting and signal improvements)
- Improved access and safety to transit hubs (such as crosswalk, sidewalk, lighting and signal improvements)
- Improved bicyclist and pedestrian safety on arterials, other locally-maintained roads and multi-use trails parallel to congested highway corridors

Administration Costs of the VRF

The Alameda CTC (formerly the Alameda County Congestion Management Agency) will collect and administer the VRF in accordance with the Expenditure Plan. The Alameda CTC will administer the proceeds of the VRF to carry out the mission described in the Plan. Not more than five percent of the VRF shall be used for administrative costs associated with the programs and projects, including amendments of the Expenditure Plan.

Distribution of VRF Funds

An equitable share of the VRF funds will be distributed among the four geographical sub-areas of the county (Planning Areas 1, 2, 3, and 4). The sub-areas of the county are defined by the Alameda CTC as follows:

- Planning Area 1 / North Area
 - Cities of Oakland, Berkeley, Albany, Piedmont, Emeryville and Alameda and all unincorporated lands in that area
- Planning Area 2 / Central Area
 - Cities of Hayward and San Leandro, and the unincorporated areas of Castro Valley and San Lorenzo, as well as other unincorporated lands in that area
- Planning Area 3 / South Area
 - Cities of Fremont, Newark and Union City and all unincorporated lands in that area
- Planning Area 4 / East Area
 - Cities of Livermore, Dublin and Pleasanton, and all unincorporated lands in that area

The Alameda CTC is authorized to redefine the planning areas limits from time to time.

An equitable share of the VRF funds will be distributed among the four geographical sub-areas, measured over successive five year cycles. Geographic equity is measured by a formula, weighted fifty percent by population of the sub-area and fifty percent of registered vehicles of the sub-area. Population information will be updated annually based on information published by the California Department of Finance. The DMV provides the number of registered vehicles in Alameda County. As part of the creation of the expenditure plan, the amount of registered vehicles in each planning area was determined. This calculation of the registered vehicles per planning area will be used to determine the equitable share for a planning area. The amount of registered vehicles in each planning area may be recalculated in the future, with the revised information becoming the basis for the Planning Area share formula.

The VRF funds will also be tracked by the programmatic expenditure formula of:

- Local Road Improvement and Repair Program (60%),
- Transit for Congestion Relief Program (25%),
- Local Transportation Technology Program (10%), and
- Pedestrian and Bicyclist Access and Safety Program (5%).

Though it is not required to attain Planning Area geographic equity measured by each specific program, it will be monitored and considered a goal.

VRF Program Implementation

The Alameda CTC will adopt a multi year Strategic Plan that will include funding targets for programmatic categories identified in the Expenditure Plan for a minimum five year period. The Strategic Plan will project the VRF revenues to meet the geographic equity goals of the program. The Strategic Plan will also project the VRF revenues to meet the programmatic category funding goals identified of the program. Adjustments based on projected compared to actual VRF received will be made in the Strategic Plans.

The Alameda CTC will also adopt an Implementation Plan for the upcoming fiscal year. The one year implementation plan will detail the distribution of VRF funds to each program and/or specific projects in a particular fiscal year. Projects will be monitored by Programmatic Category and Planning Area.

As local agencies consider projects for funding from the VRF program, as an overall strategy, the leveraging of outside funding sources is highly encouraged. The matching of programming from multiple programmatic categories is also encouraged where appropriate.

Local Road Improvement and Repair Program (60%)

The Local Road Improvement and Repair category will be administered as a pass through program, with the 14 cities and the County receiving a portion of the Local Road Improvement and Repair Program based on a formula weighted fifty percent by population of the sub-area and fifty percent of registered vehicles of the sub-area. The funds will be based on a population formula within each Planning Area. Agencies will maintain all interest accrued from the VRF Local Road Program pass through funds within the program. The Alameda CTC will provide further detail regarding activities eligible for reimbursement from the VRF through an agreement with each agency.

Capital projects providing street repaving and rehabilitation are proposed to be priorities for this Program. Within a project's primary scope of the street repaving and rehabilitation, staff also anticipates scope associated with curbs, gutters, drains, sidewalks, traffic signals, bicycle improvements, pedestrian improvements and transit service. Projects that incorporate the "complete streets" practice that makes local roads safe for all modes, including bicyclists and pedestrians, and accommodates transit are proposed to be given consideration. Projects that address regionally significant routes are proposed to be given consideration. Sponsors will be required to submit material supporting the overall pavement condition and the analysis of the funded projects from the jurisdictions current pavement management system.

Transit for Congestion Relief Program (25%)

The Transit for Congestion Relief category will be administered as a discretionary program that will be programmed every other year. The Alameda CTC Board will approve the projects for programming. Opportunities to coordinate programming with other fund sources, such as TFCA, will be considered in the scheduling of the call for projects.

Strategic capital investments that will create operating efficiency and effectiveness are proposed to be priorities for this Program. Projects that address regionally significant transit issues and improve reliability and frequency are proposed to be given consideration.

Local Transportation Technology Program (10%)

The Local Transportation Technology category priority will fund the operation and maintenance of ongoing transportation management technology projects such as the “Smart Corridors Program”. The Alameda CTC Board will have the authority to program the Local Transportation Technology funds directly to the operation and maintenance of ongoing transportation management technology projects such as the “Smart Corridors Program”. If programming capacity remains after addressing ongoing operation and maintenance costs of existing corridor operations, the program will be opened to other eligible project categories.

Based on current patterns of the operation and maintenance levels of existing corridor programs, there may be an imbalance between the geographic equity formula and the use of the funds within the Local Transportation Technology category. The expenses incurred by Planning Area will be monitored. The programming assigned to the Local Transportation Technology Program by Planning Area will be considered with programming for all four program categories when overall VRF Program geographic equity is evaluated.

Pedestrian and Bicyclist Access and Safety Program (5%)

The Pedestrian and Bicyclist Access and Safety category will be administered as a discretionary program that will be programmed every other year. The Alameda CTC Board will approve the projects for programming. Opportunities to coordinate programming with other fund sources such as TFCA Program Manager Funds, TDA Article 3 funds, and the Measure B Bicycle/Pedestrian Discretionary Program, will be a primary consideration in the scheduling of the call for projects. Projects identified in bike and pedestrian plans are proposed to be priorities for this Program.

