



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

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Commission Vice Chair
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City of Oakland

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Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

Alameda County Transportation Commission

Thursday, September 26, 2013, 2 p.m.

1111 Broadway, Suite 800
Oakland, CA 94607

Mission Statement

The mission of the Alameda County Transportation Commission (Alameda CTC) is to plan, fund and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County.

Public Comments

Public comments are limited to 3 minutes. Items not on the agenda are covered during the Public Comment section of the meeting, and items specific to an agenda item are covered during that agenda item discussion. If you wish to make a comment, fill out a speaker card, hand it to the clerk of the Commission, and wait until the chair calls your name. When you are summoned, come to the microphone and give your name and comment.

Reminder

Please turn off your cell phones during the meeting. Please do not wear scented products so individuals with environmental sensitivities may attend the meeting.

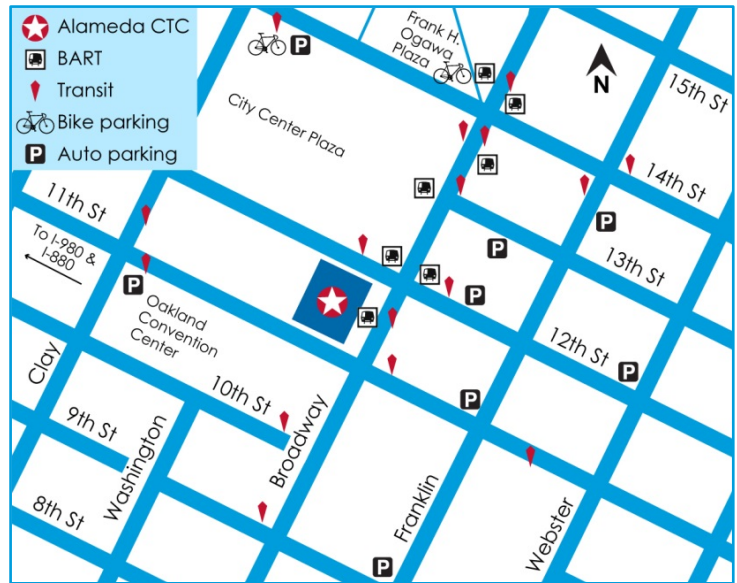
Glossary of Acronyms

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

Location Map

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

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



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

Accessibility

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



Meeting Schedule

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

Paperless Policy

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

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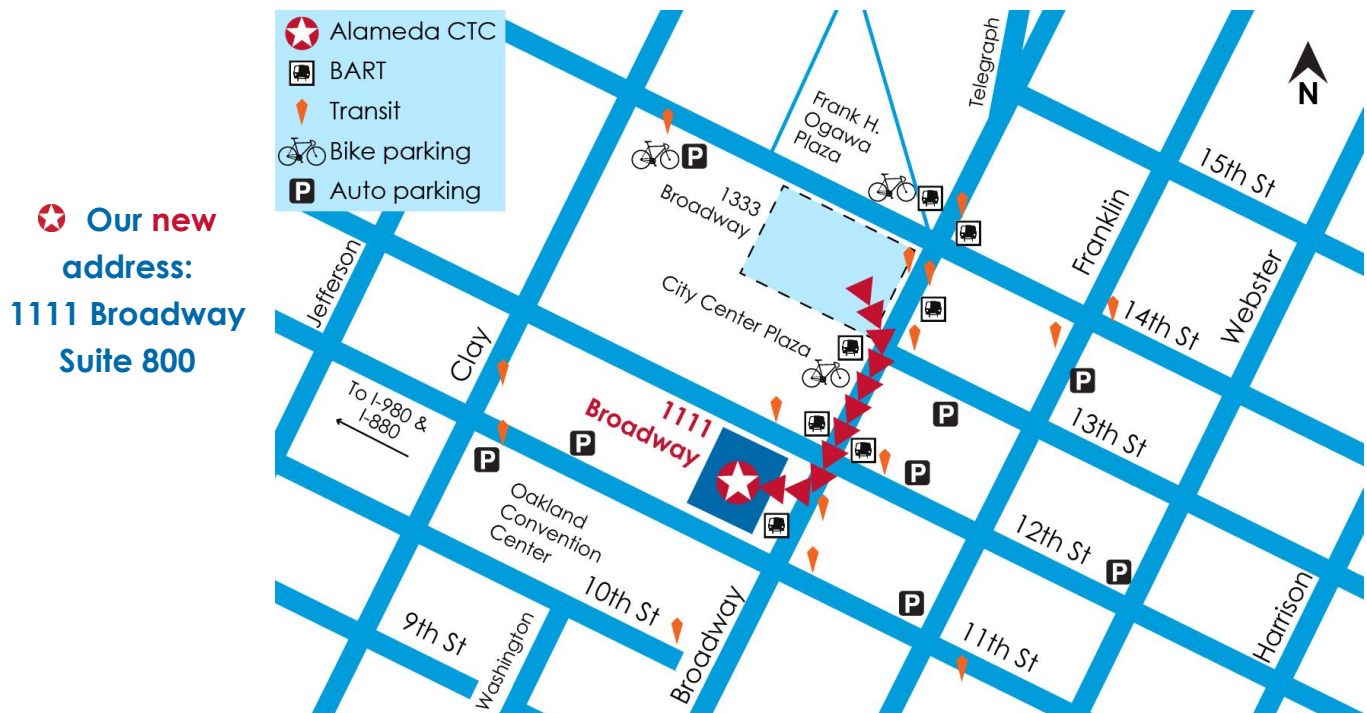
youtube.com/user/AlamedaCTC

New Office Location



We've Moved One Block South

On August 30, 2013, Alameda CTC moved offices one block south to 1111 Broadway, Suite 800, Oakland, CA, 94607. We are still conveniently located near the 12th Street/City Center BART station and many AC Transit bus lines.



**Our new
address:
1111 Broadway
Suite 800**

Our phone and fax numbers will remain the same:

Phone: 510.208.7400

Fax: 510.893.6489

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

Bicycle parking is available in the bike cages in the 12th Street City Center BART Station and in electronic lockers at 14th Street and Broadway near Frank Ogawa Plaza (requires purchase of key card from www.bikelink.org).

New Office Location

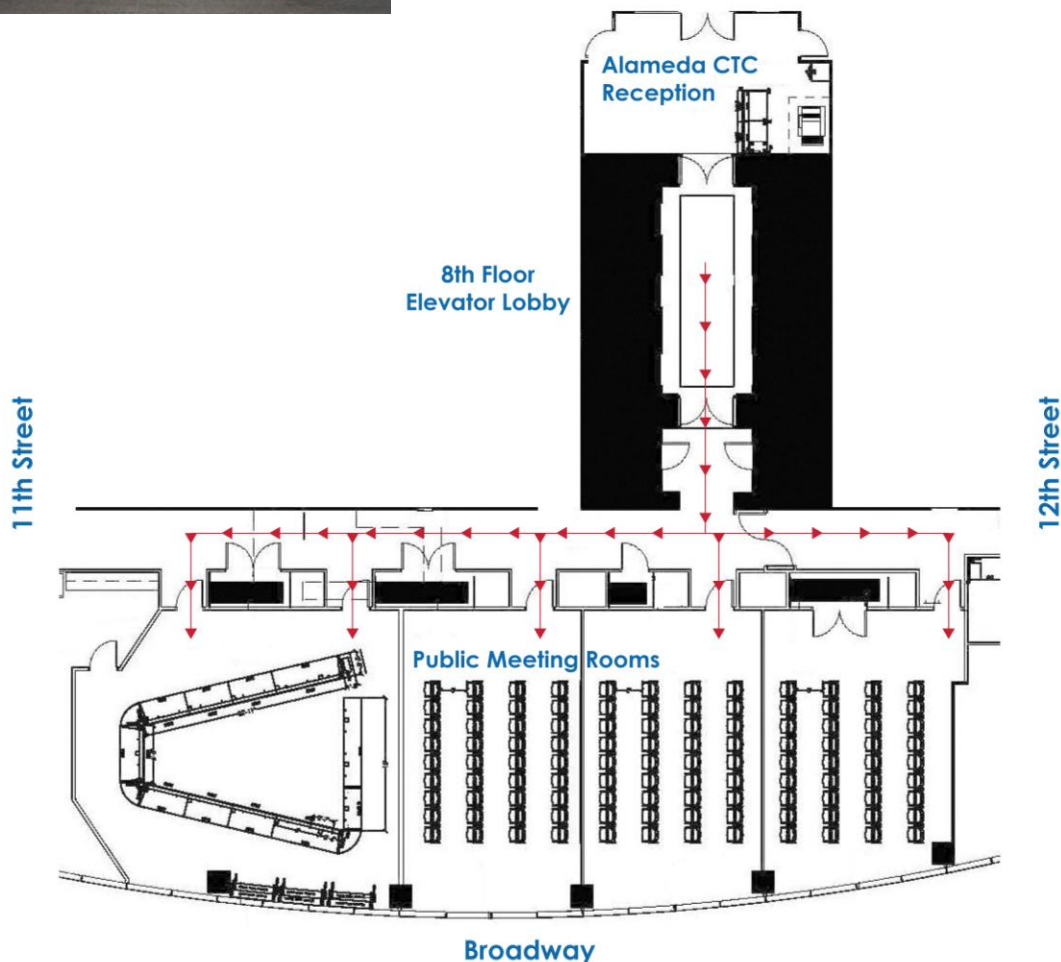


Alameda CTC is on the move!

Join us at our new location — just one block south of our old office:

1111 Broadway, Suite 800
Oakland, CA 94607
Phone: 510-208-7400
Fax: 510-893-6489

Our public meetings are easily accessible on the 8th Floor. All of our public meetings will be held in our new office beginning September 3,



2013.+++++

If you have any questions about the new office or need more information, contact Laurel Poeton at lpoeton@alamedactc.org or 510.208.7415.

New Address: 1111 Broadway, Suite 800 • Oakland, CA 94607 • 510.208.7400
Website: www.AlamedaCTC.org • **Facebook:** www.facebook.com/AlamedaCTC • **Twitter:** [@AlamedaCTC](https://twitter.com/AlamedaCTC)



Commission Meeting Agenda

Thursday, September 26, 2013, 2 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

1. Pledge of Allegiance

2. Roll Call

3. Public Comment

4. Chair/Vice Chair Report

5. Executive Director Report

Chair: Supervisor Scott Haggerty,
Alameda County, District 1

Vice Chair: Councilmember Rebecca Kaplan,
City of Oakland

Executive Director: Arthur L. Dao

Clerk: Vanessa Lee

6. Approval of Consent Calendar

Page A/I*

On September 09, 2013, Alameda CTC standing committees approved all action items on the consent calendar, except Item 6.1.

6.1. [Approval of July 25, 2013 Minutes](#)

1

A

Recommendation: Approve the July 25, 2013 meeting minutes.

6.2. [I-580 Express Lane Projects Workshop: Concept of Operations Review](#)

7

I

6.3. [I-580 Corridor High Occupancy Vehicle Lane Projects \(PN 720.5/724.4/724.5\): Monthly Progress Report](#)

21

I

6.4. [I-580 Express \(HOT\) Lane Projects \(PN 720.4/724.1\): Monthly Progress Report](#)

31

I

6.5. [Congestion Management Program: Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments](#)

45

I

6.6. [Community Advisory Committee Appointments](#)

59

I

Recommendation: Approve the committee advisory appointments

6.7. [Authorization to Release a Request for Proposals for Development of a Countywide Transit Plan](#)

63

A

Recommendation: Authorize the release of a Request for Proposals (RFP) for development of a Countywide Transit Plan and authorize the Executive Director, or a designee of the Executive Director, to negotiate and execute one or more professional services agreements with consultants or consultant teams selected as a result of the RFP process in accordance with procurement procedures.

6.8. [Authorization to Release a Request for Proposals for Development of an Integrated Community Based Transportation Plan](#)

73

A

Recommendation: Authorize the release of a Request for Proposals (RFP) for development of an Integrated Community Based Transportation Plans Update and authorize the Executive Director, or a designee of the Executive Director, to negotiate and execute one or more professional services agreements with consultants or consultant teams selected as a result of the RFP process in accordance with procurement procedures.

- | | | |
|---|-----|---|
| 6.9. <u>Goods Movement Collaborative and Plan Update and Project Screening Criteria and List</u> | 79 | A |
| <p>Recommendation: Approve process for recommending projects to MTC for input into the California State Freight Mobility Plan and receive an update on the Goods Movement Collaborative and Plan development</p> | | |
| 6.10. <u>ACEforward Program Notice of Preparation (NOP) for an Environmental Impact Report/Environmental Impact Statement (EIR/EIS)</u> | 115 | I |
| 6.11. <u>Final Plan Bay Area Update</u> | 127 | I |
| 6.12. <u>Metropolitan Transportation Commission (MTC) Freeway Performance Initiative/Ramp Metering Implementation in Alameda County</u> | 129 | |
| 6.13. <u>Transportation Fund for Clean Air (TFCA) Program Final FY13-14 Program</u> | 135 | A |
| <p>Recommendation: Approve the programming of \$90,000 of FY 13-14 TFCA for Alameda County's Fairmont Rd Class 2 Bike Lanes project, including a three-year TFCA expenditure period for the project.</p> | | |
| 6.14. <u>CMA TIP Exchange Program Policy</u> | 139 | A |
| <p>Recommendation: Approve a policy that the Alameda CTC will withhold Measure B and/or VRF funds pass through funds when payments related to a fund exchange has not been made in a timely manner and the corresponding amendments to the Measure B and VRF Implementation Guidelines.</p> | | |
| 6.15. <u>Fiscal Year 2012-13 Annual Measure B/VRF Program Compliance Workshop</u> | 153 | I |
| 6.16. <u>I-580 Express Lane Project (RM2 Subproject 32.1f, APN 720.4/724.1): Approve the Initial Project Report for MTC Allocation of Regional Measure 2 Funds</u> | 155 | A |
| <p>Recommendation: Approve the Initial Project Report and Resolution 13 -009 to Request MTC allocation of Regional Measure 2 Funds for Construction of the I-580 Express (HOT) Lane Project.</p> | | |
| 6.17. <u>I-580 Corridor Improvement Projects (Various): Amendments to the Existing Cooperative Agreements and A New Cooperative Agreement with Caltrans</u> | 175 | A |

Recommendation: Amend the existing Cooperative Agreements and enter into a new Cooperative Agreement to implement Change Order work for the I-580 Express (HOT) Lane Project (APN 720.4/724.1).

- 6.18. [I-880 Southbound High Occupancy Vehicle \(HOV\) Lane Project – Southern Segment \(PN 730.1\): Amendment to the Cooperative Agreement with Caltrans](#) 199 A

Recommendation: Amend the Cooperative Agreement with Caltrans to implement Change Order work for I-880/Marina Boulevard and Davis Street Improvements (PN 730.3 and 750.0).

- 6.19. [Various Projects: Amendments to Professional Services, Project Funding and Grant Agreements for Time Extensions](#) 205 A

Recommendation: Approve time extensions and authorize the Executive Director to execute amendments for requested time extensions to Professional Services, Project Funding, and Grant Agreements in support of the Alameda CTC's Capital Projects and Program delivery commitments.

- 6.20. [I-880 Operational and Safety Improvements at 23rd and 29th Avenue Project \(PN 717.0\): Amendment No. 5 to the Professional Services Agreement with RBF Consulting \(Agreement No. CMA A10-013\)](#) 209 A

Recommendation: Approve the amendment and authorize the Executive Director to execute Amendment No. 5 to Agreement No. CMA A10-013 with RBF Consulting to provide design services during construction (DSDC).

- 6.21. [Various Projects: Encumbrance Authorization for Construction Phase of Project](#) 211 A

Recommendation: Approve an increase to the construction encumbrance and authorize all contractual actions relative to the use of the authorized construction budget.

- 6.22. [Broadway-Jackson Interchange Improvement Project \(PN 610.0\): Formation of an AdHoc Committee](#) 215 A

Recommendation: Approve the formation of an Ad-Hoc Committee to guide the project through development.

- 6.23. [Approval of Alameda CTC FY2012-13 Consolidated Year-End Investment Report](#) 219 A

Recommendation: Approval of the Alameda CTC FY2012-13 Consolidated Year-End Investment Report.

- 6.24. [Alameda CTC Growing Responsibilities and Options to Fund Agency Core Functions Funding Shortfall](#) 229 A

Recommendation: Approval of an Option to Fund Agency Core Functions Funding Shortfall.

6.25. Approval of Revised Alameda CTC Staffing Plan and Salary Ranges	243	A
Recommendation: Approve the Revised Staffing Plan and Salary Ranges.		
7. Community Advisory Committee Reports (Time limit: 3 minutes per speaker)		
7.1. Bicycle and Pedestrian Advisory Committee - Midori Tabata, Chair	249	I
7.2. Citizens Watchdog Committee – James Paxson, Chair	251	I
7.3. Paratransit Advisory and Planning Committee – Sylvia Stadmire, Chair	253	I
8. Planning, Policy and Legislation Committee Action Items On September 09, 2013, the Planning, Policy and Legislation Committee approved the following action items, unless otherwise noted in the recommendations.		
8.1. Transportation Expenditure Plan Update (Verbal)		A
8.2. Legislative Update	255	I
8.3. Alameda CTC Workplan Activities and Implementation Schedule	267	I
9. Programs and Projects Committee Action Items On September 09, 2013, the Programs and Projects Committee approved the following action items, unless otherwise noted in the recommendations.		
9.1. Proposition 1B Bond Program Update and the California Transportation Commission August 2013 Meeting Summary	281	I
9.2. 2014 State Transportation Improvement Program (STIP): Draft Regional Transportation Improvement Program (RTIP) and Interregional Transportation Improvement Program(ITIP) Candidates	287	I
Recommendation: (1) Approve Draft list of projects to be programmed in the Regional Transportation Improvement Program (RTIP) of the 2014 State Transportation Improvement Program (STIP) (2) Approve proposed ITIP candidate to be submitted to Caltrans.		
10. Closed Session		
10.1. CLOSED SESSION: Pursuant to Government Code Section 54957: Public Employee Performance Evaluation: Executive Director		A/I
10.2. Report on Closed Session		
11. Member Reports (Verbal)		

12. Adjournment

Next meeting: October 24, 2013

All items on the agenda are subject to action and/or change by the Commission.

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Alameda County Transportation Commission
Commission Meeting
Meeting Minutes
Thursday, July 25, 2013, 2:00 p.m.

6.1

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

1. Pledge of Allegiance

2. Roll Call

A roll call was conducted and a quorum was confirmed.

3. Public Comment

Public Comments were heard by the following:

Donna Lee- BART

4. Chair/Vice Chair Report

Chair Haggerty stated that the Plan Bay Area plan was adopted by MTC and ABAG. Chair Haggerty also provided the Commission with a summary of the July 25, 2013 TEP Ad-Hoc committee meeting.

5. Executive Directors Report

Art Dao informed the Commission that Alameda CTC Director of Planning, Beth Walukas, would be retiring at the end of the year. He also stated that Victoria Winn and Rochelle Wheeler would also be departing from the agency. Art stated that the Complete Streets Workshop was held on July 24, 2013 and he concluded his report by updating the Commission on the Alameda CTC office relocation.

6. Consent Calendar

6.1. Approval of June 27, 2013 Minutes

Recommendation: Approve the June 27, 2013 meeting minutes.

6.2. I-580 Corridor High Occupancy Vehicle Lane Projects (PN 724.4/724.5): Monthly Progress Report

Recommendation: Approve the monthly progress report.

6.3. I-580 Express (HOT) Lane Projects (PN 720.4/724.1): Monthly Progress Report

Recommendation: Approve the monthly progress report.

6.4. Request for Qualifications (RFQ) for On-Call Consultants for Countywide Travel Demand Model Maintenance and Modeling Work

Recommendation: Approve issuing a RFQ for selection of qualified consultants to provide on-call modeling services related to performing model maintenance and address modeling needs for the Countywide Travel Demand Model, and entering into an agreement with the selected consultants.

6.5. Transportation Fund for Clean Air (TFCA) Final FY13-14 Program

Recommendation: 1) Approve the FY 2013/14 TFCA program, including final

approval for \$1,428,821 for 12 projects. The recommended program includes unprogrammed capacity of \$90,000 that will require an additional programming action in September. 2) Provide Input on staff suggestions for streamlining the TFCA Program.

6.6. I-580 Express (HOT) Lane Project (APN 720.4 and 724.1): Amend the Professional Services Contract with Electronic Transaction Consultants Corporation for Systems Integrator Services

Recommendation: Authorize Executive Director to take all necessary contractual actions to retain Electronic Transaction Consultants Corporation as the Systems Integrator Consultant for the project.

6.7. Advisory Committee Appointments

Recommendation: Approve the appointment of Margaret Walker to the Paratransit Advisory and Planning Committee.

6.8. California Transportation Commission June 2013 Meeting Summary

Recommendation: Approve the June 2013 meeting summary.

Commissioner Kaplan motioned to approve the Consent calendar. Commissioner Sbranti seconded the motion. The motion passed unanimously.

7. Community Advisory Committee Reports

7.1. Bicycle and Pedestrian Advisory Committee

There was no one present from BPAC.

7.2. Citizens Watchdog Committee

James Paxson, Chair of CWC, reported that the committee met on July 8, 2013. The committee finalized the draft annual report. James also stated that the CWC Audit sub-committee met with the auditors and he concluded his presentation by reviewing vacancies on the committee.

7.3. Paratransit Advisory and Planning Committee

There was no one present from PAPCO.

8. Planning Policy and Legislation Committee Action Items

8.1. Approval of Legislative Positions and Update

Tess Lengyel updated the Commission on federal and state legislative initiatives. Tess stated that the freight advisory committee met in June and she provided an update on the AB32 scoping plan update. Tess concluded by provided an update on AB 210.

Commissioner Valle asked if Alameda CTC staff planned on testifying at the AB 574 CARB hearings. Art stated that staff had coordinated with the other CMA's throughout nine Bay Area counties to staff a table at the CARB hearings.

This item was for information only.

8.2. Presentation of Goods Movement Collaborative and Plan Development Update

Tess Lengyel and Beth Walukas presented the Goods Movement Collaborative Update. Tess provided the Commission with an overview of the purpose and integrated approach of the plan and collaborative. She stated that the leadership team met and provided an update on the make-up of the focus groups, technical teams and roundtables. Tess also stated that a pre-bid meeting was held, the RFP was released, and the consultant hire date is scheduled for October. Tess concluded by reviewing the National Freight Advisory Committee meeting schedule.

Beth Walukas reviewed the California Freight Advisory Committee schedule and timeline and provided an update on mega-region coordination. She updated the Commission on the Bay Area Freight Mobility study and next steps which include establishing the initial project lists and hiring the consultant firm for the plan.

Commissioner Gregory wanted to know if truck drivers and unions were going to be included in the focus groups or leadership teams. Tess stated that they are and staff is working to identify who will represent drivers and unions.

Chair Haggerty ask who the RFP was advertised to. Tess stated that there were over 260 firms advertised through email, newspaper and other marketing avenues. Art Dao reviewed selection criteria and stated that the goal was to select the most qualified firms.

Commissioner Atkin wanted more emphasis placed on rail throughout the plan. Beth said the study will be multi-modal and will focus on many factors including rail.

Commissioner Miley stated that the Air District should be included on the leadership team. Tess stated that staff has engaged the Air District and has included them as part of the technical team.

This Item was for information only.

9. Finance and Administration Committee Action Items

9.1. Authorization to Proceed to Initiate a FY2013-14 Debt Issuance

Patricia Reavey recommended that the Commission authorize the Executive Director to: Initiate the process of issuing approximately \$165 million in FY2013-14 debt to finance ACTIA capital project fund needs; and Issue Requests For Proposals (RFP) or Requests for Qualifications (RFQ), enter into negotiations with top ranked firms, and execute contracts for bond and disclosure counsel, investment banking services (underwriters) and various other small service contracts necessary to

complete the bond issuance process such as the bond trustee and printers for the official statement.

Patricia stated that staff reviewed recommendations from the Finance and Administration committee to partner with Alameda County to utilize the counties list for bond counsel and underwriting services but found that the using the county's list would not speed up the contracting process. She stated that the FAC approved a motion to delegate contracting execution authority to the Executive Director with an amendment to bring the contracting recommendations to the Audit Committee and then the full Commission as an informational item.

Commissioner Miley wanted to know what Commissioners sat on the Audit Committee. Patricia stated Chair Haggerty, Vice-Chair Kaplan and FAC Chair Chiang sat as members of the audit committee.

Commissioner Blalock motioned to approve this item. Vice-Chair Kaplan seconded the motion. The motion passed unanimously

9.2. Approval of the Alameda CTC Debt Policy

Patricia Reavey recommended that the Commission approve the Alameda CTC Debt Policy for Fiscal Year 2013-14. Patricia outlined details of the policy including an overview of the purpose of the policy, scope and priorities.

Commissioner Sbranti motioned to approve this item. Commissioner Carson seconded the motion. The motion passed unanimously.

10. Closed Session

Pursuant to California Government Code section 54956.9(b) Conference with General Counsel regarding anticipated potential litigation.

10.1. Report on Closed Session

There was no report from the Closed Session.

11. Programs and Projects Committee Action Items

11.1. Route 84 Expressway Widening Project – South Segment (PN 624.2): Resolution #13-008

Zack Wasserman, Legal Counsel, recommended that the Commission Adopt Resolution #13-008 agreeing to hear resolutions of necessity should an eminent domain action be required to acquire property for construction of the Route 84 Expressway Widening – South Segment Project. He stated that this Item requires a four-fifths affirmative vote by the Commission.

Commissioner Chiang motioned to approve this Item. Commissioner Cutter seconded the motion. The motion passed unanimously.

12. Other Business

Commissioner Chiang wanted to know if the Citizens Advisory Committee was still convening. Art stated that the committee has not met recently and was deferred since all capital projects have been completed.

13. Member Report

There were no member reports.

14. Adjournment

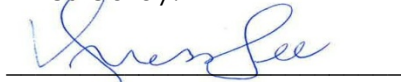
The meeting adjourned at 3:17pm

The next meeting is:

Date/Time: Thursday, September 26, 2013 @2:00 p.m.

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

Attested by:

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

Vanessa Lee,
Clerk of the Commission

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Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 16, 2013

SUBJECT: I-580 Express Lane Projects Workshop: Concept of Operations Review

RECOMMENDATION: Provide input on key concepts that define the development of the I-580 Express Lanes.

Summary

Development and implementation of the I-580 Express Lanes ("Project") is underway from Hacienda Drive to Greenville Road in the eastbound direction, and from Greenville Road to San Ramon Road/Foothill Road in the westbound direction. The Project will expand commuter choices and maximize efficiency of this highly congested corridor by employing new technologies, such as dynamic pricing. The Project is ahead of most other regional express lanes under development in the Bay Area (in the I-80, I-680, I-880, SR 237 and US 101/SR 85 corridors), as part of an overall 550-mile express lane network.

Several design, operations, enforcement and educational decisions must be made to ensure consistency with other Bay Area express lanes. This would facilitate the Public's understanding, acceptance, and utilization of express lanes within the regional network. Staff is implementing series of workshops with the Commissioners to inform design and operational decisions and seek input on key policy issues. In the July 8th workshop, staff provided an overview of overarching design and policy issues. The September workshop will focus on the following:

- Automated toll violation enforcement and related toll ordinance and legislation needs
- Federal MAP-21 (Moving Ahead for Progress in the 21st Century) requirements for toll operation
- Draft Caltrans Deputy Directive No. 43, policy guidelines for managed lane implementation
- Public outreach strategies, and
- Responses to inquiries by Commissioners at the July workshop.

This memo is an informational item that describes each discussion items in detail.

Background

The I-580 corridor has consistently been rated as one of the top three congested freeway segments within the San Francisco Bay Area region. As the next step in strategic investments in this corridor, the Alameda CTC is implementing express lanes in both the east and westbound directions. The express lanes will include the implementation of an Electronic Toll System (ETS) to collect revenue generated by single-occupant users of the express lanes.

The express lane concept is an innovative transportation solution that utilizes technology to optimize the existing corridor capacity to provide traffic congestion relief.

Express lanes provide the following benefits:

- Expands travel choices by allowing solo drivers to use the underutilized capacity in the High Occupancy Vehicle (HOV) lane for a fee when time saving is of value,
- Optimizes the existing corridor capacity and improves efficiency of the corridor,
- Provides travel reliability, and
- Creates a revenue source to pay for future corridor improvements, including closing gaps in the HOV network, transit investments and other improvements to increase connectivity.

The draft Concept of Operations plan developed for the Project is consistent with industry protocols and describes implementation of new and improved technologies to address congestion relief. Because the express lane implementation is still a relatively new concept, staff began providing periodic updates to the I-580 Policy Committee about the key concepts, beginning in November 2012. At the July 2013 I-580 Workshop, staff discussed the overarching concepts of Project implementation including: express lane access design (near continuous access), toll pricing strategies (zone tolling), system design, including automated toll violation enforcement and associated toll ordinance and legislation needs (for requiring HOV users to carry switchable transponders); operating organizational structure and agency coordination, and planned public education and outreach strategies.

In the upcoming months, staff will provide detailed information on a series of topics and will request feedback from the Commissioners on policy issues to keep project development moving forward. Attachment A includes list of planned focused topics for discussion at the September and October 2013 meetings.

At the September 2013 meeting, staff will provide responses to Commissioners' inquiries from the July workshop and include focused discussions on the toll violation enforcement, associated toll ordinance and legislation needs, MAP-21 and Caltrans Deputy Directive-43 requirements, planned public education and outreach strategies, and address Commissioners inquiries. This staff memorandum includes the following topics:

- Design and Infrastructure
- Operations and Enforcement
- Policy and Legislation
- Public Education and Outreach
- Agency Coordination

1. Design and Infrastructure

Design of express lanes: In the July Workshop staff described why a near continuous (aka more open) access configuration is suitable for implementation on I-580, highlighting that within the Project limits the interchange densities are high, entrance ramps are closely spaced and the majority of those ramps are carrying large volumes of express lane eligible vehicles. See Attachment B for the Project limits and access configuration.

The locations of the single and dual-lane express lanes and types of access configuration were chosen based on traffic operational analyses conducted for the Project. The traffic demand volumes require dual-lane express lanes from Fallon Road to Vasco Road. Traffic analyses indicate that significant volume of traffic continue to exit at Vasco Road and, therefore, only a single lane express lane is warranted east of the Vasco Road interchange.

Regarding the Commissioners' comment: "has the staff studied the effect of converting the second express lane to a general purposes lane, in the vicinity of Vasco Road in the eastbound direction," staff reengaged discussions with Caltrans on traffic operations and validated that the lane configuration as currently proposed would adequately address the traffic demand and/or the traffic operational requirements. However, the staff will continue their discussions with Caltrans and provide additional details at the September workshop. In addition, staff will also provide information about Caltrans truck scale improvement project at the meeting.

Design of tolling equipment: As explained in the July Workshop, zone tolling will be implemented to support the near continuous access design implementation. Several travel zones were created within the corridor, where a flat fee will be charged for travel within a zone, based on real-time value pricing concept. Within each zone, overhead toll gantries will be placed at approximately ¾ mile intervals, which will be essential to effectively read FasTrak® transponders.

As explained in July 2013, the Dynamic Message Signs (DMSs) are expected to display two rates: the first rate is for travel within the current or immediately downstream zone and the second rate is for travel to a major destination within the corridor (determined to be the end of the line in this I-580 Corridor).

2. Operations and Enforcement

Near continuous access lanes could result in revenue leakage if not properly enforced. As discussed in July 2013, staff communicated with other toll operators in the country and actively sought cost effective solutions, and included an automated violation enforcement system for implementation on the Project. This system will include a violation enforcement system (VES) that employs license plate recognition (LPR) capabilities, (i.e. cameras which are capable of capturing the license plate images when vehicles fail to carry valid transponders). HOV users also will have to carry a transponder, as explained in subsequent sections.

The primary components of the LPR subsystem are a camera, a light source, and an image processor. Cameras and lights will be mounted on the toll gantry directly above the express lanes to capture the rear license plate for each vehicle. When a toll transponder is not read and recorded, a vehicle detector installed at the toll gantry will trigger the mechanism to capture the vehicle license plate. All images, including those that cannot successfully be processed by optical character recognition (OCR) software, will be compiled in corresponding transaction records, which ultimately will be sent to the customer service center for processing.

3. Policy and Legislation

HOV Degradation

On July 6, 2012, the Moving Ahead for Progress in 21st Century (MAP-21) was signed into law and requires state agencies to ensure that HOV facilities do not degrade when allowing other vehicles onto the HOV lane as either HOV eligible (such as the clean air vehicles) or toll paying vehicles. As outlined in Title 23 United States Code Section 166 (d)(2)(A)&(B), a minimum average operating speed of 45 mph shall be maintained for at least 90 percent of the time, over a consecutive 180-day period during the morning or evening weekday peak hour periods (or both). If the facility is degraded, certain performance monitoring, evaluation and reporting requirements will have to be met, in addition to implementing corrective action within 180 days after the facility is deemed degraded.

The dynamic pricing tool that is in development for the I-580 Express Lane facility will ensure that a minimum average speed of 45 mph is maintained during the hours of operations. If the average speeds reach below 45 mph, the dynamic model will switch the lane mode to "HOV Only" in order to prevent the toll paying users access to the lane. Caltrans may have to address the degradation issue if the facility is deemed degraded by applying one or more of the corrective actions listed below:

- Increase enforcement
- Increase Freeway Service Patrol

- Improve detection to support performance, monitoring, evaluation and annual reporting
- Implement integrated corridor management operations, including ramp metering
- Improve facility geometric/operational issues
- Convert HOV to HOV/express lane
- Add HOV/Express Lane capacity
- Add general purposes lane capacity
- Increase occupancy requirements, and
- Convert HOV/express lane to general purposes lane (last resort)

FHWA MAP-21 Interoperability

Section 1512 (b) of the federal MAP-21 requires that all toll facilities on federal-aid highways implement technologies or business practices that provide for the interoperability of electronic toll collection programs no later than July 6, 2016. This means that a transponder issued by a toll operator shall meet national operability and/or shall be read by any toll readers located on federal-aid highways throughout the United States (US). California Toll Operators Committee (CTOC), in cooperation with International Bridge, Tunnel and Turnpike Association (IBTTA), has requested Congress' leniency with the deadline for implementation.

The Project will install multi-protocol toll readers in order to read and process a toll transponder, issued by any agency in the US. Alameda CTC express lanes utilize the transponders that have been issued by Bay Area Toll Authority (BATA). Staff is working closely with CTOC and BATA to ensure that the readers to be installed on I-580 are capable of reading transponders that meet the national interoperability requirements.

Toll Ordinance

In order to assess toll violation penalties, a "Toll Ordinance" will have to be adopted under the purview of Vehicle Code Section 40250 that allows local authority including a joint powers authority, to enact such ordinance. Staff continues to explore options for addressing how the Alameda CTC will issue violation notices.

In April 2012, Los Angeles County Metropolitan Transportation Authority (LA Metro) adopted a toll ordinance for similar purposes that included:

- Lane usage requirements,
- Liability for failure to pay,
- Penalties and delinquent fees, and
- Violation processing and associated administrative processes.

HOV/occupancy violations will be processed pursuant to current Streets and Highway Code requirements, regardless of how it is administered. Since a reliable technology has yet to be developed for an automated vehicle occupancy count, manual enforcement will initially be employed on I-580 to deter occupancy violations.

Legislation needs

To facilitate the automated violation enforcement system and to distinguish between the HOV, toll paying and toll evading vehicles, each traveler in the express lanes will be required to carry a transponder. Per these requirements, the express lane technology can easily single out the toll violators. In addition, the requirements will reduce the volume of license plate imaging that would otherwise have to be processed through the OCR process. On the I-85 Express Lane in Atlanta and the I-10 and I-110 Express Lanes in Los Angeles, all vehicles are required to carry transponders.

With switchable transponders, the HOV users will have the ability to self-declare the number of occupants in the vehicle by setting the occupant count as "1," "2," or "3." The toll readers will be equipped to recognize this feature and assess the fees, based on the adopted toll policy/business rules. Currently, the HOV users are allowed to travel for free in the express lane facilities. Current HOV eligibility on I-580 is two or more (2+). Other regional agencies are contemplating employing switchable transponders when they open other Bay Area Express Lane network projects. See sample picture of switchable transponder in Attachment C.

The Vehicle Code section 149.5 (b) stipulates that unrestricted access to the Alameda County express lanes by HOV vehicles shall be available at all times. Therefore, legislative efforts are necessary to clarify the Vehicle Code and require HOV users to carry transponders while accessing the express lane facility. LA Metro and other toll operators in the region will have to pursue similar legislation in order to enforce the toll transponder requirement for all users. Staff has been coordinating with other entities to collectively pursue legislation. Additional information will be provided at the meeting.

Caltrans Deputy Directive No. 43

In June 2013, Caltrans circulated a draft Deputy Directive No.43 (DD-43) for local agency review that was prepared for managed lane facilities. The following are the main comments prepared by staff and sent to Caltrans:

- Oversight costs should be at no cost to the locals
- The intent of Caltrans's plan to seek new authority for managed lanes and any impact that may have on current authority, including the authority in Alameda County through the approval of Assembly Bill (AB) 2032.
- Revenue sharing and funding for the maintenance and operation of adjacent general purposes lanes.

Caltrans is expected to incorporate the comments received to date and issue a final DD-43 by October 2013. Staff will share the DD-43 and provide additional information once the deputy directive is complete.

4. *Public Education and Outreach*

As described in the July 2013 Workshop, staff is working towards completing a public education and marketing plan by the end of this calendar year, utilizing an existing consultant contract. Goals of the plan are to: advance education of the Project benefits, provide information on how to use or access the new facility and on-going public education to support the use and understanding of this new commute choice. Targeted audiences will include: HOV users, current FasTrak® users and other potential express lane users, communities along the corridor, businesses, elected officials and stakeholders in east Alameda and San Joaquin Counties.

The I-580 Express Lanes and associated physical and technological features such as the continuous access, zone-based dynamic toll pricing, toll messaging, FasTrak® requirements, toll evasion violation processes, and customer service center operations are relatively new to commuters, and, therefore, will require early customer education and marketing strategies. Staff expects to release a request for proposal in late 2013/early 2014 and select a consultant team for implementing the public education marketing strategies. Implementation of the public education and marketing strategies are expected to commence in July 2014, well in advance of the planned opening of the facility in the fall of 2015, and extend at minimum six months beyond the opening date. Staff is working with other regional entities to effectively coordinate public information message materials and efforts.

5. *Agency Coordination*

Staff has been coordinating the project development efforts with other congestion management agencies such as the Santa Clara Valley Transportation Authority (VTA), Contra Costa Transportation Authority (CCTA) and the Solano Transportation Authority (STA); the MTC/BATA and collaborating with the California Toll Operators Committee (CTOC), California Department of Transportation (Caltrans), and FHWA. In addition, staff routinely communicates with other toll operators such as the LA Metro, Orange County Transportation Authority (OCTA) and the Minnesota Department of Transportation to share information and validate concepts developed for the project.

Fiscal Impact: There is no fiscal impact.

Attachments

- A: List of Express Lane items for discussion in upcoming meetings
- B: Project limits and access configuration

C: Automated violation enforcement: Pictures of VES system and switchable transponder

Staff Contact

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

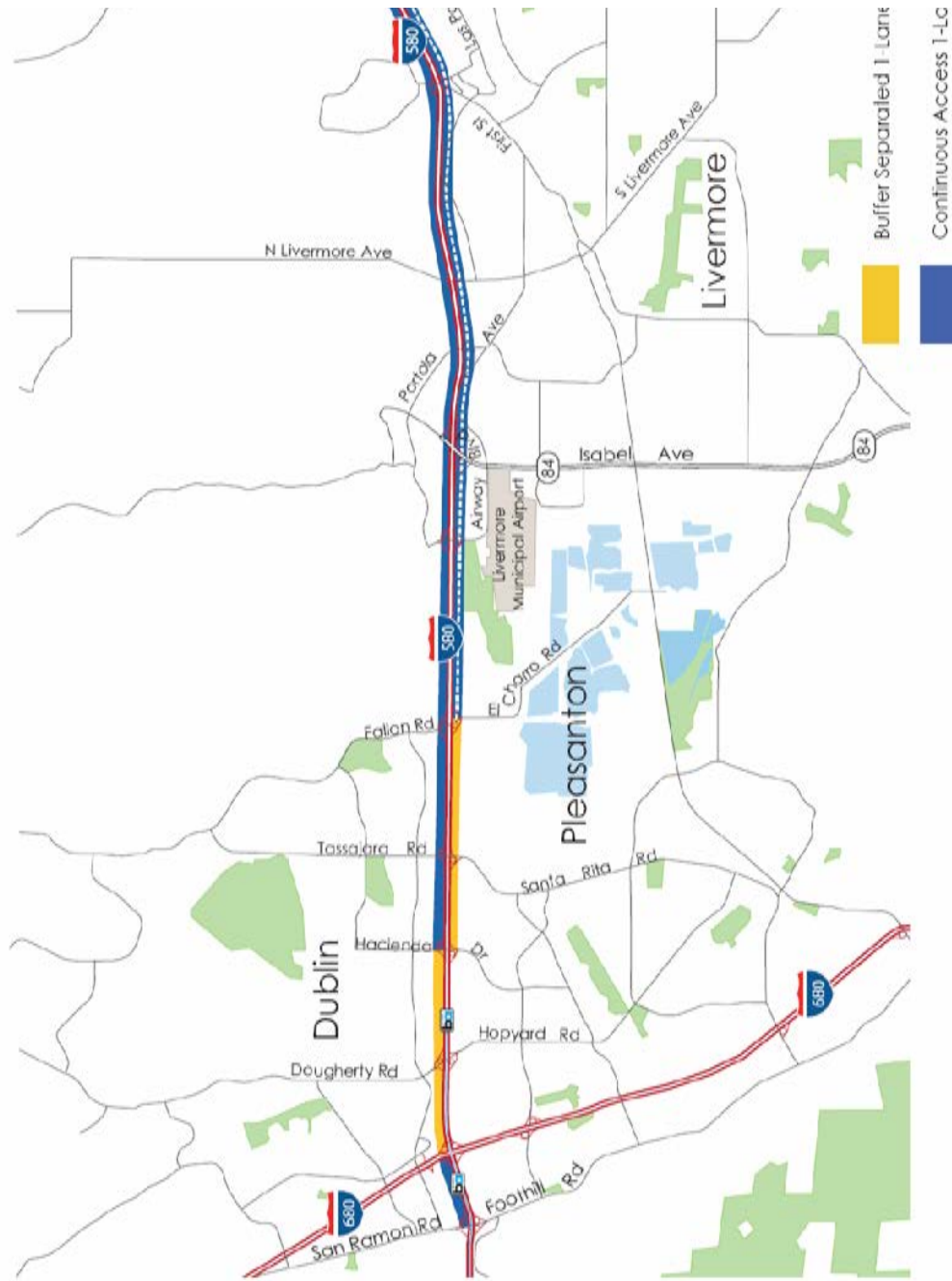
[Kanda Raj](#), Project Controls Team

A: List of Express Lane items for discussion in upcoming meetings

I580 PC/I680 Sunol JPA Meeting Date	List of Items
July 8, 2013 (Completed)	<ol style="list-style-type: none"> 1. Design and Infrastructure <ol style="list-style-type: none"> a. Lane Design for Access b. Equipment and lane design to support pricing strategies and messaging 2. Operations and Enforcement: Concept of Operations, including Enforcement 3. Policy Overview: Legislation and Ordinance 4. Public Education and Marketing Strategies 5. Agency Coordination
September 9, 2013	<ol style="list-style-type: none"> 1. Design and Infrastructure (Responses to inquiries) 2. Operations and Enforcement (Focused discussion on enforcement) 3. Policy and Legislation <ol style="list-style-type: none"> a. HOV Degradation b. FHWA MAP-21 Interoperability c. Toll Ordinance d. Legislation {clean up Vehicle Code 149.5(b)} e. Caltrans Deputy Directive-43 4. Public Education and Marketing Strategies 5. Agency Coordination
October 14, 2013	<ol style="list-style-type: none"> 1. Operations <ol style="list-style-type: none"> a. Revenue Study Results b. HOV Eligibility (2+, 3+, etc.) c. Hours of Operation 2. Policy: Tolling Policies and Business Rules 3. Environmental Justice 4. Public Education and Marketing Strategies

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B: I-580 Project Limits and Access Configuration



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- C: Automated violation enforcement: Pictures of VES system and switchable transponder



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Memorandum

6.3

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• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 16, 2013

SUBJECT: I-580 Corridor High Occupancy Vehicle Lane Projects (PN 720.5 / 724.4 / 724.5): Monthly Progress Report

RECOMMENDATION: Receive a monthly status update on the I-580 Corridor High Occupancy Vehicle Lane Projects.

Summary

The Alameda CTC is currently sponsoring the I-580 Corridor High Occupancy Vehicle (HOV) Lane Projects along the I-580 corridor in the Tri-Valley. This monthly progress report is intended to provide a status update of the various projects currently underway in the corridor. This item is for information only.

Background

The Alameda CTC is the sponsor for the I-580 Corridor High Occupancy Vehicle (HOV) Lane Projects which include an HOV lane in the Eastbound and Westbound directions between Pleasanton and Livermore. The projects provide increased capacity, safety and efficiency for commuters and freight along the primary trade corridor connecting the Bay Area with the Central Valley. In its role as project sponsor, the Alameda CTC has been working in partnership with Caltrans, the Metropolitan Transportation Commission (MTC), Alameda County, and the cities of Livermore, Dublin, and Pleasanton to deliver the projects.

The I-580 Corridor HOV Lane Projects will be completed with the construction of three final projects in the Livermore Valley (two westbound HOV segments and one eastbound auxiliary lanes project). All of these projects are currently in construction and are being administered by Caltrans. Construction activity began in March 2013 and the project partners held a groundbreaking ceremony on June 13, 2013.

Attached for the Committee's review are the June 2013 progress reports for the I-580 Eastbound HOV Lane Project and the I-580 Westbound HOV Lane Project.

Fiscal Impact: There is no fiscal impact.