Application Process

Alameda CTC will release a call for projects and application material for discretionary program call for projects. This can be a stand alone application or included in a coordinated call for projects process that consolidates like fund sources.

Project sponsors will be required to complete a funding application to be considered for funding. Project applications will include, but not be limited to:

1. Partner agencies/organizations:
2. Project Description/Scope
3. Project Budget: Project budget listing all project costs by phase (for entire project).
4. Funding Sources: Funding plan listing all funding sources and amounts (including identifying unsecured funds).
5. Schedule and Project Milestones
6. Other information pertinent to the specific program category

Timely Implementation of Projects and Use of Funds

Pass Through Funds

The VRF funds must be expended by June 30th of the third fiscal year following the fiscal year in which the funds were generated. For example, VRF funds generated from vehicle registrations in FY 11/12 will be required to be expended by June 30, 2015, unless an extension has been approved by the Alameda CTC. No more than two (one year) extensions will be approved by the Alameda CTC Board. Interest earned in a given period will also be required to meet the expenditure deadline. For the timely use of funds purposes, funds received that were generated in FY 2010/11 will be treated as received in FY 2011/12. Project sponsors will also be required to:

1. Execute a fund transfer agreement with the Alameda CTC within three months of receipt of an agreement from the Alameda CTC. After the deadline has passed, any funding associated with an unexecuted funding agreement may be considered unallocated and may be reprogrammed by the Alameda CTC.
2. Submit all required monitoring reports and/or audits within the period established by the Alameda CTC

Discretionary Funds

Project sponsors will be required to encumber and expend funds within three years of approval of the programming by the Alameda CTC Board, unless a time extension has been granted. To ensure the timely implementation of projects and use of funds, the following timelines will be imposed for each programming action:

1. Project sponsors must execute a fund transfer agreement with the Alameda CTC within three months of receipt of an agreement from the Alameda CTC. After the deadline has passed, any funding associated with an unexecuted funding agreement may be considered unallocated and may be reprogrammed by the Alameda CTC.
2. Project sponsors must initiate implementation of a project within three months of the date of receipt of the executed fund transfer agreement from the Alameda CTC, unless an extended schedule has been approved in advance by the Alameda CTC.
3. Funds must be expended within three years from the date of approval of the programming by the Alameda CTC Board, unless an extension has been approved by the Alameda CTC. No more than two (one year) extensions will be approved by the Alameda CTC Board.

4. Sponsors must submit all required monitoring reports and/or audits within the period established by the Alameda CTC.

Any sponsor that does not comply with any of the above requirements within the established time frames will be given written notice from the Alameda CTC that they have 60 days in which to comply. Failure to comply within 60 days will result in the reprogramming of the funds allocated to that project, and the project sponsor will not be permitted to apply for new projects until the sponsor has demonstrated to the Alameda CTC that steps have been taken to avoid future violations of this policy.

Monitoring Requirements

Project sponsors will be required to submit information to the Alameda CTC regarding the status of the funds and the projects funded with the VRF Program revenues. The requirements may vary depending on the programming category.

Discretionary Programs

- Project Status report (biannually)
- Funding information (annually)
 - Detail of funds programmed and reimbursed on a project by project basis
 - Detail of Expense categories
 - Funds expended by Planning Area
 - Funds expended by Program Category
- Accomplishments and benefits realized by the project (end of project)

Pass Through Programs

- Project Status report (biannually)
 - Detail of projects funded with pass through funds
 - Scope/budget/schedule/funding plan of projects
 - Detail of Expense categories
 - Plan/strategy for use of funds received but not associated with a specific scope
- Accomplishments and benefits realized by the project(s) (end of project)

Audit Requirements

Pass Through Funds

All agencies that receive pass through funds will be required to submit an audit of the previous fiscal years pass through funds (by December 31st for previous fiscal year). The audit will include, but not be limited to:

- Revenue received and earned
- Expenses incurred
 - By project
 - By expense category
 - Funds expended by Planning Area
 - Funds expended by Program Category

- Remaining Balance

Discretionary Funds

All projects will be subject to a performance audit including project monitoring requirements established by the Alameda CTC. Project sponsors will, for the duration of the project/program, and for three (3) years following completion, make available to the Alameda CTC or to an independent auditor, all records relating to expenses incurred in implementing the project/program.

Reimbursement of funds

Pass Through Funds

A sponsor's costs shall be reimbursed for expenditures incurred on eligible projects. If any proposed reimbursement request is held invalid based on the Expenditure Plan eligibility, those funds shall be redistributed to other expenditures in accordance with the Expenditure Plan.

Discretionary Funds

Upon execution of a fund transfer agreement, project sponsors may request reimbursement for documented expenses on an approved project. If any proposed reimbursement request is held invalid based on the Expenditure Plan eligibility, those funds shall be redistributed to other expenditures in accordance with the Expenditure Plan. Project sponsors must complete the "Request for Reimbursement of Funds" form attached to the fund transfer agreement for each reimbursement request. All complete requests for reimbursement will be paid within 30 days. In the event reimbursement requests are greater than available funds, available funds will be reimbursed to project sponsors based on the percentage each sponsor's project bears to Alameda CTC's overall approved VRF program until such time full funding is available.

The Request for Reimbursement form must have an original signature by an authorized person, and should be sent to the attention of Alameda CTC's Director of Finance.

The form must be accompanied by the following documentation:

Direct Costs: Copies of invoices that the project sponsor has paid, including copies of checks evidencing payment that are directly and solely related to implementation of the project. Travel and training costs may be used only if the travel and training are directly related to the implementation of the funded project.

Labor Charges: Payroll records indicating pay rate, time sheets indicating time worked on project.

Alameda CTC Program Administration

The Alameda CTC will administer the proceeds of the VRF to carry out the mission described in the Expenditure Plan. The proceeds of the VRF shall be used solely for the programs and purposes set forth in the Expenditure Plan and for the administration thereof.

The Alameda CTC, as the VRF administering agency, will:

- Contract with the Department of Motor Vehicles to collect the VRF
- Adopt a budget annually that will project the expected Fee revenue, other anticipated funds and planned expenditures for administration and programs.
- Maintain interest accrued from the VRF Programs within the respective programs.
- Adopt a multi year Strategic Plan
 - The Strategic Plan will include funding targets for programmatic categories identified in the Expenditure Plan for a minimum five year period. The Strategic Plan will project the VRF revenues to meet the programmatic category funding goals identified in the Expenditure Plan. Adjustments based on projected compared to actual VRF received will be made in the Strategic Plan.
- Adopt a Implementation Plan for the upcoming fiscal year
 - The one year implementation plan will detail the distribution of VRF funds to each program and/or specific projects in a particular fiscal year.
- Adopt an Annual Report:
 - The Annual Report will include:
 - Revenues collected
 - Detail expenditures by programs, including:
 - Distribution of funds by program
 - Distribution of funds by planning area, and
 - Administrative costs
 - Accomplishments and benefits realized by the programs
 - Detail projects for funding in each program
 - The Annual Report approval process will include:
 - Releasing a draft for public review
 - Holding a public hearing
 - Addressing public comments in the Annual Report subsequent to the adoption of the Annual Report by the Alameda CTC

Initial Alameda CTC Administrative Costs

The initial setup and programming costs identified by the Department of Motor Vehicles (DMV) to collect the VRF shall be paid by the Alameda CTC from the VRF. Any direct contract payment with the DMV by the Alameda CTC shall be repaid, with no restriction on the funds, to the Alameda CTC as part of the initial revenue available for distribution. The costs deducted pursuant to this paragraph shall not be counted against the five percent administrative cost limit.

The costs of placing the Measure authorizing imposition of the VRF on the ballot, including payments to the County Registrar of Voters and payments for the printing of the portions of the ballot pamphlet relating to the VRF, advanced by the Alameda CTC, shall be paid from the proceeds of the VRF, and shall not be counted towards the five percent limit on administrative costs.

The costs of preparing the Plan, advanced by the Alameda CTC, shall be paid from the proceeds of the VRF subject to the five percent limit on administrative costs, but these costs may be amortized over a period of years.

Expenditure Plan Amendments

It is expected that the Expenditure Plan may be amended from time to time. Amendments to the Expenditure Plan shall be approved by a two-thirds vote of the Alameda CTC Board. All jurisdictions within the County with representatives on the Alameda CTC will be given a minimum of 45 days notice and opportunity to comment on any proposed Expenditure Plan amendment prior to adoption.

Bonding Authority

The Alameda CTC will have the authority to bond for the purposes of implementing the Expenditure Plan. Any bonds will be paid with the proceeds of the VRF. The costs associated with bonding will be borne only by programs in the Expenditure Plan utilizing the bond proceeds. The costs and risks associated with bonding will be presented in the Alameda CTC's Annual Budget and will be subject to public comment before approving a bond sale.

Fund Exchanges

Exchanges of VRF with non-VRF revenues may be considered on a case by case basis. The benefits, costs and risks associated with an exchange will be considered and the exchange proposal will require the approval of the Alameda CTC Board.

Appendix A Alameda County Transportation Improvement Measure Expenditure Plan (To Be Attached, not included in this draft)



Memorandum

DATE : June 14, 2011
TO : Alameda County Transportation Commission
FROM : Finance and Administration Committee
SUBJECT : **Status of Merger Implementation**

Recommendation

This memorandum provides a brief update on the status of merger activities. This is an informational item and no action is requested.

Summary

To date the implementation of the merger has generally been consistent with the Merger Action Plan that was developed by the merger consultant (Management Partners) and endorsed by the Board of the Commission in early 2010. The Merger Implementation Plan includes roughly two major phases, with the consolidation of the two predecessor agencies (Alameda County Transportation Improvement Authority and Alameda Congestion Management Agency) into a single operating entity in the first phase, followed by office space consolidation in the second.

Merger activities have been grouped into the following major services areas with discreet schedules. For the most part, merger activities in all of the services are either on or ahead of schedule to allow for the complete integration of all operations and functions to begin in the first quarter of calendar year 2012.

- Agency Formation – key activities in this group have all been completed. Key activities include the establishment of a legal structure; the recruitment and appointment of an executive director; the development of an agency business plan and organization structure; and, the development of a communication plan.
- Human Resources – Most of the key activities in this group have also been completed. Some activities are in progress and dependent on external factors, such as a fully executed agreement with CalPers for a consolidated retirement benefits program. Key activities in this area include the establishment of unified human resources policies and procedures, which has been completed; the determination of a salary structure, which has been completed and is before the Commission this month for approval; the determination of a unified benefits (health, retirement health, etc.) program, which was completed and endorsed by the Commission and is awaiting an executed contract with CalPers; and, personnel transitions,

which have been initiated and will be finalized once an agreement with CalPers is in place, which is expected in January 2012.

- Finance, Accounting, and Budgeting – Key activities in this area include the determination of a consolidated cost allocation plan and budget; consolidation of accounting, account payable and receivable, treasury management, payroll, and procurement; and, financial reporting. The consolidated cost allocation plan and budget have just been completed and will be presented to the Commission this month. Account payable and receivable, treasury management, and financial reporting have all been consolidated. Payroll will be consolidated once the cost allocation plan is approved and the fund accounts are established.
- General Administration – Board support, general administrative support, administrative professional services contracts (project controls, legal services, information technology, legislative advocacy, etc.) have all been consolidated and would result in \$1.9 million in savings in the operating budget in FY 2011-12.
- Programming, Project Delivery, Programs Delivery, and Planning – the consolidation and integration of these functional areas have been recently completed with the completion of the consolidated organization structure. It is expected that the implementation of these integrated functional areas will begin in July 2011.
- Consolidation of Office Space – The current leases for both the second and third floors will expire in November 2013. The process to renegotiate a lease prior to that time has begun to allow integrated functional staff to collocate and potentially reduce the rent. Preliminary assessment of overall space needs indicates that there is an overall reduced need in office space. The landlord may be unwilling to negotiate changes at this point and staff is also considering other options, including relocating to another location.

Fiscal Impact

There is no fiscal impact associated with this report.



Memorandum

DATE: June 14, 2011
TO: Alameda County Transportation Commission
FROM: Finance and Administration Committee
SUBJECT: **Approval of the Fiscal Year 2011-2012 Proposed Consolidated Budget for the Alameda CTC**

Recommendations

It is recommended that the Commission approve the attached Proposed Consolidated Budget for fiscal year 2011-12

Summary

The proposed budget has been segregated by fund type and includes an adjustment column to eliminate interagency revenues and expenditures on a consolidated basis. The fund types are comprised of General Funds, various Special Revenue Funds, the Exchange Fund and Capital Project Funds.