Attachments

- A: I-580 Eastbound HOV Lane Project Monthly Progress Report (PN 720.5)
- B: I-580 Westbound HOV Lane Project Monthly Progress Report (PN 724.4/724.5)
- C: I-580 Corridor HOV Lane Projects – Location Map

Staff Contact

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

[Stefan Garcia](#), Project Controls Team

ATTACHMENT A
I-580 Eastbound HOV Lane Project (PN 720.5)
Monthly Progress Report
Through August 1, 2013

PROJECT DESCRIPTION

The Eastbound I-580 HOV Lane Project is completing one final construction segment:

- **SEGMENT 3** – Auxiliary (AUX) Lanes between Hacienda Drive and Greenville Road. Project scope includes:
 - Construction of auxiliary lanes from Isabel Avenue to First Street;
 - Pavement width necessary for a double express / high occupancy toll (HOT) lane facility;
 - Final lift of asphalt concrete (AC) pavement and striping for entire eastbound project limits from Hacienda Drive to Portola Avenue;
 - The soundwall that was deleted from the I-580/Isabel Avenue Interchange Project; and,
 - The widening of two bridges at Arroyo Las Positas in the eastbound direction.

CONSTRUCTION STATUS

Traffic Handling & Night Work

Construction activities include both day and night work. Significant work is involved in rehabilitating the existing pavement which requires closing traffic lanes; however, no complete freeway closures are anticipated. Due to heavy daytime traffic volumes, closing traffic lanes in the daytime is not feasible. For this reason, pavement rehabilitation work can only be done during nighttime hours. Night work will include setting lane closures and shifting traffic lanes (placement of k-rail and striping work), existing pavement rehabilitation work (crack and seat, slab replacement and overlay) and electrical work. Caltrans lane closure charts permit the contractor to perform this work at night between 9pm and 4am. Work behind k-rail and all bridge work is expected to occur during day time hours.

Construction Challenges

Alameda CTC staff is working in close coordination with Caltrans to implement the project within limited funding. Challenges and managed risks for this project include:

- Bird Nesting on structures and in adjacent field areas
- Completion of work in the Arroyo Las Positas in the 2013 season
- Installation of future HOT Lane components to facilitate HOT Lane completion

Completed Activities

Construction activities began in April 2013. Work completed to date includes:

- Las Positas Creek (EB and WB) completed abutments and columns
- Temporary striping and placement of safety barrier (k-rail) for Stage 1
- Install temporary creek diversion system for box culvert and bridge work
- Installation of bird exclusion measures at bridge locations
- Completion of several retaining walls

Ongoing & Upcoming Activities

Caltrans maintains a project website

(<http://www.dot.ca.gov/dist4/projects/i580wbhov/>) and conducts public information and outreach efforts in cooperation with Alameda CTC. Ongoing and upcoming work activities include:

- Excavate and construct remaining retaining walls
- Las Positas Creek (EB and WB) falsework erection and bridge deck construction
- Widen major box culvert and modify related drainage facilities

FUNDING AND FINANCIAL STATUS

The I-580 Eastbound HOV Project is funded through federal, state and local funds.

Funding Plan at Award – SEGMENT 3

Project Phase	Funding Source (\$ x million)						
	CMIA	RM2	TVTC	FED	SHOPP	Meas. B	Total
PA&ED		1.54	0.64				2.18
PS&E		1.38	0.92	0.23		0.07	2.60
ROW		0.20	0.06			0.33	0.59
Construct Cap	17.87	2.20			4.69	6.08	30.84
Construct Sup	2.53	1.12				1.09	4.74
TOTAL	20.40	6.44	1.62	0.23	4.69	7.57	40.95
Total Project Cost: \$40.95 M							

SCHEDULE STATUS

The EB Auxiliary Lane project between Hacienda Drive and Greenville Road was advertised on July 9, 2012; bids were opened on October 5, 2012. The contract was awarded to OC Jones & Sons (with a bid 6.33% below the Engineer's Estimate) by Caltrans on November 16, 2012. Construction is planned to complete in late 2014.

Project Approval	December 2011 (A)
RTL	May 2012 (A)
CTC Vote	May 2012 (A)
Begin Construction (Award)	November 2012 (A)
End Construction	November 2014 (T)

ATTACHMENT B
I-580 Westbound HOV Lane Project (PN 724.4/724.5)
Monthly Progress Report
Through August 1, 2013

PROJECT DESCRIPTION

The Westbound I-580 HOV Lane Project includes three segments:

- **SEGMENT 1** – WB HOV Eastern Segment from Greenville Road to Isabel Avenue.
- **SEGMENT 2** – WB HOV Western Segment from Isabel Avenue to San Ramon Road.
- **SEGMENT 3** – Bridge widening at Arroyo Las Positas Creek. This work is included in the construction contract for the EB HOV Lane Project (see Attachment A).

CONSTRUCTION STATUS – SEGMENTS 1 & 2

Traffic Handling & Night Work

Construction activities include both day and night work. Significant work is involved in rehabilitating the existing pavement which requires closing traffic lanes; however, no complete freeway closures are anticipated. Due to heavy daytime traffic volumes, closing traffic lanes in the daytime is not feasible. For this reason, pavement rehabilitation work can only be done during nighttime hours. Night work will include setting lane closures and shifting traffic lanes (placement of k-rail and striping work), existing pavement rehabilitation work (crack and seat, slab replacement and overlay) and electrical work. Caltrans lane closure charts permit the contractor to perform this work at night between 9pm and 4am. Work behind k-rail and all bridge work is expected to occur during daytime hours.

Construction Challenges

Alameda CTC staff is working in close coordination with Caltrans to implement the project within limited funding. Challenges and managed risks for the project include:

SEGMENT 1 (Eastern Segment)

- Installation of future HOT Lane components to facilitate HOT Lane completion
- Additional widening of the North Livermore Avenue structure to accommodate HOT Lane width requirements
- New retaining wall to account for recent, accelerated erosion within the Arroyo Seco Creek adjacent to the widening necessary for westbound lanes
- Coordination of concurrent work with ongoing Caltrans projects in the area to reduce cost
- Bird Nesting on structures and in adjacent field areas
- Revision of pavement slab replacement locations to best correct existing conditions

SEGMENT 2 (Western Segment)

- Installation of future HOT Lane components to facilitate HOT Lane completion
- Elimination of a retaining wall to reduce project cost
- Changes to the pavement cross section to reduce project cost
- Bird Nesting on structures and in adjacent field areas

- Revision of pavement slab replacement locations to best correct existing conditions

Completed Activities

Construction activities began in March 2013. Work completed to date includes:

SEGMENT 1 (Eastern Segment)

- Foundation work for bridge widenings is complete
- Concrete pavement slab replacements are complete
- Temporary striping, shift traffic lanes and placement of safety barrier (k-rail) on outside shoulder from Greenville to Airway
- Installation of temporary creek diversion systems for bridge and box culvert (RCB) widenings

SEGMENT 2 (Western Segment)

- Stage 1 median widening from Airway to Hacienda is complete
- Temporary striping, shift traffic lanes and placement of safety barrier (k-rail) to allow for Stage 2 outside widening
- Installation of temporary creek diversion system at Tassajara Creek
- BART Barrier modifications are complete

Ongoing & Upcoming Activities

Caltrans maintains a project website

(<http://www.dot.ca.gov/dist4/projects/i580wbhov/>) and conducts public information and outreach efforts in cooperation with Alameda CTC. Ongoing and upcoming work activities include:

SEGMENT 1 (Eastern Segment)

- Erection of falsework and bridge deck construction for bridge widenings
- Excavate and construct retaining walls and soil nail walls
- Construct major drainage facilities (e.g. double box culvert)

SEGMENT 2 (Western Segment)

- Bridge widening at Dougherty near Dublin BART station
- Precast concrete pavement slab replacements are in progress
- Stage 2 outside widening
- Erection of falsework and bridge deck construction for Tassajara Creek

FUNDING AND FINANCIAL STATUS

The I-580 Westbound HOV Lane Project is funded through federal, state and local funds available for the I-580 Corridor. The total project cost is \$143.9M. The total programmed (committed) funding from federal, state and local sources is \$143.9M.

Funding Plan – SEGMENT 1 (Eastern Segment)

Project Phase	Funding Source (\$ x million)							
	CMIA	RM2	TCRP	FED	SHOPP	Meas. B	TVTC	Total
Scoping		0.53	0.04					0.57
PA&ED		4.38						4.38
PS&E		2.29	0.11	0.15		1.69	0.42	4.65
ROW		1.16				0.04	0.00	1.19
Utilities		0.32						0.32
Const Cap	35.34		5.92	6.19	13.54	1.60		62.59
Const. Sup	6.52		1.59			1.08		9.19
Total	41.86	8.68	7.66	6.34	13.54	4.40	0.42	82.89
Total Project Cost: \$82.9M								

Funding Plan – SEGMENT 2 (Western Segment)

Project Phase	Funding Source (\$ x million)							
	CMIA	RM2	TCRP	FED	SHOPP	Meas. B	TVTC	Total
Scoping		0.35	0.02					0.38
PA&ED		2.92						2.92
PS&E		1.53	0.07	0.10		1.12	0.28	3.10
ROW		0.77				0.02		0.80
Utilities		0.21						0.21
Const Cap	33.73		2.49		9.61	0.10	0.30	46.23
Const. Sup	6.75					0.58		7.33
Total	40.48	5.79	2.58	0.10	9.61	1.83	0.58	60.97
Total Project Cost: \$61 M								

SCHEDULE STATUS

SEGMENT 1 (Eastern Segment):

The WB HOV Eastern Segment from Greenville Road to Isabel Avenue was advertised on July 16, 2012; bids were opened on September 19, 2012. The contract was awarded to Ghilotti Construction Company, Inc. (with a bid 16.33% below Engineer's Estimate) by Caltrans on November 20, 2012. Construction is planned to complete in late 2014.

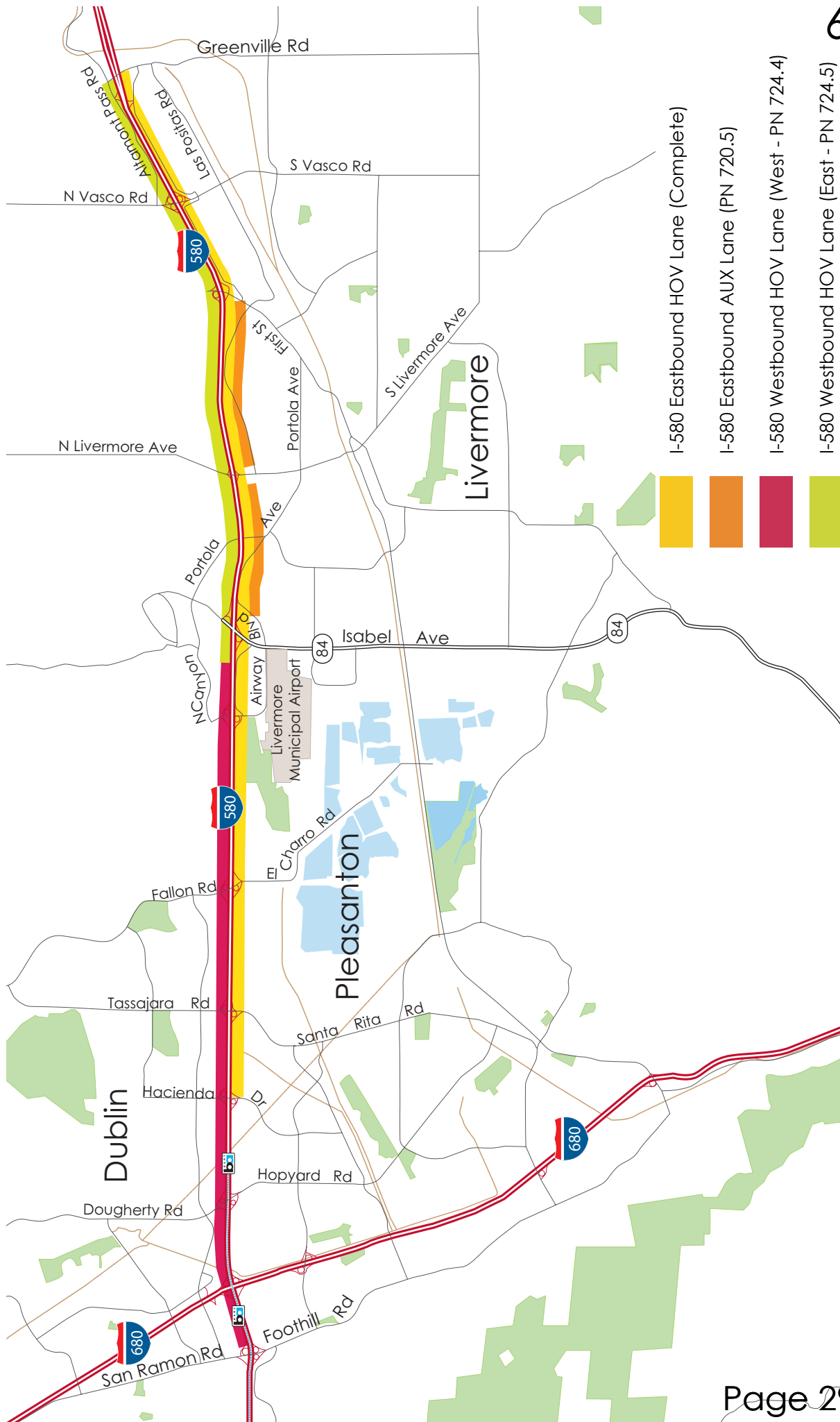
Project Approval	January 2010 (A)
RTL	May 2012 (A)
CTC Vote	May 2012 (A)
Begin Construction (Award)	November 2012 (A)
End Construction	November 2014 (T)

SEGMENT 2 (Western Segment):

The WB HOV Western Segment from Isabel Avenue to San Ramon Road was advertised on June 25, 2012 and bids were opened on August 29, 2012. The contract was awarded to DeSilva Gates Construction (with a bid 23.32% below Engineer's Estimate) by Caltrans on October 29, 2012. Construction is planned to complete in late 2014.

Project Approval	January 2010 (A)
RTL	April 2012 (A)
CTC Vote	April 2012 (A)
Begin Construction (Award)	October 2012 (A)
End Construction	November 2014 (T)

I-580 Corridor HOV Lane Projects - Location map



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Memorandum

6.4

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• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 16, 2013

SUBJECT: I-580 Express Lane Projects (PN 720.4 / 724.1): Monthly Progress Report

RECOMMENDATION: Receive a monthly status update on the I-580 Express (HOT) Lane Projects.

Summary

The Eastbound I-580 Express High Occupancy Toll (HOT) Lane Project will convert the newly constructed eastbound High Occupancy Vehicle Lane (HOV) lane, from Hacienda Drive to Greenville Road, to a double express lane facility. The I-580 Westbound Express (HOT) Lane Project will convert the westbound HOV lane (currently under construction) to a single express lane facility from west of Greenville Road to west of the San Ramon Road/Foothill Road Overcrossing in Dublin/Pleasanton.

A Categorical Exemption/Exclusion (CE) for the westbound direction was approved on August 2, 2013. An Initial Study/Environmental Assessment (IS/EA) for the eastbound direction is forecast for completion in December 2013. These projects are scheduled to start construction immediately after the east and west segments of the I-580 Westbound HOV Lane and I-580 Eastbound Auxiliary Lane Projects are completed in 2014. These HOV lane projects will widen the freeway to provide the width needed for the express lane projects. The I-580 Eastbound and Westbound Express Lane civil construction contract will construct the necessary infrastructure, such as signing, sign gantries for dynamic messaging and toll reading, electrical conduit for connecting power and communication sources, and striping to accommodate the express lanes. The System Integrator contractor will install the required communication equipment and software. The express lane facility will be open for use in 2015.

For detailed information on project funding, schedule and status of the Eastbound I-580 Express (HOT) Lane Project, Westbound I-580 Express (HOT) Lane Project and System Integration activities, see Attachments A, B and C of this report.

Background

Delivery Strategy

I-580 Eastbound Express (HOT) and I-580 Westbound Express (HOT) Projects will be combined into one construction project. This will reduce bid advertising and construction support costs and minimize potential conflicts with two contractors performing work within the same project limits and median of the highway.

Staff continues to work with Caltrans to add strategic express lane project elements to the existing I-580 Westbound HOV and I-580 Eastbound Auxiliary Lane construction contracts via contract change order, where feasible. The benefit of this approach is to avoid working in the environmentally sensitive area, minimize additional traffic disruptions to the traveling public and reduce or eliminate re-work. Items under consideration to be included as contract change order work include:

- Electrical Conduit – across and along I-580
- Service and controller cabinets
- Striping – stripe to final HOT configuration
- Install K-rail along median at sign locations

“Near Continuous” Access Configuration Status

Staff is currently moving forward with the concept of a “near continuous” (aka “more open”) access configuration in lieu of “limited” access for the express lanes on the I-580 corridor. The “near continuous” access configuration would eliminate the two foot buffer between the express lane and the general purpose lanes except at “hot spots” or “safety zones” such as between Hacienda and Fallon Road (eastbound) and Hacienda and I-680 (westbound). The project team is working on refining the traffic operations analysis for a “near continuous” access configuration. This process has required more work and time than originally anticipated; which will result in a delay in completion of the environmental phase of the eastbound project until approximately December 2013. The construction start date will not be delayed and is scheduled to start in fall 2014.

In addition, other project revisions are underway to implement the “near continuous” access concept including revisions to the toll systems software, changes to the location of the Dynamic Message Signs (DMS) and toll gantries, updating the Concept and Operations Plan and System Engineering and Management Plan, and analyzing zone tolling requirements.

Fiscal Impact: There is no fiscal impact.

Attachments

- A: I-580 Eastbound Express (HOT) Lane Project Monthly Progress Report
- B: I-580 Westbound Express (HOT) Lane Project Monthly Progress Report
- C: I-580 Express (HOT) Lanes System Integration Monthly Progress Report
- D: I-580 Corridor Express Lane Projects – Location Map

Staff Contact

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

[Gary Sidhu](#), Project Controls Team

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ATTACHMENT A

I-580 Eastbound Express (HOT) Lane Project Monthly Progress Report Through August 31, 2013

PROJECT DESCRIPTION

The Eastbound I-580 Express (HOT) Lane Project will convert the newly constructed eastbound HOV lane, from Hacienda Drive in Dublin/Pleasanton to Greenville Road in Livermore, to a double express lane facility.

PROJECT DELIVERY STATUS

The Environmental Phase for this project is underway as follows:

- Environmental studies are complete and the Initial Study and Environmental Assessment (IS/EA) is drafted and ready to circulate pending updating for changes to address "near continuous" access alternative and Caltrans approval of the Traffic Operational Analysis Report and Draft Project Report in September 2013. The estimated date of circulation of the draft IS/EA is October 2013. A 30 day public circulation period is required in addition to a public meeting expected in November 2013.
- Staff is working to coordinate with the three I-580 HOV lane projects currently in construction (I-580 Westbound HOV - West Segment, I-580 Westbound HOV - East Segment, I-580 Eastbound HOV Segment 3 - Auxiliary Lanes) to add some express lane elements to the civil projects via contract change order (CCO).

POTENTIAL ISSUES/RISKS

- Funding – Current funding shortfall to implement "near continuous" approach. (See "Funding & Financial Status" at the end of Attachment C). Staff is pursuing a TIGER V Discretionary Grant and exploring other options to fully fund the project.
- Schedule impacts –additional project delays to the environmental phase due to refinement of traffic analysis for "near continuous" access configuration and final agreement on the Design Exceptions. The delay in environmental phase is not expected to have any effect on construction start which is scheduled to start in 2014.

SCHEDULE STATUS

I-580 Eastbound Express (HOT) Lane Project Schedule:

Project Approval	December 2013
RTL	June 2014
Begin Construction	September 2014
End Construction (Civil and System Integrator)	November 2015

RECENT ACTIVITIES

- Refining traffic studies for “near continuous” access configuration
- Submitted Contract Change Order (CCO) packages for Caltrans review
- Started development of 65% Plans, Specifications & Estimate (PS&E)
- Initiated construction cooperative agreements for CCO implementation
- Preparing ETC Contract Amendment
- Submitted Concept of Operations & System Engineering Management Plan documents to Caltrans and FHWA

UPCOMING ACTIVITIES

- Finalize Traffic Study refinements – target September 2013
- Finalize Draft Project Report – target October 2013
- Circulate the Draft IS/EA for 30 day public comment – working toward October 2013 circulation of document; dependent on completion of additional work for conversion to “near continuous” access. A public meeting will be held during the 30 day comment period
- Working toward environmental clearance and project approval by Caltrans and the Federal Highway Administration by December 2013
- Finalize CCO packages – target September 2013
- Process RM2 allocation request and execute cooperative agreements – target September 2013.
- Submit 65% PS&E to Caltrans District – target September 2013

ATTACHMENT B
I-580 Westbound Express (HOT) Lane Project
Monthly Progress Report
Through August 31, 2013

PROJECT DESCRIPTION

The I-580 Westbound (HOT) Lane Project will convert the planned westbound HOV lane to a single express lane facility from west of the Greenville Road Undercrossing in Livermore to west of the San Ramon Road / Foothill Road Overcrossing in Dublin / Pleasanton, a distance of approximately 14 miles.

PROJECT DELIVERY STATUS

- Traffic studies are complete and the Traffic Operational Analysis Report (TOAR) has been approved by Caltrans
- The environmental document; which is a Categorical Exemption (CE) has been approved
- Staff is working to coordinate with the three I-580 HOV lane projects currently in construction (I-580 Westbound HOV - West Segment, I-580 Westbound HOV - East Segment, I-580 Eastbound HOV Segment 3 - Auxiliary Lanes) to add some express lane elements to the civil projects via contract change order (CCO).

POTENTIAL ISSUES/RISKS

- Funding – there is a current funding shortfall. (See Funding & Financial Status at the end of Attachment C). Staff is pursuing a TIGER V Discretionary Grant and exploring other options to fully fund the project.

SCHEDULE STATUS

I-580 Westbound Express (HOT) Lane Project Schedule:

Project Approval	August 2013
RTL	June 2014
Begin Construction	September 2014
End Construction (Civil and System Integrator)	November 2015

RECENT ACTIVITIES

- The environmental document; which is a Categorical Exemption (CE) was signed on August 2, 2013
- Traffic Operational Analysis Report (TOAR) approved by Caltrans
- Contract Change Order (CC) packages submitted for Caltrans review
- Construction Cooperative Agreement amendments or new cooperative agreements initiated to implement CCO work
- Started to develop 65% PS&E
- Initiated development of a new contract with ETC

UPCOMING ACTIVITIES

- Finalize CCO packages – target September 2013
- Submit 65% PS&E to Caltrans – target September 2013
- Process cooperative agreements – target September 2013
- Finalize High Profile Project Agreement with FHWA and Caltrans – target September 2013
- Finalize Concept of Operations document – target September

ATTACHMENT C
I-580 Express (HOT) Lanes Systems Integration
Monthly Progress Report
Through August 31, 2013

SYSTEM INTEGRATION SCOPE DESCRIPTION

The I-580 Express Lane civil contract will construct the necessary infrastructure, such as signing, sign gantries for dynamic messaging and toll reading, electrical conduit for connecting power and communication sources, and pavement striping to accommodate express lanes. The System Integrator will include tolling hardware design and software development, factory testing of design, equipment and system installation, and road geometry and toll system integration. It will also consist of field testing of the toll equipment and all subsystems including the interfaces to the BATA Regional Customer Service Center and Caltrans prior to implementing the new express lanes.

Detailed Discussion

The systems integration focuses on the most recent technologies including software, hardware and traffic detection that will be deployed to optimize the existing corridor capacity in order to effectively manage the current and forecasted traffic in the corridor. The system integrator, however, will continue to own the software while the implementing agency will pay for the use of license to allow for the usage of the toll integrator's software.

The agency and ETC staff have been working towards revising the eastbound contract to include scope for the "near continuous" access configuration and develop a new contract for the westbound direction.

The "near continuous" concept provides additional access opportunities while reducing the foot-print required for implementing a shared express/general purpose lane facility. In addition, it looks and feels similar to an HOV facility and, therefore, would expected to provide driver familiarity.

Project Geometry and Electronic Toll System Design

The latest version of the express lanes concept proposes the following:

In the eastbound I-580 direction:

- Buffer separated single-lane HOV/Express Lane will be installed from Hacienda Drive to Fallon Road
- Continuous dual-lane HOV/Express Lane will be installed from Fallon Road to west of Vasco Road
- Continuous single-lane HOV/Express Lane will be installed from west of Vasco Road to Greenville Road

In the westbound I-580 direction:

- Continuous single-lane HOV/Express Lane will be installed from Greenville Road to Hacienda Drive
- A buffer separated single-lane HOV/Express Lane will be installed from Hacienda Drive to the I-580/I-680 Interchange

Project Status

Concept of Operations/System Engineering Management & Enforcement Plans

CDM Smith staff updated the Concept of Operations (Con Ops) Plan and the System Engineering Management Plan (SEMP) to reflect the changes described above. These plans outline the engineering process, the testing process, QA/QC guidelines, toll maintenance and operations requirements, and communication network requirements. Both these documents have been submitted to Caltrans and FHWA for their review.

Software and hardware design

ETC will revise the Detailed Design Document (DDD) for the software and hardware development based on deploying a "near continuous" access express lane system. The designers will also revise the communication network and electrical power needs. ETC staff will then perform a series of factory and field tests and work with the agency staff to validate its hardware and software design, prior to opening the new express lanes facility.

Toll Pricing and Rate Publishing

As discussed in previous meetings, for practical purposes and to curtail toll violation, a zone-based toll pricing scheme likely will be implemented to effectively support the "near continuous" access configuration. The zone-based toll rates will be displayed to patrons via the DMSS. However, since the "near continuous" access approach is a new concept and first of its kind to be implemented in California, additional details for pricing and messaging will have to be analyzed and determined during the system design process, prior to finalizing the electronic toll collection and price-setting systems.

Toll Antennas, Readers and Violation Enforcement Subsystem

The toll gantries will be placed at approximately $\frac{3}{4}$ mile intervals. Closely spaced toll antennas and readers will help facilitate a "near continuous" access express lane configuration since it will lead to an effective FasTrak® transponder read. It should also support more effective toll violation enforcement.

Since it will be difficult to manually enforce toll violations, the "near continuous" access will employ an increased number of toll gantries (for readers). The agency and the consulting staff are working to develop and implement an automated toll violation enforcement system strategy. The staff is assessing if the issues related to customer privacy, toll dispute resolution, customer service and issuance of automated violation tickets can be implemented within the current California code and agency requirements or if any policy, regulation and other changes will be necessary.

The agency staff is also working to deploy a comprehensive public education/outreach program to support the implementation of a "near continuous" access configuration and the use of switchable transponders, which will be new to Bay Area toll customers.

The Golden Gate Bridge Authority implemented another payment option, payment through pay-by-plate. The user is required to open up an account to pay via their license plate. Our initial assessment indicates that this payment option is likely to encounter challenges since it will be difficult to distinguish the HOV and SOV users in an open/shared express lane facility, unless every vehicle is required to register as either an HOV or SOV vehicle. Staff will continue to evaluate and collaborate with other toll operators and report back to the committee on whether the I-580 Express Lanes will employ such payment option.

In summary, even though the "near continuous" access concept provides additional opportunities it is a relatively new concept for implementation in the region. Staff is committed to working closely with other likeminded agencies/industry experts to move forward and implement an effective electronic toll collection system strategy to effectively support a "near continuous" access express lane configuration.

RECENT ACTIVITIES

- Working with ETC on the contract amendment for eastbound to reflect "near continuous" access configuration scope. Developing a new contract with ETC for the westbound direction.
- Continue to work on "zone tolling" pricing and automated violation strategies.

UPCOMING ACTIVITIES

- Finalize ETC contract amendment for eastbound and new contract for westbound – target September 2013
- Finalize Concept of Operations and System Engineering Management Plans – target October 2013

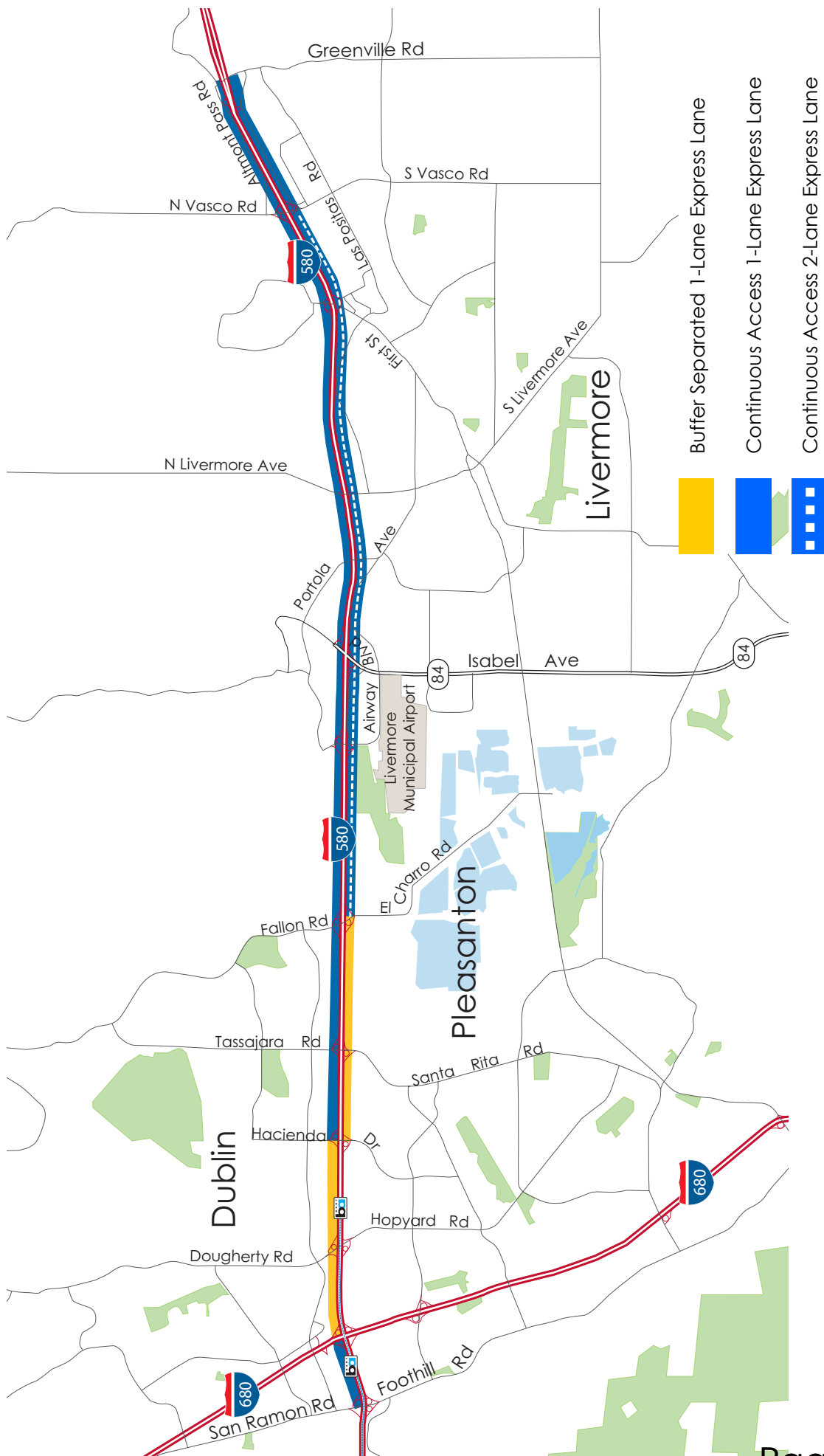
FUNDING AND FINANCIAL STATUS

Combined Eastbound & Westbound Funding Plan for "near continuous" access

There is a \$30 million funding shortfall for the combined eastbound and westbound projects. In addition to exploring other funding sources, staff has submitted an application for a \$30 million TIGER V Discretionary Grant to complete the funding package.

Project Phase	Funding Source (\$ x million)							
	ARRA	Federal Earmark	RM2	TVTC	TCRP Deferred	Local (Meas. B)	TBD	Total
PA&ED			1.39	2.17	0.10			3.66
PS&E	0.70		0.11	0.93	3.10			4.84
Sys. Int.	6.80			0.68	1.47		8.05	17.00
ROW				0.37				0.37
Const. Support			2.55		0.05	1.47		4.07
Construct Cap		1.00		0.63	1.28		21.65	24.56
O&M						0.18	0.30	0.48
TOTAL	7.50	1.00	4.05	4.78	6.0	1.65	30.00	54.98
Total Project Cost: \$54.98 M								

I-580 Express Lane Projects Location map



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Memorandum

6.5

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 16, 2013

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

RECOMMENDATION: Receive an update on the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments

Summary

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

Since the last monthly update on June 10, 2013, staff reviewed two NOPs, and one DEIR. Comments were submitted for three of these documents. The comment letters are attached.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Comment letter for City of San Leandro Shoreline Area Development Project NOP
- B. Comment letter for City of Dublin The Green Mixed Use Project NOP
- C. Comment letter for City of Dublin Dublin Crossings Specific Plan DEIR

Staff Contact

[Beth Walukas](#), Deputy Director of Planning

[Matthew Bomberg](#), Assistant Transportation Planner

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August 1, 2013

Sally Barros
Senior Planner
City of San Leandro
835 East 14th Street
San Leandro, CA 94577

SUBJECT: Comments on the Notice of Preparation (NOP) of a Draft Program Environmental Impact Report (DEIR) for the San Leandro Shoreline Development Project

Dear Ms. Barros,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of a Draft Program Environmental Impact Report (DEIR) for the San Leandro Shoreline Development Project.

The project is located in the San Leandro Shoreline Area, which encompasses approximately 1,800 acres of land situated on the eastern shore of the San Francisco Bay at the western end of Marina Boulevard. The proposed development site, totaling roughly 52 acres of land, plus a water surface area of approximately 23 acres, is the area generally west of Monarch Bay Drive between Marina Boulevard and Fairway Drive.

The San Leandro Shoreline Development Project is proposed as an integrated master planned development and a public/private partnership with the City on 52 acres of the City-owned marina. The proposed components of the Project include:

- 250,000 square foot office campus
- 220-225 room hotel
- 15,000 square foot conference center
- 188 units of housing (townhomes, live-work, single-family detached, flats)
- 3 new restaurants (totaling 21,000 square feet)
- 40,000 square feet of mixed use office/retail
- Library/Community building
- Parking structure.

The Alameda County Transportation Commission (Alameda CTC) respectfully submits the following comments:

- The City of San Leandro adopted Resolution No. 92-260 on September 8, 1992 establishing guidelines for reviewing the impacts of local land use decisions consistent with the Alameda County Congestion Management Program (CMP). It appears that the proposed project will generate at least 100 p.m. peak hour trips over existing conditions, and therefore the CMP Land Use Analysis Program requires the City to conduct a traffic analysis of the project

using the Countywide Transportation Demand Model. The analysis should study conditions in years 2020 and 2035. Please note the following paragraph as it discusses the responsibility for modeling.

- The CMP was amended on March 26th, 1998 so that local jurisdictions are responsible for conducting travel model runs themselves or through a consultant. The Alameda CTC has a Countywide Travel Demand model that is available for this purpose. The City of San Leandro and the Alameda CTC signed a Countywide Model Agreement on April 1, 2008. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request.

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

- The DEIR should address all potential impacts of the project on the Metropolitan Transportation System (MTS) roadway and transit systems. MTS roadway facilities in the project area include Interstate 880 and Doolittle Drive (SR-61) MTS transit operators include BART and AC Transit.
 - Potential impacts of the project must be addressed for 2020 and 2035 conditions.
 - Please note that the Alameda CTC has *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see chapter 6 of 2011 CMP for more information).
 - For the purposes of CMP Land Use Analysis, 2000 Highway Capacity Manual is used to study impacts on roadway segments.
- The adequacy of any project mitigation measures should be discussed. On February 25, 1993, the Alameda County Congestion Management Agency (predecessor to the Alameda CTC) Board adopted three criteria for evaluating the adequacy of DEIR project mitigation measures:
 - Project mitigation measures must be adequate to sustain CMP service standards for roadways and transit;
 - Project mitigation measures must be fully funded to be considered adequate;
 - Project mitigation measures that rely on state or federal funds directed by or influenced by the CMA must be consistent with the project funding priorities established in the Capital Improvement Program (CIP) section of the CMP or the Regional Transportation Plan (RTP).

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

- Potential impacts of the project on CMP transit levels of service must be analyzed. (See 2011 CMP, Chapter 4). Transit service standards are 15-30 minute headways for bus service and 3.75-15 minute headways for BART during peak hours. The DEIR should address the issue of transit funding as a mitigation measure in the context of the Alameda CTC mitigation measure criteria discussed above.
- The DEIR should also consider Travel Demand Management (TDM) related strategies that are designed to reduce the need for new roadway facilities over the long term and to make the most efficient use of existing facilities (see 2011 CMP, Chapter 5). The DEIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. The Site Design Guidelines Checklist may be useful during the review of the development proposal. A copy of the checklist is enclosed.
- The DEIR should consider opportunities to promote countywide bicycle and pedestrian routes and areas identified in the Alameda Countywide Bicycle and Pedestrian Plans, which were approved in October 2012. The approved Countywide Bike Plan and Pedestrian Plan are available at http://www.alamedactc.org/app_pages/view/5275. The Project Area is near proposed segments of the Countywide Bicycle Network on the Bay Trail and Doolittle Drive. The DEIR should explore whether there are synergies between implementation of these segments and other infrastructure improvements needed to support the Shoreline Development Area. Implementation of these segments could also help to mitigate Project vehicle traffic.
- For projects adjacent to state roadway facilities, the analysis should address noise impacts of the project. If the analysis finds an impact, then mitigation measures (i.e., soundwalls) should be incorporated as part of the conditions of approval of the proposed project. It should not be assumed that federal or state funding is available.
- Local jurisdictions are encouraged to consider a comprehensive Transit Oriented Development (TOD) Program, including environmentally clearing all access improvements necessary to support TOD development as part of the environmental documentation.

Thank you for the opportunity to comment on this Notice of Preparation. Please do not hesitate to contact me at (510) 208-7405 or Matthew Bomberg of my staff at (510) 208-7444 if you require additional information.

Sincerely,



Beth Walukas
Deputy Director of Planning

Cc: Matthew Bomberg, Assistant Transportation Planner
File: CMP – Environmental Review Opinions – Responses - 2013

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August 1, 2013

Kristi Bascom
Principal Planner
City of Dublin, Community Development Department
100 Civic Plaza
Dublin, CA 94568
kristi.bascom@dublin.ca.gov

SUBJECT: Comments on the Notice of Preparation of a Draft Environmental Impact Report (DEIR) for The Green Mixed Use Project (PLPA-2013-00013)

Dear Ms. Bascom,

Thank you for the opportunity to comment on the Notice of Preparation of a Draft Environmental Impact Report (DEIR) for The Green Mixed Use Project (PLPA-2013-00013). The project site contains 27.5 acres of land located in the Eastern Dublin Planning Area of the City of Dublin. More specifically, the project site is located on the south side of Martinelli Way between Hacienda Drive to the east and Arnold Drive to the west. Interstate 580 forms the southern boundary of the site.

The proposed Project would involve constructing a mixed-use commercial and residential development project on the site that would include up to 40,000 gross square feet of retail and restaurant floor area and 400 dwelling units. Other improvements would include surface parking lots, installation of utilities and services, site landscaping, pedestrian plazas, neighborhood open space area, and identification signage. Requested land use approvals include a General Plan Amendment, an amendment to the Eastern Dublin Specific Plan, Rezoning, Site Development Review, a Tentative Map, and a Development Agreement.

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

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

- The CMP was amended on March 26th, 1998 so that local jurisdictions are responsible for conducting travel model runs themselves or through a consultant. The Alameda CTC has a Countywide Travel Demand model that is available for this purpose. The City of Dublin and the Alameda CTC signed a Countywide Model Agreement on July 17, 2008. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request.

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

- The DEIR should address all potential impacts of the project on the Metropolitan Transportation System (MTS) roadway and transit systems. The MTS roadway network includes both the CMP roadway network and additional routes of local significance. The MTS roadway network is depicted in the attached map, and the MTS network in the proposed project study area is depicted in in 2011 CMP Figure 2. The MTS transit systems to consider for this study are BART and LAVTA. The MTS roads in the project study area are Interstate 580; Dublin Boulevard; and Tassajara Road.
 - Potential impacts of the project must be addressed for 2020 and 2035 conditions.
 - Please note that the Alameda CTC has *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see chapter 6 of 2011 CMP for more information).
 - For the purposes of CMP Land Use Analysis, 2000 Highway Capacity Manual is used.
- The adequacy of any project mitigation measures should be discussed. On February 25, 1993, the Alameda CTC Board adopted three criteria for evaluating the adequacy of DEIR project mitigation measures:
 - Project mitigation measures must be adequate to sustain CMP service standards for roadways and transit;
 - Project mitigation measures must be fully funded to be considered adequate;
 - Project mitigation measures that rely on state or federal funds directed by or influenced by the CMA must be consistent with the project funding priorities established in the Capital Improvement Program (CIP) section of the CMP or the Regional Transportation Plan (RTP).

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

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

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

- The DEIR should also consider Travel Demand Management (TDM) related strategies that are designed to reduce the need for new roadway facilities over the long term and to make the most efficient use of existing facilities (see 2011 CMP, Chapter 5). The DEIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. The Site Design Guidelines Checklist may be useful during the review of the development proposal. A copy of the checklist is enclosed.
- The DEIR should consider opportunities to promote countywide bicycle and pedestrian routes identified in the Alameda Countywide Bicycle and Pedestrian Plans, which were approved in October 2012. The approved Countywide Bike Plan and Pedestrian Plan are available at http://www.alamedactc.org/app_pages/view/5275.
- For projects adjacent to state roadway facilities, the analysis should address noise impacts of the project. If the analysis finds an impact, then mitigation measures (i.e., soundwalls) should be incorporated as part of the conditions of approval of the proposed project. It should not be assumed that federal or state funding is available.
- Local jurisdictions are encouraged to consider a comprehensive Transit Oriented Development (TOD) Program, including environmentally clearing all access improvements necessary to support TOD development as part of the environmental documentation.

Thank you for the opportunity to comment on this Notice of Preparation. Please do not hesitate to contact me at (510) 208-7405 or Matthew Bomberg of my staff at (510) 208-7444 if you require additional information.

Sincerely,

A handwritten signature in blue ink that reads "Matthew Bomberg for".

Beth Walukas
Deputy Director of Planning

Cc: Matthew Bomberg, Assistant Transportation Planner
File: CMP – Environmental Review Opinions – Responses - 2013

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August 1, 2013

Kristi Bascom
Principal Planner
City of Dublin, Community Development Department
100 Civic Plaza
Dublin, CA 94568
kristi.bascom@dublin.ca.gov

SUBJECT: Comments on the Draft Environmental Impact Report for the Dublin Crossing Specific Plan (PA 08-049)

Dear Ms. Bascom,

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Dublin Crossing Specific Plan. The project area is located on a portion of the 2,485-acre Camp Parks Reserve Forces Training Area (Camp Parks) in the center of Dublin. The Project site is generally bounded by 5th Street to the north, Scarlett Drive to the west, Dublin Boulevard to the south, and Arnold Road to the east. The Specific Plan addresses future development in the project area, which includes demolition of the existing dwellings and other improvements on the site and construction of a residential mixed-use project with up to 1,995 single- and multi-family residential units; up to 200,000 square feet of retail, office, and/or commercial uses; a 30 acre Community Park; a 5 acre Neighborhood Park, and the provision for a 12 acre elementary school site to serve up to 900 students.

The Alameda CTC respectfully submits the following comments:

- The DEIR refers to the Alameda County CMA in numerous locations. The Alameda CTC is the successor agency to the Alameda County CMA. The DEIR should update all references to the new agency.
- On page 3-253, the DEIR states that "The level of service standard for the CMP analysis is LOS E." This statement is not accurate and should be removed. The LOS E threshold is used as to determine deficiencies during biannual Level of Service monitoring of existing conditions that the Alameda CTC conducts as the CMA for Alameda County, but is not a threshold of significance for development impact analysis. The next sentence in the DEIR is accurate and sufficient: "The Alameda County CMA does not have a policy for determining a threshold of significance for CMP requirements and expects that professional judgment will be used to determine project impacts."
- On page 3-253, the DEIR defines a threshold of significance for CMP analysis with the following statement: "For the purpose of this traffic analysis, if a segment operates at an unacceptable LOS without the project, the impact of the project is considered significant if

the contribution of project traffic results in an increase in the volume-to-capacity ratio of at least 0.02.” This statement should clarify what constitutes an “unacceptable LOS.”

- The DEIR states on page 3-225 that Figure 3.12-7 illustrates the trip distribution however this figure shows the project trip generation, not the trip distribution. The DEIR should include a graphic illustrating the assumptions regarding project trip distribution.
- The Dublin Crossing Specific Plan is an opportunity to consider multimodal transportation network designs based on complete streets principles as it falls within a Priority Development Area, is accessible by high quality public transit options including BART and the LAVTA RAPID, and is planned to accommodate significant new growth including some higher density and mixed use development. The Specific Plan identifies as a guiding principle that it will “Maximize the use of pedestrian and bicycle friendly connections through the strategic placement and variation of land uses and densities, and the creation of safe multi-modal transportation networks both through the site and into the larger community.” In addition, large portions of the project area overlap an Area of Countywide Significance from the Alameda Countywide Pedestrian Plan and several streets adjacent to the Project site are Countywide Bicycle facilities. Given these considerations, the DEIR should consider whether the circulation impacts identified can be mitigated through Transportation Demand Management strategies and/or investments in transit and active transportation infrastructure, rather than roadway capacity increases. To the extent that TDM strategies or multimodal improvements are infeasible, the DEIR should provide more analysis of the consequences that mitigation measures proposed will have on all road users. Specific mitigation measures that should be analyzed for secondary impacts on other road users include:
 - On page 3-266-7, the DEIR discusses elimination of the crosswalk on the east leg of the Scarlett Drive and Dublin Boulevard intersection as a mitigation measure, if the City’s preferred mitigation measure (a grade-separated bicycle and pedestrian bridge) is not possible. Opportunities for maintaining the crosswalk should be considered if bridge construction is not feasible.
 - On page 3-267, the DEIR proposes adding a second northbound left-turn lane at the intersection of Iron Horse Parkway and Dublin Boulevard as a mitigation measure. Opportunities for accommodating increased transit, bicycle and pedestrian activity should be considered at this location.
 - On page 3-268, the DEIR proposes increasing the number of eastbound through lanes at the Dublin Boulevard and Tassajara Road intersection to four lanes (above and beyond the increase to three lanes already planned for in the City of Dublin’s Traffic Impact Fee mitigation program). Opportunities for accommodating increased transit, bicycle and pedestrian activity should be considered at this location.