The proposed budget contains revenues totaling \$170.8 million of which sales tax revenues comprise \$104.0 million, or 61 percent. In addition to revenues, the proposed budget also includes the projected FY2010-11 fund balance of \$226.1 million for total available resources of \$396.9 million. The revenues are offset by \$281.6 million in total expenditures of which \$202.4 million, or 72 percent, are allocated for capital project expenditures. These revenue and expenditure totals constitute a net reduction in fund balance of \$110.8 million and a projected consolidated ending fund balance of \$115.4 million. The reduction in fund balance is mostly due to ACTIA's capital program and will be funded through accumulated Measure B sales tax revenues.

The budget includes revenues and expenditures necessary to accomplish the following vital programs and planning projects for Alameda County:

- County Wide Transportation Plan
- Congestion Management Program
- Safe Routes to School
- Bike Mobile Program
- Vehicle Registration Fee Programs
- Transportation For Clean Air Programs
- Pass Through Funding Programs

In addition to the planning projects and programs listed above, the budget also contains revenues and expenditures necessary to fund and deliver significant capital projects that can expand access and improve mobility in Alameda County consistent with the FY2011-12 Strategic Plan – Allocation Plan Measure B Capital Projects Program being considered this month by the Commission. Some of the most significant projects included in the proposed budget are as follows:

- I-880 to Route 238 East West Connector Project (formerly the Route 84 Historic Parkway Project) Fremont and Union City
- Route 238 Mission-Foothill-Jackson Corridor Improvements Project in Hayward
- BART Warm Springs Extension Project
- BART Oakland Airport Connector Project
- I-680 Sunol Express Lane Project
- Route 84 Expressway Project in Livermore
- I-880 North Safety & Operational Improvements Project at 23rd & 29th Avenues in Oakland
- I-580 Eastbound Express Lane Project
- I-80 Integrated Corridor Mobility Project

Discussion/ Background

The FY 2011-12 Proposed Consolidated Budget represents many important milestones for the Alameda CTC.

- It is the first Consolidated Budget for the Agency.
- It presents greater detail to improve transparency and communication.
- It reflects consolidation efficiencies that have been implemented.

Some of the efficiencies realized in the proposed budget include the streamlining of staff to 27 full time equivalents (FTEs) which saved over \$1 million in salaries from the FY2010-11 budgets of the two former agencies, and the consolidation of annually renewed contracts which saved almost \$2 million.

The development of the FY2011-12 budget was centered on the mission and core functions as defined in the Agency Strategic Business Plan which was endorsed by the Commission. The objective was to develop a budget that would enable the Alameda CTC to plan, fund and deliver transportation programs and projects that expand access and improve mobility in Alameda County. This was accomplished by devoting available resources in the budget to the process of planning in order to identify transportation needs and opportunities to formulate strategies and solutions; by providing the funding necessary to evaluate, prioritize, and fund programs and projects; and by delivering quality programs and projects on schedule and within budget.

Major Line Item Detail

Sales Tax Revenues – of \$104.0 million have increased \$2 million, or 2 percent, over the FY2010-11 Revised Budget of \$102.0 million based on recent economist's projections of moderate growth and a slow recovery.

Grant Revenues – of \$47.3 million have decreased \$11.3 million, or 21 percent, from the FY2010-11 Revised Budget due to capital project needs and current phases. 26 percent of grant revenues come from local resources, 14 percent from regional resources, 43 percent from state resources and 17 percent from federal resources.

Capital Projects Expenditures – of \$202.4 million have increased \$32.4 million, or 19 percent, from the FY2010-11 Revised Budgets of \$170.0 million due to the anticipated progress in ACTIA and ACTA projects scheduled for the coming year as they move through construction phases.

The ACTIA Salary and Benefits Limitation ratio of 0.95 percent and Administrative Cost Limitation ratio of 3.39 percent were calculated based on the proposed budgeted expenditures and were found to be in compliance with the requirements of the 1.00 percent and 4.50 percent limits, respectively.

Fiscal Impacts

The fiscal impact of the Proposed FY2011-12 Consolidated Budget would be to provide resources of \$170.8 million and authorize expenditures of \$281.6 million with an overall decrease in fund balance of \$110.8 million for a projected ending fund balance of \$115.4 million.

Attachments

- Attachment A: Alameda CTC FY2011-12 Proposed Consolidated Budget
- Attachment B: ACCMA FY2011-12 Proposed Budget
- Attachment C: ACCMA FY2011-12 Proposed Capital Projects Budget Detail
- Attachment D: ACTIA FY2011-12 Proposed Budget
- Attachment E: ACTIA FY2011-12 Proposed Capital Projects Budget Detail
- Attachment F: ACTA FY2011-12 Proposed Capital Projects Budget Detail
- Attachment G: ACTIA FY2011-12 Budget Limitations Calculations
- Attachment H: PowerPoint presentation on ACTC FY2011-12 Consolidated Budget

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**Alameda County Transportation Commission
Fiscal Year 2011-2012
Proposed Consolidated Budget**

	General Funds	Special Revenue Funds	Exchange Fund	Capital Project Funds	Inter-Agency Adjustments/ Eliminations	Total
Projected Beginning Fund Balance	\$ 15,305,385	\$ 9,139,713	\$ 4,635,115	\$ 197,068,648	\$ -	\$ 226,148,861
Revenues:						
Sales Tax Revenues	4,680,000	59,492,630	-	39,827,370	-	104,000,000
Investment Income	3,700	2,750	-	2,332,000	-	2,338,450
Member Agency Fees	1,315,867	-	-	-	-	1,315,867
TFCA Funds	-	1,832,361	-	216,000	(278,136)	1,770,225
VRF Funds	-	10,729,500	108,108	584,998	(814,863)	10,607,743
Exchange Program Funds	-	-	11,114,898	3,581,400	(3,623,923)	11,072,375
Measure B Interagency Funds	80,203	-	-	-	(80,203)	-
Grants						
MTC Planning Funds Rolled from FY2010-2011	370,800	-	-	-	-	370,800
MTC Planning Funds	1,236,000	-	-	-	-	1,236,000
PPM Funds Rolled from FY2010-2011	544,995	-	-	272,905	-	817,900
PPM Funds FY2011-2012	675,137	-	-	-	-	675,137
ACTIA Measure B	356,734	-	-	6,243,508	(6,600,242)	-
CMAQ Funding	1,257,778	-	-	-	-	1,257,778
Other Capital Project Grants	-	-	-	36,343,086	(1,011,949)	35,331,137
Total Revenues	10,521,214	72,057,241	11,223,006	89,401,267	(12,409,317)	170,793,412
Expenditures:						
Administration						
Salaries and Benefits	3,133,077	317,573	73,006	2,084,008	(1,238,365)	4,369,300
Office Expenses and Supplies	54,870	-	-	-	-	54,870
General Administration	3,098,948	11,772	-	10,000	(80,203)	3,040,517
Commission Meeting Per Diems	197,560	-	-	-	-	197,560
Contingency	200,000	-	-	-	-	200,000
Planning						
County Wide Transportation Plan (CWTP)	845,500	150,000	-	-	-	995,500
CWTP Measure B Grant to CMA	150,000	-	-	-	(150,000)	-
Congestion Management Program	366,000	-	-	-	-	366,000
Transportation and Land Use	35,000	-	-	-	-	35,000
Transportation Planning	75,555	-	-	-	-	75,555
Programs						
Programs Management	725,938	1,154,672	-	-	-	1,880,610
Monitoring of Fed, State & Other Grants	12,500	-	-	-	-	12,500
CMA TIP Monitoring	-	-	150,000	-	-	150,000
Safe Routes to School	1,050,000	-	-	-	-	1,050,000
Bike Mobile Program	250,000	-	-	-	-	250,000
VRF Programming and Other Costs	-	7,312,508	-	-	(108,108)	7,204,400
Programming of Funds	-	3,319,670	11,000,000	-	-	14,319,670
Transportation Programming	19,350	-	-	-	-	19,350
Grant Awards/Pass Through	-	59,492,630	-	-	(206,734)	59,285,896
Capital Projects						
Capital Project Expenditures	-	-	-	199,770,558	(10,625,906)	189,144,652
Indirect Cost Recovery/Allocation						
Indirect Cost Recovery from Capital, Spec Rev & Exch Funds	(1,100,566)	-	-	-	-	(1,100,566)
ACTA Allocation	(506,497)	-	-	506,497	-	-
Total Expenditures	8,607,236	71,758,825	11,223,006	202,371,063	(12,409,317)	281,550,814
Net Change in Fund Balance	1,913,978	298,416	-	(112,969,796)	-	(110,757,402)
Ending Fund Balance	\$ 17,219,363	\$ 9,438,129	\$ 4,635,115	\$ 84,098,852	\$ -	\$ 115,391,459

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**Alameda County Congestion Management Agency
Fiscal Year 2011-2012
Proposed Budget**

	General Fund	Special Revenue Funds (TFCA & VRF)	Exchange Fund	Capital Project Fund	Inter-Agency Adjustments/ Eliminations	Total
Projected Beginning Fund Balance	\$ -	\$ 4,554,372	\$ 4,635,115	\$ -	\$ -	\$ 9,189,487
Revenues:						
Member Agency Fees	1,315,867					1,315,867
TFCA Funds		1,832,361		216,000	(278,136)	1,770,225
VRF Funds		10,729,500	108,108	584,998	(814,863)	10,607,743
Exchange Program Funds			11,114,898	3,581,400	(3,623,923)	11,072,375
Measure B Interagency Funds	80,203				(80,203)	-
Grants						
MTC Planning Funds Rolled from FY2010-2011	370,800					370,800
MTC Planning Funds	1,236,000					1,236,000
PPM Funds Rolled from FY2010-2011	544,995			272,905		817,900
PPM Funds FY2011-2012	675,137					675,137
ACTIA Measure B	356,734			6,243,508	(6,600,242)	-
CMAQ Funding	1,257,778					1,257,778
Other Capital Project Grants				36,343,086	(1,011,949)	35,331,137
Total Revenues	5,837,514	12,561,861	11,223,006	47,241,897	(12,409,317)	64,454,962
Expenditures:						
Administration						
Salaries and Benefits	2,148,422	317,573	73,006	1,727,589	(1,238,365)	3,028,226
ADP payroll service fee	5,000					5,000
Office Supplies	18,775					18,775
Office Expenses	16,375					16,375
Computer Support	55,000					55,000
Website Services	9,000					9,000
Insurance Premiums	38,465					38,465
Insurance Brokerage Fees	9,650					9,650
Legal Fees	157,500					157,500
Financial Audit Fees	32,000					32,000
Dues and Subscriptions	5,175					5,175
Postage/Delivery	8,245					8,245
Advertising	14,000					14,000
Telephone Expenses	40,000					40,000
Equipment Lease	43,960					43,960
Software/License	5,910					5,910
Meeting Food/Meals	11,550					11,550
Misc. Expenses	330					330
Annual Report	16,500					16,500
Promotional materials	9,000					9,000
Public Relations	139,000					139,000
Travel	20,000					20,000
Training	22,000					22,000
Continuing education	1,000					1,000
Rent	439,000					439,000
Commission Meeting Per Diems	98,780					98,780
Memberships	4,100					4,100
Alameda CTC Merger Related Costs	50,000					50,000
Legislative Advocacy	61,500					61,500
Human Resource Services	32,500					32,500
Special Events	5,000					5,000
LBCE Program	18,975					18,975
Financial Services	37,100					37,100
Contingency	100,000					100,000
Planning						
County Wide Transportation Plan (CWTP)	650,000					650,000
Congestion Management Program	366,000					366,000
Transportation and Land Use	35,000					35,000
Programs						
Programs Management	142,033					142,033
Monitoring of Fed, State & Other Grants	12,500					12,500
CMA TIP Monitoring			150,000			150,000
Safe Routes to School	1,050,000					1,050,000
Bike Mobile Program	250,000					250,000
VRF Registrar Costs		775,000				775,000
VRF Ballot Costs (Amortized over 5 years)		108,108			(108,108)	-
VRF Pass Through Programming		6,429,400				6,429,400
Programming of Funds		3,319,670	11,000,000			14,319,670
Capital Projects						
Capital Project Expenditures				45,514,308	(4,382,398)	41,131,910
Indirect Cost Recovery						
Indirect Cost Recovery from Capital, Spec Rev & Exch Funds	(1,100,566)					(1,100,566)
Total Expenditures	5,078,780	10,949,751	11,223,006	47,241,897	(5,728,871)	68,764,563
Net Change in Fund Balance	758,734	1,612,110	-	-	(6,680,445)	(4,309,601)
Projected Ending Fund Balance	\$ 758,734	\$ 6,166,482	\$ 4,635,115	\$ -	\$ (6,680,445)	\$ 4,879,886