Thank you for the opportunity to comment on this DEIR. Please do not hesitate to contact me at (510) 208-7405 or Matthew Bomberg of my staff at (510) 208-7444 if you require additional information.

Sincerely,

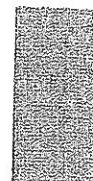
Matthew Bomberg for

Beth Walukas
Deputy Director of Planning

Cc: Matthew Bomberg, Assistant Transportation Planner
File: CMP – Environmental Review Opinions – Responses - 2013

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Application for the Alameda CTC Citizens Watchdog Committee (CWC)



The Alameda CTC invites Alameda County residents to serve on its **Citizens Watchdog Committee**, which meets on the second Monday of the month quarterly, from 6:30 to 8:30 p.m. Each member is appointed for a two-year term.

Membership qualifications:

Each CWC member must be a resident of Alameda County and must not be an elected official at any level of government or be a public employee of any agency that oversees or benefits from the proceeds of the Measure B sales tax or have any economic interest in any Measure B-funded projects or programs.

Name: BRIAN LOSTER
 Home Address: 1684 Ramblewood Way Pleasanton, CA 94566
 Mailing Address (if different): _____
 Phone: (home) 925 931 0711 (work) 510 846 1684 (fax) _____
 Email: blaster@oe3.org

Please respond to the following sections on a separate attachment:

- I. **Commission/Committee Experience:** What is your previous experience on a public agency commission or committee? Please also note if you are currently a member of any commissions or committees.
- II. **Statement of Qualifications:** Provide a brief statement indicating why you are interested in serving on the CWC and why you are qualified for this appointment.
- III. **Relevant Work or Volunteer Experience:** Please list your current employer or relevant volunteer experience including organization, address, position and dates.
- IV. **Bio or Resume**

Certification: I certify that the above information is true and complete to the best of my knowledge.

Signature B. Loster Date 8-1-13

Return the application to your appointing party for signature (see www.alamedactc.org/app_pages/view/8), or fax (510.893.6489) or mail it to Alameda CTC.

Appointing Party:

Signature: Scott Haggerty

Date: 8/2/13

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Attachment A
Alameda CTC Community Advisory Committee Appointment Detail for
Nancy Ortenblad, Alameda County Mayors' Conference

Check the box(es) and date and sign this form to approve reappointment of members whose terms are expiring or to appoint new members.

Bicycle and Pedestrian Advisory Committee (BPAC)

Current Appointment:
(no action required)

D1 Mike Ansell
1192 Hillcrest Avenue
Livermore, CA 94550
Email: mansell@laspositascollege.edu
Phone: (925) 456-5621
Term Began: September 2012
Term End: September 2014

Current Appointment:
(no action required)

D2 Ben Schweng
2137 Lincoln Avenue
Alameda, CA 94501
Email: ben@cyclepathhayward.com
Phone: (510) 847-5657
Term Began: June 2013
Term Expires: June 2015

☒ **Reappoint**
(action required)

D3 Jeremy Johansen
777 Davis Street
San Leandro, CA 94577
Email: osi@jj2k.com
Phone: (510) 667-9577
Term Began: October 2011
Term Expires: October 2013

☒ **Reappoint**
(action required)

D4 Midori Tabata
3637 Columbian Drive
Oakland, CA 94605
Email: midorit@pacbell.net
Phone: (510) 562-8988
Term Began: October 2011
Term Expires: October 2013

Current Appointment:
(no action required)

D5 Sara Zimmerman
1425 Ward Street
Berkeley, CA 94702
Email: szimmerman@phlpnet.org
Phone: (510) 883-1020
Term Began: February 2012
Term End: February 2014

(over)

Citizens Watchdog Committee (CWC)

Current Appointment:
(no action required)

D1 Steven A. Jones
7762 Tamarack Drive
Dublin, CA 94568
Email: steve6gd@yahoo.com
Phone: (925) 828-3514
Term Began: December 2012
Term Expires: December 2014

☒ **Reappoint**
(action required)

D2 Jo Ann Lew
4849 Cheryl Court
Union City, CA 94587
Email: joann.lew@gsa.gov
Phone: (510) 489-3223
Term Began: October 2011
Term Expires: October 2013

☐ **Appoint**
(action required)

D3 Vacant

☐ **Appoint**
(action required)

D4 Vacant

☐ **Appoint**
(action required)

D5 Vacant

9/12/13
Date

Nancy Ortenblad
Nancy Ortenblad, Alameda County Mayors' Conference

To fill a vacancy, submit a committee application and corresponding resume to Alameda County Transportation Commission (Alameda CTC) for each new member. Return the form(s) by email, mail, or fax to:

Alameda CTC
Attn: Angie Ayers
1333 Broadway, Suite 300
Oakland, CA 94612
Email: aayers@alamedactc.org
Fax: 510-893-6489



Memorandum

6.7

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 16, 2013

SUBJECT: Authorization to Release a Request for Proposals for Development of a Countywide Transit Plan

RECOMMENDATION: Authorize the release of a Request for Proposals (RFP) for development of a Countywide Transit Plan and authorize the Executive Director, or a designee of the Executive Director, to negotiate and execute one or more professional services agreements with consultants or consultant teams selected as a result of the RFP process in accordance with procurement procedures.

Summary

The Countywide Transit Plan will enable Alameda County's jurisdictions and transit providers to better align transit, land use and economic development goals and objectives and will ultimately identify near- and long-term transit capital and operating priorities in the county. It will also address ADA paratransit needs and services. By developing consensus on a vision for future transit service in Alameda County as well as funding priorities, the Countywide Transit Plan will enable the Alameda CTC, its member jurisdictions and transit operators to leverage existing and advocate for additional resources to improve local, regional and inter-regional transit serving Alameda County. The Countywide Transit Plan will build on recent transit planning efforts led by MTC as part of the Transit Sustainability Project (TSP) and will be closely coordinated with the Integrated Community Based Transportation Plans Update (which is being considered under a separate agenda item) as well as the Goods Movement Plan and Multimodal Arterial Corridor Plan.

This memo summarizes the key outcomes and objectives, scope of work and schedules for the Countywide Transit Plan. The draft scope of work was reviewed by ACTAC at its July 2, 2013 meeting. The scope of work has also been reviewed by staff from BART, AC Transit, LAVTA, Union City Transit, ACE, Capitol Corridor, and WETA.

Background

Nine different transit operators provide service in Alameda County as well as a number of public and private shuttles that connect BART stations with local employment, medical and commercial centers. Additionally, East Bay Paratransit as well as other city-based services provide mobility for seniors and disability populations throughout the county. The

great majority of transit trips are made on BART and AC Transit; however, LAVTA/Wheels and County Connection (which primarily serves Contra Costa County) are the primary bus service providers in Eastern Alameda County. Union City Transit and VTA (which primarily serves Santa Clara County) provide additional bus service in Southern Alameda County. Capitol Corridor and ACE both provide commuter rail services, and WETA provides ferry service between Oakland and San Francisco, Oakland and South San Francisco, and Alameda and San Francisco.

Transit Needs, Challenges and Opportunities

Key needs, challenges and opportunities for transit service in Alameda County were identified in the Briefing Book and Issue Papers developed as part of the 2012 Countywide Transportation Plan. Socio-demographic trends as well as economic and environmental factors indicate that both the demand and need for transit services will grow in the future. Key needs include the following:

- Improving transit connectivity;
- Addressing the needs of transit system expansion vs. system maintenance/enhancement;
- Providing rapid and high-quality transit service that is frequent and reliable;
- Integrating with and facilitating land use and economic development goals and objectives;
- Ensuring the financial sustainability of transit operations; and
- Providing adequate capacity.

Critical challenges include limited funding for capital investments and operations, the lack of physical integration of transit services, multiple transit operators, and the diverse needs that exist throughout the county. One of the primary objectives of the Countywide Transit Plan is to address these needs and challenges as well as others that may be identified during the planning process by bringing together transit operators and the jurisdictions they serve, who also provide critical transit-supportive infrastructure and who have land use planning and development authority, to develop effective strategies and align investment policies and priorities in both the near and long term. Doing so will better enable the county's investments in transit service and facilities to support our land use and economic development goals and objectives, and will help the county's jurisdictions make land use and other policy decisions that can lead to more effective, productive and sustainable transit service. The near and long term capital and operating priorities that will be identified in the Countywide Transit Plan will feed into the Countywide Transportation Plan and Regional Transportation Plan. Establishing clear priorities and an implementation strategy will enable the Alameda CTC and its member agencies to more effectively compete for state and federal discretionary funds and leverage local funds.

The 2012 Countywide Plan Briefing Book and Transit Issue Paper also identified specific ways to potentially address the needs and challenges the county faces with regard to transit service. These included improving the coordination of fares and schedules among

multiple operators, prioritizing investments that improve connectivity and reduce operating costs, and working with transit providers to identify cost-effective means of providing ADA paratransit service. There is also a need to address how new technologies may impact the provision, management and use of transit services.

Another important opportunity is the ability to build on the work completed and recommendations made as part of the recently completed Inner East Bay Comprehensive Operations Analysis (COA), BART Metro, and the Tri-City/Tri-Valley Transit Study that is currently underway. These projects stemmed from MTC's Transit Sustainability Project (TSP) which sought to address significant transit capital and operating budget shortfalls throughout the region by focusing on improving financial conditions for transit operators, improving customer service, and attracting new riders to transit.

Governance and Advisory Structure

Similar to the approach used for the Goods Movement Collaborative and Plan, staff proposes using a combination of a Leadership Team, Technical Team, and focused public outreach to guide and develop the Countywide Transit Plan and Integrated Community Based Transportation Plans Update which is being considered under a separate agenda item. Leadership by elected officials will be through the Alameda CTC and its partner agency elected and appointed officials.

Leadership Team: This team will include Executive Directors or General Managers, or their designees, from Alameda County's primary transit providers, including BART, AC Transit, LAVTA, Union City Transit, ACE, Capitol Corridor, and WETA. Representatives from MTC, Caltrans, County Connection and the Valley Transportation Authority will also be asked to participate.

Technical Team: This team will include staff members that represent each of the Leadership Team agencies as well as one or more city/county staff representatives from each planning area within the county and regulatory agencies such as FTA and Caltrans, as appropriate.

Focus Groups and Meetings: Alameda CTC will conduct a series of focus groups and meetings with businesses, special interests, and environmental and community-based organizations (and other organizations or groups as appropriate) to identify issues, needs, priorities, and strategies for addressing all modes of transit serving Alameda County. The information from these focus groups and meetings will feed into the work of the Leadership and Technical Teams and will inform relevant planning tasks and milestones. A more robust outreach and engagement approach will be developed once a consultant team is selected.

Scope of Work and Deliverables

The following tasks summarize the general scope of services needed for development of a Countywide Transit Plan in Alameda County.

1. Inventory of Existing Plans, Studies, Data, and Potential New Technologies

Working with MTC and each transit operator providing service in Alameda County, develop a comprehensive inventory of existing plans, studies and data including but not limited to short and long range transit plans from all operators providing service within Alameda County, relevant traffic and transit operations data, rider/on-board surveys, boarding and alighting data, etc. Identify any additional data collection efforts that may be needed. Identify potential new technologies that should be further explored or considered during the planning process.

Deliverables:

- Technical memorandum documenting the inventory of plans, studies and data including source, date, and summary as well as a description of potential new technologies that should be further explored or considered during the planning process. The memo will also recommend any additional data collection that may be needed, based on the findings of the inventory.

2. Existing and Future Conditions and Needs Analysis

Document existing conditions with regard to transit use (origin-destination), transit ridership, transit rider characteristics (with particular attention to the needs of youth, seniors, and other transit-dependent populations as well as low-income workers), characteristics of potential future transit riders and travel markets (particularly as they relate to land use and economic development needs and demands), demographic and socioeconomic characteristics, land use, transportation demand management (TDM) programs, worker flows, and other travel patterns. Identify primary travel corridors and markets, and key areas of roadway congestion where transit improvements may have the potential to help reduce automobile trips. Consider the impacts of private employer shuttle operations on transit needs and demand. To the extent possible, this task will rely on existing conditions analyses completed as part of the Inner East Bay COA and other recent planning efforts and recently conducted on-board surveys. It will also rely on various demographic, socioeconomic, and employment data available from the U.S. Census Bureau and on LOS data collected by Alameda CTC.

Deliverables:

- Technical memorandum documenting existing conditions and needs with respect to transit and more general travel.

3. Develop Vision, Goals and Objectives for the Countywide Transit Plan

In conjunction with plan partners, other stakeholders and the public, develop the vision, goals and objectives for the Countywide Transit Plan. The vision, goals and objectives will be informed by the analysis of existing and future conditions and needs, as well as previous planning efforts. The vision, goals and objectives will address all transit modes as well as land use, economic development, social equity, environmental sustainability, and financial sustainability. They will address both long-term (25-year) and near-term (10-15 year) planning horizons. They will also be developed in consideration of the vision, goals and performance measures of the Countywide Transportation Plan, the goals and objectives of the TSP and Inner East Bay COA, and the goals and objectives of jurisdictions and transit operators.

Deliverables:

- Technical memorandum documenting the vision, goals and objectives and describing the rationale behind their development.

4. Develop Performance Measures and Standards for Assessing Transit Performance and Level of Service

Using performance measures currently used by transit operators and those identified by the Transit Sustainability Project, develop a common set of performance measures for assessing transit performance and level of service for different transit service types, including ongoing performance monitoring. Identify potential tools and technologies that can be used for efficiently collecting data and monitoring performance.

Deliverables:

- Technical memorandum summarizing transit performance measures currently used and recommending a set of measures to be incorporated into the Countywide Transit Plan to assess current and future transit performance and level of service.

5. Develop Initial Recommendations for an Integrated Transit Network in Alameda County

Building on the work already completed as part of the Inner East Bay COA, other short- and long-range transit plans, the existing conditions and needs analysis, and future land use plans and development patterns, develop initial recommendations for a near- and long-term transit network in Alameda County that includes local, regional and inter-regional/inter-city services across all transit modes. Network recommendations will include addressing transit connections to the new Warm Springs and Berryessa BART extensions and long-term Silicon Valley extension and other new services as necessary, improving connectivity between different transit modes and operators (including "last mile" connections to high-frequency transit), reducing transit travel times, facilitating land use and economic development goals and objectives, and improving access, particularly for low-income communities. It will also address emerging technologies and the potential role that public and private shuttles might play in the transit network. This task will be closely coordinated with AC Transit Major Corridors planning efforts.

Deliverables:

- Preliminary recommendations for an integrated near- and long-term transit network (for all transit modes) within Alameda County.

6. Develop a Policy Framework and Performance-Based Methodology for Prioritizing Corridors and Transit Investments

Develop and implement a methodology for prioritizing corridors and transit investments (capital and operating) to build the network over time that is based on ridership, operating and capital cost, constraints, equity, connectivity and network functionality, congestion, land use, business and economic development needs, travel markets and origin/destination demands, as well as other potential factors. Incorporate MTC TSP recommendations regarding performance targets and monitoring and AC Transit's strategic plan. Identify and assess any trade-offs or prioritization of modal performance. Transit coverage and "lifeline" type service should also be addressed.

Deliverables:

- Technical memorandum documenting the policy rationale and performance-based methodology.

7. Develop Final Near- and Long-Term Transit Network Recommendations

Using the policy framework and performance-based methodology developed in the previous task, evaluate the recommended alternatives for the near- and long-term transit network and select a final network alternative. This may be an iterative process in terms of evaluating different corridors and transit modes and their effects on various performance measures. This task will include use of the countywide and/or regional travel model to evaluate the effects on future transit ridership of different capital and operating investments.

Deliverables:

- Technical memorandum documenting the analysis of the initial network recommendations and the final recommendations.

8. Develop a Complementary ADA Paratransit Strategy

Evaluate the proposed near- and long-term transit network's effects on the cost and provision of ADA paratransit service. Identify opportunities and strategies to more effectively meet ADA paratransit and other accessibility needs in conjunction with transit network implementation.

Deliverables:

- Technical memorandum detailing a coordinated and complementary ADA paratransit strategy for the identified near- and long-term transit networks.

9. Develop Strategies for Better Agency Coordination

Build on the TSP and COA recommendations and other ongoing efforts to increase coordination between transit operators in order to improve transit service and optimize

resources. Build on the initial fare pilot studies between AC Transit and BART to develop a strategy for optimizing the use of the transit network. Identify additional pilot studies (as needed) and key steps in moving forward with implementation, including funding strategies.

Deliverables:

- Technical memorandum documenting a strategy for improved transit operator coordination, including fare policies/instruments.

10. Develop Design Guidelines and Identify Transit-Supportive Infrastructure Improvements

Identify specific transit-supportive infrastructure improvements that will be needed to support transit investments as well better integration/coordination, particularly on high-frequency corridors and in and around BART stations. Build on existing design guidelines and incorporate other best practices for urban street design, including on- and off-street parking management. Identify and address any park-and-ride opportunities and needs. Coordinate identification of improvements with local as well as countywide bicycle and pedestrian plans.

Deliverables:

- Technical memorandum detailing design guidelines and identifying and prioritizing transit-supportive infrastructure improvements.

11. Develop an Implementation and Financial Plan

The implementation plan will focus on the phasing of improvements (both transit improvements as well as any necessary transit-supportive improvements) and will identify responsible parties/lead agencies and recommendations for monitoring progress and improvements, including CBTPs. It will also identify potential barriers to implementation and recommendations (focused on policy, legislation or other means) for addressing those barriers. The financial plan will consist of a capital and operating plan that includes cost estimates as well as potential funding sources. Capital costs for transit-supportive infrastructure improvements will also be included. The financial plan will seek to coordinate and align funding priorities at the local, state and federal level with regard to transit service and related infrastructure.

Deliverables:

- An implementation and financial plan will be included as a chapter in the draft and final Countywide Transit Plans.

12. Prepare Administrative, Draft and Final Plan

This task assumes that an administrative, draft and final document will be produced. Responses to two rounds of comments per document should be assumed. The final document will include a stand-alone Executive Summary and will include a compilation of the technical memorandums.

Deliverables:

- Administrative, Draft and Final Countywide Transit Plans.

13. Stakeholder Input, Governance and Public Outreach

Provide support for Committee and Commission meetings and coordination with other agency and jurisdiction governing bodies throughout development of the plan and its ultimate adoption.

Develop and implement a public and stakeholder outreach strategy that provides for diverse ways of participation and is as inclusive as possible. Public outreach should focus on education and gaining public input on key trade-offs, choices, and priorities. It should make use of online, interactive web-based tools as well as in-person meetings, outreach events and stakeholder interviews.

Deliverables:

- Technical memorandum detailing the public participation approach and timeline. Technical and meeting support including meeting preparation, presentations, summaries, and information materials for up to 100 Commission, Committee, technical, and focus group meetings. Development of a project-specific website, and other public engagement strategies.

14. Project Management and Coordination with other Countywide Planning Efforts

The Alameda CTC is embarking on the development of four countywide planning efforts: goods movement, transit, integration and update of Community Based Transportation Plans, and arterial corridor mobility. In addition to overall project management, the development of the Transit Plan will include a task for coordination with the development of the other three plans, including meetings and stakeholder and community outreach and input. Close coordination with the Integrated Community Based Transportation Plans Update is particularly important and will occur throughout the Countywide Transit Plan process.

Schedule

The general schedule for the Countywide Transit Plan is expected to be as follows:

- Release RFP and select a consultant team – Fall 2013
- Project kick-off and initial tasks – Winter/Spring 2014
- Goals, objectives and policy framework – Spring/Summer 2014
- Develop network recommendations and associated tasks – Fall/Winter 2014/2015
- Final network recommendations – Spring 2015
- Implementation and financial plan – Spring/Summer 2015
- Draft and Final Plans – Fall 2015

Fiscal Impact: The fiscal impact for approving this item is \$900,000, which was included in the budget adopted for FY 13-14.

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Memorandum

6.8

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 16, 2013

SUBJECT: Authorization to Release a Request for Proposals for Development of an Integrated Community Based Transportation Plan

RECOMMENDATION: Authorize the release of a Request for Proposals (RFP) for development of an Integrated Community Based Transportation Plans Update and authorize the Executive Director, or a designee of the Executive Director, to negotiate and execute one or more professional services agreements with consultants or consultant teams selected as a result of the RFP process in accordance with procurement procedures.

Summary

The Integrated Community Based Transportation Plans Update will update existing conditions analyses and will assess progress on the five existing Community Based Transportation Plans (CBTPs) developed in Alameda County between 2004 and 2009. Based on this assessment, as well as recent and potential future changes in transit service and changes in community needs, projects and programs identified in the previous plans but not yet implemented will be reevaluated and new projects and programs may be identified for implementation. Because transportation costs, including the cost of riding transit, have consistently been identified as an issue for low-income households, the Plan will develop a strategy for reducing transit costs for low-income individuals in Alameda County. There is also an opportunity to integrate implementation strategies with other transit planning efforts, including potential pilot projects that could be implemented as a result of the outcomes of the development of the Countywide Transit Plan or of other regional studies. This memo summarizes the key outcomes and objectives, scope of work and schedule for the Integrated Community Based Transportation Plans Update.

Background

Between 2004 and 2009, five Community Based Transportation Plans (CBTPs) were completed in the following Alameda County Communities:

- Central Alameda County (unincorporated Ashland and Cherryland as well as portions of Hayward and South Hayward)
- Portions of the City of Alameda
- West and South Berkeley

- Central and East Oakland
- West Oakland

These areas were identified through two MTC reports published in 2001: the Lifeline Transportation Network Report and the Environmental Justice Report. These reports identified low-income areas where there are gaps in the provision of transportation, particularly transit services.

These CBTPs involved extensive community outreach and generated a list of projects and programs to address transportation gaps in underserved communities, some of which have been implemented. Since these plans were completed, new census data is now available, and it is necessary to reevaluate the projects and programs generated as a result of these planning efforts in light of recent and future changes in transit service. There is also an opportunity to integrate implementation strategies with other transit planning efforts, including potential pilot projects that could be implemented as a result of the outcomes of the development of the Countywide Transit Plan or of other regional studies.

Governance and Advisory Structure

Alameda CTC will conduct a series of stakeholder meetings and community focus groups and meetings to inform and guide the CBTP integration and update. A more robust community outreach and engagement approach will be developed once a consultant team is selected. Leadership by elected officials will be through the Alameda CTC and its partner agency elected and appointed officials. The development of this Plan will be closely integrated with the development of the Countywide Transit Plan.

Scope of Work and Deliverables

1. Inventory and Status of Existing CBTP Implementation and Completed Projects and Programs

Work with MTC, jurisdiction staff and the transit operators to create an inventory of those projects and programs completed for each CBTP. For those projects and programs not completed, identify reasons why, if possible.

Deliverables:

- Technical memorandum documenting the implementation status of each Alameda County CBTP.

2. Existing Conditions and Needs Analysis

This task will specifically address Communities of Concern within Alameda County and will include an identification of critical mobility/accessibility gaps that need to be addressed (i.e., access to jobs, education, childcare, medical facilities, other services, social/recreational opportunities, etc.). To the extent possible, this task will rely on various

demographic, socioeconomic, and employment data available from the U.S. Census Bureau as well as analyses conducted by MTC, local jurisdictions, and transit agencies.

Deliverables:

- Technical memorandum documenting existing conditions and needs with respect to mobility/accessibility needs for Communities of Concern.

3. Develop an Integrated Community Based Transportation Plan for Alameda County

The CBTP component of the Transit Plan will address transit needs particular to improving mobility and accessibility in Communities of Concern and will build on the finding of earlier tasks with regard to outstanding needs and transportation gaps in Communities of Concern. It will likely overlap with other elements of the Countywide Transit Plan, and may include both countywide strategies, as well as strategies particular to individual communities. It will identify near-term pilot projects that can be implemented to address community transportation needs and gaps.

Deliverables:

- Technical memorandum that details the integration and update of the Community Based Transportation Plans in Alameda County.

4. Develop a Strategy for Reducing Transit Costs for Low-Income Individuals

Identify strategies for reducing transit costs for low-income individuals that also maintain the financial sustainability of transit operations. Identify potential pilot programs and funding sources to address transit costs for low-income individuals.

Deliverables:

- Technical memorandum that identifies strategies, potential pilot programs and funding sources that can reduce transit costs for low-income individuals.

5. Develop an Implementation and Financial Plan

The implementation plan will focus on the phasing of improvements (both transit improvements as well as any necessary transit-supportive improvements) and will identify responsible parties/lead agencies and recommendations for monitoring progress and improvements. Specific pilot projects may also be identified and sufficiently detailed so as to enable the pursuit of additional funds for implementation. The financial plan will consist of a capital and operating plan (if applicable) that includes cost estimates as well as potential funding sources. Capital costs for transit-supportive infrastructure improvements will also be included. This may include implementation of certain pilot projects.

Deliverables:

- An implementation and financial plan will be included as a chapter in the draft and final Integrated CBTPs. This may also include potential implementation of pilot projects.

6. Prepare Administrative, Draft and Final Plan

This task assumes that an administrative, draft and final document will be produced. Responses to two rounds of comments per document should be assumed. The final document will include a stand-alone Executive Summary and will include a compilation of the technical memorandums.

Deliverables:

- Administrative, Draft and Final Integrated CBTPs.

7. Stakeholder Input, Governance and Public Outreach

Provide support for Committee and Commission meetings and coordination with other agency and jurisdiction governing bodies throughout development of the plan and its ultimate adoption.

Develop and implement a public and stakeholder outreach strategy that provides for diverse ways of participation and is as inclusive as possible. Public outreach should focus on education and gaining public input on key trade-offs, choices, and priorities. It should make use of online, interactive web-based tools (if applicable) as well as in-person meetings, outreach events and stakeholder interviews.

There will be a focus on working with Communities of Concern to get input on specific implementation strategies to address their needs. These will be working meetings where the community will be asked to provide their input on trade-offs, choices and priorities for services directly affecting their communities, including potential pilot projects and will be closely tied to the development of the Countywide Transit Plan.

Deliverables:

- Technical memorandum detailing the public participation and engagement approach and timeline. Technical and meeting support including meeting preparation, presentations, summaries, and information materials for up to 30 Commission, Committee, technical, and focus group meetings. Development of a project-specific website, and other public engagement strategies.

8. Project Management and Coordination with other Countywide Planning Efforts

The Alameda CTC is embarking on the development of four countywide planning efforts: goods movement, transit, integration and update of Community Based Transportation Plans, and arterial corridor mobility. In addition to overall project management, the development of the Transit Plan will include a task for coordination with the development of the other three plans, including meetings and stakeholder and community outreach and input. Close coordination with the Countywide Transit Plan is particularly important and will occur throughout the Integrated Community Based Transportation Plans Update process.

Schedule

The general schedule for the Plan is expected to be as follows:

- Release RFP and select a consultant team – Fall 2013
- Project kick-off and initial tasks – Winter/Spring 2014
- Strategy for reducing transit costs for low-income individuals – Spring 2015
- Draft Integrated Community Based Transportation Plan – Spring 2015
- Implementation and financial plan – Spring/Summer 2015
- Draft and Final Plans – Fall 2015

Fiscal Impact

The fiscal impact for approving this item is \$593,750 which was included in the adopted budget for FY 13-14.

Staff Contacts

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Memorandum

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• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 16, 2013

SUBJECT: Goods Movement Collaborative and Plan Update and Project Screening Criteria and List

RECOMMENDATION: Approve process for recommending projects to MTC for input into the California State Freight Mobility Plan and receive an update on the Goods Movement Collaborative and Plan development

Summary

Freight and goods movement are central to a strong economy in Alameda County, the Bay Area and the nation. To ensure that Alameda County's economy and the Bay Area as a whole (by virtue of Alameda County's central location, freeways and the location of the Port of Oakland) are supported by a robust goods movement system, Alameda CTC has embarked on the creation of a goods movement collaborative that will bring together partners and stakeholders to create a unified effort to support and advocate for freight and goods movement, and technical studies that will result in an Alameda Countywide Goods Movement Plan to identify needs and short and long term priorities. These efforts will directly feed into state and federal freight planning efforts that are also currently underway, including the development of the California Freight Mobility Plan (CFMP) and a National Strategic Freight Plan.

Due to the development schedule for California's freight planning process, the Commission is requested to approve a method for development of a list of projects for submittal to MTC and Caltrans that can be used in the development of the CFMP. This memo outlines a process and milestones for submitting a list of Alameda County projects to MTC by October 2013, includes a recommendation for a project list to be submitted to MTC and Caltrans District 4 for inclusion in the state freight plan, and provides an update on the development of the Alameda CTC Goods Movement Collaborative and Goods Movement Plan.

Background

Freight and goods movement planning is underway at the local, regional, state and federal levels. The following summarizes each of these planning efforts and identifies Alameda CTC engagement in these processes.

Federal Process: The Federal surface transportation act, Moving Ahead for Progress in the 21st Century (MAP-21), was signed into law in 2012 and included the development of a national freight policy that will establish a national freight network and create a national freight strategic plan. The development of the network and strategic plan will be done with a National Freight Advisory Committee (NFAC). NFAC representatives from California include: Kristin Decas, CEO & Port Director, Port of Hueneme; Genevieve Giuliano, Professor, Director and Senior Associate Dean, University of Southern California; Fran Inman, Senior Vice President, Majestic Realty Company and Member, California Transportation Commission; Randy Iwasaki, Executive Director, Contra Costa Transportation Authority; and Bonnie Lowenthal, State Assembly Member.

The federal process requires the establishment of an initial primary freight network (PFN) of 27,000 centerline miles of existing roadway that are most critical to the movement of freight. The federal Department of Transportation (DOT) will be working with states to define the PFN, as well as identify critical rural freight corridors that meet specific criteria defined in MAP-21 freight provisions (see Attachment A). The DOT is required to develop the PFN within a year of issuance of the MAP-21 freight provisions, and the strategic plan within three years. The strategic plan will be updated thereafter every five years. MAP-21 encourages states to develop freight plans that address immediate and long-range freight needs. In California, the development of a CFMP was initiated in spring 2013 as described below, and will feed into the federal process.

State Process: The California Department of Transportation (Caltrans) has established a California Freight Advisory Committee (CFAC), including Art Dao as a member, to assist with the development of the CFMP. This plan will provide input into the national plan and will be incorporated into the overall California Transportation Plan which will be completed in 2015. The state is guiding its developmental effort using the same strategic goals and definitions as those that are included in Map 21 to address capital, operational, policy and innovative technology needs in the freight network.

- Goals include:
 - Improve the contribution of the freight system to economic efficiency, productivity and competitiveness
 - Reduce congestion on the freight system
 - Improve safety, security and resiliency of system
 - Improve state of good repair
 - Use advance technology, performance management and innovation, competition and accountability in operating the freight system
 - Reduce adverse environmental and community impacts

Due to the timing of the state freight plan and the need for it to influence the federal plan, Alameda CTC is working with both Caltrans District 4 and MTC on the development of a project list for initial inclusion in the state freight plan.

Caltrans is working with each of its District offices to identify freight projects and each of the Districts is working with their Metropolitan Planning Organizations (MPO). In the Bay Area, MTC and Caltrans are collaborating on a Bay Area Goods Movement Plan that will help to inform the state process. Alameda CTC is working closely with MTC and District 4 on the inventory and development of a draft inventory list, which is described in more detail under Regional and Local efforts below. In order to be eligible for consideration in the CFMP, the projects must be in the Regional Transportation Plan and part of a national freight network. In Alameda County, the highway segments currently being identified as part of the national network include I-238, I-580, I-80, and I-880.

The following schedule includes high level milestones for the development of the CFMP and requires that Alameda CTC submit a list to MTC of projects by October.

- October/November: Draft initial list of freight projects from statewide Caltrans Districts and Metropolitan Planning Organizations
- December 2013: Initial draft CFMP
- Summer 2014 (June –August): Final Draft CFMP issued for 60-day public comment period and public workshops
- Fall 2014 (September – October): Final CFMP that that will be incorporated into the California Transportation Plan scheduled for adoption in 2015.

Regional and Local Process: Caltrans District 4 and MTC are coordinating on a short-term Bay Area Goods Movement Plan that will facilitate development of a list of projects for inclusion in the CFMP. Alameda CTC is closely coordinating with MTC and District 4 on this effort to ensure that a list can be submitted to the state by October 2013. In addition, Alameda CTC has kicked off the development of the Alameda County long range Goods Movement Collaborative and Plan, which will be performance based and identify needs and gaps in the goods movement system, identify new projects and programs to foster economic competitiveness, and promote local community vibrancy and protect the environment. The countywide Collaborative and Plan will include extensive input from Alameda CTC stakeholders and partners. A draft plan will be developed by Spring 2015 in time to inform the 2016 Countywide Transportation Plan and the next Regional Transportation Plan.

In the immediate term to support the development of a priority list for the regional and state processes, the Commission is requested to approve a process to develop a list of projects for submittal to MTC and Caltrans that can be used in the development of the CFMP. This following outlines a process and milestones for submitting a list of Alameda County projects to MTC by October 2013.

- June 2014: Alameda CTC develops comprehensive list of projects from existing Caltrans, MTC, San Joaquin Valley and rail operator studies and plans.
- July 2014: Alameda CTC submits comprehensive list to MTC and Caltrans District 4 for review
- August 2014: Alameda CTC reviews and sorts list

- September 2013: Alameda CTC adopts high level criteria for advancing a project list to MTC and District 4
- October 2013: MTC meeting on project list for submission to state CFMP development process in coordination with Caltrans District 4.

Recommendation

Staff recommends approval of the following screening criteria to use to develop a project inventory list for submission to MTC and Caltrans District 4. The Commission is requested to approve the following screening criteria and to review Attachment B, Alameda County Goods Movement Project Inventory, which is sorted based upon the below criteria, to identify if any additional projects should be considered. The criteria are based on goals and objectives documented in MAP-21 and types of projects that would be eligible for the increased federal match provision. The proposed criteria are:

- Inclusion in Plan Bay Area and Alameda CTC's Countywide Transportation Plan (CWTP Tier 1 or Tier 2 project lists)
- Grade separations and safety improvements at at-grade crossings for rail
- On I-238, I-580, I-80 and I-880 for trucks (these routes are key freight corridors identified in the state process)
- Port supportive

Because there is insufficient time to do comprehensive outreach and project identification to meet the State's deadline to have a prioritized list, which would include an assessment of project scope, cost and schedule, the attached draft list supports inclusion of projects that are in Alameda CTC's CWTP and Plan Bay Area, which indicates an ability to receive state and federal funding, some level of project development completed and a degree of public vetting. The countywide Goods Movement Plan will be used to identify project priorities and additional needs through the plan development process and will identify project readiness for funding. Information may be ready early next year as part of Alameda CTC's planning process to provide additional input on Alameda County priorities for the draft CFMP. Additional projects that are not included in the CWTP or Plan Bay Area will be included in the long-range planning process for the Goods Movement Plan.

Update on Alameda CTC Goods Movement Collaborative and Plan

The Alameda CTC has moved forward with Goods Movement Collaborative and Plan Development. In July the Goods Movement Leadership Team held its kick off meeting with executive staff from the following partners:

- Alameda County Transportation Commission
- Port of Oakland
- Metropolitan Transportation Commission
- Caltrans

- East Bay EDA

The Leadership Team is working on the identification and development of the technical team, focus group stakeholders, and the Goods Movement Roundtable participants and structure. In addition the Leadership team is finalizing a schedule for development and implementation of key milestones for the Collaborative process. An additional update on these efforts will be brought to the Commission in October.

An RFP for the Goods Movement Plan was released on July 1st and a pre-bid meeting was held on July 24th. Proposals were submitted to Alameda CTC on August 15th and currently the evaluation team is reviewing and scoring the proposals. Interviews will be held during the week of September 16 with the goal of selecting a firm and initiating work by early October.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Map-21 Prioritization of Projects to Improve Freight Movement
- B. Alameda County Project Inventory Based on Existing Plans
- C. Caltrans Goods Movement Maps

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Moving Ahead for Progress in the 21st Century (MAP 21)
Freight-Related Provisions

SEC. 1115. NATIONAL FREIGHT POLICY.

(a) IN GENERAL.—Chapter 1 of title 23, United States Code, is amended by adding at the end the following:

“§ 167. National freight policy

“(a) IN GENERAL.—It is the policy of the United States to improve the condition and performance of the national freight network to ensure that the national freight network provides the foundation for the United States to compete in the global economy and achieve each goal described in subsection (b).

“(b) GOALS.—The goals of the national freight policy are—

“(1) to invest in infrastructure improvements and to implement operational improvements that—

“(A) strengthen the contribution of the national freight network to the economic competitiveness of the United States;

“(B) reduce congestion; and

“(C) increase productivity, particularly for domestic industries and businesses that create high-value jobs;

“(2) to improve the safety, security, and resilience of freight transportation;

“(3) to improve the state of good repair of the national freight network;

“(4) to use advanced technology to improve the safety and efficiency of the national freight network;

“(5) to incorporate concepts of performance, innovation, competition, and accountability into the operation and maintenance of the national freight network; and

“(6) to improve the economic efficiency of the national freight network.

“(7) to reduce the environmental impacts of freight movement on the national freight network;

“(c) ESTABLISHMENT OF A NATIONAL FREIGHT NETWORK.—

“(1) IN GENERAL.—The Secretary shall establish a national freight network in accordance with this section to assist States in strategically directing resources toward improved system performance for efficient movement of freight on highways, including national highway system, freight intermodal connectors and aerotropolis transportation systems.

“(2) NETWORK COMPONENTS.—The national freight network shall consist of—

“(A) the primary freight network, as designated by the Secretary under subsection (d) (referred to in this section as the ‘primary freight network’) as most critical to the movement of freight;

“(B) the portions of the Interstate System not designated as part of the primary freight network; and

“(C) critical rural freight corridors established under subsection (e).

“(d) DESIGNATION OF PRIMARY FREIGHT NETWORK.—

“(1) INITIAL DESIGNATION OF PRIMARY FREIGHT NETWORK.—

“(A) DESIGNATION.—Not later than 1 year after the date of enactment of this section, the Secretary shall designate a primary freight network—

“(i) based on an inventory of national freight volume conducted by the Administrator of the Federal Highway Administration, in consultation with stakeholders, including system users, transport providers, and States; and

“(ii) that shall be comprised of not more than 27,000 centerline miles of existing roadways that are most critical to the movement of freight.

“(B) FACTORS FOR DESIGNATION.—In designating the primary freight network, the Secretary shall consider—

“(i) the origins and destinations of freight movement in the United States;

“(ii) the total freight tonnage and value of freight moved by highways;

“(iii) the percentage of annual average daily truck traffic in the annual average daily traffic on principal arterials;

“(iv) the annual average daily truck traffic on principal arterials;

“(v) land and maritime ports of entry;

“(vi) access to energy exploration, development, installation, or production areas;

“(vii) population centers; and

“(viii) network connectivity.

“(2) **ADDITIONAL MILES ON PRIMARY FREIGHT NETWORK.**—In addition to the miles initially designated under paragraph

(1), the Secretary may increase the number of miles designated as part of the primary freight network by not more than 3,000 additional centerline miles of roadways (which may include existing or planned roads) critical to future efficient movement of goods on the primary freight network.

“(3) **REDESIGNATION OF PRIMARY FREIGHT NETWORK.**—Effective beginning 10 years after the designation of the primary freight network and every 10 years thereafter, using the designation factors described in paragraph (1), the Secretary shall redesignate the primary freight network (including additional mileage described in paragraph (2)).

“(e) **CRITICAL RURAL FREIGHT CORRIDORS.**—A State may designate a road within the borders of the State as a critical rural freight corridor if the road—

“(1) is a rural principal arterial roadway and has a minimum of 25 percent of the annual average daily traffic of the road measured in passenger vehicle equivalent units from trucks (FHWA vehicle class 8 to 13);

“(2) provides access to energy exploration, development, installation, or production areas;

“(3) connects the primary freight network, a roadway described in paragraph (1) or (2), or Interstate System to facilities that handle more than—

“(A) 50,000 20-foot equivalent units per year; or

“(B) 500,000 tons per year of bulk commodities.

“(f) **NATIONAL FREIGHT STRATEGIC PLAN.**—

“(1) **INITIAL DEVELOPMENT OF NATIONAL FREIGHT STRATEGIC PLAN.**—Not later than 3 years after the date of enactment of this section, the Secretary shall, in consultation with State departments of transportation and other appropriate public and private transportation stakeholders, develop and post on the Department of Transportation public website a national freight strategic plan that shall include—

“(A) an assessment of the condition and performance of the national freight network;

“(B) an identification of highway bottlenecks on the national freight network that create significant freight congestion problems, based on a quantitative methodology developed by the Secretary, which shall, at a minimum, include—

“(i) information from the Freight Analysis Network of the Federal Highway Administration; and

“(ii) to the maximum extent practicable, an estimate of the cost of addressing each bottleneck and any operational improvements that could be implemented;

“(C) forecasts of freight volumes for the 20-year period beginning in the year during which the plan is issued;

“(D) an identification of major trade gateways and national freight corridors that connect major population centers, trade gateways, and other major freight generators for current and forecasted traffic and freight volumes, the identification of which shall be revised, as appropriate, in subsequent plans;

“(E) an assessment of statutory, regulatory, technological, institutional, financial, and other barriers to improved freight transportation performance (including opportunities for overcoming the barriers);

“(F) an identification of routes providing access to energy exploration, development, installation, or production areas;

“(G) best practices for improving the performance of the national freight network;

“(H) best practices to mitigate the impacts of freight movement on communities;

“(I) a process for addressing multistate projects and encouraging jurisdictions to collaborate; and

“(J) strategies to improve freight intermodal connectivity.

“(2) **UPDATES TO NATIONAL FREIGHT STRATEGIC PLAN.**—Not later than 5 years after the date of completion of the first national freight strategic plan under paragraph (1), and every 5 years thereafter, the Secretary shall update and repost on the Department of Transportation public website a revised national freight strategic plan.

“(g) **FREIGHT TRANSPORTATION CONDITIONS AND PERFORMANCE REPORTS.**—Not later than 2 years after the date of enactment of this section, and biennially thereafter, the Secretary shall prepare a report that contains a description of the conditions and performance of the national freight network in the United States.

“(h) **TRANSPORTATION INVESTMENT DATA AND PLANNING TOOLS.**—

“(1) **IN GENERAL.**—Not later than 1 year after the date of enactment of this section, the Secretary shall—

“(A) begin development of new tools and improvement of existing tools or improve existing tools to support an outcome-oriented, performance-based approach to evaluate proposed freight-related and other transportation projects, including—

“(i) methodologies for systematic analysis of benefits and costs;

“(ii) tools for ensuring that the evaluation of freight-related and other transportation projects could consider safety, economic competitiveness, environmental sustainability, and system condition in the project selection process; and

“(iii) other elements to assist in effective transportation planning;

“(B) identify transportation-related model data elements to support a broad range of evaluation methods and techniques to assist in making transportation investment decisions; and

“(C) at a minimum, in consultation with other relevant Federal agencies, consider any improvements to existing freight flow data collection efforts that could reduce identified freight data gaps and deficiencies and help improve forecasts of freight transportation demand.

“(2) **CONSULTATION.**—The Secretary shall consult with Federal, State, and other stakeholders to develop, improve, and implement the tools and collect the data in paragraph (1).

“(i) **DEFINITION OF AEROTROPOLIS TRANSPORTATION SYSTEM.**— In this section, the term ‘aerotropolis transportation system’ means a planned and coordinated multimodal freight and passenger transportation network that, as determined by the Secretary, provides efficient, cost-effective, sustainable, and intermodal connectivity to a defined region of economic significance centered around a major airport.”

(b) **CONFORMING AMENDMENT.**—The analysis for chapter 1 of title 23, United States Code, is amended by adding at the end the following:

“167. National freight program.”

SEC. 1116. PRIORITIZATION OF PROJECTS TO IMPROVE FREIGHT MOVEMENT.

(a) **IN GENERAL.**—Notwithstanding section 120 of title 23, United States Code, the Secretary may increase the Federal share payable for any project to 95 percent for projects on the Interstate System and 90 percent for any other project if the Secretary certifies that the project meets the requirements of this section.

(b) **INCREASED FUNDING.**—To be eligible for the increased Federal funding share under this section, a project shall—

(1) demonstrate the improvement made by the project to the efficient movement of freight, including making progress towards meeting performance targets for freight movement established under section 150(d) of title 23, United States Code; and

(2) be identified in a State freight plan developed pursuant to section 1118.

(c) **ELIGIBLE PROJECTS.**—Eligible projects to improve the movement of freight under this section may include, but are not limited to—

- (1) construction, reconstruction, rehabilitation, and operational improvements directly relating to improving freight movement;*
- (2) intelligent transportation systems and other technology to improve the flow of freight;*
- (3) efforts to reduce the environmental impacts of freight movement on the primary freight network;*
- (4) railway-highway grade separation;*
- (5) geometric improvements to interchanges and ramps.*
- (6) truck-only lanes;*
- (7) climbing and runaway truck lanes;*
- (8) truck parking facilities eligible for funding under section 1401;*
- (9) real-time traffic, truck parking, roadway condition, and multimodal transportation information systems;*
- (10) improvements to freight intermodal connectors; and*
- (11) improvements to truck bottlenecks.*

SEC. 1117. STATE FREIGHT ADVISORY COMMITTEES.

- (a) IN GENERAL.—The Secretary shall encourage each State to establish a freight advisory committee consisting of a representative cross-section of public and private sector freight stakeholders, including representatives of ports, shippers, carriers, freight-related associations, the freight industry workforce, the transportation department of the State, and local governments.*
- (b) ROLE OF COMMITTEE.—A freight advisory committee of a State described in subsection (a) shall—*
 - (1) advise the State on freight-related priorities, issues, projects, and funding needs;*
 - (2) serve as a forum for discussion for State transportation decisions affecting freight mobility;*
 - (3) communicate and coordinate regional priorities with other organizations;*
 - (4) promote the sharing of information between the private and public sectors on freight issues; and*
 - (5) participate in the development of the freight plan of the State described in section 1118.*

SEC. 1118. STATE FREIGHT PLANS.

- (a) IN GENERAL.—The Secretary shall encourage each State to develop a freight plan that provides a comprehensive plan for the immediate and long-range planning activities and investments of the State with respect to freight.*
- (b) PLAN CONTENTS.—A freight plan described in subsection*
 - (a) shall include, at a minimum—*
 - (1) an identification of significant freight system trends, needs, and issues with respect to the State;*
 - (2) a description of the freight policies, strategies, and performance measures that will guide the freight-related transportation investment decisions of the State;*
 - (3) a description of how the plan will improve the ability of the State to meet the national freight goals established under section 167 of title 23, United States Code;*
 - (4) evidence of consideration of innovative technologies and operational strategies, including intelligent transportation systems, that improve the safety and efficiency of freight movement;*
 - (5) in the case of routes on which travel by heavy vehicles (including mining, agricultural, energy cargo or equipment, and timber vehicles) is projected to substantially deteriorate the condition of roadways, a description of improvements that may be required to reduce or impede the deterioration; and*
 - (6) an inventory of facilities with freight mobility issues, such as truck bottlenecks, within the State, and a description of the strategies the State is employing to address those freight mobility issues.*
- (c) RELATIONSHIP TO LONG-RANGE PLAN.—A freight plan described in subsection (a) may be developed separate from or incorporated into the statewide strategic long-range transportation plan required by section 135 of title 23, United States Code.*

Subtitle D—Highway Safety

SEC. 1401. JASON’S LAW.

(a) *IN GENERAL.*—It is the sense of Congress that it is a national priority to address projects under this section for the shortage of long-term parking for commercial motor vehicles on the National Highway System to improve the safety of motorized and non-motorized users and for commercial motor vehicle operators.

(b) *ELIGIBLE PROJECTS.*—Eligible projects under this section are those that—

(1) serve the National Highway System; and

(2) may include the following:

(A) Constructing safety rest areas (as defined in section 120(c) of title 23, United States Code) that include parking for commercial motor vehicles.

(B) Constructing commercial motor vehicle parking facilities adjacent to commercial truck stops and travel plazas.

(C) Opening existing facilities to commercial motor vehicle parking, including inspection and weigh stations and park-and-ride facilities.

(D) Promoting the availability of publicly or privately provided commercial motor vehicle parking on the National Highway System using intelligent transportation systems and other means.

(E) Constructing turnouts along the National Highway System for commercial motor vehicles.

(F) Making capital improvements to public commercial motor vehicle parking facilities currently closed on a seasonal basis to allow the facilities to remain open year-round.

(G) Improving the geometric design of interchanges on the National Highway System to improve

(c) *SURVEY AND COMPARATIVE ASSESSMENT.*—

(1) *IN GENERAL.*—Not later than 18 months after the date of enactment of this Act, the Secretary, in consultation with relevant State motor carrier safety personnel, shall conduct a survey of each State—

(A) to evaluate the capability of the State to provide adequate parking and rest facilities for commercial motor vehicles engaged in interstate transportation;

(B) to assess the volume of commercial motor vehicle traffic in the State; and

(C) to develop a system of metrics to measure the adequacy of commercial motor vehicle parking facilities in the State.

(2) *RESULTS.*—The results of the survey under paragraph

(1) shall be made available to the public on the website of the Department of Transportation.

(3) *PERIODIC UPDATES.*—The Secretary shall periodically update the survey under this subsection.

DIVISION C—TRANSPORTATION SAFETY AND SURFACE TRANSPORTATION POLICY

TITLE I—MOTOR VEHICLE AND HIGHWAY SAFETY IMPROVEMENT ACT OF 2012

Subtitle H—Safe Highways and Infrastructure Preservation

SEC. 32801. COMPREHENSIVE TRUCK SIZE AND WEIGHT LIMITS STUDY.

(a) *TRUCK SIZE AND WEIGHT LIMITS STUDY.*—Not later than 45 days after the date of enactment of this Act, the Secretary, in consultation with each relevant State and other applicable Federal agencies, shall commence a comprehensive truck size and weight limits study. The study shall—

(1) provide data on accident frequency and evaluate factors related to accident risk of vehicles that operate with size and weight limits that are in excess of the Federal law and regulations in each State that allows vehicles to operate with size and weight limits that are in excess of the Federal law and regulations, or to operate under a Federal exemption or grandfather right, in comparison to vehicles that do not operate in excess of Federal law and regulations (other than vehicles with exemptions or grandfather rights);

- (2) evaluate the impacts to the infrastructure in each State that allows a vehicle to operate with size and weight limits that are in excess of the Federal law and regulations, or to operate under a Federal exemption or grandfather right, in comparison to vehicles that do not operate in excess of Federal law and regulations (other than vehicles with exemptions or grandfather rights), including—
- (A) the cost and benefits of the impacts in dollars;
 - (B) the percentage of trucks operating in excess of the Federal size and weight limits; and
 - (C) the ability of each State to recover the cost for the impacts, or the benefits incurred;
- (3) evaluate the frequency of violations in excess of the Federal size and weight law and regulations, the cost of the enforcement of the law and regulations, and the effectiveness of the enforcement methods;
- (4) assess the impacts that vehicles that operate with size and weight limits in excess of the Federal law and regulations, or that operate under a Federal exemption or grandfather right, in comparison to vehicles that do not operate in excess of Federal law and regulations (other than vehicles with exemptions or grandfather rights), have on bridges, including the impacts resulting from the number of bridge loadings;
- (5) compare and contrast the potential safety and infrastructure impacts of the current Federal law and regulations regarding truck size and weight limits in relation to—
- (A) six-axle and other alternative configurations of tractor-trailers; and
 - (B) where available, safety records of foreign nations with truck size and weight limits and tractor-trailer configurations that differ from the Federal law and regulations; and
- (6) estimate—
- (A) the extent to which freight would likely be diverted from other surface transportation modes to principal arterial routes and National Highway System intermodal connectors if alternative truck configuration is allowed to operate and the effect that any such diversion would have on other modes of transportation;
 - (B) the effect that any such diversion would have on public safety, infrastructure, cost responsibilities, fuel efficiency, freight transportation costs, and the environment;
 - (C) the effect on the transportation network of the United States that allowing alternative truck configuration to operate would have; and
 - (D) whether allowing alternative truck configuration to operate would result in an increase or decrease in the total number of trucks operating on principal arterial routes and National Highway System intermodal connectors; and
- (7) identify all Federal rules and regulations impacted by changes in truck size and weight limits.
- (b) **REPORT.**—Not later than 2 years after the date that the study is commenced under subsection (a), the Secretary shall submit a final report on the study, including all findings and recommendations, to the Committee on Commerce, Science, and Transportation and the Committee on Environment and Public Works of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives.

SEC. 32802. COMPILATION OF EXISTING STATE TRUCK SIZE AND WEIGHT LIMIT LAWS.

- (a) **IN GENERAL.**—Not later than 90 days after the date of enactment of this Act, the Secretary, in consultation with the States, shall begin to compile—
- (1) a list for each State, as applicable, that describes each route of the National Highway System that allows a vehicle to operate in excess of the Federal truck size and weight limits that—
 - (A) was authorized under State law on or before the date of enactment of this Act; and
 - (B) was in actual and lawful operation on a regular or periodic basis (including seasonal operations) on or before the date of enactment of this Act;
 - (2) a list for each State, as applicable, that describes—
 - (A) the size and weight limitations applicable to each segment of the National Highway System in that State as listed under paragraph (1);

(B) each combination that exceeds the Interstate weight limit, but that the Department of Transportation, other Federal agency, or a State agency has determined on or before the date of enactment of this Act, could be or could have been lawfully operated in the State; and

(C) each combination that exceeds the Interstate weight limit, but that the Secretary determines could have been lawfully operated on a non-Interstate segment of the National Highway System in the State on or before the date of enactment of this Act; and

(3) a list of each State law that designates or allows designation of size and weight limitations in excess of Federal law and regulations on routes of the National Highway System, including nondivisible loads.

(b) SPECIFICATIONS.—The Secretary, in consultation with the States, shall specify whether the determinations under paragraphs (1) and (2) of subsection (a) were made by the Department of Transportation, other Federal agency, or a State agency.

(c) REPORT.—Not later than 2 years after the date of enactment of this Act, the Secretary shall submit a final report of the compilation under subsection (a) to the Committee on Commerce, Science, and Transportation and the Committee on Environment and Public Works of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives.

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Attachment B: Alameda County Goods Movement Project Inventory

List of Plans and Acronyms

Plans

CWTP	Alameda CTC 2012 Countywide Transportation Plan
GMAP	Goods Movement Action Plan (State Plan conducted by Department of Business Transportation and Housing and California Environmental Protection Agency 2005-2007)
TCIF	Trade Corridors Improvement Fund (Proposition 1B projects funded based on GMAP)
2004 MTC Plan	2004 MTC Regional Goods Movement Study
State Rail Plan	Caltrans' 2012 Draft State Rail Plan being prepared for 2040 California Transportation Plan
SJV IRGMS	San Joaquin Valley Interregional Goods Movement Study (recently concluded study led by 8 Congestion Management Agencies/Metropolitan Planning Organizations)

Acronyms

OHIT	Outer Harbor Intermodal Terminal
PSR	Project Scoping Report
UPRR	Union Pacific Railroad
BNSF	Burlington Northern Santa Fe (Railroad)
RTP	Regional Transportation Plan
I/C	Interchange
OAK	Oakland International Airport
ROW	Right of Way
JLS	Jack London Square
CCJPA	Capitol Corridor Joint Powers Authority
SJRRC	San Joaquin Regional Railroad Commission

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MTC RTPID	Project	Sponsor	Mode	County	Plans	Cost Estimate in Plan (\$M)	Committed Fund Estimate in Plan (\$M)	Status in Plan	Description
Alameda Countywide Transportation Plan Tier 1 - Intermodal Terminal Projects									
22082	7th Street Grade Separation	Port of Oakland/MTC	Intermodal	ALA	TCIF Tier 1 (Inactive), Plan Bay Area, CWTP, GMAP, 2004 MTC Plan	\$304.8	\$0.0	Tier 1 (CWTP)	Major component of Oakland Army Base Phase 2 New grade separated rail crossings of 7th Street for BNSF and UP terminals, including replacement of the damaged former Southern Pacific overhead and the addition of rail expansion capacity. Improve traffic operations and expands roadway capacity through the reconstruction of 7th Street along a new alignment, in a deeper trench section, between Cedar Street and Maritime Street, and bicycle and pedestrian access improvements. The project also will separate truck traffic on 7th St. thereby eliminating conflicts between trucks and trains at a major intersection adjacent to OHIT. Improves roadway safety and clearance through existing underpass.
Alameda Countywide Transportation Plan Tier 1 - Rail Projects									
240208	Highway-Rail Grade Crossing Improvements	City of Fremont	Truck/Rail	ALA	Plan Bay Area/CWTP	\$3.2	\$0.0	Tier 1 (CWTP)	Improve highway-rail crossing safety at four at-grade crossings in the City of Fremont by installing raised medians, railroad gate improvements, and sidewalk. Rail crossing locations are: Fremont Blvd., Maple St., Dusterberry Way., and Nursery Ave.
22779	Construct grade separation at Warren Avenue/Union Pacific RR as Phase 2 of the Route 262/I-880 interchange improvements	City of Fremont	Truck/Rail	ALA	Plan Bay Area/CWTP, 2004 MTC Plan	\$80.5	\$0.0	Tier 1 (CWTP)	Serves as Phase 2 of the State Route 262/I-880 Freeway Interchange Reconstruction and I-880 Widening Project. Phases 1a & 1b includes direct connectors between Route 262 with HOV bypass lanes along the on-ramps, and freeway widening to provide for the completion of HOV lanes from Alameda County to the Santa Clara County line. This application is for the Phase 2 project - Grade Separation of Warren Avenue and Union Pacific Railroad tracks.
21103	Central Avenue Railroad Overcrossing	City of Newark	Truck/Rail	ALA	Plan Bay Area/CWTP	\$18.7	\$1.2	Tier 1 (CWTP)	Construct a grade separation structure on Central Avenue (4-lane arterial street) at Union Pacific Railroad crossing. Project is an enhancement. (Coast subdivision)
230103	Grade Separation in the Decoto neighborhood	City of Union City	Truck/Rail	ALA	Plan Bay Area/CWTP	\$191.7	\$0.0	Tier 1 (CWTP)	In conjunction with the grade separation over Decoto Road (Project #230101,) continued grade separations of both rail lines through the residential neighborhood of Decoto
240055	Tennyson Road grade separation	City of Hayward	Rail	ALA	Plan Bay Area/CWTP	\$14.0	\$0.0	Tier 1 (CWTP)	Alleviate existing traffic hazards caused by conflicts between vehicles and trains. The proposed underpass will eliminate a sub standard grade crossing that will provide direct benefits and improvements to pedestrian safety as well as vehicle and train safety. This project is very similar to the Harder Road underpass project completed by the City several years ago.
Alameda Countywide Transportation Plan Tier 1 - Major International Trade Corridor Truck Projects									
240047	I-880/A St interchange improvements	Alameda CTC	Truck	ALA	Plan Bay Area/CWTP, 2004 MTC Plan	\$64.0	\$0.0	Tier 1 (CWTP)	Reconstruct interchange to accommodate widening of A Street from 5 lanes to six lanes underneath the overpass. Final alignment would be two continuous through lanes and one continuous LT lane in each direction. This would also involve intersection and signal modifications. Would benefit trucks turning onto I-880 ramps. Area has high volumes of trucks, half of them 5-axle.
230117*	Implementation of 2008 Truck Parking Study	Alameda CTC	Truck	ALA	Plan Bay Area/CWTP	\$5.0	\$0.0	Program (CWTP)	Implements the recommendations of the ACTC Board adopted Truck Parking Facility Feasibility and Location Study (December 2008) funded by Caltrans and managed by the CMA. (Part of RTP Goods Movement Programmatic Project)
230052	I-880 NB and SB Auxiliary Lanes	Alameda CTC	Truck	ALA	Plan Bay Area/CWTP	\$23.00	\$23.00	Committed (CWTP) (LATIP)	NB and SB 880 between West A and Winton
230054	I-880 Auxiliary Lanes between Whipple and Industrial Parkway West	Alameda CTC	Truck	ALA	Plan Bay Area/CWTP	\$9.50	\$9.50	Committed (CWTP) (LATIP)	NB 880 between A Street and Paseo Grande
21144	I-80/Gilman Ave Reconfiguration	Alameda CTC / City of Berkeley	Truck	ALA	Plan Bay Area/CWTP	\$26.0	\$1.4	Tier 1 (CWTP)	Reconfigure the I-80/Gilman interchange located in northwest Berkeley, near its boundary with the City of Albany. Capacity constraint and vehicular safety due to the current stop sign controlled ramps are serious issues at this interchange. The project design will also provide adequate pedestrian, bicycle, and public transit movements through the interchange area. The proposed reconfiguration is likely a dual roundabout that has a roundabout on each side of the interchange with a connecting segment.
230684	Widen I-580/I-680 interchange in each direction for HOV/HOT lanes	Alameda CTC/MTC	Truck	ALA	Plan Bay Area/CWTP	\$310.0	\$0.0	Tier 1 (CWTP)	Widen to add one HOV/HOT lane for WB 580 to SB 680 and NB 680 to EB 580 movements at connector and to Tassajara Road

Notes: Major International Trade Highway Corridors are I-880, I-238, I-80, and I-580 (as identified in Caltrans Goods Movement Action Plan); Programmatic Projects included with Tier 1

MTC RTPID	Project	Sponsor	Mode	County	Plans	Cost Estimate in Plan (\$M)	Committed Fund Estimate in Plan (\$M)	Status in Plan	Description
240037	I-880/West Winton Ave interchange improvements	City of Hayward	Truck	ALA	Plan Bay Area/CWTP	\$25.8	\$0.0	Tier 1 (CWTP)	Reconstructing ramps to create a partial cloverleaf interchange with signalized foot of ramp intersections. Project would reconfigure eastbound to southbound on ramp and a new connection to Southland Mall Drive opposite the southbound off ramp.
240025	I-880/Industrial Parkway interchange improvements	City of Hayward	Truck	ALA	Plan Bay Area/CWTP, MTC Plan	\$65.00	\$65.00	Committed (CWTP) (LATIP)	Reconstruct Interchange to provide a northbound off ramp and a southbound HOV bypass lane on the southbound loop off ramp. Reconstruct bridge over I-880. Project would provide a direct link from I-880 northbound to an industrial area with many wholesale/distribution businesses.
21100	I-580/Vasco Road interchange improvements	City of Livermore	Truck	ALA	Plan Bay Area/CWTP	\$63.9	\$55.0	Tier 1 (CWTP)	Modify I-580/Vasco Rd. Interchange. Widen I-580 overcrossing to provide 8 traffic lanes and bike lanes/shoulders. Construct auxiliary lanes on I-580 between Vasco and First Street. Add new loop ramp in southwest quadrant. Includes widening Vasco Road to 8 lanes between Northfront Road and Las Positas Road, and other local roadway improvements
21475	I-580/First St Interchange Improvements	City of Livermore	Truck	ALA	Plan Bay Area/CWTP	\$44.0	\$38.5	Tier 1 (CWTP)	To improve safety and reduce congestion on and near the I-580/First Street interchange.
21477	I-580/Greenville Rd Interchange Improvements	City of Livermore	Truck	ALA	Plan Bay Area/CWTP	\$53.8	\$43.3	Tier 1 (CWTP)	To improve safety and reduce congestion on and near the I-580/Greenville Road interchange.
230132	I-580/Isabel Avenue Interchange, Phase 2	City of Livermore	Truck	ALA	Plan Bay Area/CWTP	\$31.0	\$26.0	Tier 1 (CWTP)	Complete ultimate improvements at I-580/Isabel/Route 84 Interchange to provide 6-lanes over 580 at Isabel/84 Interchange and 4-lanes over 580 at Portola flyover.
230170	I-880/High St Interchange Improvements	City of Oakland	Truck	ALA	GMAP, Plan Bay Area/CWTP	\$17.6	\$6.1	Tier 1 (CWTP)	Extend and align 42nd Avenue with Alameda Avenue to provide a road parallel to High Street; widen High Street to provide additional capacity at the intersections of the freeway connector roads of Oakport Street and Coliseum Way; realign E. 8th Street near Alameda Avenue; and extend and realign Jensen and Howard Streets to connect High Street and 42nd Avenue. Includes modified traffic signals and intersection improvements. Improvements also proposed for Howard St./Jensen St. and E. 8th St. as well as the intersections of High St. at Oakport St. and Coliseum Way
	Truck Services at Oakland Army Base (ROW)	City of Oakland	Intermodal	ALA	Plan Bay Area/CWTP	\$20.0		Program (CWTP)	Truck Parking is mentioned as part of Oakland Army Base Phase 2. This cost estimate is for component of the RTP Goods Movement Programmatic Project.
240237*	Goods Movement: Truck Facilities, Truck Route Rehabilitation	City of Oakland	Truck	ALA	Plan Bay Area/CWTP	\$21.8	\$0.0	Program (CWTP)	Provision of truck storage facilities away from residential areas and improvement/re-routing of regional truck routes on Oakland City streets. Improve industrial load-bearing streets to withstand impact of truck movement. (Part of RTP Goods Movement Programmatic Project)
21489	I-580/San Ramon Road/Foothill Road interchange improvements	City of Pleasanton	Truck	ALA	Plan Bay Area/CWTP	\$3.7	\$2.6	Tier 1 (CWTP)	I-580/San Ramon Road/Foothill Road interchange improvements. Elimination of eastbound diagonal off ramp and eastbound loop off ramp. Construction of new signalized intersection for off ramp vehicles
22100	I-880/Davis St Overcrossing	City of San Leandro	Truck	ALA	GMAP, Plan Bay Area/CWTP, MTC Plan	\$11.00	\$11.00	Committed (CWTP) (LATIP)	Replaces the existing overcrossing structure with a new structure, providing higher clearance for I-880 traffic and additional travel lanes on Davis St. to improve capacity and safety along with ramp, intersection and signal improvements.
230066	I-880/Marina Blvd Interchange Improvements	City of San Leandro	Truck	ALA	Plan Bay Area/CWTP, MTC Plan	\$34.00	\$34.00	Committed (CWTP) (LATIP)	Improvements to the I-880/Marina Blvd Interchange including on/off ramp improvements, overcrossing modification and street improvements. May include replacing existing overcrossing to provide higher clearance on I-880.
240052	I-880/Whipple Rd interchange improvement	City of Union City	Truck	ALA	Plan Bay Area/CWTP	\$61.9	\$0.0	Tier 1 (CWTP)	Full interchange improvements at Whipple Road/I-880, including northbound off-ramp, surface street improvements and realignment (Union City and Hayward city limits)
Alameda Countywide Transportation Plan Tier 1 - Other Truck Projects									
230110	Route 262 Mission Blvd Cross Connector Improvements between I-680 and Warm Springs Blvd/SR 262 Mission Blvd Improvements	Alameda CTC/City of Fremont	Truck	ALA	Plan Bay Area/CWTP, 2004 MTC Plan	\$20.0	\$0.0	Tier 1 (CWTP)	This project will increase the mobility between I-680 and I-880 by improving the most direct and heavily used east-west cross-connector corridor in Alameda County. This project will widen Mission Blvd to 3 lanes in each direction throughout the I-680 interchange. It will extend the WB right turn lane from Warm Springs to Mohave. It will extend both WB left turn lanes at Warm Springs an additional 130 ft. It will regrade and rebuild the NB and SB I-680 on and off ramps. It will install 2 new intersections with street lights and storm drain treatment at the NB and SB I-680 on and off ramps. It will relocate existing facilities on WB Mission Blvd between Warm Springs and Mohave. I-680/I-880 Cross Connector Project.

Notes: Major International Trade Highway Corridors are I-880, I-238, I-80, and I-580 (as identified in Caltrans Goods Movement Action Plan); Programmatic Projects included with Tier 1

MTC RTPID	Project	Sponsor	Mode	County	Plans	Cost Estimate in Plan (\$M)	Committed Fund Estimate in Plan (\$M)	Status in Plan	Description
230114	Auto Mall Parkway Cross Connector widening between I-680 and I-880	City of Fremont	Truck	ALA	Plan Bay Area/CWTP, 2004 MTC Plan	\$25.0	\$0.0	Tier 1 (CWTP)	Improves mobility options in area with high truck volumes and numerous freight reliant businesses. I-680/I-880 Cross Connector Project.
240264	Widen Fremont Blvd from I-880 to Grimmer Blvd	City of Fremont	Truck	ALA	Plan Bay Area/CWTP, 2004 MTC Plan	\$5.0	\$0.0	Tier 1 (CWTP)	Widen Fremont Blvd to 6 lanes and 2 bike lanes from Grimmer Blvd to I-880, install new traffic signals at Grimmer Blvd intersection and Industrial Drive intersection. I-680 to I-880 Cross Connector route. Improves mobility options in area with high truck volumes and numerous freight reliant businesses.
240290*	Melrose - Coliseum District Street Reconstruction	City of Oakland	Truck	ALA	Plan Bay Area/CWTP	\$13.8	\$1.0	Program (CWTP)	Reconstruct Coliseum Way and 50th Avenue to handle heavy truck traffic, reduce safety hazards due to sight distance, and provide bicycle and pedestrian safety facilities. (Part of RTP Goods Movement Programmatic Project)
Alameda Countywide Transportation Plan Tier 2 - Rail Projects									
22009	Expand Capitol Corridor intercity rail service from Oakland to San Jose - project development	CCJPA	Rail	ALA/SCL	Plan Bay Area/CWTP	\$579.0	\$17.9	Tier 2 (CWTP)	Resolution 3434 Project. Project scope includes Oakland-San Jose track improvements to increase service from 7 to 16 round trips and associated rolling stock. Overlap with specific improvements listed in CCJPA Business Plans and State Rail Plan
230116	Berkeley Railroad Crossing Improvements	City of Berkeley	Truck/Rail	ALA	Plan Bay Area/CWTP	\$111.7	\$0.0	Tier 2 (CWTP)	Design and construct railway crossing improvements, including grade separation at Gilman Avenue and quadrant gates, road closures, and at-grade improvements at other crossings, per Quiet Zone Study
240273*	Mowry Ave Railroad Overpass	City of Newark	Truck/Rail	ALA	Plan Bay Area/CWTP	\$13.6	\$0.0	Tier 2 (CWTP)	Construct a grade separation structure on Mowry Avenue at the Union Pacific Railroad crossing to provide access to Area 4 in Newark. (Coast subdivision)
Alameda Countywide Transportation Plan Tier 2 - Major International Trade Corridor Truck Projects									
230086	Non-Capacity Increasing Freeway/Expressway Interchange Modifications (I-580/Fallon & I-580/Hacienda)	City of Dublin	Truck	ALA	Plan Bay Area/CWTP	\$38.8	\$22.3	Tier 2 (CWTP)	I-580/Fallon Road I/C Improvements (Phase 2): Reconstruction of overcrossing to provide four lanes in each direction; reconstruction of the southbound to eastbound loop on-ramp; widening of the eastbound off-ramp to provide two exit lanes with two left turn and two right turn lanes; widening of the eastbound on-ramp; widening of the westbound off-ramp to provide two left turn and two right turn lanes; widening the westbound on-ramp. I-580/Hacienda Drive I/C Improvements: Reconstruction of overcrossing to provide additional northbound lane; widening of the eastbound off-ramp to include a third left turn lane; modifying the westbound loop on-ramp; and widening the westbound off-ramp to include a third left turn lane
Alameda Countywide Transportation Plan Tier 2 - Other Truck Projects									
240280*	Woodland - 81st Avenue Industrial Zone street reconstruction	City of Oakland	Truck	ALA	Plan Bay Area/CWTP	\$11.9	\$0.0	Tier 2 (CWTP)	Reconstruct goods movement streets within the Woodland-81st Avenue industrial area to withstand heavy truck traffic; modify gateways, provide at-grade safe RR crossings (listed separately and as part of RTP programmatic project)
240282*	Tidewater District Street Reconstruction	City of Oakland	Truck	ALA	Plan Bay Area/CWTP	\$5.2	\$0.4	Tier 2 (CWTP)	Reconstruct Oakport, Lesser, Tidewater, and High Streets in Oakland west of the I-880 Freeway. Do major reconstruction of streets to serve heavy truck traffic, reconfigure roadway intersection configurations, and provide public sidewalks (also bikeway on High, Lesser, and Tidewater Streets)
Alameda Countywide Transportation Plan Vision and Other Agency Plans - Intermodal Terminal Projects									
	Phase II Intermodal Railway	Port of Oakland	Intermodal	ALA	Mentioned in presentation to Port Commissioners	\$150.0	\$0.0	No Timeline Identified in Plan	Major component of Oakland Army Base Phase 2 Project consists of new state of the art, high efficiency intermodal rail facility. Project is subject to market demand for expanded intermodal rail services.
	North Airport Air Cargo (Infield) Road Access Improvements	Port of Oakland	Intermodal	ALA	TCIF Tier 2, GMAP, 2004 MTC Plan	\$10.0		No Timeline Identified in Plan	Phase 1 - Widen and connect SR 61 (Doolittle Drive) with Earhart Rd and extend into the Infield area at North Field. Another \$8.4M second phase for a later date. Improves capacity and access to North Airport air cargo tenants.

Notes: Major International Trade Highway Corridors are I-880, I-238, I-80, and I-580 (as identified in Caltrans Goods Movement Action Plan); Programmatic Projects included with Tier 1

MTC RTPID	Project	Sponsor	Mode	County	Plans	Cost		Status in Plan	Description
						Estimate in Plan (\$M)	Fund Estimate in Plan (\$M)		
	Reconstruction of the Adeline St Overpass	Port of Oakland	Intermodal	ALA	GMAP, 2004 MTC Plan	\$60.0		No Timeline Identified in Plan	Replace the existing Adeline St overpass (over the railroad tracks at 3rd St and Adeline St) to reduce the grade of the overpass and improve structure so it can accommodate overweight trucks.
	Oakland Airport Area ITS Project	Port of Oakland	Intermodal	ALA	2004 MTC Plan	\$15.0		No Timeline Identified in Plan	Design and implement ITS along 98th Ave and Hegenberger Rd from I-880 to OAK. Includes installation of CCTV cameras, vehicle detectors, dynamic message signs, transit priority, real-time traveler information displays, etc. to improve management of the corridors leading to/from OAK and the I-880/Coliseum area. This project would interconnect the signals along these routes to minimize delay and improve traffic flow, and provide the Port and City with centralized control for incident management. Real-time traffic-responsive systems would be considered. ITS linkages would benefit OAK access to significant numbers of trucks traversing the arterial linkages to and from I-880, including many high-value air freight shipments.
	Port of Oakland ITS	Port of Oakland	Intermodal	ALA	2004 MTC Plan	\$5.1		No Timeline Identified in Plan	Project would construct infrastructure and variable message boards at three locations en route to the Port's maritime facilities. It is assumed that the Central Communications Center will be located at a facility in the Maritime Support Center. Cost does not include the facility.
Alameda Countywide Transportation Plan Vision and Other Agency Plans - Rail Projects									
	Newark-Albrae siding connection and south switching lead Extension for Newark yard	CCJPA	Rail	ALA	State Rail Plan (CCJPA Improvements)	\$22.80		Mid Term (State Rail Plan)	
	Niles Canyon Railroad mainline track upgrade (New Niles Wye to former SP mainline at CP Hears) and Radium second main track upgrade on UPRR Oakland Sub	CCJPA	Rail	ALA	State Rail Plan (CCJPA Improvements)	\$45.70		Mid Term (State Rail Plan)	
	Oakland JLS - Elmhurst 3rd Track	CCJPA	Rail	ALA	State Rail Plan (CCJPA Improvements), CCJPA FY08/09 - FY09/10 Business Plan	\$41.7		Long Term (State Rail Plan)	Add 3rd track from Oakland JLS Station to Elmhurst (near Oakland Coliseum) for added track capacity for more service between Oakland and San Jose
	Newark - Alviso Added main tracks	CCJPA	Rail	ALA	CCJPA FY08/09 - FY09/10 Business Plan	\$169.0		No Timeline Identified in Plan	Add 2nd (and possible 3rd) main line tracks from Albrae through wildlife refuge/wetlands area to Alviso (design plans will be sensitive to environmental needs and wetlands areas)
	Oakland JLS - Embarcadero 3rd Main Track	CCJPA	Rail	ALA	State Rail Plan (CCJPA Improvements), CCJPA FY08/09 - FY09/10 Business Plan	\$29.6		Long Term (State Rail Plan)	Add third main track in the Oakland Jack London Embarcadero area to improve conflicting movements of freight and passenger trains
	Grade Crossing Projects	CCJPA	Truck/Rail	ALA	CCJPA FY08/09 - FY09/10 Business Plan	\$67.0		No Timeline Identified in Plan	Implement High Street, Davis Street, and Hesperian Street Grade separation projects
	Niles Junction bypass	CCJPA	Rail	ALA	Statewide Rail Plan (CCJPA Improvements)	\$76.80		Long Term (State Rail Plan)	
	Niles Subdivision third main track (Niles Junction to Newark Junction or Shinn Connection to Newark Junction)	CCJPA	Rail	ALA	Statewide Rail Plan (CCJPA Improvements)			Long Term (State Rail Plan)	
	Oakland - Pinole 3rd Track	CCJPA	Rail	ALA/CC	CCJPA FY08/09 - FY09/10 Business Plan	\$32.0		No Timeline Identified in Plan	Reactivate and extend 3rd main line track from Port of Oakland to Point Pinole

Notes: Major International Trade Highway Corridors are I-880, I-238, I-80, and I-580 (as identified in Caltrans Goods Movement Action Plan); Programmatic Projects included with Tier 1

MTC RTPID	Project	Sponsor	Mode	County	Plans	Cost		Status in Plan	Description
						Estimate in Plan (\$M)	Fund Estimate in Plan (\$M)		
22009	Hayward Double Track	CCIPA	Rail	ALA/CC	State Rail Plan (CCIPA Improvements), CCIPA FY08/09 - FY09/10 Business Plan	\$98.0		Long Term (State Rail Plan)	Add 2nd track between Elmhurst and Industrial Parkway (Union City) to allow for up to 16 roundtrips between Oakland and San Jose (also supports Dumbarton Rail). Some overlap with RTP/CWTP project 22009.
	Oakland - San Jose Track Improvement Program	CCIPA	Rail	ALA/SCL	State Rail Plan (CCIPA Improvements), CCIPA FY08/09 - FY09/10 Business Plan	\$18.6		Mid Term (State Rail Plan)	Replace and upgrade track infrastructure (rail, subgrade, and ties) to maintain travel times, ride quality, and system reliability
	Oakland - San Jose Track Improvement Program, Phase 2	CCIPA	Rail	ALA/SCL	State Rail Plan (CCIPA Improvements), CCIPA FY12/13 - FY13/14 Business Plan	\$18.6		Mid Term (State Rail Plan)	
	Fremont/Centreville Station full platform extension (Track 2)	CCIPA	Rail	ALA	State Rail Plan (CCIPA Improvements)	\$0.90		Mid Term (State Rail Plan)	
230101	Union City Passenger Rail Station & Dumbarton Rail Segment G Improvement	City of Union City	Rail	ALA	Plan Bay Area/CWTP	\$231.0	\$50.5	Vision (CWTP)	Passenger rail improvements from Industrial Parkway in Hayward to the Shinn Yards in Fremont. Includes rail connections, grade separate the UPRR Oakland Subdivision over Decoto Road (a major arterial roadway) in a Priority Development Area, and a passenger rail station that connects to and interfaces with Union City BART. These improvements will help separate freight and passenger rail, improve connectivity among transit providers (passenger rail, BART and bus).
	Oakland Subdivision acquisition (Fremont to Oakland)	City of Union City	Rail	ALA	TCIF Tier 2.	\$135.0	\$35.0	No Timeline Identified in Plan	Short haul rail alignment option- links Niles Junction to Port of Oakland. The acquisition of ROW provides the opportunity to separate passenger and freight rail, and thus reduces these conflicts from Industrial Parkway in Hayward to the Shinn Yards in Fremont. Match would rely on larger Dumbarton project, which is underfunded and the project status unclear. Final cost is unclear as it will be a negotiation with UP. Not a top priority for the Port of Oakland. Cost estimate shown here is from CWTP submission which was eventually withdrawn (RTPID 230102)
240738	Martinez Subdivision Rail Improvements	MTC/Port of Oakland	Rail	ALA	Plan Bay Area, CWTP, GMAP, TCIF Tier 1 (later withdrawn), 2004 MTC Plan, State Rail Plan (CCIPA Improvements)	\$100.0		Vision (CWTP)	Augments rail access to Port by providing opportunity and scope for growth. Increases efficiency and reliability of both BNSF and UPRR who use this corridor (along with Capitol Corridor). Includes the addition of two additional mainline tracks from the Port of Oakland (milepost 2.75), to Stege in Richmond (milepost 9.35). There are approximately 18 to 20 cargo trains per day on the system; however that number is expected to double by 2020. There are also currently 44 passengers’ trains per day on the system. The additional two mainline tracks will add the capacity to the system to allow the additional 22 freight trains per day anticipated by 2020. The project will also construct numerous crossovers and additional signaling, as well as retaining walls to support the additional track.
	Capitol Corridor Operational Improvements	MTC/SACOG	Rail	ALA/CC/S OL/SAC	TCIF Tier 2	\$60.0		No Timeline Identified in Plan	Various rail upgrades along the corridor from Oakland to Sacramento. Improves service for both UP and Capitols. This is the project that was nominated to TCIF - not clear which elements from CCIPA business plan it overlaps with. (See Non-Alameda Rail Projects).
	Alameda Creek Bridge	San Joaquin County/ Alameda County	Rail	ALA/SJ	TCIF Tier 2	\$32.0		No Timeline Identified in Plan	Short haul rail alignment option- provides connection at Niles Junction to the Oakland Sub separating passenger and freight service.
	California Interregional Intermodal Service (CIRIS) Inland Rail Shuttle	San Joaquin County/ Alameda County	Rail	ALA/SJ/ST A/FRE/TU L/KIN/KER	SJV IRGMS, related TCIF Tier 1 (inactive) projects	\$12.0		Feasibility study completed in 2006. Project was withdrawn from TCIF.	Short haul rail between Central Valley and Port of Oakland. Requires ROW acquisition and contracted operator. Envisioned as PPP. ACCMA participated in a feasibility study for this service in 2000s.

Notes: Major International Trade Highway Corridors are I-880, I-238, I-80, and I-580 (as identified in Caltrans Goods Movement Action Plan); Programmatic Projects included with Tier 1

MTC RTPID	Project	Sponsor	Mode	County	Plans	Cost Estimate in Plan (\$M)	Committed Fund Estimate in Plan (\$M)	Status in Plan	Description
	Extension of Altamont siding	SJRRC	Rail	ALA	Statewide Rail Plan (ACE Improvements), Altamont Corridor Study	\$9.83		Mid Term (State Rail Plan)	Track realignment, Remove permanent "shoefly"
	Track realignment UPRR Oakland Sub MP 55.5 to MP 54.0	SJRRC	Rail	ALA	Statewide Rail Plan (ACE Improvements)	\$10.93		Mid Term (State Rail Plan)	
	Livermore to Pleasanton second main track and siding upgrades	SJRRC	Rail	ALA	Statewide Rail Plan (ACE Improvements)	\$11.00		Long Term (State Rail Plan)	
	ROW Purchase for future short-haul rail service (San Joaquin County Short-Haul Freight Project)	SJRRC	Rail	ALA/SJ	GMAP, SJV IRGMS, TCIF Tier 1 (Inactive)	\$300.0		No Timeline Identified in Plan	Acquisition of the UPRR Oakland Subdivision and right-of-way between Stockton and Niles Junction (Fremont). This is a critical step to allow for eventual short haul rail service connecting the Central Valley to the Port. UP negotiations ongoing; therefore project cost in flux. ACE operates on this ROW; multiple benefits from ownership. GMAP recommended continued investment on the Altamont Rail Corridor; project provides foundation for rail shuttle.
	Upgrade Radium Siding to Mainline standards	SJRRC	Rail	ALA/SJ	Altamont Corridor Study	\$7.0		No Timeline Identified in Plan	Capacity/reliability benefits for ACE rail
	Lathrop to Niles Junction signal upgrades	SJRRC	Rail	ALA/SJ	Statewide Rail Plan (ACE Improvements)	\$4.33		Mid Term (State Rail Plan)	
	Acquisition of ACE corridor between Lathrop and Niles Junction	SJRRC	Rail	ALA/SJ	Statewide Rail Plan (ACE Improvements)	\$45.00		Mid Term (State Rail Plan)	
	Extension of Midway siding	SJRRC	Rail	ALA/SJ	Statewide Rail Plan (ACE Improvements), Altamont Corridor Study	\$9.83		Mid Term (State Rail Plan)	
	Oakland - Martinez Track Improvement		Rail	ALA	CCJPA FY08/09 - FY09/10 Business Plan	\$75.0		No Timeline Identified in Plan	Replace and upgrade track infrastructure (rail, subgrade, ties, and drainage ditches) to maintain travel times, ride quality, and system reliability
Alameda Countywide Transportation Plan Vision and Other Agency Plans - Major International Trade Corridor Truck Projects									
	I-238/I-580 truck bypass lane	Caltrans	Truck	ALA	GMAP, 2004 MTC Plan	\$120.0		PSR completed as component of I-238 widening	Construct a truck bypass lane from I-580 to I-238; would have capacity benefits as well as safety benefits by eliminating current left merge
	WB I-580 Truck Climbing Lane Over Altamont Pass	Caltrans	Truck	ALA/SJ	TCIF Tier 2, GMAP, SJV IRGMS, 2004 MTC Plan	\$70.0		Caltrans staff was working on project development.	Truck climbing lane between the I-205/Hansen Rd overcrossing and the summit of Altamont Pass. Strong support from Central Valley agricultural community. Caltrans staff is working on project development.
240144	I-580/Santa Rita Rd interchange improvements	City of Pleasanton	Truck	ALA	Plan Bay Area/CWTP	\$3.0	\$1.0	Vision (CWTP)	This project will reconstruct the southbound approach of Santa Rita at Pimlico/ I-580 eastbound off ramp to add a second southbound left turn lane. This reconstruction will include alteration to the southbound loop ramp
Alameda Countywide Transportation Plan Vision and Other Agency Plans - Other Truck Projects									
	Clement Avenue Extension	City of Alameda	Truck	ALA	2004 MTC Plan	\$6.1		No Timeline Identified in Plan	Signalization improvements, ROW acquisition, and new construction, as well as resurfacing of a segment between Broadway and Grand St. Improves connection between Alameda and nearby industrial area. Also provides a direct connection along the City of Alameda's northern truck route, which would improve efficiency in movement.
240279*	Mandela Parkway and 3rd Street Corridor Commercial/Industrial Area Street Reconstruction	City of Oakland	Truck	ALA	Plan Bay Area/CWTP	\$157.0	\$0.0	Vision (CWTP)	Reconstruct roadway network to address traffic safety concerns, rehabilitate the roadway surfaces to withstand truck traffic and address rail crossings, and provide streetscapes conducive to commercial and industrial development

Notes: Major International Trade Highway Corridors are I-880, I-238, I-80, and I-580 (as identified in Caltrans Goods Movement Action Plan); Programmatic Projects included with Tier 1

SEC. 1115. NATIONAL FREIGHT POLICY.**“(c) ESTABLISHMENT OF A NATIONAL FREIGHT NETWORK.—**

“(1) IN GENERAL.—The Secretary shall establish a national freight network in accordance with this section to assist States in strategically directing resources toward improved system performance for efficient movement of freight on highways, including national highway system, freight intermodal connectors and aerotropolis transportation systems.

“(2) NETWORK COMPONENTS.—The national freight network shall consist of—

“(A) the primary freight network, as designated by the Secretary under subsection (d) (referred to in this section as the ‘primary freight network’) as most critical to the movement of freight;

“(B) the portions of the Interstate System not designated as part of the primary freight network; and

“(C) critical rural freight corridors established under subsection (e).

“(d) DESIGNATION OF PRIMARY FREIGHT NETWORK.—

“(1) INITIAL DESIGNATION OF PRIMARY FREIGHT NETWORK.—

“(A) DESIGNATION.—Not later than 1 year after the date of enactment of this section, the Secretary shall designate a primary freight network—

“(i) based on an inventory of national freight volume conducted by the Administrator of the Federal Highway Administration, in consultation with stakeholders, including system users, transport providers, and States; and

“(ii) that shall be comprised of not more than 27,000 centerline miles of existing roadways that are most critical to the movement of freight.

“(B) FACTORS FOR DESIGNATION.—In designating the primary freight network, the Secretary shall consider—

“(i) the origins and destinations of freight movement in the United States;

“(ii) the total freight tonnage and value of freight moved by highways;

“(iii) the percentage of annual average daily truck traffic in the annual average daily traffic on principal arterials;

“(iv) the annual average daily truck traffic on principal arterials;

“(v) land and maritime ports of entry;

“(vi) access to energy exploration, development, installation, or production areas;

“(vii) population centers; and

“(viii) network connectivity.

“(2) ADDITIONAL MILES ON PRIMARY FREIGHT NETWORK.— In addition to the miles initially designated under paragraph

(1), the Secretary may increase the number of miles designated as part of the primary freight network by not more than 3,000 additional centerline miles of roadways (which may include existing or planned roads) critical to future efficient movement of goods on the primary freight network.

“(3) REDESIGNATION OF PRIMARY FREIGHT NETWORK.—Effective beginning 10 years after the designation of the primary freight network and every 10 years thereafter, using the designation factors described in paragraph (1), the Secretary shall redesignate the primary freight network (including additional mileage described in paragraph (2)).