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**Alameda County Congestion Management Agency
Fiscal Year 2011-2012
Proposed Capital Project Budget Detail**

Project	#	FY2011-12 Project Costs	Revenues Sources				Total Capital Projects
			Total Local Fund Sources	Total Regional Fund Sources	Total State Fund Sources	Total Federal Fund Sources	
I-580 Landscape		350,000	-	-	350,000	-	
I-680 HOT Lane	210 & 372	1,745,000	715,000	-	795,000	235,000	
I-680 Northbound HOV / Express Lane	220	3,040,000	3,040,000	-	-	-	
I-80 Gilman Interchange Improvements	265	612,000	122,400	-	-	489,600	
I-580 PSR at 106th East Bound Off-Ramp	335	172,905	-	-	172,905	-	
Smart Corridors Operation and Management	345	930,236	930,236	-	-	-	
I-880 North Safety & Op Improv 23rd&29th	410	8,350,000	90,000	2,116,835	5,380,132	763,033	
I-580 East Bound HOV Lane	420.0	5,389,000	1,620,000	1,117,000	-	2,652,000	
I-580 Environmental Mitigation	420.3	764,072	-	764,072	-	-	
I-580 Right of Way Preservation	423.0	770,386	251,508	518,878	-	-	
I-580 West Bound HOV Lane	424.0	3,608,000	951,000	2,475,000	-	182,000	
I-580 West Bound HOT Lane	424.4	1,774,000	684,000	-	-	1,090,000	
I-880 South Bound HOV Lane	430	2,842,000	2,842,000	-	-	-	
Webster Street Smart Corridor	440	834,000	278,000	216,000	-	340,000	
I-680/880 Cross Connector PSR	470	356,000	356,000	-	-	-	
I-80 Integrated Corridor Mobility	491	15,704,298	1,336,400	-	14,367,898	-	
		<u>47,241,897</u>	<u>13,216,544</u>	<u>7,207,785</u>	<u>21,065,935</u>	<u>5,751,633</u>	<u>47,241,897</u>

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**Alameda County Transportation Improvement Authority
Fiscal Year 2011-2012
Proposed Budget**

Attachment D

	General Fund	Special Revenue Funds	ACTIA Capital Project Fund	ACTA Capital Project Fund	Inter-Agency Adjustments/ Eliminations	Total
Projected Beginning Fund Balance	\$ 15,305,385	\$ 4,585,341	\$ 37,868,728	\$ 159,199,920	\$ -	\$ 216,959,374
Revenues:						
Sales Tax Revenues	4,680,000	59,492,630	39,827,370			104,000,000
Investment Income	3,700	2,750	282,000	2,050,000		2,338,450
Total Revenues	4,683,700	59,495,380	40,109,370	2,050,000	-	106,338,450
Expenditures:						
<u>Administration</u>						
Salaries and Benefits	984,655		152,109	204,310		1,341,074
ADP payroll service fee	2,585					2,585
Office Expenses	19,720					19,720
Computer Support	55,000					55,000
Website Services	21,000					21,000
Insurance Premiums	79,410					79,410
Insurance Brokerage Fees	9,650					9,650
Legal Fees	157,500			10,000		167,500
Financial Audit Fees	32,000					32,000
Dues and Subscriptions	21,825					21,825
Postage/Delivery	10,355					10,355
Reproduction	33,135					33,135
Advertising	14,000					14,000
Telephone Expenses	33,865					33,865
Equipment Lease	28,585					28,585
Software/License	5,255					5,255
Meeting Food/Meals	12,665					12,665
Annual Report	38,500					38,500
Bank Fees	21,735					21,735
Promotional materials	21,000					21,000
Public Relations	200,000	11,772				211,772
Travel	28,800					28,800
Training	10,000					10,000
Continuing education	1,000					1,000
Rent	313,400					313,400
Commission Meeting Per Diems	98,780					98,780
Citizens Watchdog Committee per diems	5,100					5,100
Community Advisory Committee	8,250					8,250
Bicycle and Ped Advisory Committee	5,500					5,500
Paratransit Advisory Planning	27,000					27,000
CWC Annual Report	50,000					50,000
Memberships	9,800					9,800
Alameda CTC Merger Related Costs	50,000					50,000
Legislative Advocacy	61,500					61,500
Human Resource Services	32,500					32,500
Investment Advisors	240,000					240,000
Special Events	5,000					5,000
LBCE Program	44,270					44,270
Financial Services	37,100					37,100
Interagency Transfer	80,203				(80,203)	-
Contingency	100,000					100,000
<u>Planning</u>						
County Wide Transportation Plan (CWTP)	195,500	150,000				345,500
Transportation Planning	75,555					75,555
CWTP Measure B Grant to CMA	150,000				(150,000)	-
<u>Programming</u>						
Transportation Programming	19,350					19,350
Measure B Programs Management	583,905	1,154,672				1,738,577
Grant Awards/Pass Through		59,492,630			(206,734)	59,285,896
<u>Capital Projects</u>						
Capital Project Expenditures			104,121,169	50,135,081	(6,243,508)	148,012,742
<u>Cost Allocation</u>						
ACTA Allocation	(506,497)			506,497		-
Total Expenditures	3,528,456	60,809,074	104,273,278	50,855,888	(6,680,445)	212,786,251
Net Change in Fund Balance	1,155,244	(1,313,694)	(64,163,908)	(48,805,888)	6,680,445	(106,447,801)
Ending Fund Balance	\$ 16,460,629	\$ 3,271,647	\$ (26,295,180)	\$ 110,394,032	\$ 6,680,445	\$ 110,511,573

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Alameda County Transportation Improvement Authority
Fiscal Year 2011-2012
Proposed Capital Project Budget Detail