“(e) CRITICAL RURAL FREIGHT CORRIDORS.—A State may designate a road within the borders of the State as a critical rural freight corridor if the road—

“(1) is a rural principal arterial roadway and has a minimum of 25 percent of the annual average daily traffic of the road measured in passenger vehicle equivalent units from trucks (FHWA vehicle class 8 to 13);

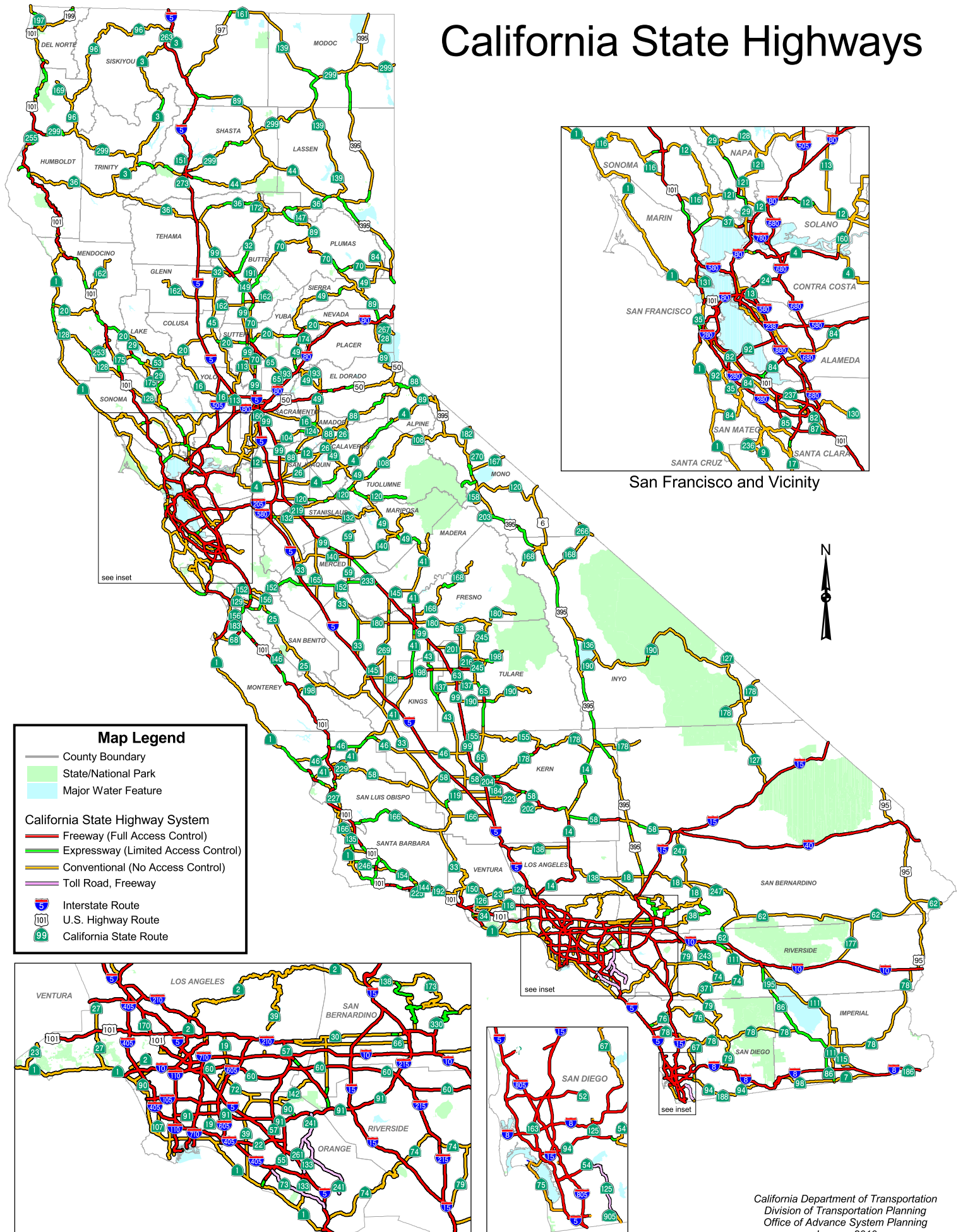
“(2) provides access to energy exploration, development, installation, or production areas;

“(3) connects the primary freight network, a roadway described in paragraph (1) or (2), or Interstate System to facilities that handle more than—

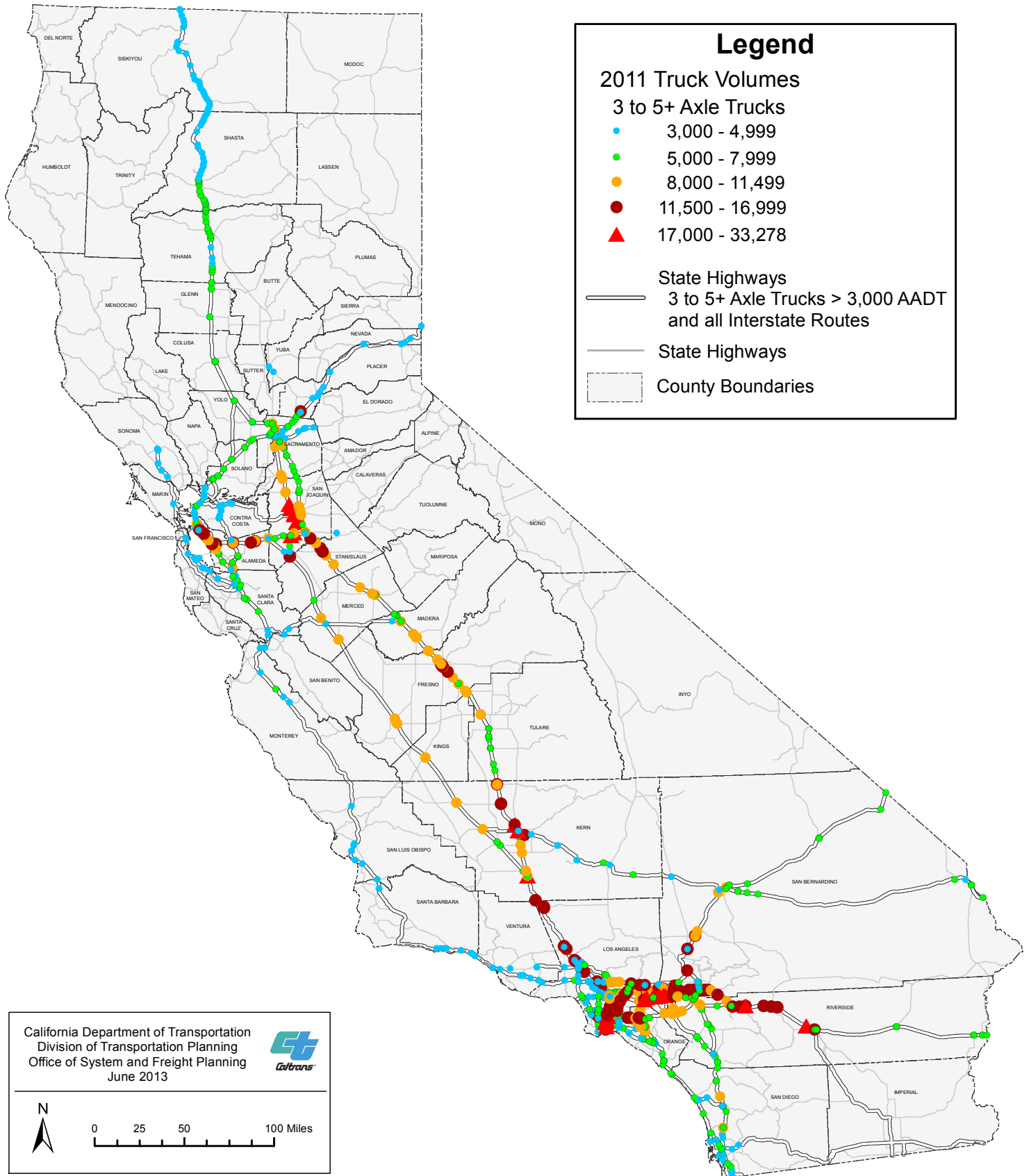
“(A) 50,000 20-foot equivalent units per year; or

“(B) 500,000 tons per year of bulk commodities.

California State Highways

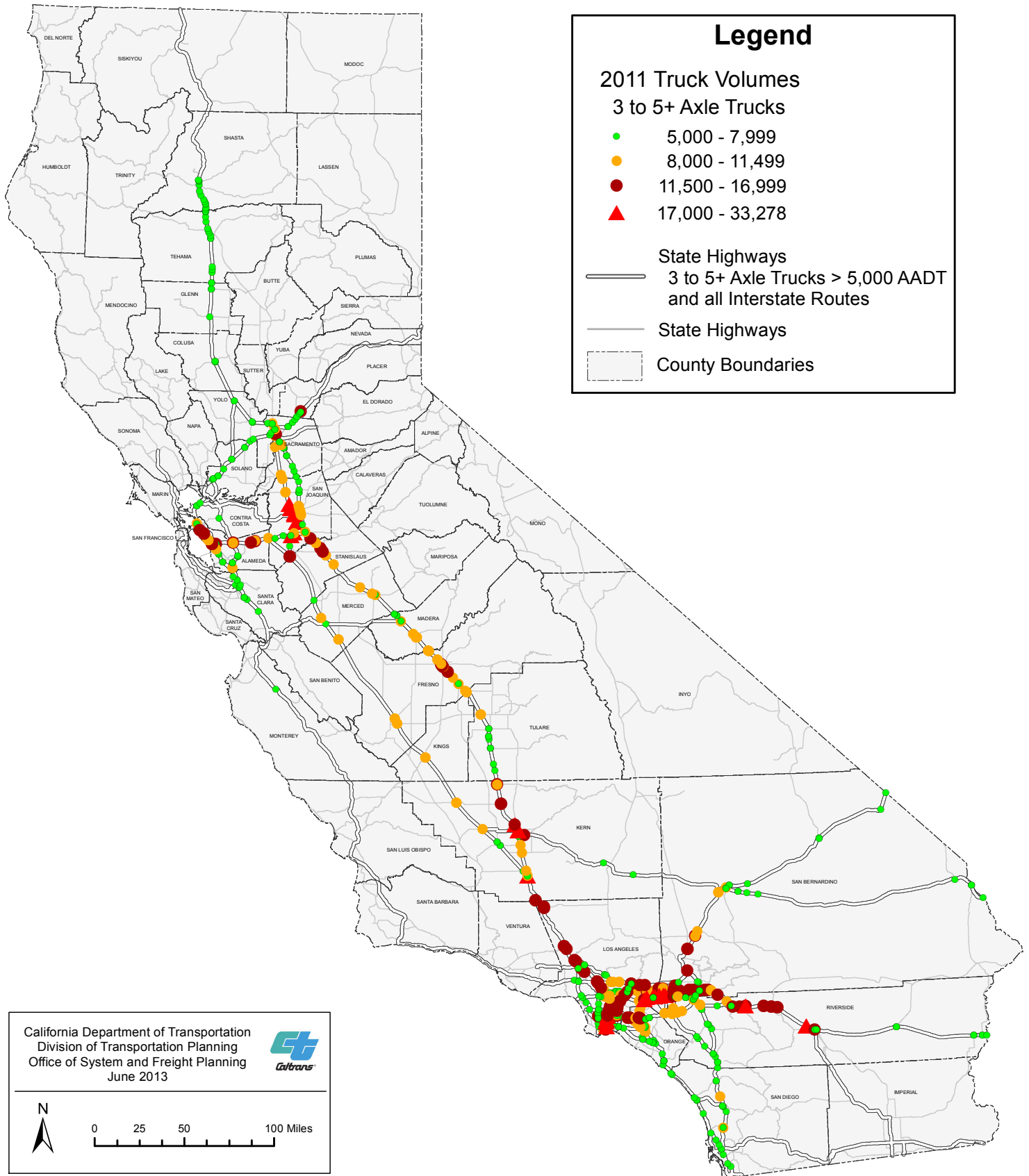


Statewide 2011 Annual Average Daily Truck (AADT) Volumes Three to Five+ Axle (greater than 3,000 AADT)



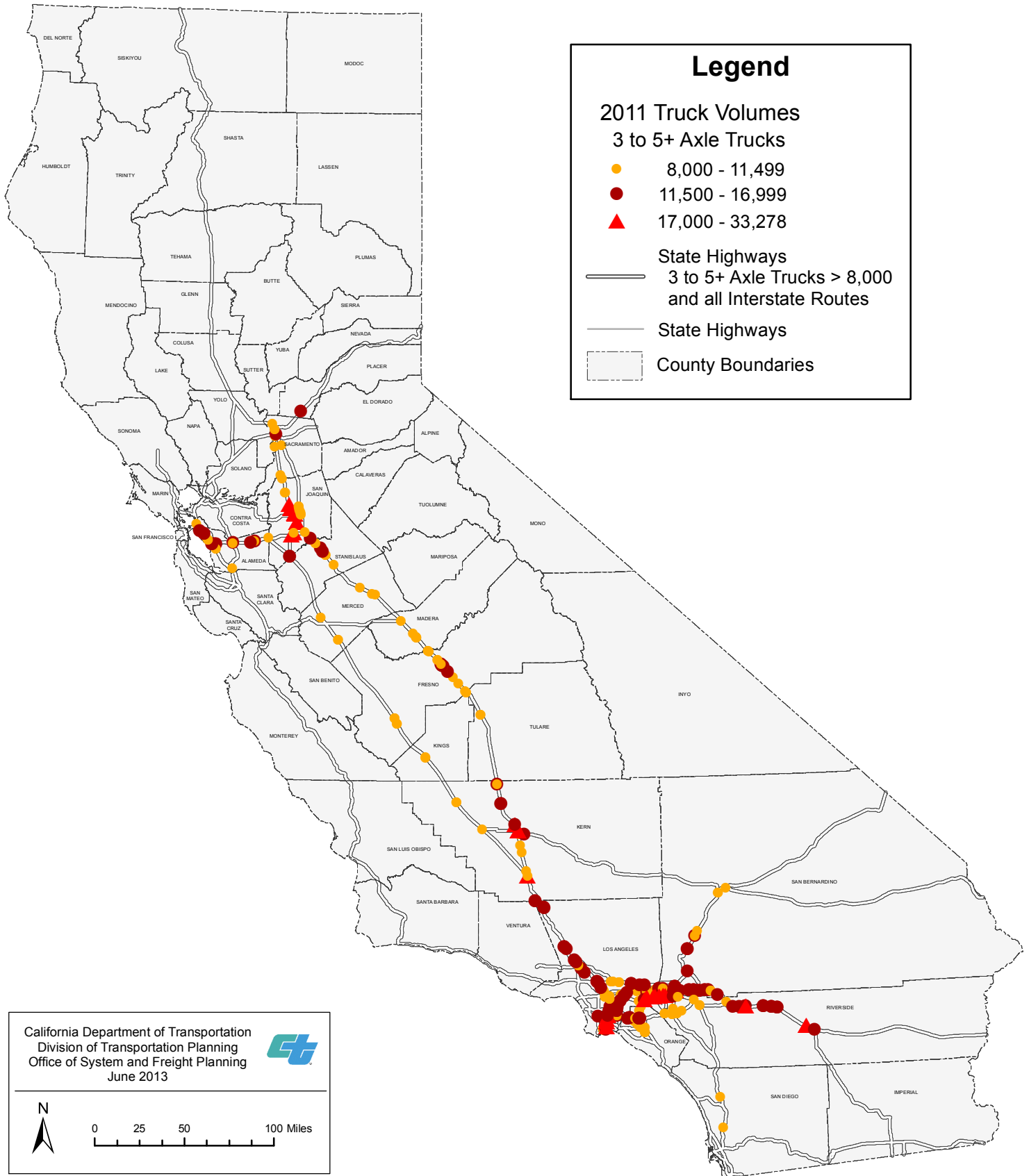
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Statewide 2011 Annual Average Daily Truck (AADT) Volumes Three to Five+ Axle (greater than 5,000 AADT)



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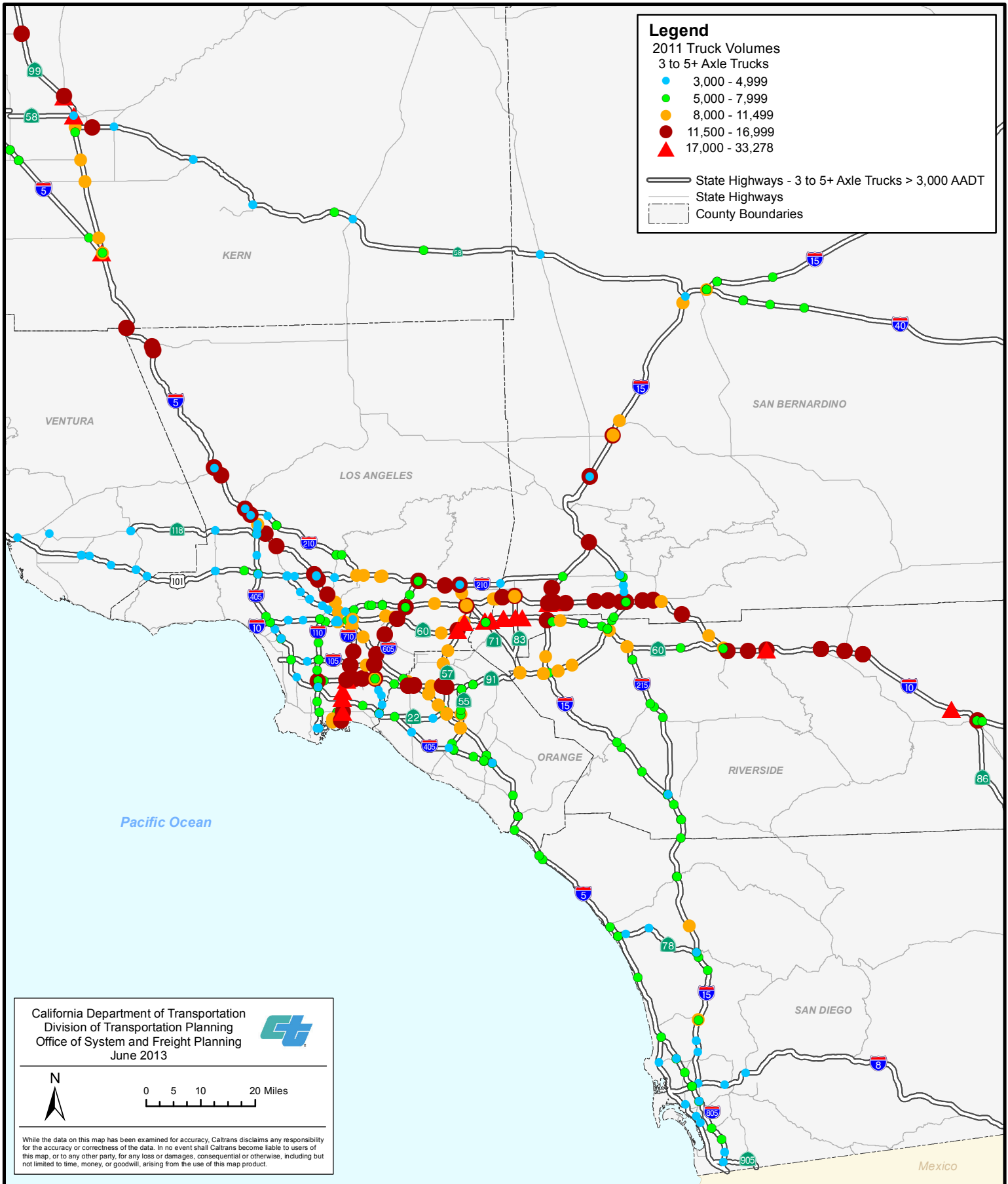
Statewide 2011 Annual Average Daily Truck (AADT) Volumes Three to Five+ Axle (greater than 8,000)



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Southern California

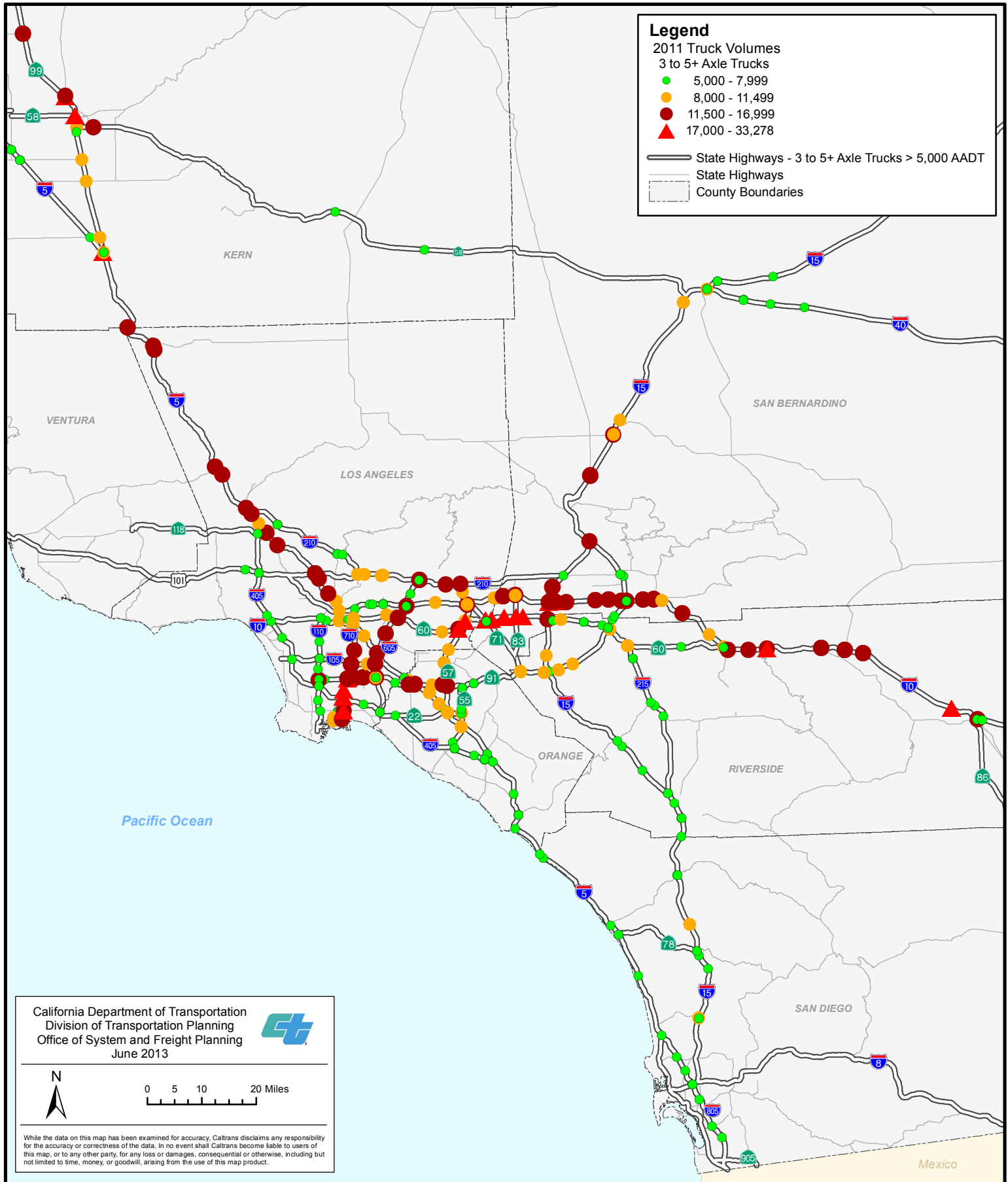
2011 Annual Average Daily Truck (AADT) Volumes Three to Five+ Axle (greater than 3,000 AADT)



Southern California

2011 Annual Average Daily Truck (AADT) Volumes

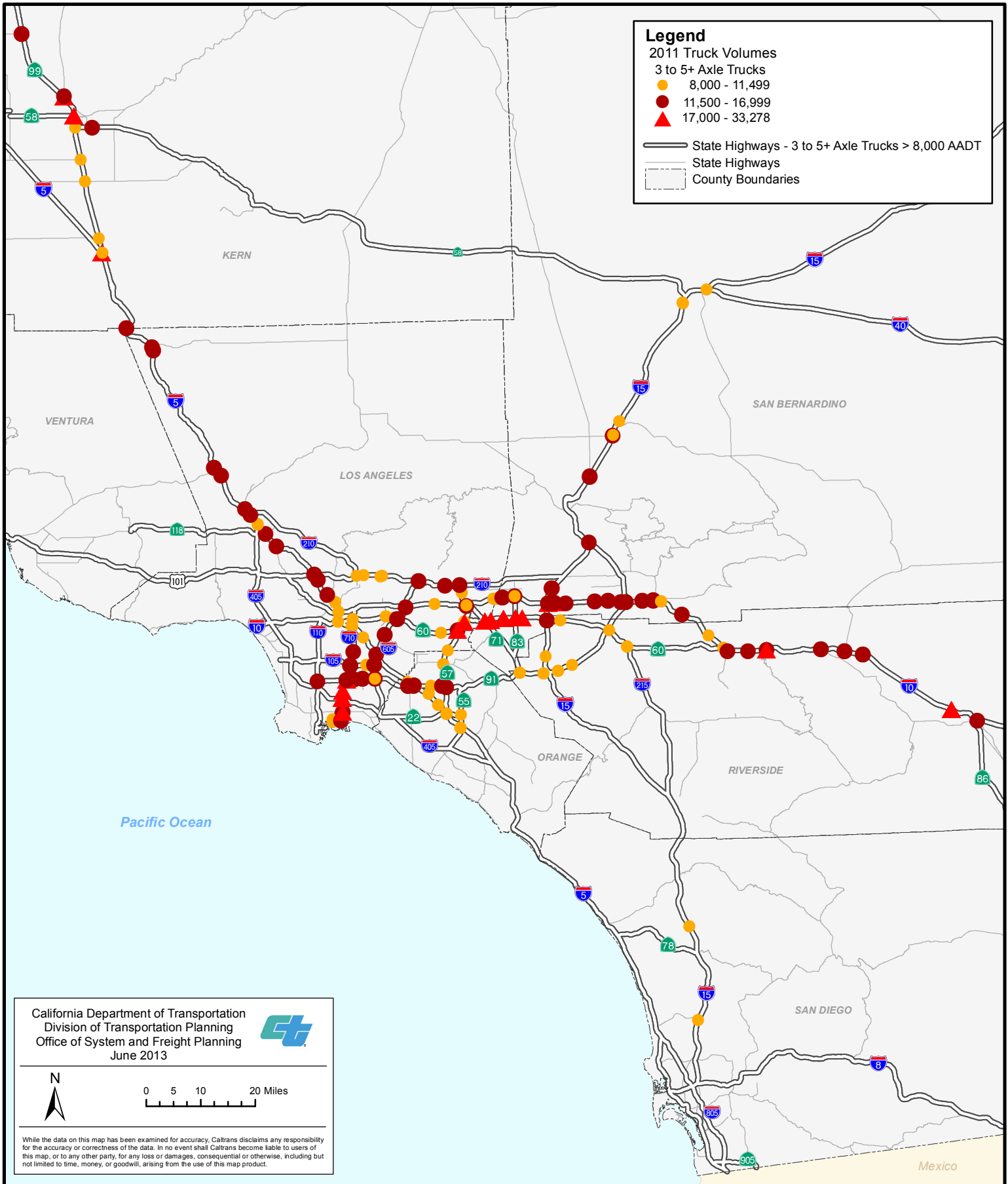
Three to Five+ Axle (greater than 5,000 AADT)



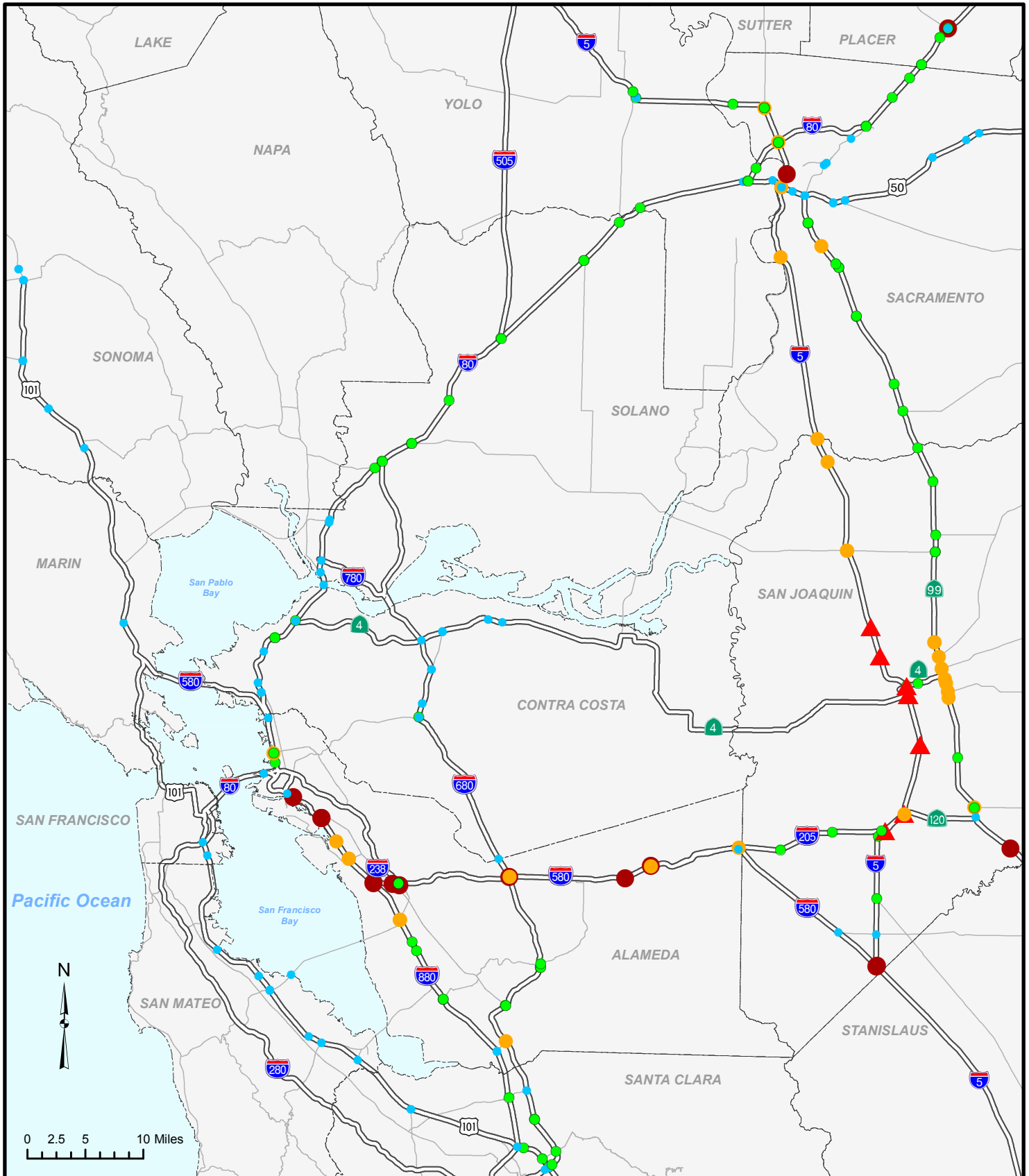
Southern California

2011 Annual Average Daily Truck (AADT) Volumes

Three to Five+ Axle (greater than 8,000 AADT)




San Francisco Bay Area and Delta Region
2011 Annual Average Daily Truck (AADT) Volumes
Three to Five+ Axle (greater than 3,000 AADT)



Legend

2011 Truck Volumes
3 to 5+ Axle Trucks

- 3,000 - 4,999
● 5,000 - 7,999
● 8,000 - 11,499
● 11,500 - 16,999
▲ 17,000 - 33,278

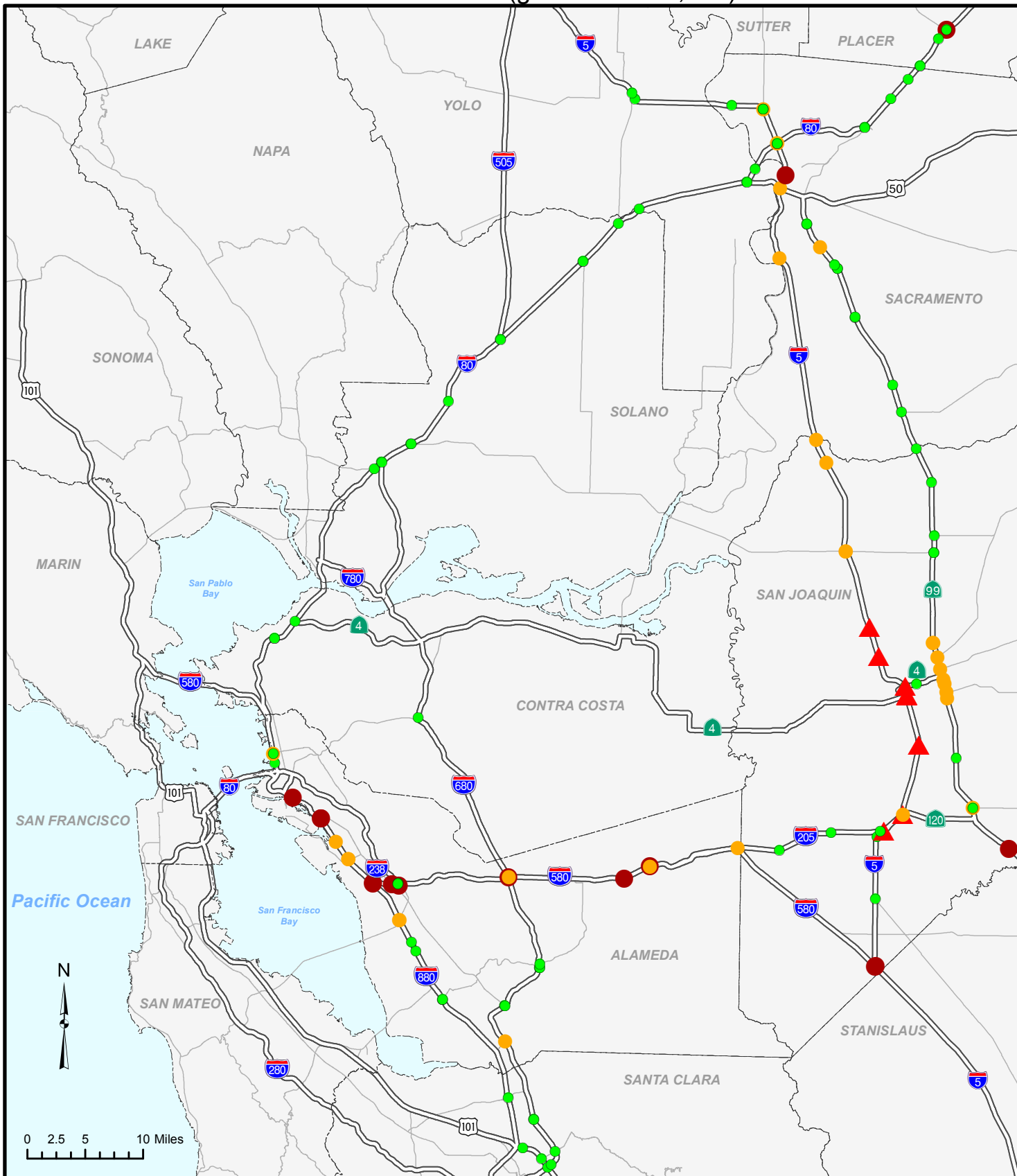
- State Highways - 3 to 5+ Axle Trucks > 3,000 AADT
 State Highways
 County Boundaries

California Department of Transportation
Division of Transportation Planning
Office of System and Freight Planning
June 2013



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San Francisco Bay Area and Delta Region
2011 Annual Average Daily Truck (AADT) Volumes
Three to Five+ Axle (greater than 5,000)



Legend

2011 Truck Volumes

3 to 5+ Axle Trucks

- 5,000 - 7,999

● 8,000 - 11,499

● 11,500 - 16,999

== State Highways - 3 to 5+ Axle Trucks > 5,000 AADT

_____ State Highways

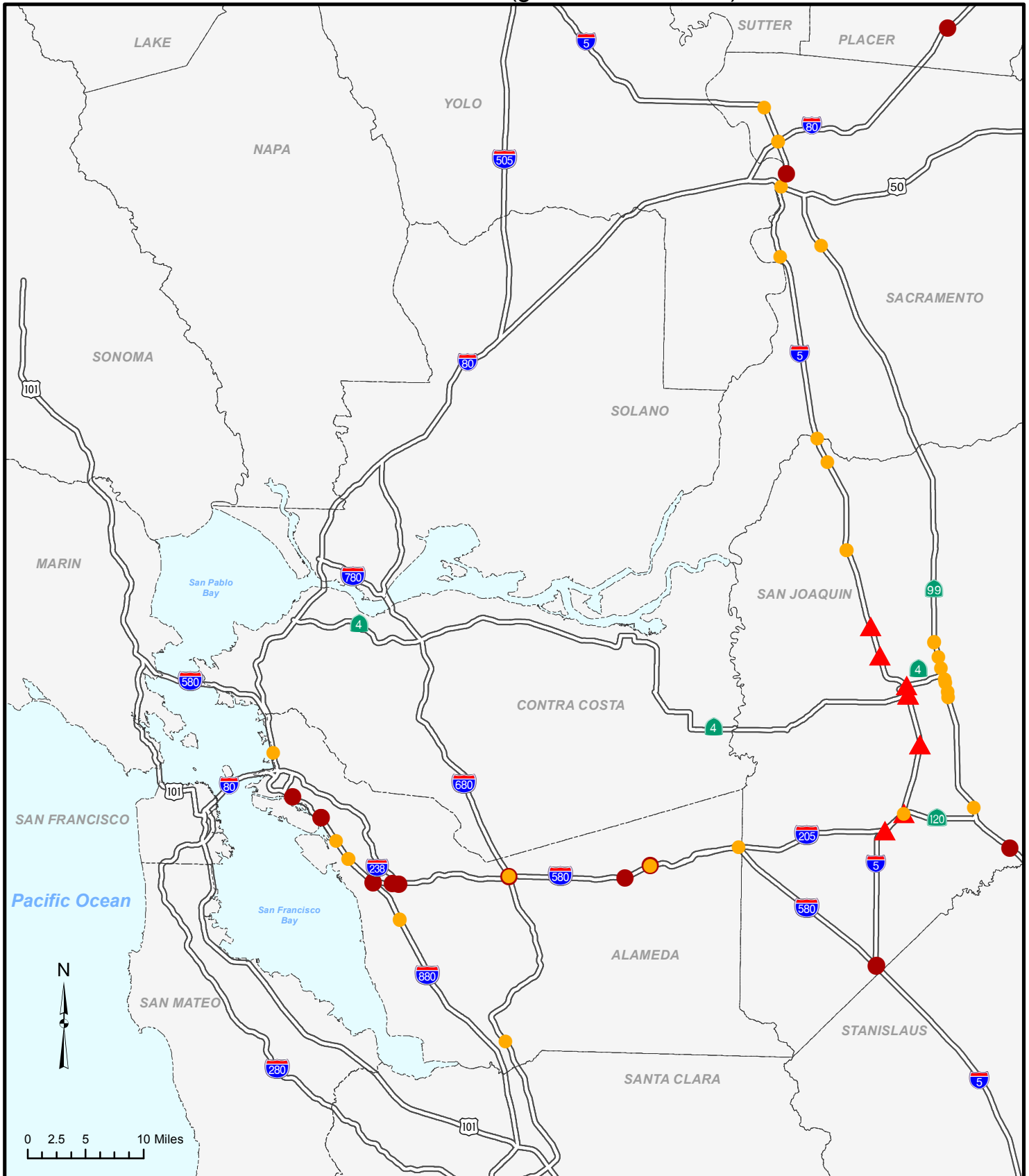
 County Boundaries

California Department of Transportation
Division of Transportation Planning
Office of System and Freight Planning
June 2013






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San Francisco Bay Area and Delta Region
2011 Annual Average Daily Truck (AADT) Volumes
Three to Five+ Axle (greater than 8,000)



Legend

2011 Truck Volumes 3 to 5+ Axle Trucks

-  8,000 - 11,499
 11,500 - 16,999
 17,000 - 33,278

-  State Highways - 3 to 5+ Axle Trucks > 8,000 AADT
 State Highways
 County Boundaries

California Department of Transportation
Division of Transportation Planning
Office of System and Freight Planning
June 2013



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Statewide Major Freight Facilities



Legend

- | | |
|-------------------------------|-------------------|
| Airports | BNSF Railway |
| Freight Intermodal Facilities | UP Railway |
| Ports of Entry | Other Railways |
| Seaports | State Highways |
| | County Boundaries |

California Department of Transportation
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June 2013



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Southern California Major Freight Facilities



Legend

- Airports
- Freight Intermodal Facilities
- Ports of Entry
- Seaports
- BNSF Railway
- UP Railway
- Other Railways
- State Highways
- County Boundaries

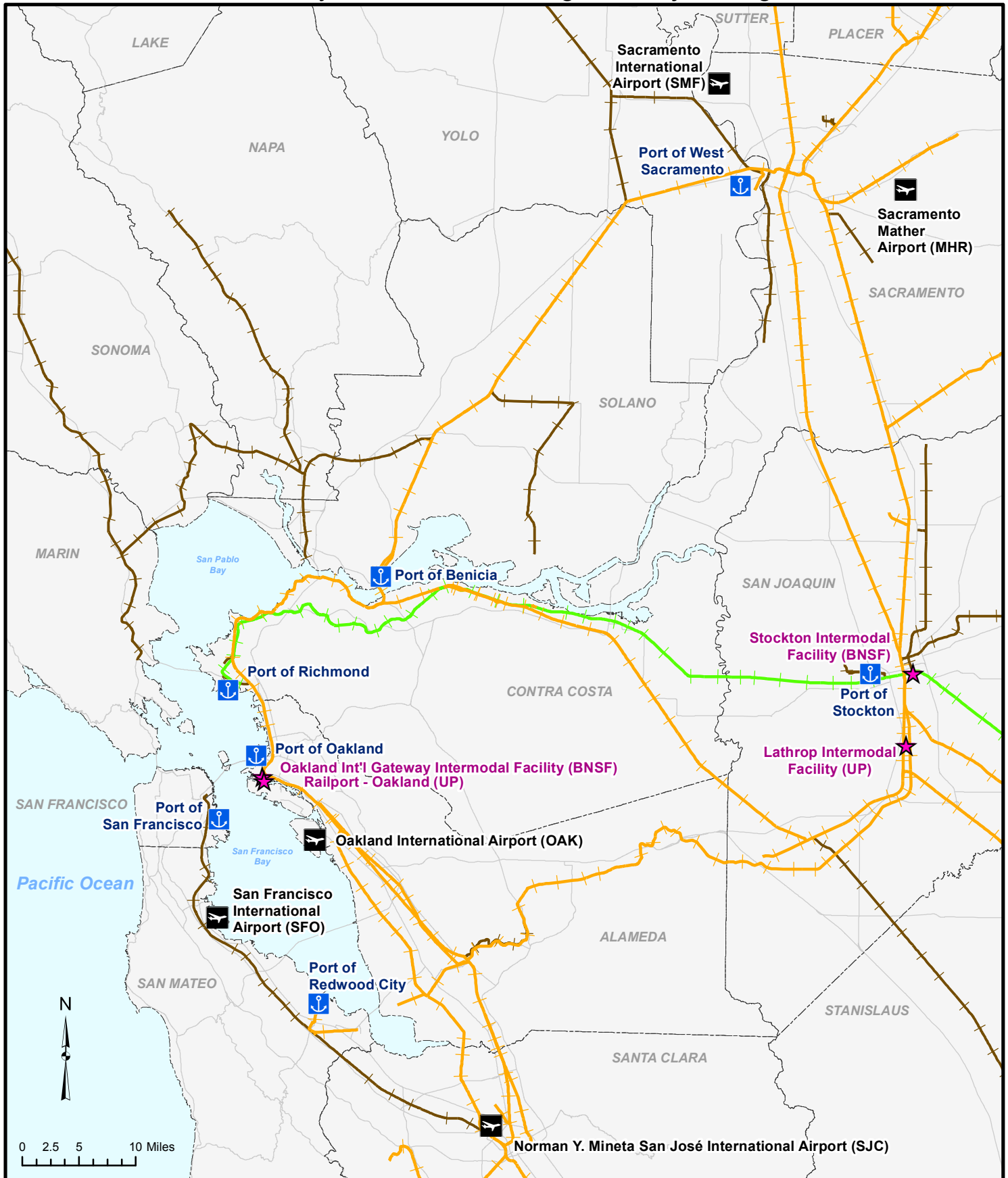
California Department of Transportation
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June 2013



0 5 10 20 30 Miles

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San Francisco Bay Area and Delta Region - Major Freight Facilities



Legend

- | | |
|-------------------------------|----------------|
| Airports | BNSF Railway |
| Freight Intermodal Facilities | UPRR Railway |
| Seaports | Other Railways |
| County Boundaries | State Highways |

California Department of Transportation
Division of Transportation Planning
Office of System and Freight Planning
June 2013



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Memorandum

6.10

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 16, 2013

SUBJECT: ACEforward Program Notice of Preparation (NOP) for an Environmental Impact Report/Environmental Impact Statement (EIR/EIS)

RECOMMENDATION: Receive an update on the ACEforward Program Notice of Preparation for an Environmental Impact Report/Environmental Impact Statement (EIR/EIS)

Summary

On June 24, 2013, the San Joaquin Regional Rail Commission released a Notice of Preparation (NOP) of an Environmental Impact Report (EIR) and Environmental Impact Statement (EIS) for the ACEforward Program. The EIR/EIS will analyze improving and expanding existing Altamont Corridor Express (ACE) rail service between Stockton and San Jose and extending new ACE rail service to Modesto and Merced. Comments were prepared by Alameda CTC staff and are found in Attachment A. This memo describes Alameda CTC's relationship to ACE, Alameda County components being considered in the ACEforward program and Alameda CTC comments on the NOP.

Background

The Alameda CTC annually provides Measure B pass through funds to the San Joaquin Regional Rail Commission for the Alameda County share of the ACE service operations. Measure B is a one-half cent sales tax approved by the voters of Alameda County in November, 2000. Based on the Measure B Transportation Expenditure Plan, the ACE service receives 2.12% of the net revenues of Measure B for ACE Service Operations. ACE service is projected to receive approximately \$2.4 million in FY 2013-14.

In May 1997, the Alameda County Congestion Management Agency (ACCMA), the San Joaquin Regional Rail Commission (SJRRRC), and the Santa Clara Valley Transportation Authority (VTA) entered into an agreement to create the Altamont Commuter Express (ACE) Joint Powers Authority which operates the ACE Service. ACE Service became operational on October 19, 1998.

On June 30, 2003 the ACE JPA was dissolved and a Cooperative Services Agreement (CSA) was entered into between SJRRRC, ACCMA and VTA. Through the CSA, the Alameda CTC

provides financial support for the ACE Service. The CSA stipulates the SJRRC as the owner/operator for the ACE service, overseeing the day-to-day management, planning and support services necessary to operate the trains.

The ACE service currently operates Monday through Friday four roundtrip commuter trains between Stockton and San Jose. In 2012, the ACE service provided about 850,000 trips. Historically, about 1/3 of those trips have an origin/destination in Alameda County.

The ACEforward Program EIR/EIS will analyze improving and expanding existing Altamont Corridor Express (ACE) rail service between Stockton and San Jose and extending new ACE rail service to Modesto and Merced (see Attachment A Project Location Map). While the ultimate build concept of the Altamont Corridor Rail Project (ACRP) includes a grade-separated, independently owned right-of-way for electrified service from Stockton to San Jose and remains a long term potential, there are shorter term goals to modernize existing service as early as within the next 10 years. A new suite of improvements has been developed to deliver the shorter term goals and is the subject of this EIR/EIS.

The ACEforward Program would improve the existing ACE service by delivering safety and operational improvements that enable expansion of service to 6 daily round trips between Stockton and San Jose and to extend ACE service to Modesto, which could occur as early as 2018. Following the initial expansion, an additional expansion of extending ACE to Merced and increasing service frequency between Stockton and San Jose from 6 to 10 or more round trips per day could occur as soon as 2022. The preparation of the EIR/EIS will involve development of preliminary engineering designs and assessment of environmental effects associated with the construction, operation and maintenance of rail improvements, including new track corridors, additional track, track realignments, ancillary facilities, new stations and station improvements along the Altamont Corridor. No new stations are planned for Alameda County.