Project	#	Current Project Costs	Funding Source Measure B
ACE Capital Improvements	1	2,000,000	2,000,000
BART Warm Springs Extension	2	32,166,000	32,166,000
BART Oakland Airport Connector	3	28,000,000	28,000,000
Downtown Oakland Streetscape	4	3,782,700	3,782,700
Fruitvale Transit Village	5	-	-
Union City Intermodal Station	6	-	-
Telegraph Avenue Bus Rapid Transit	7A	1,000,000	1,000,000
San Pablo Avenue Corridor Transit	7B	522,910	522,910
Telegraph Avenue Rapid Bus Service	7C	560,436	560,436
I-680 Express Lane	8	5,475,815	5,475,815
Ironhorse Trail	9	-	-
I-880/Broadway-Jackson I/C	10	520,000	520,000
I-880/Washington Ave I/C	11	-	-
I-580 Castro Valley I/C	12	-	-
Lewelling/East Lewelling	13	4,043,286	4,043,286
I-580 Auxiliary Lanes - W/B Fallon to Tassajara	14A	-	-
I-580 Auxiliary Lanes - W/B Airway to Fallon	14B	1,702,556	1,702,556
I-580 Auxiliary Lanes - E/B El Charro to Airway	14C	2,468,535	2,468,535
Rte 92/Clawiter-Whitesell I/C	15	2,689,503	2,689,503
Oakland Local Streets	16	-	-
Hesperian/Lewelling Widening	17	599,622	599,622
Westgate Extension	18	2,050,000	2,050,000
E. 14th/Hesperian/150th Improvements	19	-	-
Newark Local Streets	20	-	-
I-238 Widening	21	-	-
I-680/I-880 Cross Connector Study	22	492,517	492,517
Isabel - Route 84/I-580 I/C	23	2,863,816	2,863,816
Route 84 Expressway	24	9,280,629	9,280,629
Dumbarton Corridor	25	400,000	400,000
I-580 Corridor/BART to Livermore	26	1,777,323	1,777,323
Congestion Relief Emergency Fund - Unallocated	27	1,000,000	1,000,000
Congestion Relief Emergency Fund - Vasco Road	27A	-	-
Congestion Relief Emergency Fund - I-80 ICM	27B	725,521	725,521
I-880 23rd - 29th	27C	-	-
		104,121,169	104,121,169

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**Alameda County Transportation Authority
Fiscal Year 2011-2012
Proposed Capital Project Budget Detail**

Project	#	Current Project Costs	Funding Source Measure B
I-880/Route 92 Interchange	175	-	-
I-880/Mission Blvd	196	735,081	735,081
Mission Spots - Hayward	220-1	-	-
Mission Spots - Union City	220-2	-	-
Mission Spots - Fremont	220-3	-	-
Route 84 - Fremont & Union City	226	25,000,000	25,000,000
Route 238 Corridor Improvements	238	20,000,000	20,000,000
I-580 Interchange Improvement Project in Castro	239	1,500,000	1,500,000
I-580, I-238 and I-880 Corridor Study and PSR's	240	1,000,000	1,000,000
Central Alameda County Projects	241	1,800,000	1,800,000
I-580/680	310	-	-
Airport Roadway Project	705	-	-
Project Closeout	Var	100,000	100,000
BART Warm Springs Extension	WSX	-	-
Capital Project Reserve	Res	-	-
		<u>50,135,081</u>	<u>50,135,081</u>

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**Alameda County Transportation Improvement Authority
Fiscal Year 2011-2012
Budget Limitations Calculations**

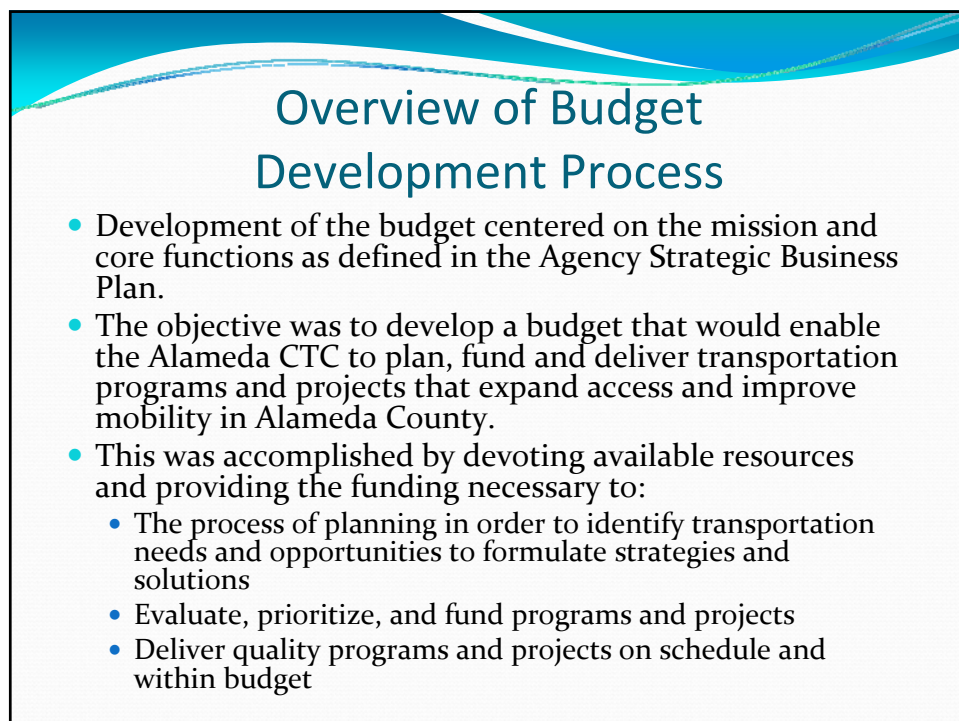
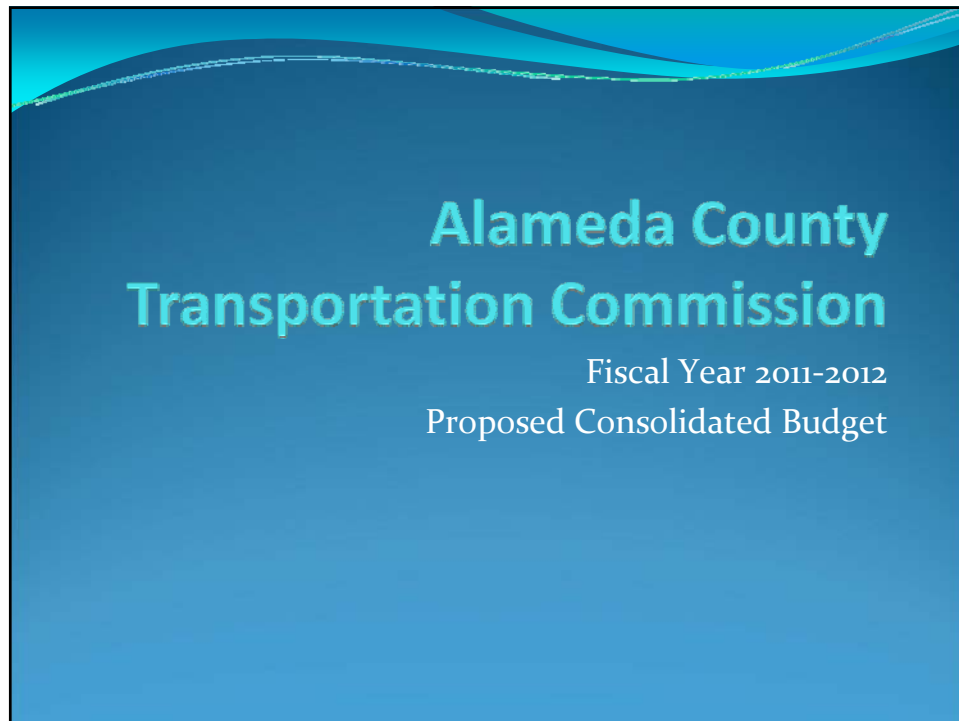
Net Sales Tax	104,000,000.00	A
Investments & Other Income	<u>288,450.00</u>	B
 Funds Generated	 104,288,450.00	 C
Salaries & Benefits	984,655.13	D
Other Admin Costs	<u>2,543,801.31</u>	E
Total Admin Costs	3,528,456.44	F

Gross Sal & Ben to Net Sales Tax 0.9468% = D/A

Gross Sal & Ben to Funds Generated 0.9442% = D/C

Total Admin Costs to Net Sales Tax 3.3927% = F/A

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Overview of Proposed Budget

- Segregated by fund type and includes an adjustment column to eliminate interagency revenues and expenditures on a consolidated basis. Fund types include:
 - General Funds
 - Special Revenue Funds
 - Exchange Fund
 - Capital Project Funds
- Vital Programs include:
 - County Wide Transportation Plan
 - Congestion Management Program
 - Safe Routes to School
 - Bike Mobile Program
 - Vehicle Registration Fee Programs
 - Transportation For Clean Air Programs
 - Pass Through Funding Programs

Overview of Proposed Budget

Continued

- Significant capital projects include:
 - I-880 to Route 238 East West Connector Project (formerly the Route 84 Historic Parkway Project) Fremont and Union City
 - Route 238 Mission-Foothill-Jackson Corridor Improvements Project in Hayward
 - BART Warm Springs Extension Project
 - BART Oakland Airport Connector Project
 - I-680 Sunol Express Lane Project
 - Route 84 Expressway Project in Livermore
 - I-880 North Safety & Operational Improvements Project at 23rd & 29th Avenues in Oakland
 - I-580 Eastbound Express Lane Project
 - I-80 Integrated Corridor Mobility Project

Overview of Proposed Budget

Continued

- Milestones
 - First Consolidated Budget for the Alameda CTC
 - Greater detail to improve transparency
 - Reflects consolidation efficiencies implemented including:
 - Savings of over \$1 million in salaries
 - Savings of approximately \$2 million in annually renewed contracts

Alameda County Transportation Commission

Fiscal Year 2011-2012

Proposed Consolidated Budget

In Millions

REVENUES:

Sales Tax Revenues	\$104.0	
Investment Income	2.3	
Member Agency Fees	1.3	
TFCA Funds	1.8	
VRF Funds	10.6	
Exchange Program Fund	11.1	
Grant Funds	<u>39.7</u>	
Total Revenues		\$170.8

Alameda County Transportation Commission

Fiscal Year 2011-2012

Proposed Consolidated Budget

In Millions

EXPENDITURES:

Administration

Salaries & Benefits	\$4.4	
General Admin./Off Exp	3.0	
Commission Mtg. Per Diems	0.2	
Contingency	<u>0.2</u>	
Total Administration		\$7.8

Planning

County Wide Transportation Plan	\$1.0	
Congestion Mgmt Program	0.4	
Transportation & Land Use/Planning	<u>0.1</u>	
Total Planning		1.5

Alameda County Transportation Commission

Fiscal Year 2011-2012

Proposed Consolidated Budget

In Millions

EXPENDITURES Continued:

Programs

Programs Management	\$ 1.9	
CMA TIP Monitoring	0.2	
Safe Routes to School	1.0	
Bike Mobile Program	0.3	
VRF Program	7.2	
Programming of Funds	14.3	
Grant Awards/Pass Through	<u>59.3</u>	
Total Programs		\$ 84.2

Alameda County Transportation Commission
 Fiscal Year 2011-2012
 Proposed Consolidated Budget
 In Millions

EXPENDITURES Continued:

Capital Projects

Capital Project Expenditures \$189.1

Cost Recovery

Indirect Cost Recovery (1.1)

Total Expenditures \$281.55

Alameda County Transportation Commission
 Fiscal Year 2011-2012
 Proposed Consolidated Budget
 In Millions

Projected Beg. Fund Balance \$226.1

REVENUES:

Sales Tax Revenues \$104.0

Grant Revenues 39.7

Other Revenues 27.1

Total Revenues 170.8

EXPENDITURES:

Administration 7.8

Planning 1.5

Programs 84.2

Capital Projects 189.1

Cost Recovery (1.1)

Total Expenditures 281.5

Projected Ending Fund Balance \$115.4

ACTIA

Limitation Calculations

- Salary and Benefits Limitation ratio of 0.95% - in compliance with the 1.00% limit requirement
- Administrative Cost Limitation ratio of 3.39% - in compliance with the 4.50% limits requirement

Conclusion

- A sustainable Alameda CTC FY 2011-12 proposed consolidated budget
- Staff recommends approval of the proposed consolidated budget with the following fiscal impact:
 - Provide resources of \$170.8 million
 - Authorize expenditures of \$281.6 million
 - Overall decrease in fund balance of \$110.8 million
 - Projected ending fund balance of \$115.4 million