The EIR/EIS will be completed in two tiers: a programmatic analysis of the entire program of improvements and a project analysis for specific improvements that are sufficiently designed. The following Alameda County improvements may be included in the analysis:

- Potential pinch points identified by the UPRR in Niles Canyon, between Newark and Alviso, and between Santa Clara and San Jose to accommodate service increases to 10 trains (programmatic analysis)
- Potential improved connection to BART service in the Tri-Valley that would increase connectivity (programmatic analysis)
- Upgrade of track and structures along the former Southern Pacific line through Niles Canyon to accommodate freight traffic (project level analysis)

- New connections to the former Southern Pacific line at Niles Junction and at Hearst (project level analysis)
- Upgrading of sidings: Radum siding in Livermore/Pleasanton (project level analysis)
- New connection between the Oakland subdivision and the Fresno subdivision in the Lathrop/Manteca area

The Alameda County Transportation Commission (Alameda CTC) submitted comments on August 15, 2013 in response to the NOP. The comments are found in Attachment B and asked for clarification about:

- The consistency of *ACEforward* with the long range regional and countywide transportation plans and funding assumptions including consideration of regional commitments and priorities, which include BART extensions and Express Lanes that will enable enhanced express bus service between the Tri-Valley and Silicon Valley to ensure complementary and non-duplicative services; consideration of a comprehensive funding plan to support short- and long-term service increases; and a request that any funding expectations for Alameda County will need to be closely coordinated with and approved by Alameda CTC;
- Clarification about the consistency of *ACEforward* with current planning efforts and project development including the development of three multi-modal planning efforts: a countywide transit plan, a countywide goods movement plan and a countywide corridor mobility plan, which are scheduled to be completed by Summer 2015, to identify additional long range transportation investment priorities for transit and freight on Alameda County roadways and railways and BART's preparation of a project-level Draft Environmental Impact Report for the BART to Livermore extension; and
- That potential transit and freight priorities developed through the Alameda Countywide Goods Movement and Transit Plans and impacts to policy, planning and programming of funds in Alameda County should be considered in the development of the EIR/EIS, especially given the constraints to shared freight and transit travel in the Niles Canyon corridor.

Fiscal Impact: There is no fiscal impact.

Attachments

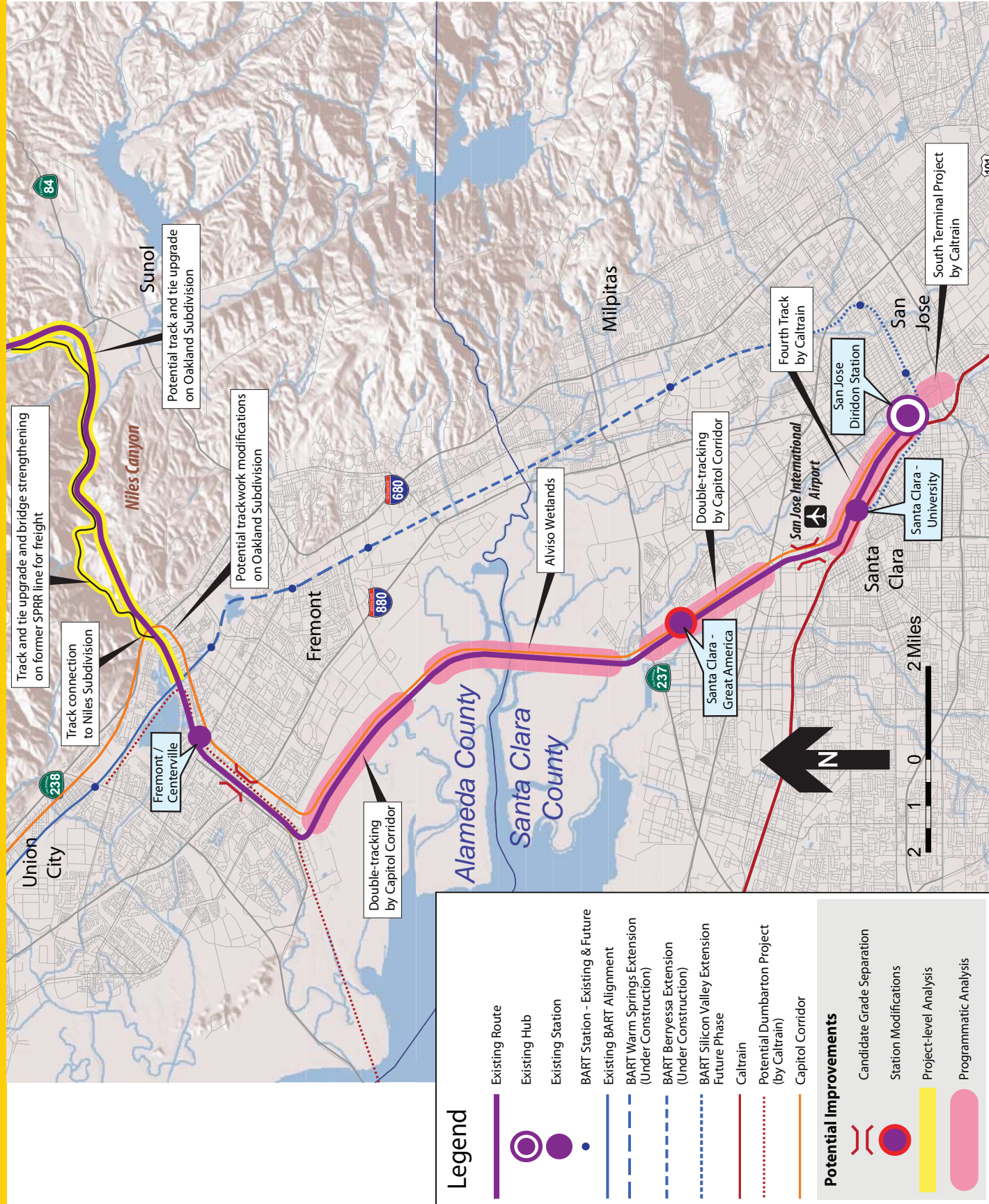
- A. *ACEforward* Project Location Map
- B. Alameda CTC Comments on the *ACEforward* Program Notice of Preparation (NOP) for an Environmental Impact Report/Environmental Impact Statement (EIR/EIS)

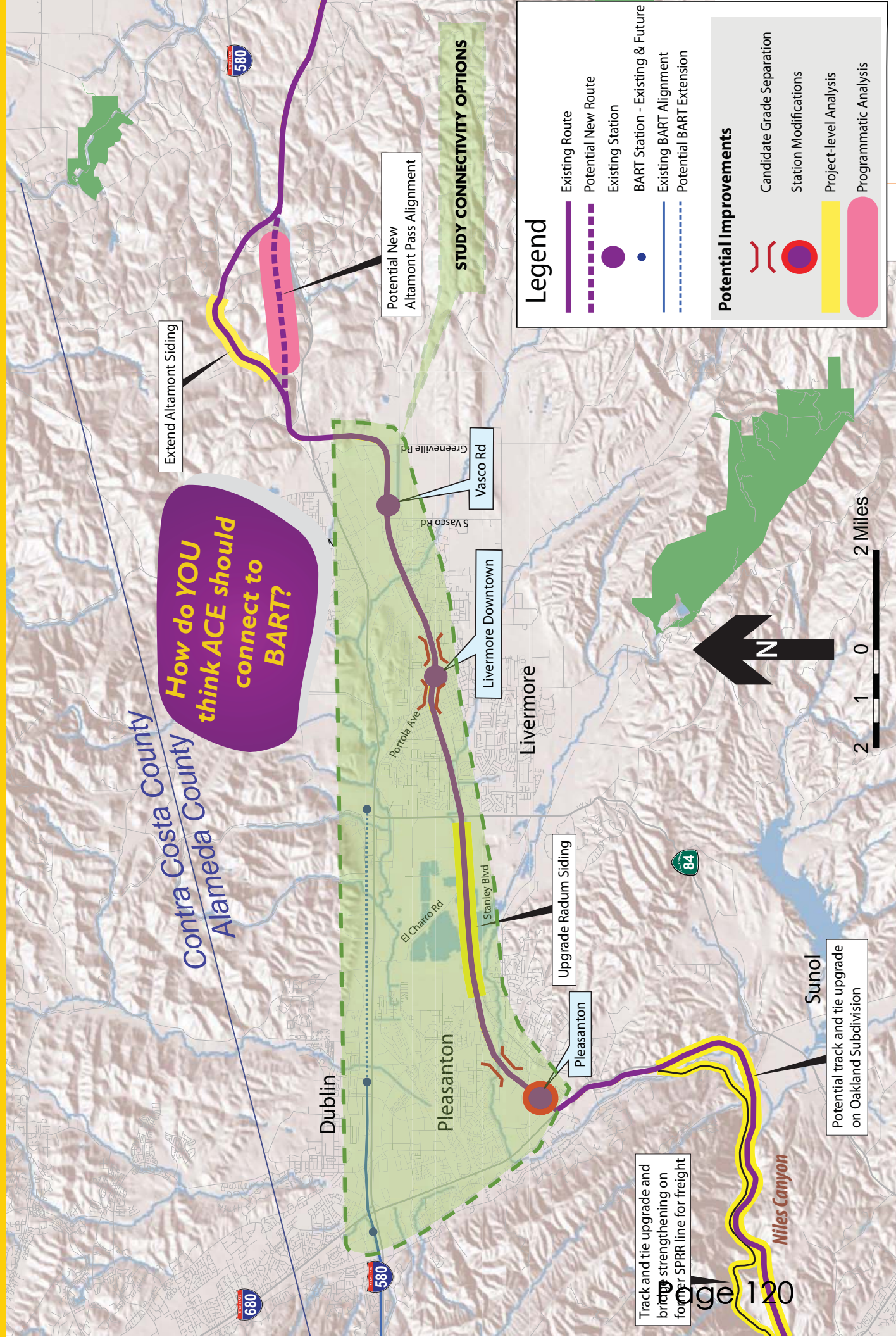
Staff Contact

[Beth Walukas](#), Deputy Director of Planning

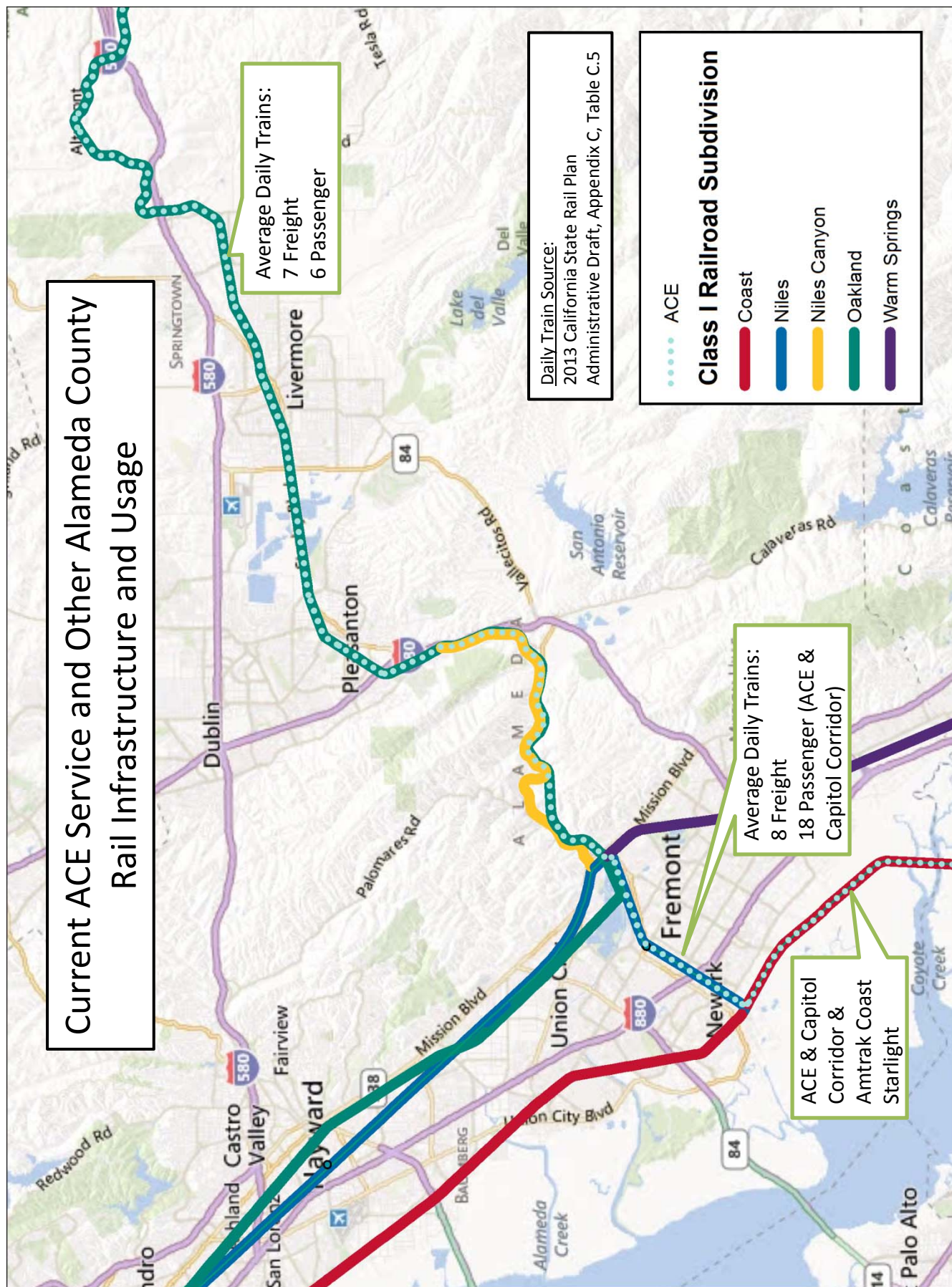
[Matt Todd](#), Principal Transportation Engineer

[Matt Bomberg](#), Assistant Transportation Planner





Current ACE Service and Other Alameda County Rail Infrastructure and Usage



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August 15, 2013

Dan Leavitt
Manager of Regional Initiatives
ATTN: ACEforward Program EIR/EIS
San Joaquin Regional Rail Commission/ACE Headquarters
949 East Channel Street
Stockton, CA 95202
Email: aceforward@acerail.com

SUBJECT: Comments on the Notice of Preparation (NOP) of an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the ACEforward Program

Dear Mr. Leavitt,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the ACEforward Program. The EIR/EIS will analyze improving and expanding existing Altamont Corridor Express (ACE) rail service between Stockton and San Jose and extending new ACE rail service to Modesto and Merced. While the ultimate build concept of the Altamont Corridor Rail Project (ACRP) includes a grade-separated, independently owned right-of-way for electrified service from Stockton to San Jose and remains a long term potential, there are shorter term goals to modernize existing service as early as within the next 10 years. A new suite of improvements has been developed to deliver the shorter term goals and is the subject of this EIR/EIS.

Specifically, the ACEforward Program would improve the existing ACE service by delivering safety and operational improvements that enable expansion of service to 6 daily round trips between Stockton and San Jose and to extend ACE service to Modesto, which could occur as early as 2018. Following the initial expansion, an additional expansion of extending ACE to Merced and increasing service frequency between Stockton and San Jose from 6 to 10 or more round trips per day could occur as soon as 2022. The preparation of the EIR/EIS will involve development of preliminary engineering designs and assessment of environmental effects associated with the construction, operation and maintenance of rail improvements, including new track corridors, additional track, track realignments, ancillary facilities, new stations and station improvements along the Altamont Corridor. No new stations are planned for Alameda County.

The EIR/EIS will be done in two tiers: a programmatic analysis of the entire program of improvements and a project analysis for specific improvements that are sufficiently designed. The following Alameda County improvements may be included in the analysis:

- Potential pinch points identified by the UPRR in Niles Canyon, between Newark and Alviso, and between Santa Clara and San Jose to accommodate service increases to 10 trains (programmatic analysis)

- Potential improved connection to BART service in the Tri-Valley that would increase connectivity (programmatic analysis)
- Upgrade of track and structures along the former Southern Pacific line through Niles Canyon to accommodate freight traffic (project level analysis)
- New connections to the former Southern Pacific line at Niles Junction and at Hearst (project level analysis)
- Upgrading of sidings: Radium siding in Livermore/Pleasanton (project level analysis)
- New connection between the Oakland subdivision and the Fresno subdivision in the Lathrop/Manteca area

The Alameda County Transportation Commission (Alameda CTC) respectfully submits the following comments:

- *Consistency with Long-Range Regional and Alameda Countywide Plans and Funding Assumptions:* The ACEforward Program of safety, operational and expansion improvements proposed in the EIR/EIS for Alameda County are not included in the recently adopted Plan Bay Area (2013) or the adopted Alameda Countywide Transportation Plan (2012), except for a project to extend platforms at ACE Stations in Alameda and San Joaquin County for \$8 million. Therefore, the EIR/EIS will need to consider:
 - Existing regional commitments and priorities, including BART extensions and Express Lanes, which will enable enhanced express bus service between the Tri-Valley and Silicon Valley, to ensure complementary and non-duplicative services.
 - A comprehensive funding plan to support short- and long-term service increases including both capital and operation/maintenance needs, and including stations, platforms, platform access, rolling stock, parking, shuttle services, bike racks, bike lockers and any other aspects of the expanded service impacts. The DEIR should identify anticipated funding expectations and sources and should also discuss how additional funding needs will impact funding sources relied upon by other transit agencies in Alameda County. Funding priorities for transportation investments are determined through these long range planning processes, so any funding expectations for Alameda County will need to be closely coordinated with and approved by Alameda CTC.
 - The SRTP adopted by ACE in Fall 2012 identifies increased service levels to 6 trains. How does the increased service to 6 trains and associated improvements in the SRTP relate to the service changes and improvements proposed in the NOP project descriptions for the EIR/EIS?
- *Consistency with Current Planning Efforts and Project Development:* In addition to the investment priorities documented in Plan Bay Area and the Countywide Transportation Plan, Alameda CTC is embarking on the development of three multi-modal planning efforts: a countywide transit plan, a countywide goods movement plan and a countywide corridor mobility plan. These plans, scheduled to be completed by Summer 2015, will identify additional long range transportation investment priorities for transit and freight on Alameda County roadways and railways. Also, BART is preparing a project-level Draft Environmental Impact Report for the BART to Livermore extension and Capital Corridor is planning for increased service. The improvements studied as part of the programmatic and project-level analyses in the EIR/EIS should consider the impact of the ACEforward Program on the following:

- Operational, connectivity and ridership impacts between ACE and BART, LAVTA, UC Transit and AC Transit, including impacts on costs to provide service and connections to accommodate increased train frequency at Alameda County stations.
- The adequacy of station parking at Alameda County stations given anticipated ridership with enhanced service levels. While shared parking arrangements are encouraged, it should be demonstrated that there are not significant overlaps in the times when parties participating in the agreement need the facility, particularly at the existing Pleasanton Station.
- The potential to use station parking pricing, amenities like bike lockers, and other TDM measures to reduce the need for roadway infrastructure improvements by capturing some station access and egress trips by non-auto modes.
- The impacts of increased ACE service on Alameda County roadways for day of opening and future conditions, particularly for access and egress to Alameda County stations.
- Opportunities to implement and enhance countywide bicycle and pedestrian routes identified in the Alameda Countywide Bicycle and Pedestrian Plans, which were approved in October 2012. The approved Countywide Bike Plan and Pedestrian Plan are available at http://www.alamedactc.org/app_pages/view/5275.
- That potential transit and freight priorities developed through the Alameda Countywide Goods Movement and Transit Plans should be considered as they develop, especially given the constraints to shared freight and transit travel in the Niles Canyon corridor.

Thank you for the opportunity to comment on this Notice of Preparation of the *ACEforward* EIR/EIS. We look forward to working with you as the EIR/EIS moves forward. If you have any questions or require additional information, please contact Beth Walukas, Deputy Director of Planning, at (510) 208-7405 or Matthew Bomberg of my staff at (510) 208-7444.

Sincerely,



ARTHUR L. DAO
Executive Director

Cc: Beth Walukas, Deputy Director of Planning
Matthew Bomberg, Assistant Transportation Planner
Matthew Todd, Principal Transportation Engineer
Vivek Bhat, Senior Transportation Engineer
Bob Vinn, City of Livermore
Mike Tassano, City of Pleasanton
Obaid Khan, City of Dublin
Mark Evanoff, City of Union City
Paul Keener, Alameda County
Soren Fajeau, City of Newark
Val Menotti, BART
Paul Matsuoka, LAVTA
Ken Kirkey, MTC

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Memorandum

6.11

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 16, 2012

SUBJECT: Final Plan Bay Area

RECOMMENDATION: Receive an update on the approval of the Final Plan Bay Area

Summary

The Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) adopted Plan Bay Area and its Final Environmental Impact Report (FEIR) on July 18, 2013 with several amendments. The amendments directed staff to:

- Work with the region's transit operators and other stakeholders to develop a plan to address the gap in funding for transit capital replacement and rehabilitation needs,
- Develop a comprehensive strategy to make better progress in fully funding maintenance and state of good repair of existing transit capital and operating necessary to meet projected growth in non-auto mode shares,
- Add language about cap and trade revenue allocation,
- Add language to direct MTC to work with local and county agencies to provide a menu of neighborhood stabilization and anti-displacement policies where a jurisdiction deems necessary, as well as affordable housing policies for consideration relative to future funding opportunities, and
- Add language about linking One Bay Area Grant (OBAG) funding to jurisdiction-level approval of affordable housing planning, production, acquisition and rehabilitation.

These amendments and other changes to the draft were made in response to over 500 written and oral comments received on the Plan. A summary of the major revisions and corrections made to Plan Bay Area in response to these comments is found in Attachment A and can be found online at

http://onebayarea.org/pdf/Summary_of_Major_Revisions_and_Corrections_Web.pdf.

Background

Plan Bay Area is the region's first Sustainable Communities Strategy (SCS), which combines the 2040 Regional Transportation Plan (RTP) with a coordinated land use strategy aimed at reducing greenhouse gas emissions from cars and light trucks and housing the region's population across all income levels, as mandated by Senate Bill 375. Plan Bay Area and its Final Environmental Impact Report documents can be found at

<http://www.onebayarea.org/regional-initiatives/plan-bay-area/final-plan-bay-area.html>.

Alameda CTC participated in the development of Plan Bay Area over the last three years and it is consistent with the Commission adopted 2012 Countywide Transportation Plan,

which represents approximately \$9 billion in multi-modal, transportation infrastructure and programmatic improvements in Alameda County over the next 28 years. The Plan Bay Area document addresses the investment of over \$292 billion in the nine county Bay Area of the same 28 year period.

Staff is working with MTC and ABAG to determine the next steps in Plan Bay Area implementation process. Since the adoption of the Plan, three lawsuits have been filed challenging the Plan. The lawsuits have been filed by the Building Industry Association of the Bay Area; Earthjustice, Communities for a Better Environment and Sierra Club, jointly; and Bay Area Citizens. It is not known how this will affect the implementation of Plan Bay Area. Staff will bring additional information to the Committees and Commission when it is available.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Linked to the URL : [Summary of Major Revisions and Corrections to the Draft Plan Bay Area, July 18, 2013](#)

Staff Contact]

[Tess Lengyel](#), Deputy Director of Policy, Public Affairs and Legislation

[Beth Walukas](#), Deputy Director of Planning

[Matt Todd](#), Principal Transportation Engineer



Memorandum

6.12

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 16, 2013

SUBJECT: Metropolitan Transportation Commission Freeway Performance Initiative/Ramp Metering Implementation in Alameda County

RECOMMENDATION: Receive information on the Ramp Metering Implementation Plan development by Metropolitan Transportation Commission specifically for State Route 92 and Interstate 880 at State Route 84.

Summary

As part of the Metropolitan Transportation Commission's (MTC) Freeway Performance Initiative (FPI), ramp meters have been deployed throughout the Bay Area to better manage congestion and improve safety on the freeway system. In Alameda County, ramp meters have been implemented along I-880, I-580, and I-680. Currently, MTC in coordination with Alameda CTC is working with the stakeholders to develop a Ramp Metering Implementation Plan for the meters that are being installed in Alameda County, first on State Route (SR) 92 between Interstate 880 (I-880) and the Clawiter/Whitesell Interchange and on I-880 at SR 84, and later along I-580 between the I-580/I-680 Interchange and Crow Canyon Road. A kick-off meeting to develop the Implementation Plan for the meters along SR 92 and I-880 is scheduled on August 29, 2013.

Background

Freeway Performance Initiative of MTC aims to improve performance of Bay Area freeways through various short and long term system management strategies by maximizing use of existing freeway capacity. Ramp Metering is one of the key elements implemented as part of the FPI. Attachment 1 provides the status of Ramp Metering projects in the nine county Bay Area region. Currently, in Alameda County, ramp metering equipment is being installed by Caltrans at the following on-ramps along SR-92 and I-880 at SR 84 (Attachment 2), and construction is scheduled to be completed by December 2013.

- Six locations on SR-92 – eastbound and westbound on-ramps at Clawiter Road, Industrial Boulevard and Hesperian Boulevard
- Two locations on I-880 to fill in gaps – northbound I-880 on-ramp from eastbound SR 84 and southbound I-880 on-ramp from eastbound SR 84

Prior to activating these ramp meters, a Ramp Metering Implementation Plan is required to be developed. The implementation plan will include data collection and field observations to assess traffic operations before and after ramp metering, development of optimized ramp metering rates, and identification of benefits or potential diversion impacts. MTC has initiated the plan development process in coordination with Alameda CTC, and a kick-off meeting is scheduled on August 29, 2013 with the respective local jurisdictions and Caltrans. The intent is to prepare the Ramp Metering Implementation Plan in parallel with the construction of the ramp metering equipment. Activation of the ramp meters could occur as early as January/February 2014. This work will be managed by MTC and performed by Kimley-Horn and Associates, who is under contract with MTC.

Similar to SR-92 and I-880, ramp meters are also being installed along I-580 between the I-580/I-680 Interchange and Crow Canyon Road, for which construction is scheduled to be completed by Fall of 2014. A kick-off meeting to develop the Implementation Plan is anticipated to occur with the respective stakeholders in February 2014.

Comments from Planning, Policy and Legislation Committee

The Committee commented that ramp metering on I-680 at the I 680/Mission Boulevard Interchange in Fremont appeared to be causing congestion at the interchange and on local streets, and that the ramp meters were turned off after initial operation. The Committee directed staff to work with Fremont and Caltrans to address this issue.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Ramp Metering Status August 2013
- B. Ramp Meters locations on SR 92 and I-880 at SR 84

Staff Contact

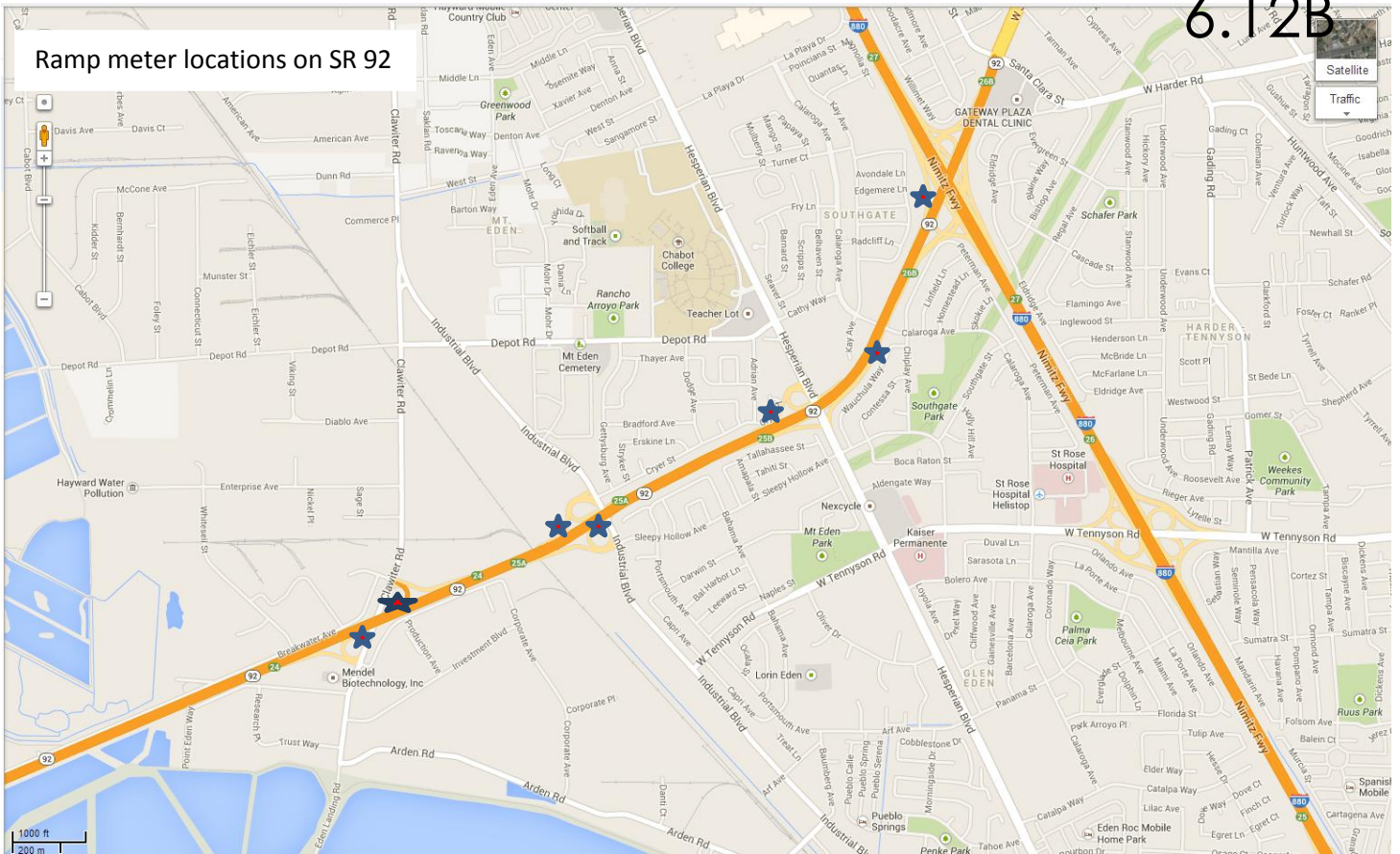
[Beth Walukas](#), Deputy Director of Planning

[Saravana Suthanthira](#), Senior Transportation Planner

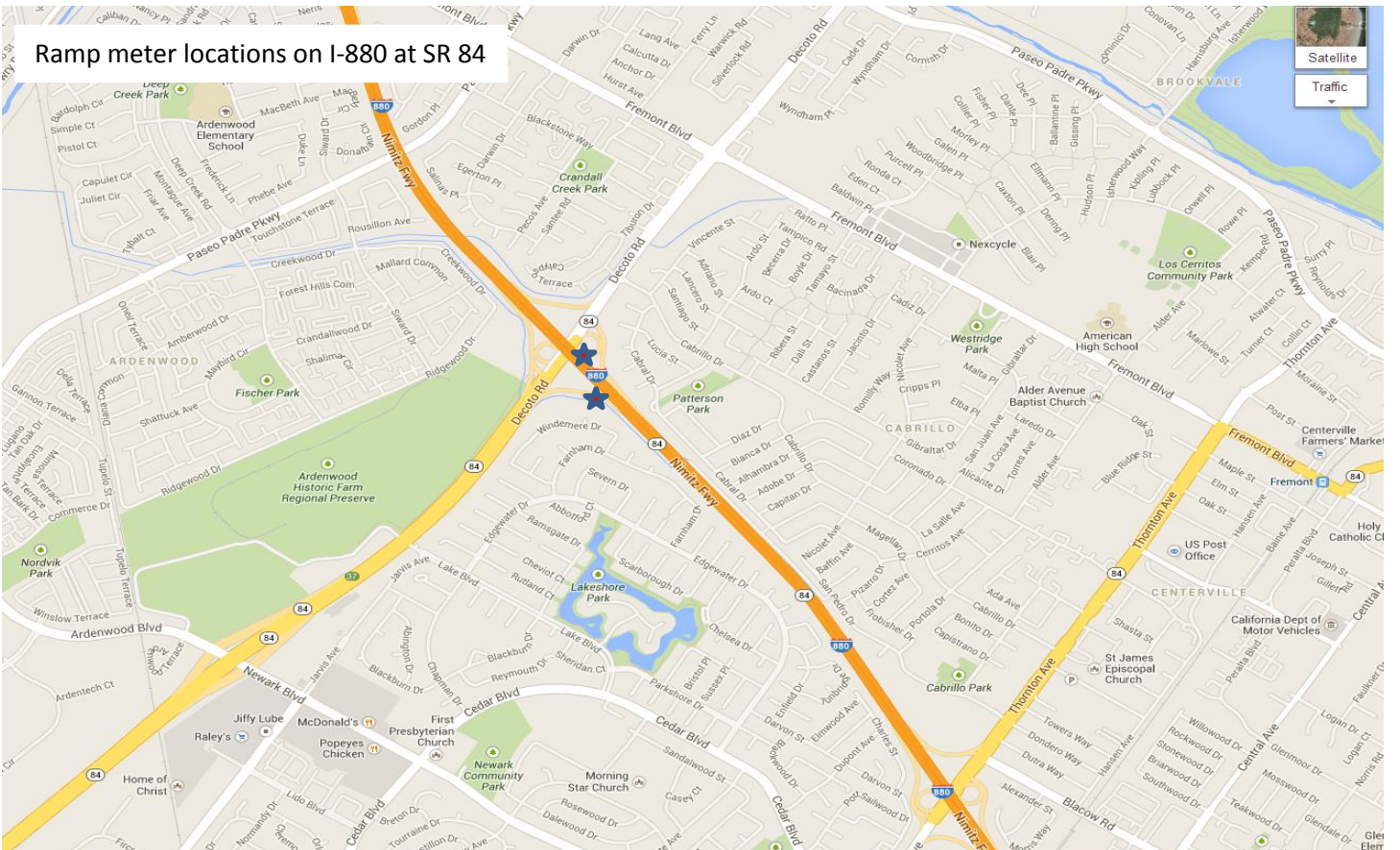


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Ramp meter locations on SR 92



Ramp meter locations on I-880 at SR 84



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Memorandum

6.13

1111 Broadway, Suite 800, Oakland, CA 94607 • PH: (510) 208-7400 • www.AlamedaCTC.org

DATE: September 16 , 2013

SUBJECT: Transportation Fund for Clean Air (TFCA) Final FY 13-14 Program

RECOMMENDATION: Approve the programming of \$90,000 of FY 13-14 TFCA for Alameda County's Fairmont Rd Class 2 Bike Lanes project, including a three-year TFCA expenditure period for the project.

Summary

Of the \$1,888,821 of TFCA available for the FY 2013/14 program, \$1,798,821 received Commission approval in July, leaving a remaining, unprogrammed balance of \$90,000. Staff recommends programming the \$90,000 to Alameda County's Fairmont Road Class 2 Bike Lanes project. The recommendation includes a three-year TFCA expenditure period for the project to align the funding period with the project schedule.

Background

TFCA funding is generated by a four dollar vehicle registration fee collected by the Bay Area Air Quality Management District (Air District) to fund projects that result in the reduction of motor vehicle emissions. Projects funded with TFCA are to result in the reduction of motor vehicle emissions and typically include shuttles, bicycle lanes and lockers, signal timing and trip reduction programs. Eligible projects are to achieve surplus emission reductions beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations. As the TFCA Program Manager for Alameda County, the Alameda CTC is responsible for programming 40 percent of the TFCA revenue generated in Alameda County for this program. Five percent of new TFCA revenue is set aside for the Alameda CTC's administration of the program. Per the Alameda CTC TFCA Guidelines, 70 percent of the available funds are to be allocated to the cities and county based on population, with a minimum of \$10,000 to each jurisdiction. The remaining 30 percent of the funds are to be allocated to transit-related projects on a discretionary basis.

In developing the annual TFCA program, considerations include:

- The total amount of available TFCA is required to be completely programmed on an annual basis.
- The eligibility and cost-effectiveness requirements of the program.

- A jurisdiction may borrow against its projected future share in order to receive more funds in the current year, which can help facilitate the programming of all available funds.

FY 2013/14 Program - Revised

The executed FY 2013/14 TFCA master funding agreement between the Alameda CTC and the Air District identifies \$1,888,821 of TFCA funding that is required to be programmed to projects by November 1, 2013. Last month the Commission approved \$1,798,821 of the FY 2013/14 funds leaving a remaining, unprogrammed balance of \$90,000. Staff recommends programming the \$90,000 to Alameda County's Fairmont Road Class 2 Bike Lanes project. This project was not included in the July recommendation for the FY 2013/14 program because the project schedule is not aligned with the standard, two-year expenditure period for the FY 2013/14 TFCA program. In light of the remaining capacity expiring November 1st, staff is recommending the project for FY 2013/14 funds, but with an extended, three-year TFCA expenditure period. An extended expenditure period is allowed by the Air District's TFCA County Program Manager Fund Policies if approved at the time of programming. A revised final TFCA program, totaling \$1,888,821, is included as Attachment A.

Fiscal Impact: The fiscal impact of this item is \$90,000, which was included in the budget adopted for FY 2013/14.

Attachments

- A. TFCA County Program Manager Fund- FY 2013/14 Final Program – Revised September 2013

Staff Contacts

[Matt Todd](#), Principal Transportation Engineer

[Jacki Taylor](#), Program Analyst

TFCA County Program Manager Fund - FY 2013/14 Final Program - Revised September 2013

Sponsor	Project Name	Project Description	Total Project Cost	Amount Requested	TFCA Cost-effectiveness	Programmed/Recommended	Notes
70% City/County Share							
Alameda County	Fairmont Rd Class II Bike Lanes	Class II Bicycle Lane Gap Closure on Fairmont Drive between E. 14th Street and Foothill Blvd, in the Ashland Unincorporated Area of Alameda County.	\$ 340,000	\$ 200,000	\$71,934	\$ 90,000	\$90,000 recommended with a 3-year expenditure period.
Berkeley	Berkeley Citywide Bicycle Parking Project	Purchase and installation on the public right-of-way of at least 278 bicycle racks citywide, including six (6) pilot in-street "bicycle corral" locations along commercial corridors. The City will install racks primarily on sidewalks near commercial areas, schools, and parks.	\$ 155,000	\$ 155,000	\$39,748	\$ 155,000	Approved July 2013.
East Bay Regional Park District	Iron Horse Trail Dublin/Pleasanton BART Santa Rita Road	Construct a 1.6-mile concrete Class 1 segment of the Iron Horse Regional Trail between the Dublin/Pleasanton BART Station and Santa Rita Road Project.	\$ 4,320,000	\$ 750,000	\$87,137	\$ 180,000	Approved June 2013.
Fremont	Arterial Management Stevenson Blvd	This project will improve arterial operations along Stevenson Boulevard by implementing new signal coordination timings and upgrading most of the existing traffic signal equipment to enhance the operation of the traffic signal coordination.	\$ 218,000	\$ 218,000	\$66,080	\$ 76,000	Funds approved July 2013 for Stevenson Blvd.
Hayward	"A" Street Signal Upgrade and Coordination	Provide traffic signal retiming and coordination along "A" Street at 10 intersections between Mission Boulevard and Hesperian Boulevard, including upgrading existing controllers and closing the gap between the existing signal interconnect system to allow communications between the Traffic Operations Center (TOC) and the on-street controllers.	\$ 209,000	\$ 190,000	\$31,994-\$33,365	\$ 190,000	Approved July 2013.
Oakland	Adeline St Bikeway Gap Closure	The project will install Class 2 bike lanes on Adeline St. 47th to 61st Sts. The new facility will adjoin existing bikeways at each end. The street will be slurry-sealed prior to bike lane installation.	\$ 73,000	\$ 58,000	\$89,231	\$ 51,000	Approved July 2013.
Oakland	CityRacks Bicycle Parking Program Phase 10	This project will fund Phase 10 of Oakland's CityRacks Bicycle Parking Program. Over the two year grant period, the project includes installation of approximately 500 bike rack parking spaces and four electronic bicycle lockers to serve the 12th St BART Station.	\$ 100,000	\$ 100,000	\$25,759-\$82,701	\$ 88,000	Approved July 2013.
Oakland	East Bay Greenway	The first half-mile segment of the East Bay Greenway, from Coliseum BART to 85th Avenue in Oakland. The East Bay Greenway is a planned 12-mile bicycle and pedestrian facility that will travel through Oakland, San Leandro, Hayward and unincorporated Alameda County. The Greenway alignment generally runs under the BART tracks and will ultimately connect five BART stations.	\$ 3,010,000	\$ 190,000	\$88,364	\$ 190,000	Approved June 2013.
Pleasanton	Pleasanton Trip Reduction Program	The project consists of a three-pronged approach to reducing trips including employer-based, residential-based and school-based programs. TFCA request revised to two years of program operations (FYs 13/14 and 14/15).	\$ 228,000	\$ 118,000	\$85,111	\$ 118,000	Approved July 2013 for two years of funding: FYs 13/14 and 14/15.
San Leandro	San Leandro LINKS Shuttle	The free shuttle provides service from the San Leandro BART station to businesses in West San Leandro. Service is provided every 20 minutes, Monday - Friday during peak commute hours from 5:45AM to 9:45AM and 3:00PM to 7:00PM. The TFCA request is for FYs 13/14 and 14/15.	\$ 633,000	\$ 104,000	\$88,534	\$ 60,000	Approved July 2013 for two years of funding: FYs 13/14 and 14/15.
Subtotal City/County (70%)			\$	\$ 2,083,000		\$ 1,198,000	
TFCA Balance Available				\$ 1,082,516		\$ 1,082,516	
Difference				\$ (1,000,484)		\$ (115,484)	

TFCA County Program Manager Fund - FY 2013/14 Final Program - Revised September 2013

Sponsor	Project Name	Project Description	Total Project Cost	Amount Requested	TFCA Cost-effectiveness	Programmed/Recommended	Notes
30% Transit Discretionary Share							
AC Transit	Route 51 Transit Signal Priority (TSP)	TSP Improvements for Route 51. Route 51A: Rockridge BART to Fruitvale BART; 51B: Rockridge BART to Berkeley Amtrak or Berkeley Marina. TSP improvements along the route including: installation of conduit and hardware for signal interconnectivity; signal retiming; signal cabinet upgrades to facilitate modernization; signal modifications; queue jump lanes; bus bulbs; bus stop optimization including relocations and removals.	\$ 11,515,000	\$ 1,000,000	\$ 81,345	\$ 123,821	Approved July 2013.
Alameda CTC	Alameda County Guaranteed Ride Home and Countywide Transportation Demand Management (TDM) Services Information	The Program provides a "guaranteed ride home" to registered employees in Alameda County as an incentive to use alternative commute modes. TFCA request is for continued program operations for FY 13/14 and FY14/15 and includes the creation of new educational materials providing comprehensive information on different TDM services and commute alternatives available in Alameda County.	\$ 270,000	\$ 270,000	\$ 20,170	\$ 270,000	Approved July 2013 for two years of funding: FYs 13/14 and 14/15.
CSU East Bay	Second BART to Campus Shuttle	Continue existing operations of a second free campus to BART shuttle. The route operates in a loop between CSU East Bay campus and the Hayward BART station 7am-930pm, 240 days per year. Request is for FY 13/14 operations.	\$ 159,314	\$ 159,314	\$ 89,799	\$ 130,000	Approved July 2013.
LAVTA	Rte 53 Ace to BART Shuttle	Rte 53 provides local feeder bus service to the Altamont Commuter Express (ACE) Pleasanton Station and the West Dublin/ Pleasanton BART Station, and the Stoneridge mall. FYs 13/14 and 14/15 operations.	\$ 335,834	\$ 120,000	\$ 61,787	\$ 120,000	Approved July 2013 for two years of funding: FYs 13/14 and 14/15.
LAVTA	Rte 54 Ace to BART Shuttle	Rte 54 provides local feeder bus service between the Altamont Commuter Express (ACE) Pleasanton Station, the Dublin/Pleasanton BART Station and major employment centers including Stoneridge Mall, Bernal Business Park and Hacienda Business Park. FYs 13/14 and 14/15 operations.	\$ 337,082	\$ 47,000	\$ 89,422	\$ 47,000	Approved July 2013 for two years of funding: FYs 13/14 and 14/15.
Subtotal Transit Discretionary (30%)				\$ 1,596,314		\$ 690,821	
				TFCA Balance Available		\$ 806,305	
				<i>Difference</i>		\$ 115,484	

TFCA Category	Amount Available	Programmed/Recommended	Difference
Subtotal 70%	\$ 1,082,516	\$ 1,198,000	\$ (115,484)
Subtotal 30%	\$ 806,305	\$ 690,821	\$ 115,484
Total	\$ 1,888,821	\$ 1,888,821	\$0



Memorandum

6.14

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: August 14, 2013

SUBJECT: CMA TIP Exchange Program Reimbursement Policy

RECOMMENDATION: Approve a policy that the Alameda CTC will withhold Measure B and/or VRF pass through funds when payments related to a fund exchange has not been made in a timely manner and the corresponding amendments to the Measure B and VRF Implementation Guidelines.

Summary

The CMA Transportation Improvement Program (CMA TIP) Exchange Program facilitates the exchange of federal/state funds for local funds, which in turn provides funding for the projects programmed in the CMATIP, a local fund source administered by the Alameda CTC. The CMA TIP Exchange Program/CMA TIP allows the Alameda CTC to provide local funds to transportation projects that either do not have the ability to make use of state or federal funds or projects that would face unacceptable delays if state or federal funds were used. It is necessary for the Alameda CTC to receive the local funds provided through these exchanges on a timely basis for the overall program work. The recommended policy will strengthen the ability to complete the Commission approved exchanges that ultimately fund the projects approved in the CMA TIP program.

Background

The CMA TIP Exchange Program is used when a project sponsor has the ability to accept grant funding for an eligible transportation project that also has local funds available for the project. The Alameda CTC programs the transportation grant funding, the project sponsor completes the transportation project and receives the grant funding, and then provides the Alameda CTC with a like amount of local funds that would have otherwise been used for the project. It is not a given that every project is a good candidate for a fund exchange.

The CMA TIP Exchanges provide the funds for the projects programmed in the CMATIP, a local fund source administered by the Alameda CTC. The CMA TIP exchange program/CMA TIP allows the Alameda CTC to provide local funds to transportation projects that either do not have the ability to make use of state or federal funds or projects that would face

unacceptable delays if state or federal funds were used. It is necessary for the Alameda CTC to receive the local funds provided through these exchanges on a timely basis for the overall program work. The recommended policy will strengthen the ability to complete the Commission approved exchanges that ultimately fund the projects approved in the CMA TIP program.

The CMA TIP Exchange Program (and corresponding CMATIP Program) is one of multiple approaches the Alameda CTC uses to program funds and deliver projects in Alameda County. CMA TIP Exchanges and CMA TIP programming have provided benefits by allowing for efficient administration of large amounts of federal and state funds as well as facilitation of the delivery for smaller projects such as local streets and roads projects in smaller jurisdictions and project development work.

Since the inception of the CMA TIP Exchange Program and CMATIP Program, the merger of the ACCMA and ACTIA has been completed. The role of the Alameda CTC has consolidated the fund sources the prior agencies were responsible for and allows for improved coordination between federal and state funding as well as the local sales tax and the vehicle registration fee funds.

The CMA TIP Exchange Program and the CMA TIP program were initiated in 2000. Since inception, the CMA TIP Exchange Program has approved 20 fund exchanges that will allow for over \$115 million in projects to be delivered with local CMA TIP funding. To date, approximately \$69.5 million of local funds have been received through the program. These funds have been programmed to projects sponsored by agencies throughout Alameda County through the CMATIP Program. Currently all CMA TIP Exchange funds are effectively programmed to projects through the CMA TIP program. An exchange was approved concurrent with the 2012 STIP process with \$37 million of Measure B and STIP funds, with a specific set of projects that are scheduled to initiate delivery through FY 2016/17. The remaining exchanges have a receivable of approximately \$9.25 million that is required to support CMA TIP projects that have been approved for funding, but cannot be contracted with funding agreements until the CMA TIP Exchanged funds are received by the Alameda CTC.

With the approval of the recommended policy, staff will revise the terms of future Exchange Agreements to specify that Measure B and/or VRF pass through fund payments may be withheld when payments related to a fund exchange have not been received in a timely manner by the Alameda CTC from the contracted member agency and corresponding amendments to the Measure B and VRF Implementation Guidelines. The policy is further detailed in Attachment C.

Fiscal Impact

There is no fiscal impact. This policy will strengthen the ability to complete the Commission approved exchanges that ultimately fund the projects approved in the CMA TIP program.

Attachments

- A. CMA TIP Exchange Program- Status Summary
- B. CMA TIP Program Summary
- C. CMA TIP Exchange Program Reimbursement Policy

Staff Contact

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

[Matt Todd](#), Principal Transportation Engineer

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CMA TIP Exchange Projects - Status Summary

Index	CMA Exchange Project Number	Sponsor	Project	Exchange Fund Source	Exchange Amount	Amount Rec'd (as of 5/31/2013)	Amount Remaining (to be rec'd)	Estimated Payback Date (full amount)	Agreement Status ¹
1	Ex 1	AC Transit	Bus Rehabilitation	STIP-RIP	\$ 20,182,514	\$ 20,182,514	\$ -	Done	E
2	EX 2	AC Transit	Bus Component Rehab	STP	\$ 4,000,000	\$ 4,000,000	\$ -	Done	E
3	Ex 3	AC Transit	Bus Component Rehab	STIP-RIP	\$ 4,500,000	\$ 4,500,000	\$ -	Done	E
4	Ex 15	AC Transit	Bus Rehabilitation	STIP-RIP	\$ 6,378,000	\$ 6,378,000	\$ -	Done	E
5	Ex 18	Ala. County	Vasco Rd. Safety Improvements	STP	\$ 7,531,000		\$ 7,531,000	12/31/15	D
6	Ex 19	Ala. County	ARRA LSR Project	ARRA	\$ 1,503,850		\$ 1,503,850	12/31/13	D
7	Ex 16	ACTIA	I-580 Castro Valley I/C Imps	STP	\$ 1,000,000	\$ 1,000,000	\$ -	Done	E
8	Ex 17	ACTIA	I-580 Castro Valley I/C Imps ²	STIP-RIP	\$ 1,147,545	\$ 1,147,545	\$ -	NA	E
9	Ex 4	BART	Seismic Retrofit	STIP-RIP	\$ 8,100,000	\$ 8,100,000	\$ -	Done	E
10	Ex 5	Berkeley	Street Resurfacing	STP	\$ 259,560	\$ 259,560	\$ -	Done	E
11	Ex 6	Dublin	Tassajara Interchange	STIP-RIP	\$ 4,230,000	\$ 4,230,000	\$ -	Done	E
12	Ex 7	Fremont	Street Rehabilitation	STIP-RIP	\$ 2,196,900	\$ 2,196,900	\$ -	Done	E
13	Ex 8	Fremont	Street Resurfacing	STP	\$ 858,000	\$ 858,000	\$ -	Done	E
14	Ex 14	Fremont	Street Overlay -13 Segments	STP	\$ 1,126,206	\$ 1,126,206	\$ -	Done	E
15	Ex 20	Fremont	ARRA LSR Project	ARRA	\$ 1,802,150	\$ 1,802,150	\$ -	Done	E
16	Ex 9	Livermore	Isabel Interchange	STIP-RIP	\$ 3,600,000	\$ 3,600,000	\$ -	Done	E
17	Ex 10	MTC	East Dublin County BART	STP	\$ 750,000	\$ 750,000	\$ -	Done	E
18	Ex 11	Union City	UC Intermodal Station	STIP-RIP	\$ 9,314,000	\$ 9,314,000	\$ -	Done	E
19	Ex 21	Fremont	Federal Block Grant LSR	STP	\$ 207,900	\$ -	\$ 207,900	12/31/13	D
20	Ex 22	Alameda CTC	Rte 84 Expressway Widening (ACTIA 24)	STIP-RIP	\$ 37,030,000	\$ -	\$ 37,030,000	6/30/17	NA
Exchange Project Totals:					\$ 115,717,625	\$ 69,444,875	\$ 46,272,750		

Notes:

- ¹ E = Agreement Executed
- A = Agreement Amendment in Process
- D = Agreement Draft Form
- N = Agreement Not Initiated
- ² May be adjusted with final project closeout

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CMA TIP Program Summary

Index	Project No.	Sponsor	Project Title	Plan Area	Project Type	Original Prog'd Date	Programmed Amount	Spent to Date	Remaining (Prog'd - Spent)
1	10-005	ACCMA/Ala CTC	CMA TIP Administration	NA	Admin	9/27/01	\$ 309,400	\$ 309,400	\$ -
2	10-010	ACCMA/Ala CTC	Administration	NA	Admin	9/23/04	\$ 379,000	\$ 379,000	\$ -
					Admin Total		\$ 688,400	\$ 688,400	\$ -
3	10-003	ACCMA/Ala CTC	SMART Corridors	1	ITS	9/27/01	\$ 1,176,000	\$ 1,176,000	\$ -
4	10-012	ACCMA/Ala CTC	East Bay Incident and Emergency Management Systems (federal match)	1	ITS	7/22/04	\$ 198,000	\$ 198,000	\$ -
5	10-016	ACCMA/Ala CTC	Smart Corridors Operations & Maintenance	1	ITS	6/23/05	\$ 263,264	\$ 263,264	\$ -
6	10-029	ACCMA/Ala CTC	SMART O&M	1	ITS	3/26/09	\$ 1,451,000	\$ 1,419,327	\$ 31,673
7	10-034	ACCMA/Ala CTC	Grand MacArthur Transportation Mgmt System	1	ITS	7/28/11	\$ 200,000	\$ 184,182	\$ 15,818
					ITS Total		\$ 3,288,264	\$ 3,240,774	\$ 47,491
8	12-001	Alameda	Resurfacing of 1) Santa Clara Avenue from Webster St.- Saint Charles St., and 2) Fernside Blvd from High St. - Pearl	1	LSR Rehab	9/23/04	\$ 959,000	\$ 661,000	\$ 298,000
9	17-001	Albany	Pierce Street Reconstruction (City limits to approx. 410 ft. So. of County Line)	1	LSR Rehab	9/23/04	\$ 178,000	\$ -	\$ 178,000
10	17-002	Albany	Ohlone Greenway Intersection Alignments	1	LSR Rehab	6/23/05	\$ 37,000	\$ 37,000	\$ -
11	17-003	Albany	Albany LSR (Local ARRA) - Solano Ave.	1	LSR Rehab	2/26/09	\$ 193,000	\$ 193,000	\$ -
12	20-002	Berkeley	Spruce St. Safety	1	LSR Rehab	6/23/05	\$ 100,000	\$ -	\$ 100,000
13	20-003	Berkeley	Piedmont Circle Ped. Safety	1	LSR Rehab	6/23/05	\$ 128,000	\$ -	\$ 128,000
14	22-002	Dublin	Amador Valley Blvd (btwn San Ramon Rd. & 300' E. of Village Pkwy)	4	LSR Rehab	9/23/04	\$ 289,000	\$ 289,000	\$ -
15	22-003	Dublin	Annual St. Overlay Program (on Dublin Blvd. & Dougherty Rd.)	4	LSR Rehab	2/23/06	\$ 217,000	\$ -	\$ 217,000
16	22-004	Dublin	Dublin LSR (Local ARRA)	4	LSR Rehab	2/26/09	\$ 694,000	\$ -	\$ 694,000
17	24-003	Emeryville	Emeryville LSR (Local ARRA)	1	LSR Rehab	2/26/09	\$ 144,000	\$ -	\$ 144,000
18	24-004	Emeryville	Park Ave. - Hollis to UP Tracks	1	LSR Rehab	9/23/04	\$ 102,000	\$ -	\$ 102,000
19	24-005	Emeryville	Emeryville LSR (Local Block Grant)	2	LSR Rehab	7/22/10	\$ 117,000	\$ -	\$ 117,000
20	25-002	Fremont	Street Overlay (Bayview, Walnut, Farwell)	3	LSR Rehab	6/23/05	\$ 467,000	\$ -	\$ 467,000
21	26-001	Hayward	Industrial Blvd Pavement Rehab	2	LSR Rehab	6/23/05	\$ 280,000	\$ 280,000	\$ -
22	26-002	Hayward	West A Street Rehab (Match)	2	LSR Rehab	6/23/05	\$ 16,000	\$ -	\$ 16,000
23	26-003	Hayward	Hesperian Blvd Rehab (Tennyson -Sleepy Hollow) -Match	2	LSR Rehab	6/23/05	\$ 22,000	\$ -	\$ 22,000
24	28-001	Livermore	Street Resurfacing -2007	4	LSR Rehab	6/23/05	\$ 178,000	\$ -	\$ 178,000

25	30-003	Newark	2008 Asphalt Concrete Street Overlay		3	LSR Rehab	9/23/04	\$	567,000	\$	567,000	\$	-
26	30-004	Newark	Newark LSR (Local ARRA)		3	LSR Rehab	2/26/09	\$	901,000	\$	901,000	\$	-
27	31-004	Oakland	City of Oakland -Annual Street Resurfacing		1	LSR Rehab	6/23/05	\$	349,000	\$	-	\$	349,000
28	31-005	Oakland	Measure B Match for FedSTP LSR Project		1	LSR Rehab	6/23/05	\$	278,000	\$	-	\$	278,000
29	32-002	Piedmont	Highland Ave Resurfacing		1	LSR Rehab	2/23/06	\$	60,000	\$	-	\$	60,000
30	32-003	Piedmont	Piedmont LSR- (Local ARRA)		1	LSR Rehab	2/26/09	\$	99,000	\$	-	\$	99,000
31	32-004	Piedmont	Piedmont LSR (Local Block Grant)		1	LSR Rehab	7/22/10	\$	60,300	\$	-	\$	60,300
32	33-001	Pleasanton	Bernal Ave -First Street to Windmill Way		4	LSR Rehab	9/23/04	\$	232,000	\$	-	\$	232,000
33	33-002	Pleasanton	West Las Positas Blvd. Resurfacing		4	LSR Rehab	6/23/05	\$	274,000	\$	-	\$	274,000
34	33-003	Pleasanton	Annual St Resurfacing for 2007		4	LSR Rehab	2/23/06	\$	367,000	\$	-	\$	367,000
35	35-002	San Leandro	Floresta Blvd Rehab		2	LSR Rehab	6/23/05	\$	12,000	\$	-	\$	12,000
36	37-001	Union City	Alvarado Niles Street Rehabilitation		3	LSR Rehab	6/26/03	\$	240,000	\$	240,000	\$	-
37	37-003	Union City	3 rehab projects: Whipple Rd: UC Blvd-Dyer St.; B, C, D, E, & 7th, & 8th Sts. & UC Blvd		3	LSR Rehab	9/23/04	\$	519,000	\$	519,000	\$	-
38	37-004	Union City	1) Whipple Rd: UCB- Dyer St; 2) Alvarado-Niles Rd: Western Ave-Osprey Dr. (Local ARRA)		3	LSR Rehab	2/26/09	\$	1,176,000	\$	1,176,000	\$	-
						LSR Rehab Total		\$	9,255,300	\$	4,863,000	\$	4,392,300
39	10-002	ACCMA/Ala CTC	STIP Monitoring and Oversight/ Funding & Programming		NA	Monitoring/ Programming	9/27/01	\$	1,000,000	\$	1,000,000	\$	-
40	10-009	ACCMA/Ala CTC	Project Monitoring		NA	Monitoring/ Programming	1/29/04	\$	855,000	\$	855,000	\$	-
41	10-025	ACCMA/Ala CTC	Project Controls -Consultant Contract		NA	Monitoring/ Programming	3/22/07	\$	500,000	\$	-	\$	500,000
42	10-026	ACCMA/Ala CTC	Project Monitoring -Consultant Contract		NA	Monitoring/ Programming	3/22/07	\$	100,000	\$	41,083	\$	58,917
						Monitoring/ Programming Total		\$	2,455,000	\$	1,896,083	\$	558,917
43	12-002	Alameda/ Alameda CTC/Oakland	I-880 Broadway/Jackson		1	Non-transit Capital	1/26/12	\$	2,500,000	\$	-	\$	2,500,000
44	13-001	Alameda County	Crow Canyon Road Safety Improvements		4	Non-transit Capital	1/29/04	\$	1,450,000	\$	-	\$	1,450,000
45	13-002	Alameda County	Niles Canyon Road Safety Improvements (Paloma Rd & Pleas-Sunol Rd. Intersection)		4	Non-transit Capital	1/26/12	\$	1,500,000	\$	-	\$	1,500,000
46	10-035	ACCMA/Ala CTC	I-680 Sunol Grade (JPA costs)		4	Non-transit Capital	see 10-035 note	\$	199,167	\$	110,255	\$	88,912
47	10-039	ACCMA/Ala CTC	I-238 Widening Project Closeout		2	Non-transit Capital		\$	520,000	\$	-	\$	520,000
48	10-036	ACCMA/Ala CTC	East-West Connector in Fremont		3	Non-transit Capital	1/26/12	\$	14,300,000	\$	-	\$	14,300,000
49	20-001	Berkeley	I-80 Bicycle/Ped Overcrossing Access Enhancements (Eastshore Pedestrian O/C)		1	Non-transit Capital	2/28/02	\$	199,990	\$	199,990	\$	-
50	22-001	Dublin	Dublin Boulevard Widening (Village to Sierra)		4	Non-transit Capital	9/27/01	\$	400,000	\$	400,000	\$	-
51	25-001	Fremont	Washington Blvd. Paseo Padre Grade Separations		3	Non-transit Capital	9/27/01	\$	1,745,000	\$	1,745,000	\$	-

52	25-003	Fremont	Automall Parkway Project		3	Non-transit Capital	1/26/12	\$	3,500,000	\$	-	\$	3,500,000
53	31-003	Oakland	Grand Ave Pedestrian and Transit Bulb (Federal Match)		1	Non-transit Capital	9/9/04	\$	42,000	\$	35,866	\$	6,134
54	31-006	Oakland	Traffic Signal: 73rd/ Garfield		1	Non-transit Capital	6/23/05	\$	275,000	\$	272,846	\$	2,154
55	31-008	Oakland	42nd Ave/High St Access Improvement		1	Non-transit Capital	1/26/12	\$	2,000,000	\$	-	\$	2,000,000
56	32-001	Piedmont	Traffic Signal: Lower Grand Ave at Arroyo & Rose (formerly Linda Ave Rehab)		1	Non-transit Capital	9/23/04	\$	246,178	\$	218,206	\$	27,972
57	35-001	San Leandro	Widen Marina Blvd. (Alvarado to San Leandro)		2	Non-transit Capital	9/27/01	\$	1,610,000	\$	1,610,000	\$	-
58	35-003	San Leandro	Rte 85/Hesperian Blvd/150th Ave Channelization Imps		2	Non-transit Capital	1/26/12	\$	1,000,000	\$	-	\$	1,000,000
59	41-001	Santa Clara VTA	I-880 Mission (Rte 262) phase 1B/2 I/C		3	Non-transit Capital	1/26/12	\$	3,500,000	\$	-	\$	3,500,000
						Non-transit Capital Total		\$	34,987,335	\$	4,592,163	\$	30,395,172
60	10-023	ACCMA/Ala CTC	ACCMA-Other Post-Employment Benefits (OPEB) and Core Function Shortfall Funding	NA		Other	1/25/07	\$	1,027,170	\$	757,090	\$	270,080
61	10-030	ACCMA/Ala CTC	Vehicle Registration Fee Polling & Expenditure Plan Development	CW		Other	10/22/09	\$	390,000	\$	390,000	\$	-
61	10-033	Alameda CTC	FY 10/11 ACCMA Operating Budget Shortfall	NA		Other	5/26/11	\$	652,000	\$	317,000	\$	335,000
61	10-037	Alameda CTC	RIP-TE Reserve Exchange	CW		Other	1/26/12	\$	730,000	\$	-	\$	730,000
						Other Total		\$	2,799,170	\$	1,464,090	\$	1,335,080
62	10-001	ACCMA/Ala CTC	I-880 North County Operations & Safety Study/ PSR	1		Project Dev/Studies	9/27/01	\$	314,622	\$	314,622	\$	-
63	10-006	ACCMA/Ala CTC	FAIR Lanes Study and Dynamic Ridesharing Pilot Project	4		Project Dev/Studies	12/19/02	\$	70,200	\$	70,200	\$	-
64	10-007	ACCMA/Ala CTC	I 880 PSR	1		Project Dev/Studies	10/24/02	\$	300,000	\$	300,000	\$	-
65	10-011	ACCMA/Ala CTC	I-680 Sunol Grade	4		Project Dev/Studies	1/29/04	\$	1,300,833	\$	925,340	\$	375,493
66	10-013	ACCMA/Ala CTC	I-580, I-680, and Rt 84 Corridors: Operational Analysis (aka, Triangle Analysis)	4		Project Dev/Studies	11/18/04	\$	200,000	\$	200,000	\$	-
67	10-015	ACCMA/Ala CTC	CMA Countywide Travel Model Update	CW		Project Dev/Studies	3/24/05	\$	400,000	\$	400,000	\$	-
68	10-017	ACCMA/Ala CTC	I-880 N. Safety Improvement Project at 23rd/29th (RM2 project)	1		Project Dev/Studies	9/27/01	\$	3,042,378	\$	896,820	\$	2,145,558
69	10-018	ACCMA/Ala CTC	Alameda County Soundwall Project Development	CW		Project Dev/Studies	11/17/05	\$	3,693,000	\$	3,325,647	\$	367,353
70	10-019	ACCMA/Ala CTC	Central County Freeway Study	2 or 4?		Project Dev/Studies	4/27/06	\$	720,000	\$	324,664	\$	395,336
71	10-020	ACCMA/Ala CTC	Infrastructure Bond -Scoping Documents	CW		Project Dev/Studies	7/27/06	\$	1,990,000	\$	1,990,000	\$	-
72	10-021	ACCMA/Ala CTC	Travel Choice Program	1		Project Dev/Studies	10/27/05	\$	150,000	\$	150,000	\$	-
73	10-022	ACCMA/Ala CTC	EB I-580 HOT Lane Study	4		Project Dev/Studies	9/28/06	\$	420,000	\$	415,617	\$	4,383
74	10-024	ACCMA/Ala CTC	I-80 ICM Project Development	1		Project Dev/Studies	2/22/07	\$	1,057,000	\$	1,053,089	\$	3,911
75	10-027	ACCMA/Ala CTC	I-880 SB HOV Project Development	1		Project Dev/Studies	4/26/07	\$	11,077,000	\$	7,720,233	\$	3,356,767

76	10-028	ACCMA/Ala CTC	Developing Tools for Improving Truck Demand Models	CW	Project Dev/Studies	7/26/07	\$	60,000	\$	60,000	\$	-
77	10-031	ACCMA/Ala CTC	Countywide Bike Plan Update	CW	Project Dev/Studies	6/9/09	\$	35,000	\$	-	\$	35,000
78	24-001	Emeryville	I-80 Ashby/Bay Interchange	1	Project Dev/Studies	4/25/02	\$	813,000	\$	686,114	\$	126,886
79	24-002	Emeryville	Intermodal Transfer Station	1	Project Dev/Studies	1/29/04	\$	890,000	\$	-	\$	890,000
80	30-001	Newark	Central Ave Overpass at UPRR	3	Project Dev/Studies	1/29/04	\$	630,000	\$	-	\$	630,000
81	30-002	Newark	Thorton Ave Widening	3	Project Dev/Studies	1/29/04	\$	405,000	\$	-	\$	405,000
82	31-001	Oakland	MacArthur BART Station Transit Village - Comprehensive Plan	1	Project Dev/Studies	9/27/01	\$	500,000	\$	480,156	\$	19,844
					Project Dev/Studies Total		\$	28,068,033	\$	19,312,502	\$	8,755,531
83	39-001	City Car Share	City Car Share Marketing	1	TDM	9/25/03	\$	40,000	\$	40,000	\$	-
					TDM Total		\$	40,000	\$	40,000	\$	-
84	11-001	AC Transit	Bus Purchase	1,2,3	Transit Capital/TOD	1/29/04	\$	4,000,000	\$	4,000,000	\$	-
85	11-002	AC Transit	East Bay Rapid Transit	1,2	Transit Capital/TOD	1/26/12	\$	5,000,000	\$	-	\$	5,000,000
86	10-014	ACCMA/Ala CTC	International/Telegraph Rapid Bus Corridor Project	1	Transit Capital/TOD	12/23/04	\$	4,305,831	\$	4,305,831	\$	-
87	10-008	ACCMA/Ala CTC	ACE Trackage and Maintenance Improvements	4	Transit Capital/TOD	9/27/01	\$	2,500,000	\$	(378,150)	\$	2,878,150
88	40-001	Ala Co. Surplus Property Authority	East Dublin/ Pleasanton BART Transit Center	4	Transit Capital/TOD	2/28/02	\$	3,675,000	\$	3,675,000	\$	-
89	14-002	Alameda County Redevelopment Agency	Ashland/ Bayfair BART Transit Center (Federal Match)	2	Transit Capital/TOD	8/28/03	\$	259,000	\$	259,000	\$	-
90	18-001	BART	AFC Modernization	CW	Transit Capital/TOD	1/29/04	\$	2,283,000	\$	2,247,145	\$	35,855
91	18-002	BART	Warm Springs Extension	3	Transit Capital/TOD	9/27/01	\$	2,163,000	\$	2,162,804	\$	196
92	18-003	BART	West Dublin BART Station	4	Transit Capital/TOD	1/29/04	\$	6,900,000	\$	6,900,000	\$	-
93	31-007	Oakland	Coliseum TOD Utility Undergrounding	1	Transit Capital/TOD	9/22/05	\$	500,000	\$	500,000	\$	-
94	19-001	Oakland -CEDA	Downtown Intermodal Transit Center	1	Transit Capital/TOD	1/29/04	\$	1,450,000	\$	804,548	\$	645,452
95	37-002	Union City	Union City Intermodal Station	3	Transit Capital/TOD	1/29/04	\$	1,000,000	\$	1,000,000	\$	-
Transit Capital/TOD Total							\$	34,035,831	\$	25,476,177	\$	8,559,654
Program Totals (All Projects)							\$	115,617,333	\$	61,573,189	\$	54,044,144

CMA TIP EXCHANGE PROGRAM REIMBURSEMENT POLICY

PURPOSE

The Exchange Program Reimbursement Policy provides a process by which the Alameda CTC will withhold Measure B and/or Vehicle Registration Fee (VRF) pass-through funds from a member agency when a payment required for an approved fund exchange has not been received by the Alameda CTC in a timely manner. The revenue generated by the Exchange Program provides local funding that is in turn programmed by the Alameda CTC to other projects. A delay of payments to the Exchange Program results in the inability of the Alameda CTC to meet the funding commitments made to other projects and member agencies.

The goals of this policy are to:

- Promote timely receipt of Exchange Program revenue;
- Facilitate the budgeting of Exchange Program revenue; and
- Allow for timely payment by the Alameda CTC to projects programmed to receive funding generated by the Exchange Program (i.e. through the CMA TIP program).

POLICY PROVISIONS

- A. The Exchange Program is utilized when a project sponsor has the ability to accept federal (or state) funding for an eligible transportation project that also has local funds available to fund a transportation project. The Alameda CTC programs federal (or state) funding to the project sponsor and the project sponsor completes the transportation project, receives the federal (or state) reimbursement for the transportation project expenditures, and then provides the Alameda CTC with the local funds that would otherwise have been used for the project. Not every project is a good candidate for a fund exchange.

The Exchange Program provides funding for projects programmed in the CMA Transportation Improvement Program (CMATIP), a local fund source administered by the Alameda CTC. The local CMATIP funds are primarily used for projects that either do not have the ability to make use of state or federal funds, or projects that would face unacceptable delays if state or federal funds were used. It is necessary for the Alameda CTC to receive the local funds provided through these exchange agreements on a timely basis to effectively administer the overall program work.

- B. By agreeing to an exchange project and return payment arrangement, the exchange project sponsor agrees to pay Alameda CTC a return payment amount in local funds. The exchange project sponsor endeavors to deliver the project on the agreed upon schedule and request reimbursements of project costs from the source of the exchanged funds (ie. Caltrans for federal funds) on a monthly basis. No later than ten (10) days after receiving reimbursement from the funding agency the exchange project sponsor pays to Alameda CTC an amount equal to the amount of the return payments until the amount of the agreed upon return payment is paid in full to the Alameda CTC.
- C. Alameda CTC agrees to work with exchange project sponsor if the project is delayed or prevented from paying any portion of the return payments to Alameda CTC due to delays caused by the agency administering the grant funding (i.e. Caltrans) or other factors beyond the control of exchange project sponsor, so long as exchange project sponsor proceeds with due diligence to overcome all such delays as quickly as possible. Sponsor is required to give Alameda CTC reasonable notice of any such delay.
- D. The exchange project sponsor shall notify the Alameda CTC within 10 days if the total amount of funds allocated and/or obligated differs from the terms of the exchange agreement approved by the Alameda CTC. If the allocation/ obligation amount is less than the terms of the Alameda CTC approved exchange, Alameda CTC will work with the exchange partner to define the revised exchange amount and return payment to the Alameda CTC. The return payment amount and the exchange sponsor's obligation to pay the return to Alameda CTC, shall remain unchanged if the allocation/obligation amount is greater than the exchange amount.
- E. Sponsor will be required to report on the project status including:
- Notify Alameda CTC within 10 days of initiation of project (i.e. contract for project scope executed or initiation of project expenses)
 - Notify Alameda CTC within 10 days of submittal of initial reimbursement of programmed funds (i.e. reimbursement request to Caltrans)
 - Once reimbursement is initiated, a monthly status of the project, reimbursement requests, and exchange payments until the exchange is completed
- F. If there is a delay in payment beyond the payment timeline (see paragraph B), the Alameda CTC will withhold up to an equivalent amount from the exchange sponsor's scheduled Measure B and/or VRF pass-

through payments until all CMA TIP expected payments have been recovered.

- a. A notice will be sent to the exchange project sponsor requesting the overdue exchange agreement payment no less than 90 days prior to the date the Alameda CTC will commence withholding of Measure B and/or VRF pass-through funds. The notice will provide a start date for the withholding of funds.
 - b. Exchange project sponsors will have 60 days from the date of the receipt of the notice to make the requested payment. If payment is not received within the time period provided in the notice, then the withholding of funds will commence until an amount of Measure B pass-through funds, equal to the amount of the exchange payment that is due, has been withheld.
- G. Once the withholding of pass-through funds is complete, a notice will be provided to the sponsor stating the financial obligations of the Exchange agreement have been fulfilled and the payment of pass-through funds will resume.

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Memorandum

6.15

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 16, 2013

SUBJECT: Fiscal Year 2012-13 Annual Measure B/VRF Program Compliance Workshop

RECOMMENDATION: Receive an update on the upcoming Fiscal Year 2012-13 Annual Program Compliance Workshop

Summary

This is an informational update on Alameda County Transportation Commission (Alameda CTC)'s Annual Compliance Workshop for all jurisdictions that received Measure B and Vehicle Registration Fee (VRF) pass-through funds during fiscal year 2012–2013.

The Annual Compliance Workshop is scheduled for Tuesday, September 17, 2013, from 10 a.m. to 12 p.m. at the Alameda CTC's offices.

Each December, Measure B/VRF pass-through recipients are required to submit Audited Financial Statements and Annual Compliance Reports to Alameda CTC. These reports detail the past fiscal year's Measure B/VRF expenditures and future planned uses of these transportation dollars. Alameda CTC holds a mandatory Annual Compliance Workshop for local jurisdictions to guide and streamline the information collection process.

During the workshop, staff reviews compliance reporting requirements and provides instructions for completing the Audited Financial statements and Annual Compliance Reporting Forms.

Background

In the spring of 2012, jurisdictions eligible for Measure B and VRF pass-through funds signed a new Master Programs Funding Agreement (MPFA) which outlines eligible expenditures, reporting requirements, and policies on the timely use of funds. Each year, Measure B/VRF pass-through recipients are required to submit audited financial statements and compliance reports to Alameda CTC. These reports document Measure B pass-through fund expenditures for four types of programs: bicycle and pedestrian, local transportation (including streets and roads), mass transit, and paratransit. These reports also document VRF pass-through fund expenditures for the local streets and roads program.

Jurisdictions that receive Measure B and VRF pass-through funds are required to submit these end-of-year reports annually to report on the following deliverables:

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\6.15_2013_Compliance_Workshop.doc

- Road miles served
- Population
- Newsletter article published in the recipient's or Alameda CTC's newsletter
- Website coverage of the project
- Signage about Measure B and VRF funding
- Pavement Condition Index
- Complete Streets Policy Adoption
- Timely Use of Funds – expeditious use of funds
- Reserve Policy – plan of reserve expenditures

Each year, Alameda CTC holds a mandatory Annual Compliance Workshop to guide recipients through the financial audit and compliance requirements and process.

For the FY 2011-12 Annual Compliance Report, Alameda CTC initiated the first year of the new MPFA's Timely Use of Funds Policy. This policy requires recipients to develop an implementation plan using Measure B/VRF reserve balances within specific reserve timeframes. Thus, as part of the FY 2011-12 Annual Compliance Report, jurisdictions declared Measure B/VRF planned expenses from FY 2012-13 to FY 2015-16.

Alameda CTC will compare last year's Compliance Reports' planned activities to the recipients' FY 2012-13 Annual Compliance Report due this December 2013. Recipients' actual FY 2012-13 expenditures must reflect project expenditures reported as planned and as reserve projects in the previous year's Compliance Report. Alameda CTC will track planned verses actual expenditures of the funds in the implementation of the TUF Policy.

These requirements will be discussed in detail at the Compliance Workshop. For the FY 2012-13 Measure B/VRF reporting year, Alameda CTC's Annual Compliance Workshop is scheduled for Tuesday, September 17, 2013 from 10 a.m. to 12 p.m. at the Alameda CTC offices.

The Measure B/VRF Audited Financial Statements are due December 27, 2013 and the Program Compliance Reports are due December 31, 2013 for the FY 2012-13 reporting period.

Compliance reporting forms and instructions will be available on the Alameda CTC's website prior to the workshop. Refer here: http://www.alamedactc.org/app_pages/view/4136.

Fiscal Impact: There is no fiscal impact.

Staff Contact

[Matt Todd](#), Principal Transportation Engineer

[John Hemiup](#), Senior Transportation Engineer



Memorandum

6.16

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 16, 2013

SUBJECT: I-580 Express Lane Project (RM2 Subproject 32.1f, APN 720.4/724.1):
Approve the Initial Project Report for MTC Allocation of Regional Measure 2 Funds

RECOMMENDATION: Approve the Initial Project Report and Resolution 13 -009 to Request MTC allocation of Regional Measure 2 Funds for Construction of the I-580 Express (HOT) Lane Project

Summary

The Eastbound I-580 Express (HOT) Lane Project proposes to convert the newly constructed eastbound High Occupancy Vehicle (HOV) Lane from Hacienda Drive to Greenville Road to a double lane express lane facility and the westbound HOV lane (currently under construction) from Greenville Road to San Ramon Boulevard/Foothill Road to a single express lane facility.

Originally, \$1,500,000 Regional Measure 2 (RM2) funds were allocated towards environmental clearance and preliminary engineering work for I-580 Express (HOT) Lane project. The Alameda CTC is submitting an allocation request of \$3,996,812 in RM2 funds is being submitted to Metropolitan Transportation Commission (MTC) at the October 2013 meeting. The requested RM2 funds will be used for construction of this project. Approval of an Initial Project Report (IPR) update and an Alameda CTC Resolution is a requirement for a RM2 fund allocation.

Background

The Eastbound I-580 Express (HOT) Lane Project proposes to convert the newly constructed eastbound HOV Lane from Hacienda Drive to Greenville Road to a double lane express lane facility and the westbound HOV lane (currently under construction) from Greenville Road to San Ramon Boulevard/Foothill Road to a single express lane facility.

The environmental document for the westbound component of the I-580 Express Lane Project is already approved. The Project Report and Environmental Document (PA&ED) approval for the eastbound component is targeted for completion in fall 2013. The construction work will start immediately after on-going I-580 Westbound HOV Lane (east and west segments) and I-580 Eastbound Auxiliary Lane Projects are completed in 2014.

At this time, \$53 million in RM2 funds have been programmed for the highway improvements along I-580. A total of \$50,466,032 have been allocated to various I-580 projects to date, leaving \$2,533,968 available for an allocation to I-580 Express (HOT) Lane Project. Several I-580 Corridor Improvement projects funded from RM2 funds are complete, leaving a balance of \$1,462,844 RM2 funds. Table 1 below summarizes status of various RM2 funded I-580 Corridor Improvement projects, RM2 allocations, expenditures and balances:

I-580 Corridor Improvement Projects									
RM2 Funding Summary									
Sep-13									
No.	RM2 Sub Project No.	CMA Project No.	Description	Status	Allocation No.	RM2 Allocated Amount	Expended/ Needed	Available	Comments
1	32.1a	429.0	I-580 Tri-Valley Rapid Corridor Management	Complete	05366401, 07366403, 07366408 & 09366420	\$1,500,000	\$1,149,231.13	\$350,768.87	
2	32.1b	420.1	I-580 Tri-Valley Rapid TMP Project	Complete	05366401, 07366404 & 07366409	\$11,500,000	\$11,460,509.78	\$39,490.22	
3	32.1c	420.2	I-580 Tri-Valley Rapid First Street Soundwall	Complete	05366401, 07366405 & 07366410	\$2,500,000	\$2,487,378.50	\$12,621.50	
4	32.1d	720.0/720.5	EB I-580 Improvements (EB HOV and Aux Lane)	See comments	05366401, 06366402, 07366406, 08366413, 08366415, 09366422, 10366426, 12366428, 12366430, 12366429, 13366432, 08366416 & 13366433	\$14,186,032	\$13,131,098.80	\$1,054,933.20	Sub project 32.1d covers two projects: EB HOV project and aux lane project. HOV project is complete and aux lane project currently in construction. Balance shown is from the HOV project. Aux lane project is fully funded and not expected to require any additional RM2 funds.
5	32.1e	420.3	I-580 Tri-Valley Landscape	On-going	07366411, 11366427 and 12366431	\$2,300,000	\$2,300,000.00	\$0.00	
6	32.1f	720.4/724.1	Environmental Clearance & Preliminary Engineering on HOT Elements on I-580	On-going	09366418, 09366419 & 09366421	\$1,500,000	\$1,500,000.00	\$0.00	
7	32.2	721.0/724.0	I-580 Tri-Valley Rapid Corridor WB & I-580/680 Interchange Modifications	On-going	06366402, 07366407 , 08366417, 07366412, 10366423, 10366424 & 10366425	\$16,980,000	\$16,974,969.54	\$5,030.46	I-580 WB HOV is currently in construction and no additional need of RM2 funds. I-580/680 Interchange work is complete.
				Total		\$50,466,032	\$49,003,187.75	\$1,462,844.25	
Note: Balance amount shown for each project is from the highlighted MTC allocation number.									

Fiscal Impact: The fiscal impact for approving this item is \$3,996,812; the action will authorize the encumbrance of additional project funding for subsequent expenditure. This encumbrance amount has been included in the Alameda CTC Adopted FY 2013-2014 Operating and Capital Program Budget.

Attachments

- A. Fact Sheet- I-580 Express (HOT) Lane Project
- B. RM2 Initial Project Report update
- C. Alameda County Transportation Commission Resolution 13-009

Staff Contact

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

[Gary Sidhu](#), Project Controls Team

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FACT SHEET – Subproject 32.1f – I-580 Express (HOT) Lane Project.

Subproject Description:

The I-580 Express (HOT) Lane Project has eastbound and westbound components. The Eastbound I-580 Express (HOT) Lane will convert the newly constructed eastbound HOV lane, from Hacienda Drive to Greenville Road, to a double express lane facility. The I-580 Westbound Express (HOT) Lane will convert the westbound HOV lane (currently under construction) to a single express lane facility from west of Greenville Road to west of the San Ramon Road/Foothill Road Overcrossing in Dublin/Pleasanton. The I-580 Express (HOT) Lane civil construction contract will construct the necessary infrastructure, such as signing, sign gantries for dynamic messaging and toll reading, electrical conduit for connecting power and communication sources, and striping to accommodate the express lanes. The System Integrator contractor will install the required communication equipment and software.

Need and Purpose:

I-580 corridor in the Tri-Valley area is currently ranked as one of the most congested in the Bay area. The corridor serves commuters and freight traffic between the Central Valley and various Bay area destinations. I-580 experiences congestion in the morning and evening commute hours. The travel forecasts for I-580 Corridor indicate significant future traffic growth. This project address congestion resulting from current and projected traffic growth, saves travel time, provides the option for single occupants to use the express lanes, improves air quality and improves traffic operations and safety.

Subproject Status:

The Project Report and Environmental Document (PA&ED) approval for the west express lane is complete. PA&ED for the eastbound side is targeted for completion in August 2013. Design work is targeted for completion in April 2014. Civil construction work will start immediately following construction completion of on-going I-580 Westbound HOV Lane and I-580 Eastbound Auxiliary Lane projects in fall 2014. The System Integrator will be the last component of express lane construction and will be completed by fall 2015 when express lanes will open to traffic.

Subproject Cost and Funding:

PHASE	COST	PROPOSED FUNDING- RM2
Prelim Eng/Environmental (Scoping only)	\$3,620,059	\$1,500,000
Design (Civil)	\$5,048,279	
System Integrator	\$18,216,319	
Right-of-Way	\$370,000	
Construction Capital/Support (Civil)	\$27,717,709	\$3,996,812
TOTAL	\$54,972,366	\$5,496,812

Subproject Schedule:

PHASE	BEGIN	END
Prelim Engr/Environmental	September 2008	December 2013
Design	May 2013	April 2014
Right-of-Way	May 2013	May 2014
Construction Civil and System Integrator	Fall 2014	Fall 2015

Regional Measure 2

Initial Project Report (IPR)

I-580 – Tri-Valley Rapid Transit Corridor Improvements

#32.1f I-580 Express (HOT) Lane Project

**Submitted by
Alameda County Transportation Commission**

September 2013

Regional Measure 2

Initial Project Report (IPR)

Project Title:

I-580 Express (HOT) Lane Project

RM-2 Project No.

32.1f

Allocation History:

\$1,500,000 RM2 funds have been allocated to Project 32.1f to date for preliminary engineering and environmental studies.

Previous allocations to Subproject 32.1f are summarized in the table below:

Previous Allocation Requests: I-580 Express (HOT) Lane Project (#32.1f)

Allocation Date (No.)	Amount Allocated	Phase Requested
Aug. 27, 2008 (09366418)	\$100,000	Environmental (FY 08/09)
Sep. 24, 2008 (09366419)	\$900,000	Environmental (FY 08/09)
Nov 26, 2008 (09366421)	\$500,000	Environmental (FY 08/09)

TOTAL: \$1,500,000

Current Allocation Request: Construction of I-580 Express (HOT) Lane Project (#32.1f)

An allocation of \$3,996,812 is requested to fund construction phase for subproject 32.1f, I-580 Express (HOT) Lane Project.

New Allocation IPR Revision Date	Amount Requested	Phase Requested
Oct 24, 2013	\$3,996,812	CON (FY 13/14)

I. OVERALL PROJECT INFORMATION

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

The Alameda County Transportation Commission (Alameda CTC) is the Project Sponsor for the I-580 Express (HOT) Lane Project. The Alameda CTC is the lead agency for the PA&ED, design and right of way phases. Construction will be administered by Caltrans.

B. Project Purpose: I-580 corridor in the Tri-Valley area is currently ranked as one of the most congested in the Bay area. The corridor serves commuters and freight traffic between the Central Valley and various Bay area destinations. Route 580 experiences congestion in the morning and evening commute hours. The travel forecasts for I-580 Corridor indicate significant future traffic growth. This project address congestion resulting from current and projected traffic growth, saves travel time, provides the option for single occupants to use the express lanes, improves air quality and improves traffic operations & safety.

C. Project Description (please provide details)

☐ **Project Graphics to be sent electronically with This Application**

The I-580 Express (HOT) Lane Project has eastbound and westbound components. The Eastbound I-580 Express (HOT) Lane will convert the newly constructed eastbound HOV lane, from Hacienda Drive to Greenville Road, to a double express lane facility. The I-580 Westbound Express (HOT) Lane will convert the westbound HOV lane (currently under construction) to a single express lane facility from west of Greenville Road to west of the San Ramon Road/Foothill Road Overcrossing in Dublin/Pleasanton. The I-580 Express (HOT) Lane civil construction contract will construct the necessary infrastructure, such as signing, sign gantries for dynamic messaging and toll reading, electrical conduit for connecting power and communication sources, and striping to accommodate the express lanes. The System Integrator contractor will install the required communication equipment and software.

D. Impediments to Project Completion

No impediments to project completion have been identified.

E. Operability

The Alameda CTC as the sponsor of the I-580 Express (HOT) Lane Project will operate and maintain express lanes. California Department of Transportation as the owner and operator of state highway system will operate and maintain the general purpose lanes and other elements not related to the express lane system.

II. PROJECT PHASE and STATUS

F. Environmental –Does NEPA Apply: ☒ Yes ☐ No

The environmental document Categorical Exemption/Exclusion (CE) for the westbound side was approved on August 2, 2013. The environment document Initial Study/Environmental Assessment (IS/EA), for eastbound is targeted for completion in December 2013. No environmental permits or mitigation are needed for the I-580 Express (HOT) Lane Project.

G. Design –

The Plans, Specifications & Estimate (PS&E) for the combined eastbound and westbound components is targeted for completion by January 2014. The target date for final design (RTL milestone) is April 2014. The advertisement and award process is expected to be completed by August 2014.

H. Right-of-Way Activities / Acquisition –

No right of way acquisition or utility relocation is required for this project. Service connections for power supply are to be provided by Pacific Gas & Electric (PG&E) Company. Service applications have already been submitted to PG&E. PG&E approval and establishment of service connections is targeted to be completed by December 2013.

I. Construction / Vehicle Acquisition -

Construction of I-580 Express (HOT) Lane Project is expected to start in fall 2014. The civil construction component will be completed first. The System Integrator, the last component of express lanes implementation, will be completed by fall 2015, when the express lanes will open to traffic.

III. PROJECT BUDGET**J. Project Budget (Escalated to year of expenditure)**

Phase	Total Amount - Escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED) (Scoping only)	\$3,620
Design - Plans, Specifications and Estimates (PS&E) (Civil)	\$5,048
System Integrator	\$18,216
Right-of-Way Activities /Acquisition (R/W)	\$370
Construction (CON Civil)	\$27,718
Total Project Budget (in thousands)	\$54,972

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

Phase	Total Amount - De-escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED) (Scoping only)	\$3,620
Design - Plans, Specifications and Estimates (PS&E)	\$5,048
System Integrator	\$18,216
Right-of-Way Activities /Acquisition (R/W)	\$370
Construction (CON Civil)	\$27,718
Total Project Budget (in thousands)	\$54,972

IV. OVERALL PROJECT SCHEDULE (Schedule covers phases for all three segments)

Phase-Milestone	Planned (Update as needed)	
	Start Date	Completion Date
Preliminary Engineering/Environmental (Scoping Only)	N/A	N/A
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	September 2008	December 2013
Final Design - Plans, Specs. & Estimates (PS&E)	May 2013	April 2014
Right-of-Way Activities /Acquisition (R/W)	May 2013	April 2014
Construction (CON)	Fall 2014	Fall 2015

V. ALLOCATION REQUEST INFORMATION**L. Detailed Description of Allocation Request**

This allocation is required for construction phase of the I-580 Express (HOT) Lane Project. Environmental phase is targeted for completion in December 2013 with completion of Design phase in April 2014. Other non-RM2 funding in project include Measure B, TVTC, TCRP (LONP), ARRA and federal IMD funds. Various agreements and approvals for these funds sources have already been completed. The Alameda County Transportation Commission has already approved use of these funds. An additional \$30,000,000 is needed to fully fund system integration and construction of this project. Alameda CTC is pursuing Federal TIGER Grant and other funding options to fully fund the project.

Amount being requested (in escalated dollars)	\$3,996,812
Project Phase being requested	Construction
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	September 26, 2013
Month/year being requested for MTC Commission approval of allocation	October 2013

M. Status of Previous Allocations (if any)

A total of \$1,500,000 RM-2 funds have been allocated to date for I-580 Express (HOT) Lane Project for environmental studies and Preliminary Engineering design work.

N. Workplan

Workplan in Alternate Format Enclosed ☐

TASK NO	Description	Deliverables	Completion Date
1	Scoping Phase	Project Study Report (PSR)	N/A
2	Preliminary Engineering/ Environmental Document	Project Approval and Environmental Document (PA&ED)	December 2013
3	PS&E	Construction Contract Ready to List	April 2014
4	Right of Way	Right of Way Acquisition	April 2014
5	Construction	Construction Complete	Fall 2015

O. Impediments to Allocation Implementation

No impediments to allocation implementation have been identified.

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

Next Anticipated RM-2 Funding Allocation Request

Not applicable

VII. GOVERNING BOARD ACTION

Check the box that applies:

☐ Governing Board Resolution attached

☒ Governing Board Resolution to be provided on or before: October 1, 2013

VIII. CONTACT / PREPARATION INFORMATION

Contact for Applicant's Agency

Name: Stewart D. Ng

Phone: 510-208-7400

Title: Deputy Director of Programming and Projects

E-mail: stewartng@alamedactc.org

Information on Person Preparing IPR

Name: Gary Sidhu

Phone: 510-208-7421

Title: Project Manager

E-mail: gsidhu@alamedactc.org

Applicant Agency's Accounting Contact

Name: Lily Balinton

Phone: 510-208-7416

Title: Accounting Manager

E-mail: LBalinton@alamedactc.org

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**ALAMEDA COUNTY TRANSPORTATION COMMISSION****RESOLUTION 13-009****Commission Chair**

Supervisor Scott Haggerty, District 1

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

Director Elsa Ortiz

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

Director Thomas Blalock

City of Alameda

Vice Mayor Marilyn Ezzy Ashcraft

City of Albany

Mayor Peggy Thomsen

City of Berkeley

Councilmember Laurie Capitelli

City of Dublin

Mayor Tim Sbranti

City of Emeryville

Councilmember Ruth Atkin

City of Fremont

Councilmember Suzanne Chan

City of Hayward

Councilmember Marvin Peixoto

City of Livermore

Mayor John Marchand

City of Newark

Councilmember Luis Freitas

City of Oakland

Vice Mayor Larry Reid

City of Piedmont

Mayor John Chiang

City of Pleasanton

Mayor Jerry Thorne

City of San Leandro

Vice Mayor Michael Gregory

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Arthur L. Dao

**Allocation Request for the Subproject 32.1f:
I-580 Express (HOT) 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 Subproject 32.1f: I-580 Express (HOT) 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, describes the project, purpose, schedule, budget, expenditure and cash flow plan for which Alameda CTC is requesting that MTC allocate Regional Measure 2 funds.

Now, Therefore, Be It 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 32.1f: I-580 Express (HOT) Lanes 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 \$3,996,812 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						
32.1f I-580 Express (HOT) Lanes Project	PA/ED Design	1,500		1,500	1,500	
	Construction		3,997	3,997	3,997	3,997
	Right of Way					
	Total	1,500	3,997	5,497	5,497	3,997

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 County Transportation Commission at the regular meeting of the Commission held on Thursday, September 26, 2013 in Oakland, California by the following votes:

AYES: **NOES:** **ABSTAIN:** **ABSENT:**

SIGNED:

Scott Haggerty, Chairperson

ATTEST:

Vanessa Lee, Clerk of the Commission

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Memorandum

6.17

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 16, 2013

SUBJECT: I-580 Corridor Improvement Projects (Various): Amendments to the Existing Cooperative Agreements and a New Cooperative Agreement with Caltrans

RECOMMENDATION: Amend the existing Cooperative Agreements and enter into a new Cooperative Agreement to implement Change Order work for the I-580 Express (HOT) Lane Project (APN 720.4/724.1).

Summary

The Eastbound I-580 Express (HOT) Lane Project proposes to convert the newly constructed eastbound High Occupancy Vehicle (HOV) Lane from Hacienda Drive to Greenville Road to a double lane express lane facility and the westbound HOV lane (currently under construction) from Greenville Road to San Ramon Boulevard/Foothill Road to a single express lane facility.

Staff proposes to construct some of the express lane elements through the Contract Change Order (CCO) process under the on-going construction contracts along I-580 Corridor.

Background

The Eastbound I-580 Express (HOT) Lane Project proposes to convert the newly constructed eastbound HOV Lane from Hacienda Drive to Greenville Road to a double lane express lane facility and the westbound HOV lane (currently under construction) from Greenville Road to San Ramon Boulevard/Foothill Road to a single express lane facility.

The environmental document for the westbound component has already been approved. The Project Report and Environmental Document (PA&ED) approval for the eastbound component is targeted for completion in December 2013. The construction of these projects will start immediately after the I-580 Westbound HOV Lane (east and west segments) and I-580 Eastbound Auxiliary Lane Projects are completed in 2014.

Staff proposes to construct some of the express lane elements through the CCO process under the on-going construction contracts, I-580 Westbound HOV East and West Segments, I-580 Eastbound Auxiliary Lane and the Freeway Performance Initiative (FPI)

Project along the I-580 Corridor. Getting this work done through CCO's is critical in order to avoid working in the environmentally sensitive areas, disturbing recently constructed pavement and other elements under the on-going construction contracts and to expedite construction completion of the express lane projects.

The CCO work will be funded from the budget included in the funding plans for I-580 Westbound HOV – (PN 724.4/724.5), I-580 Express (HOT) Lane Project (720.4/724.1) and potential Regional Measure 2 (RM2) funds requested at the October 2013 Metropolitan Transportation Commission (MTC) meeting.

Alameda CTC is the sponsoring agency for I-580 Westbound HOV East & West Segments and I-580 Eastbound Auxiliary Lane projects. MTC is the sponsoring agency of the FPI Project (between I-880/238 Interchange and Vasco Road Interchange). Caltrans is administering construction for all these projects. The cooperative agreements are necessary to transfer funds to Caltrans for construction of CCO work. The existing construction cooperative agreements for I-580 Westbound HOV East and West Segments and I-580 Eastbound Auxiliary Lane Projects will need to be amended while a new construction cooperative agreement will be needed for the FPI project.

The general scope of the CCO's is to install power and communication conduits, pull boxes and pads for service and toll cabinets. The table below summarizes the construction projects under which CCO work is proposed, cooperative agreements needing amendments, new cooperative agreement and the estimated cost of each CCO.

Construction Contract	Cooperative Agreement No.	Estimated CCO Cost
I-580 Westbound HOV – East Segment	04-2397 (Amendment)	\$2,000,000
I-580 Westbound HOV – West Segment	04-2396 (Amendment)	\$750,000
I-580 Eastbound Aux Lane	04-2440 (Amendment)	\$900,000
I-580/238 Freeway Performance Initiative Project	04-2511 (New Agreement)	\$450,000
Total		\$4,100,000

Fiscal Impact : The fiscal impact for approving this item is \$4,100,000; the action will authorize the encumbrance of additional project funding for subsequent expenditure. This budget is included in the appropriate project funding plans. This encumbrance amount has been included in the Alameda CTC Adopted FY 2013-2014 Operating and Capital Program Budget.

Attachments

- A. Amendment No. 2 to Cooperative Agreement, District Agreement 04-2396
- B. Amendment No. 2 to Agreement 04-2397
- C. Amendment No. 1 Agreement 04-2440
- D. Cooperative Agreement for Improvements, 04-2511

Staff Contact

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

[Gary Sidhu](#), Project Controls Team

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AMENDMENT NO. 2 TO COOPERATIVE AGREEMENT

This Amendment No. 2 to Agreement (AMENDMENT 2), entered into, and effective on _____, 2013 is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and:

Alameda County Transportation Commission, a joint powers agency, referred to as ALAMEDA CTC.

RECITALS

1. CALTRANS and ALAMEDA CTC, collectively referred to as PARTNERS, entered into Cooperative Agreement No. 04-2396 (AGREEMENT) on December 7, 2011 defining the terms and conditions of cooperation between PARTNERS to advertise, award and administer a construction contract for a westbound HOV lane from west of Isabel Avenue OC to San Ramon/Foothill Road OC and other ancillary improvements (aka West Segment), referred to as PROJECT.
2. PARTNERS then entered into Amendment No. 1 to AGREEMENT on November 19, 2012, to add a SPENDING SUMMARY definition and Table to AGREEMENT. The SPENDING SUMMARY was for Construction Support on PROJECT.
3. PARTNERS hereto now wish to enter into AMENDMENT 2 to add \$680,000 for Construction Capital and \$70,000 for Construction Support for a total of \$750,000 of Local funds for Construction. The reason for the increase in funding is due to a change in the scope of PROJECT to include Contract Change Orders (CCOs) to install power and communication conduits, install pull boxes and construct concrete pads for controller cabinets and service enclosures, and to provide extra widening at the North Livermore Structure.

IT IS THEREFORE MUTUALLY AGREED

4. FUNDING SUMMARY of AGREEMENT is hereby replaced in its entirety by FUNDING SUMMARY-A2 attached to and made a part of AMENDMENT 2, and any reference to FUNDING SUMMARY in AGREEMENT is deemed to be a reference to FUNDING SUMMARY-A2. Funding for CCOs shown in FUNDING SUMMARY-A2 will be tracked separately for invoicing purposes.

5. A new Article 51a is added to AGREEMENT to read as follows:

51a. CALTRANS will use additional Local funds to perform CCOs for installing power and communication conduits, installing pull boxes and constructing concrete pads for controller. The estimated cost to complete CCOs is \$750,000 as shown in FUNDING SUMMAR- A2.
5. A new Article 65a is added to AGREEMENT to read as follows:

65a. If Federal funds are used on PROJECT while this AGREEMENT is active, CALTRANS will administer all federal subvention funds documented on FUNDING SUMMARY-A2.
6. All other terms and conditions of AGREEMENT shall remain in full force and effect.
7. AMENDMENT 2 is deemed to be included in, and made a part of, AGREEMENT.

CONTACT INFORMATION

The information provided below indicates the primary contact data for each PARTNER to this agreement. PARTNERS will notify each other in writing of any personnel or location changes. Contact information changes do not require an amendment to this agreement.

The primary agreement contact person for CALTRANS is:
Issa Bouri, Project Manager
111 Grand Avenue
Oakland, California 94612
Office Phone: (510) 622-5220
Email: issa_bouri@dot.ca.gov

The primary agreement contact person for ALAMEDA CTC is:

Stewart D. Ng, Deputy Director of Programming and Projects
1111 Broadway, Suite 800
Oakland, California 94607
Office Phone: (510) 208-7400
Email: stewartng@alamedactc.org

SIGNATURES

PARTNERS declare that:

1. Each PARTNER is an authorized legal entity under California state law.
2. Each PARTNER has the authority to enter into this AMENDMENT.
3. The people signing this AMENDMENT have the authority to do so on behalf of their public agencies.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

ALAMEDA COUNTY TRANSPORTATION
COMMISSION

APPROVED

APPROVED

By: _____
Helena (Lenka) Culik-Caro
Deputy District Director, Design

By: _____
Arthur L. Dao
Executive Director

CERTIFIED AS TO FUNDS:

RECOMMENDED FOR APPROVAL

By: _____
Kevin M. Strough
District Budget Manager

By: _____
Stewart D. Ng
Deputy Director of Programming and Projects

REVIEWED AS TO BUDGET/FINANCIAL
CONTROLS

By: _____
Patricia Reavey
Director of Finance

APPROVED AS TO FORM AND LEGALITY

By: _____
Wendel, Rosen, Black & Dean LLP
Legal Counsel to Alameda CTC

FUNDING SUMMARY-A2

Funding Source	Funding Partner	Fund Type	CON Capital	CON Support	Subtotal Support	Subtotal Capital	Subtotal Funds Type
STATE	CALTRANS	Bond - Corridor Mobility Improvement	\$45,614,000	\$6,750,000	\$6,750,000	\$45,614,000	\$52,364,000
STATE	CALTRANS	SHOPP	\$13,000,000	\$0	\$0	\$13,000,000	\$13,000,000
STATE	CALTRANS	Traffic Congestion Relief Program	\$2,486,000	\$0	\$0	\$2,486,000	\$2,486,000
LOCAL (CCO)	ALAMEDA CTC	Local	\$680,000	\$70,000	\$70,000	\$680,000	\$750,000
		Subtotals by Component	\$61,780,000	\$6,820,000	\$6,820,000	\$61,780,000	\$68,600,000

AMENDMENT NO. 2 TO AGREEMENT 04-2397

This Amendment No. 2 to Agreement (AMENDMENT 2), entered into, and effective on _____, 2013 is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and:

Alameda County Transportation Commission, a joint powers agency, referred to as ALAMEDA CTC.

RECITALS

1. CALTRANS and ALAMEDA CTC, collectively referred to as PARTNERS, entered into Cooperative Agreement No. 04-2397 (AGREEMENT) on December 23, 2011 defining the terms and conditions of cooperation between PARTNERS to advertise, award and administer a construction contract for a westbound HOV lane on I-580 from Greenville Road OC to west of Isabel Avenue OC and other ancillary improvements (aka East Segment), referred to as PROJECT.
2. PARTNERS then entered into Amendment No. 1 on November 7, 2012 to allow ALAMEDA CTC to be reimbursed for project management and design support in construction as a PROJECT cost. PARTNERS revised the funding sources and amounts in FUNDING SUMMARY-A1 and inserted the appropriate billing articles. The SCOPE SUMMARY-A1 replaced the SCOPE SUMMARY attached to the AGREEMENT in its entirety. The SPENDING SUMMARY was added to the AGREEMENT.
3. PARTNERS hereto now wish to enter into AMENDMENT 2 to add \$1,815,000, for Construction Capital and \$185,000 for Construction Support for a total of \$2,000,000 of Local funds for Construction. The reason for the increase in funding is due to a change in the scope of PROJECT to include Contract Change Orders (CCOs) to install power and communication conduits, install pull boxes and construct concrete pads for controller cabinets and service enclosures.

IT IS THEREFORE MUTUALLY AGREED

4. FUNDING SUMMARY-A1 of Amendment No. 1 is hereby replaced in its entirety by FUNDING SUMMARY-A2 attached to and made a part of AMENDMENT 2, and any reference to FUNDING SUMMARY in AGREEMENT is deemed to be a reference to FUNDING SUMMARY-A2. Funding for CCOs shown in FUNDING SUMMARY-A2 will be tracked separately for invoicing purposes.

5. A new Article 52a is added to AGREEMENT to read as follows:

52a. CALTRANS will use additional Local funds to perform CCOs for installing power and communication conduits, installing pull boxes and constructing concrete pads for controller. The estimated cost to complete CCOs is \$2,000,000 as shown in FUNDING SUMMARY-A2.
6. All other terms and conditions of AGREEMENT shall remain in full force and effect.
7. AMENDMENT 2 is deemed to be included in, and made a part of AGREEMENT.

CONTACT INFORMATION

The information provided below indicates the primary contact data for each PARTNER to this agreement. PARTNERS will notify each other in writing of any personnel or location changes. Contact information changes do not require an amendment to this agreement.

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Issa Bouri, Project Manager
111 Grand Ave
Oakland, California 94612
Office Phone: (510) 286-5220
Email: issa_bouri@dot.ca.gov

The primary agreement contact person for ALAMEDA CTC is:

Stewart D. Ng, Deputy Director of Programming and Projects
1111 Broadway, Suite 800
Oakland, California 94607
Office Phone: (510) 208-7400
Email: stewartng@alamedactc.org

SIGNATURES

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2. Each PARTNER has the authority to enter into this AMENDMENT.
3. The people signing this AMENDMENT have the authority to do so on behalf of their public agencies.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

ALAMEDA COUNTY TRANSPORTATION
COMMISSION

APPROVED

APPROVED

By: _____
Helena (Lenka) Culik-Caro
Deputy District Director, Design

By: _____
Arthur L. Dao
Executive Director

CERTIFIED AS TO FUNDS:

RECOMMENDED FOR APPROVAL

By: _____
Kevin M. Strough
District Budget Manager

By: _____
Stewart D. Ng
Deputy Director of Programming and Projects

REVIEWED AS TO BUDGET/FINANCIAL
CONTROLS

By: _____
Patricia Reavey
Director of Finance

APPROVED AS TO FORM AND LEGALITY

By: _____
Wendel, Rosen, Black & Dean LLP
Legal Counsel to Alameda CTC

Funding Source	Funding Partner	Fund Type	CON Capital	CON Support	Subtotal Support	Subtotal Capital	Subtotal Funds Type
STATE	CALTRANS	Bond - Corridor Mobility Improvement	\$35,345,000	\$6,515,000	\$6,515,000	\$35,345,000	\$41,860,000
STATE	CALTRANS	SHOPP	\$13,537,000	\$0	\$0	\$13,537,000	\$13,537,000
STATE	CALTRANS	Traffic Congestion Relief Program	\$4,372,060	\$1,595,000	\$1,595,000	\$4,372,060	\$5,967,060
FEDERAL	ALAMEDA CTC	Demo	\$6,187,759	\$0	\$0	\$6,187,759	\$6,187,759
STATE	CALTRANS	Traffic Congestion Relief Program (Federal Matching)	\$1,546,940	\$0	\$0	\$1,546,940	\$1,546,940
LOCAL	ALAMEDA CTC	Local	\$965,241	\$0	\$0	\$965,241	\$965,241
LOCAL (CCO)	ALAMEDA CTC	Local	\$1,815,000	\$185,000	\$185,000	\$1,815,000	\$2,000,000
		Subtotals by Component	\$63,769,000	\$8,295,000	\$8,295,000	\$63,769,000	\$72,064,000

FUNDING SUMMARY - A2

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AMENDMENT NO. 1 TO AGREEMENT 04-2440

This Amendment No. 1 to Agreement (AMENDMENT), entered into and effective on _____, is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and:

Alameda County Transportation Commission, a joint powers agency, referred to as ALAMEDA CTC.

RECITALS

1. CALTRANS and ALAMEDA CTC, collectively referred to as PARTNERS, entered into Agreement No. 04-2440, (AGREEMENT) on February 14, 2012. AGREEMENT outlines the terms and conditions of cooperation between PARTNERS to advertise, award and administer the contract to add eastbound auxiliary lanes from Isabel Avenue to First Street along I-580 in Livermore, and to widen at spot locations within the above-referenced limits and construct other improvements that shall not preclude construction of the eastbound express lane (HOT) facility (collectively, "PROJECT").
2. PARTNERS hereto now wish to enter into AMENDMENT to add \$818,000 for Construction Capital and \$82,000 for Construction Support for a total of \$900,000 of Local funds for Construction. The reason for the increase in funding is due to a change in the scope of PROJECT to include Change Orders (CCOs) to install power and communication conduits, install pull boxes and construct concrete pads for controller cabinets and service enclosures.

IT IS THEREFORE MUTUALLY AGREED:

3. FUNDING SUMMARY of AGREEMENT is hereby replaced in its entirety by FUNDING SUMMARY A1 attached to and made a part of AMENDMENT, and any reference to FUNDING SUMMARY in AGREEMENT is deemed to be a reference to FUNDING SUMMARY A1. Funding for CCOs shown in FUNDING SUMMARY A1 will be tracked separately for invoicing purposes.
4. A new Article 51A is added to AGREEMENT to read as follows:

CALTRANS will use additional Local funds to perform CCOs for installing power and communication conduits, installing pull boxes and constructing concrete pads for controller. The estimated cost to complete CCOs is \$900,000 as shown in FUNDING SUMMARY A1.
5. A new Article 65A is added to AGREEMENT to read as follows:

If Federal funds are used on PROJECT while this AGREEMENT is active, CALTRANS will administer all federal subvention funds documented on FUNDING SUMMARY A1.

6. All other terms and conditions of AGREEMENT shall remain in full force and effect.
7. AMENDMENT is deemed to be included in, and made part of, AGREEMENT.

CONTACT INFORMATION

The information provided below indicates the primary contact data for each PARTNER to this agreement. PARTNERS will notify each other in writing of any personnel or location changes. Contact information changes do not require an amendment to this agreement.

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Issa Bouri, Project Manager
111 Grand Ave
Oakland, California 94612
Office Phone: (510) 622-5220
Email: issa_bouri@dot.ca.gov

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Stewart D. Ng, Deputy Director of Programming and Projects
1111 Broadway, Suite 800
Oakland, California 94607
Office Phone: (510) 208-7400
Email: stewartng@alamedactc.org

SIGNATURES

PARTNERS declare that:

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2. Each PARTNER has the authority to enter into AMENDMENT.
3. The people signing AMENDMENT have the authority to do so on behalf of their public agencies.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

ALAMEDA COUNTY TRANSPORTATION
COMMISSION

By: _____
Helena (Lenka) Culik-Caro
Deputy District Director, Design

By: _____
Arthur L. Dao
Executive Director

CERTIFIED AS TO FUNDS:

RECOMMENDED FOR APPROVAL

By: _____
Kevin M. Strough
District Budget Manager

By: _____
Stewart D. Ng
Deputy Director of Programming and Projects

REVIEWED AS TO BUDGET/FINANCIAL
CONTROLS

By: _____
Patricia Reavey
Director of Finance

APPROVED AS TO FORM AND LEGALITY

By: _____
Wendel, Rosen, Black & Dean LLP
Legal Counsel to ALAMEDA CTC

FUNDING SUMMARY A1

Funding Source	Funding Partner	Fund Type	CON Capital	CON Support	Subtotal Support	Subtotal Capital	Subtotal Funds Type
STATE	CALTRANS	Bond - Corridor Mobility Improvement	\$19,028,000	\$2,535,000	\$2,535,000	\$19,028,000	\$21,563,000
STATE	CALTRANS	SHOPP	\$5,000,000	\$0	\$0	\$5,000,000	\$5,000,000
LOCAL	ALAMEDA CTC	Local	\$8,825,000	\$1,015,000	\$1,015,000	\$8,825,000	\$9,840,000
LOCAL (CCO)	ALAMEDA CTC	Local	\$818,000	\$82,000	\$82,000	\$818,000	\$900,000
		Subtotals by Component	\$33,671,000	\$3,632,000	\$3,632,000	\$33,671,000	\$37,303,000

COOPERATIVE AGREEMENT FOR IMPROVEMENTS

THIS AGREEMENT, ENTERED INTO EFFECTIVE ON _____, 2013, is between the STATE OF CALIFORNIA, acting by and through its Department of Transportation, referred to herein as "CALTRANS," and

ALAMEDA COUNTY TRANSPORTATION COMMISSION, a joint powers agency, referred to herein as "ALAMEDA CTC."

RECITALS

1. CALTRANS and ALAMEDA CTC, pursuant to Streets and Highways Code sections 114 and/or 130, are authorized to enter into a cooperative agreement for improvements to the state highway system (SHS) within the County of Alameda.
2. CALTRANS has awarded a construction contract to implement a ramp metering system and install Traffic Operations System (TOS) elements in Alameda County, at various locations on Interstates 238 and 580, from the Interstate 880/238 Interchange to the Vasco Road Interchange to help relieve congestion along the above-mentioned corridor, referred to herein as "PROJECT."
3. ALAMEDA CTC desires and has requested CALTRANS to install conduits and cabinets for power and a communication network within PROJECT limits on Route 580, at the Santa Rita Road Interchange and also at the Vasco Road Interchange, referred to herein as "IMPROVEMENTS," pursuant to a change order (CO) to the PROJECT construction contract and is willing to pay the additional cost thereof.
4. The parties hereto intend to define herein the terms and conditions under which IMPROVEMENTS are to be constructed, financed, and maintained.

SECTION I

CALTRANS AGREES:

1. To administer the construction CO for IMPROVEMENTS and have the PROJECT construction contractor furnish and install IMPROVEMENTS as requested by ALAMEDA CTC.
2. To submit an invoice to ALAMEDA CTC for an initial deposit of \$150,000 upon execution of this Agreement.

3. To submit a second invoice to ALAMEDA CTC on November 1, 2013, for the balance of CALTRANS's actual costs of construction for IMPROVEMENTS.
4. Upon completion of PROJECT and all work incidental thereto, to furnish ALAMEDA CTC with a detailed statement of the costs to be borne by ALAMEDA CTC, including the cost of IMPROVEMENTS construction-related claims, and the cost of CALTRANS's defense of any of those claims. CALTRANS thereafter shall invoice ALAMEDA CTC for any additional amount required to complete ALAMEDA CTC's financial obligations pursuant to this Agreement.
5. To submit a final report of expenditures to ALAMEDA CTC within one hundred twenty (120) days after completion and acceptance of the construction contract for PROJECT by CALTRANS.
6. To issue, at no cost to ALAMEDA CTC, upon proper application by ALAMEDA CTC, the necessary encroachment permit for inspection and any required maintenance work on IMPROVEMENTS within the SHS right of way. If ALAMEDA CTC uses contractors rather than its own staff to perform required work, the contractors will also be required to obtain an encroachment permit. The permit will be issued at no cost upon proper application by the contractors.

SECTION II

ALAMEDA CTC AGREES:

1. ALAMEDA CTC's share of the expense of construction engineering shall be an amount equal to 100% of CALTRANS's actual costs of construction for IMPROVEMENTS. This cost is estimated at \$450,000 as shown in Exhibit A, attached to and made a part of this agreement.
2. To pay one hundred percent (100%) of the actual cost of IMPROVEMENTS, including the cost of IMPROVEMENTS construction-related claims, and the cost of CALTRANS's defense of any of those claims, as determined after completion of work and upon final accounting of costs.
3. To pay invoices within thirty (30) calendar days of receipt of invoice.
4. To pay CALTRANS within thirty (30) days of receipt of a detailed statement made upon final accounting of cost therefor, any amount over and above the actual cost of construction of IMPROVEMENTS required to complete ALAMEDA CTC's financial obligation pursuant to this Agreement.
5. To make all arrangements to provide the construction contractor with permits to enter and construct on lands outside of the SHS right of way in the event that such permits are necessary to accommodate construction of IMPROVEMENTS and to certify in a form satisfactory to CALTRANS, prior to CALTRANS's issuance of a CO for IMPROVEMENTS, that such permits have been obtained.
6. At ALAMEDA CTC's expense, to perform periodic inspection and maintenance of IMPROVEMENTS installed pursuant to this Agreement which lie within SHS right of way.

7. To apply for necessary encroachment permits to perform periodic inspection and maintenance of IMPROVEMENTS installed within SHS right of way, in accordance with CALTRANS's standard permit procedures.

SECTION III

IT IS MUTUALLY AGREED:

1. All obligations of CALTRANS under the terms of this Agreement are subject to the appropriation of resources by the Legislature, the State Budget Act authority, and the allocation of funds by the California Transportation Commission.
2. In the construction of said IMPROVEMENTS, CALTRANS will furnish a representative to perform the functions of a Resident Engineer, and ALAMEDA CTC may, at no cost to CALTRANS, furnish a representative, if it so desires, and said representative and Resident Engineer will cooperate and consult with each other, but the decisions of CALTRANS's Resident Engineer shall prevail.
3. Upon completion of all work under this Agreement, ownership and title to the installed IMPROVEMENTS will automatically be vested in ALAMEDA CTC. When the separate ALAMEDA CTC High Occupancy Toll (HOT) lane project on Route 580 is complete, as part of a new/revised maintenance agreement for the HOT lane project, ownership of all materials and equipment constructed within SHS right of way as part of IMPROVEMENTS will be determined, and certain IMPROVEMENTS may become the property of CALTRANS pursuant to the provisions of said maintenance agreement. No further agreement will be necessary to transfer ownership between the parties.
4. Neither CALTRANS nor any officer or employee thereof is responsible for any injury, damage, or liability occurring by reason of anything done or omitted to be done by ALAMEDA CTC and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon ALAMEDA CTC under this Agreement. It is understood and agreed that ALAMEDA CTC, to the extent permitted by law, will defend, indemnify, and save harmless CALTRANS and all of its officers and employees from all claims, suits, or actions of every name, kind, and description brought forth under, but not limited to, tortious, contractual, inverse condemnation, or other theories or assertions of liability occurring by reason of anything done or omitted to be done by ALAMEDA CTC and/or its agents under this Agreement.
5. Neither ALAMEDA CTC nor any officer or employee thereof is responsible for any injury, damage, or liability occurring by reason of anything done or omitted to be done by CALTRANS and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon CALTRANS under this Agreement. It is understood and agreed that CALTRANS, to the extent permitted by law, will defend, indemnify, and save harmless ALAMEDA CTC and all of its officers and employees from all claims, suits, or actions of every name, kind, and description brought forth under, but not limited to, tortious, contractual, inverse condemnation, or other theories or assertions of liability occurring by reason of anything done or omitted to be done by CALTRANS and/or its agents under this Agreement.

6. This Agreement shall terminate upon completion and acceptance of the construction contract for PROJECT by CALTRANS and final reimbursement by ALAMEDA CTC for any additional amount required to complete ALAMEDA CTC's financial obligations pursuant to this Agreement.

STATE OF CALIFORNIA
Department of Transportation

ALAMEDA COUNTY TRANSPORTATION
COMMISSION

MALCOLM DOUGHERTY
Director

By: _____
Deputy District Director

By: _____
Arthur L. Dao
Executive Director

APPROVED AS TO FORM AND
PROCEDURE:

RECOMMENDED FOR APPROVAL:

Attorney
Department of Transportation

By: _____
Stewart D. Ng
Deputy Director of Programming and
Projects

CERTIFIED AS TO FUNDS:

REVIEWED AS TO BUDGET/FINANCIAL
CONTROLS:

District Budget Manager

Patricia Reavey
Director of Finance

CERTIFIED AS TO FINANCIAL TERMS
AND CONDITIONS:

APPROVED AS TO FORM AND
PROCEDURE:

Accounting Administrator

Wendel, Rosen, Black & Dean LLP
Legal Counsel to ALAMEDA CTC

Fund Type	Construction Capital	Construction Support	Total
Local	\$408,000	\$42,000	\$450,000

Exhibit A
Cost Estimate



Memorandum

6.18

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 16, 2013

SUBJECT: I-880 Southbound High Occupancy Vehicle (HOV) Lane Project – Southern Segment (PN 730.1): Amendment to the Cooperative Agreement with Caltrans

RECOMMENDATION: Amend the Cooperative Agreement with Caltrans to implement Change Order work for I-880/Marina Boulevard and Davis Street Improvements (PN 730.3 and 750.0).

Summary

The City of San Leandro is implementing following improvements along I-880:

- I-880/Marina Boulevard Interchange Operational Improvements (PN 750.0)
- I-880/Marina Boulevard and Davis Street Aesthetic Improvements (PN 730.3)

Staff proposes to construct these improvements through the Contract Change Order (CCO) process under the on-going I-880 Southbound HOV Lane Project – South Segment. The total cost of these improvements is \$4,345,000, funded by CMA TIP, federal earmarks and Kaiser Permanente San Leandro Medical Foundation.

Background

I-880/Marina Boulevard Interchange Improvement project proposes to construct traffic signals at I-880/Marina Boulevard ramp termini, left-turn lane from westbound Marina Boulevard to Kaiser Permanente facility and pedestrian/bike access along the Marina Boulevard. This project is funded by Kaiser Permanente San Leandro Medical Foundation. An existing Memorandum of Understanding (MOU) between the City of San Leandro and the Alameda County Transportation Commission (Alameda CTC) covers funding for this work. The funding plan for I-880 Southbound HOV – South Segment (PN 730.1) includes budget for this work.

I-880/Marina Boulevard and Davis Street Aesthetic Improvement project proposes to install decorative lighting, fencing and corbels for the City logo on the overcrossing structures, and special patterns and relief on the slope paving at the interchanges. The construction of these improvements will be funded with a combination of federal Earmark, CMA TIP and contribution from Kaiser Permanente. An existing MOU between

the City of San Leandro and Alameda CTC covers funding for this work. The funding plan for I-880/Marina Boulevard and Davis Street Aesthetic Improvements (PN 730.3) includes budget for this work.

Design work for both I-880/Marina Boulevard Interchange Operational Improvements and I-880/Marina Boulevard and Davis Street Aesthetic Improvements is complete. These improvements are within the limits of Alameda CTC sponsored I-880 Southbound HOV Lane project (Southern Segment), which is currently in construction. Although the I-880/Marina Boulevard Interchange Operational Improvement and I-880/Marina Boulevard and Davis Street Aesthetic Improvements projects have been developed as separate projects, staff is proposing to construct these improvements through the Contract Change Order (CCO) process under the on-going I-880 Southbound HOV project (Southern Segment). Doing this work through CCO's will avoid having multiple contracts within the same area, minimize disruption to traveling public and local community and potentially result in overall cost savings.

A Memorandum of Understanding (MOU) between the City of San Leandro and the Alameda CTC covering funding for I-880/Marina Boulevard Operational Improvements is in place. Also, a MOU covering funding for the I-880/Marina Boulevard & Davis Street Aesthetic Improvements is in place.

The cooperative agreement amendment will add \$43,345,000 to the I-880 SB HOV –South Segment contract to allow implementation of CCO work.

Fiscal Impact: The fiscal impact for approving this item is \$4,345,000; the action will authorize the encumbrance of additional project funding for subsequent expenditure. This budget is included in the appropriate project funding plans and necessary funding agreements are in place. This encumbrance amount has been included in the Alameda CTC Adopted FY 2013-2014 Operating and Capital Program Budget.

Attachments

- A. Amendment No. 1 to Cooperative Agreement 04-2445

Staff Contact

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

[Gary Sidhu](#), Project Controls Team

AMENDMENT NO. 1 TO AGREEMENT 04-2445

This Amendment No. 1 to Agreement (AMENDMENT), entered into and effective on _____, is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and

Alameda County Transportation Commission, a joint powers agency, referred to as ALAMEDA CTC.

RECITALS

1. CALTRANS and ALAMEDA CTC, collectively referred to as PARTNERS, entered into Agreement No. 04-2445, (AGREEMENT) on March 27, 2012, defining the terms and conditions for construction of a High Occupancy Vehicle (HOV) lane on Interstate 880 southbound from Marina Boulevard Overcrossing to Davis Street in the County of Alameda, referred to as PROJECT.
2. Construction Capital of PROJECT has decreased due to award savings. CMIA and Local funds have been decreased from \$51,700,000 to \$45,946,000 and from \$800,000 to \$711,000, respectively. This has resulted in a decrease in the total cost of the PROJECT from \$59,520,000 to \$58,022,000.
3. There are two Contract Change Orders (CCOs) causing an increase in the initial PROJECT cost. The two CCOs are (1) I-880/Marina Boulevard and Davis Street Aesthetic Treatment, and (2) I-880/Marina Boulevard Operational Improvement. The Federal Earmark of \$539,000 and \$1,331,000 of Local funds for CCO 1 and \$2,475,000 of Local funds for CCO 2 are added to Construction Capital and Support.
4. PARTNERS hereto now wish to enter into AMENDMENT to reflect the revisions to PROJECT funding due to changes discussed in Recital 2 and Recital 3 above. FUNDING SUMMARY A1, attached herewith and made a part of AMENDMENT reflects the changes.
5. FUNDING SUMMARY of AGREEMENT is hereby replaced in its entirety by FUNDING SUMMARY A1. A footnote has been included to show the funds to be spent on CCOs. The billings for Capital and Support costs for the CCOs will be tracked separately for invoicing purposes.

IT IS THEREFORE MUTUALLY AGREED:

6. A new Article 50A is added to the AGREEMENT to read as follows:

CALTRANS will use the new Federal Earmark and additional Local funds to perform CCOs for (1) I-880/Marina Boulevard and Davis Street Aesthetic Treatment, and (2) I-880/Marina Boulevard Operational

Improvement. The estimated cost to complete CCO work is \$4,345,000 as shown in FUNDING SUMMARY A1 for CCOs.

7. A new Article 64A is added to the AGREEMENT to read as follows:

If Federal funds are used on PROJECT while this Agreement is active, CALTRANS will administer all federal subvention funds documented on the FUNDING SUMMARY.
8. FUNDING SUMMARY of AGREEMENT is hereby replaced in its entirety by FUNDING SUMMARY A1 attached to and made a part of this AMENDMENT, and any reference to FUNDING SUMMARY in AGREEMENT is deemed to be a reference to FUNDING SUMMARY A1.
9. All other terms and conditions of AGREEMENT shall remain in full force and effect.
10. This AMENDMENT is deemed to be included and made part of AGREEMENT.

CONTACT INFORMATION

The information provided below indicates the primary contact data for each PARTNER to this agreement. PARTNERS will notify each other in writing of any personnel or location changes. Contact information changes do not require an amendment to this agreement.

The primary agreement contact person for CALTRANS is:
Val Ignacio, Project Manager
111 Grand Avenue
Oakland, California 94612
Office Phone: (510) 286-5086
Email: val_ignacio@dot.ca.gov

The primary agreement contact person for ALAMEDA CTC is:
Stewart D. Ng, Deputy Director of Programming and Projects
1111 Broadway, Suite 800
Oakland, California 94607
Office Phone: (510) 208-7455
Email: stewartng@alamedactc.org

SIGNATURES

PARTNERS declare that:

1. Each PARTNER is an authorized legal entity under California state law.
2. Each PARTNER has the authority to enter into this agreement.
3. The people signing this agreement have the authority to do so on behalf of their public agencies.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

ALAMEDA COUNTY TRANSPORTATION
COMMISSION

By: : _____
Helena (Lenka) Culik-Caro
Deputy District Director, Design

By: _____
Arthur L. Dao
Executive Director

CERTIFIED AS TO FUNDS:

RECOMMENDED FOR APPROVAL:

By: : _____
Kevin M. Strough
District Budget Manager

By: _____
Stewart D. Ng
Deputy Director
Programming and Projects

REVIEWED AS TO BUDGET/FINANCIAL
CONTROLS:

By: _____
Patricia Reavey
Director of Finance

APPROVED AS TO FORM AND
PROCEDURE

By: _____
Wendel, Rosen, Black & Dean LLP
Legal Counsel to Alameda CTC

FUNDING SUMMARY A1

	Funding Source	Funding Partner	Fund Type	CON Capital	CON Support	Subtotal Support	Subtotal Capital	Subtotal Funds Type
I-880 SB HOV Project	STATE	CALTRANS	Bond - Corridor Mobility Improvement	\$45,946,000	\$6,900,000	\$6,900,000	\$45,946,000	\$52,846,000
	LOCAL	ALAMEDA CTC	Local	\$711,000	\$120,000	\$120,000	\$711,000	\$831,000
I-880/Marina Blvd & Davis St. Aesthetic Treatment (CCO 1)	FEDERAL	ALAMEDA CTC	Federal Earmark *	\$439,000	\$100,000	\$100,000	\$439,000	\$539,000
	LOCAL	ALAMEDA CTC	Local * (matching)	\$1,261,000	\$70,000	\$70,000	\$1,261,000	\$1,331,000
I-880/Marina Blvd Operational Improvement (CCO 2)	LOCAL	ALAMEDA CTC	Local *	\$2,250,000	\$225,000	\$225,000	\$2,250,000	\$2,475,000
			Subtotals by Component	\$50,607,000	\$7,415,000	\$7,415,000	\$50,607,000	\$58,022,000

* Funding for CCOs shown in FUNDING SUMMARY A1 will be tracked separately for invoicing purposes.



Memorandum

6.19

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 16, 2013

SUBJECT: Various Projects: Amendments to Professional Services, Project Funding and Grant Agreements for Time Extensions

RECOMMENDATION: Approve time extensions and authorize the Executive Director to execute amendments for requested time extensions to Professional Services, Project Funding, and Grant Agreements in support of the Alameda CTC's Capital Projects and Program delivery commitments.

Summary

Alameda CTC enters into professional services agreements with firms, project funding and grant agreements with project sponsors to provide the services necessary to meet the Capital Projects and Program delivery commitments. Agreements are entered into based upon estimated known project needs for scope, cost, and schedule.

As part of the current quarter's review, all agreements set to expire on or before March 31, 2014, are evaluated. Six agreements have been identified with justifiable needs for a time extension and are recommended for approval.

Background

Through the life of an agreement, situations may arise that warrant the need for a time extension.

The most common and justifiable reasons include:

- (1) Sole source services that are not available through any other source (eg: Engineer of Record and Proprietary software).
- (2) Delays in the procurement of new replacement contract.
- (3) Project delays.
- (4) Extended project closeout activities.

Staff recommends that the Commission authorize the Executive Director of Alameda CTC to amend the listed agreements as shown in Attachment A.

Fiscal Impact: There is no fiscal impact.

Attachments

A. Table A: Contract Time Extension Summary

Staff Contact

[Trinity Nguyen](#), Sr. Transportation Engineer

A. Table A: Contract Time Extension Summary

Index No.	Contract No.	Firm/Agency	Project/Services	Contract Amendment History	Time Request	Reason Code
1	A06-0046	San Mateo County Transportation Authority	Funding for final design phase for Dumbarton Corridor Project (Project No. 625)	A1: Phase funding changes A2: Additional time	1 year	3
2	A07-0002	County of Alameda	Castro Valley Local Traffic Circulation Improvement Project (ACTA Project No. 509)	A1: Increase budget and additional time	1 year	3
3	A08-0001	City of Hayward	Funding for final design and Right of Way phases for Route 238/ Mission-Foothill Corridor Improvement Project (Project No. 506)	A1: Phase funding changes A2: Phase funding changes A3: Decrease budget A4: Decrease budget	1 year	4
4	A08-030	Solem and Associates	I-580 HOT lanes Outreach and Education	A1: Additional time A2: Additional time	9 months	3
5	A09-0002	City of Hayward	Funding for Construction phase for Route 238/Mission-Foothill Corridor Improvement Project (Project No. 506)	A1: Increase budget A2: Increase budget A3: Phase funding changes A4: Phase funding changes	1 year	4
6	A09-0025	East Bay Bicycle Coalition	Bicycle Safety Education Program	A1: Increase budget and additional time A2: Increase budget and additional time A3: Increase budget and additional time A4: Increase budget and additional time	3 months	2

Reason Code:

- (1) Sole source services that are not available through any other source.
- (2) Delays in the procurement of new replacement contract.
- (3) Project delays.
- (4) Extended project closeout activities.

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Memorandum

6.20

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 16, 2013

SUBJECT: I-880 Operational and Safety Improvements at 23rd and 29th Avenue Project (PN 717.0): Amendment No. 6 to the Professional Services Agreement with RBF Consulting (Agreement No. CMA A10-013)

RECOMMENDATION: Approve the amendment and authorize the Executive Director to execute Amendment No. 6 to Agreement No. CMA A10-013 with RBF Consulting to provide design services during construction (DSDC).

Summary

The Alameda CTC is sponsoring the I-880 Operational and Safety Improvements at 23rd and 29th Avenue Project (PN 717.0) in the I-880 corridor in Oakland. As the construction project readies for advertisement by Caltrans this fall, the previously anticipated amendment to provide design services during construction (DSDC) is now necessary. Approval of the Authority to execute the requested contract amendment will allow staff to retain the design consultant to provide these services.

Discussion

The project will construct operational and safety improvements on I-880 at the existing overcrossings of 23rd Avenue and 29th Avenue in the City of Oakland. Improvements include replacement of the freeway overcrossing structures, improvements to the northbound on- and off-ramps as well as the freeway mainline. The majority of the project is funded from the Trade Corridor Improvements Fund (TCIF) of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006; approved by the voters as Proposition 1B in November 2006. The California Transportation Commission (CTC) allocated \$73.433 million in TCIF/SHOPP funds at the August 6, 2013 meeting. The construction contract will be advertised, awarded and administered by Caltrans. The current construction schedule is:

Advertise Construction Contract:	September 2013
Bid Opening:	October 2013
Award Contract:	November 2013
Begin Construction:	January 2014
Construction Complete:	December 2017

As the project sponsor and development lead for the design phase, Alameda CTC is required to provide DSDC throughout the construction phase of the project to support Caltrans in completing the project. The project was designed by RBF Consulting under contract to Alameda CTC. Staff is requesting authority to amend the existing contract with RBF Consulting as necessary over the life of the construction period. Amendments will extend the term and scope of the contract to provide necessary design support activities within the currently approved project funding plan.

DSDC includes activities such as: review of contractor submittals, response to requests for information, preparation of design changes and general design support services. These services are required throughout the construction and closeout phases of the project. Services will be controlled by individual task orders, which is typical for this type of work. Approval of the authority to execute the requested amendment will allow staff to retain the design consultant to provide these services.

Fiscal Impact: The recommended action will authorize the encumbrance of additional project funding for subsequent expenditure. The required additional project funding is included in the current project funding plan and is not to exceed the allocated amount of Regional Measure 2 (RM2) funding for this phase. Expenditures are anticipated to be reimbursed from MTC's RM2 program.

Staff Contact

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

[Stefan Garcia](#), Project Controls Team



Memorandum

6.21

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE:	September 16, 2013
SUBJECT:	Various Projects: Encumbrance Authorization for Construction Phase of Project
RECOMMENDATION:	Approve an increase to the construction encumbrance and authorize all contractual actions relative to the use of the authorized construction budget.

Summary

Alameda CTC is responsible to Advertise, Award, and Administer (AAA) various projects within the Capital Program. Agreements are entered into for the construction capital and support of the project based upon estimated known project needs for scope, cost, and schedule.

Three projects have previously requested Commission authority for less than the construction phase budget. These projects now require additional construction phase encumbrance authority to provide continued construction management support services and to implement construction change orders as necessary to successfully deliver the projects.

Background

The Alameda CTC is responsible to AAA various projects within the Capital Program. During the construction phase of the project, situations may arise that require a change to the construction bid components. These are addressed through the issuance of Contract Change Orders (CCO) as approved by the Commission Engineer. The phase contingency amount, which takes into consideration the specific project risk factors, ranges from 10%-20% of the construction estimate and is included in the project funding plan to ensure the successful completion of the project. Construction phase funds have been fully allocated by the respective funding agency.

Staff recommends that the Commission approve the additional encumbrance of the project construction budget as shown in Attachment A and authorize all contractual actions relative to the use of the authorized construction budget.

Fiscal Impact: The fiscal impact for approving this item is as shown in Attachment A and was included in the FY13/14 budget.

Attachments

A. Table A: Construction Budget Summary

Staff Contact

[Raj Murthy](#), Project Controls Team

A. Table A: Construction Budget Summary

Index No.	Project No.	Project Description	Project Schedule	Construction Budget	Previously Authorized	Requested Authorization	Funding Source
1	791.6	I-80 ICM Project No. 6 - Traffic Light Synchronization Program	CCA: April 2014	\$11,294,405 (C)	\$9,212,000 (6/23/11) (C)	\$2,082,405	State (Prop 1B TLSP)
2	635.1	East Bay Greenway	CCA: April 2014	\$1,717,489 (C)	\$1,561,354 (6/27/13) (C)	\$156,135	Federal (TIGER II -\$85,949) Local (TFCA-\$70,186)
3	774.1	I-580 Soundwall Landscaping (San Leandro)	PEP: April 2016	\$395,000 (C,S)	\$350,000 (7/28/12) (C,S)	\$45,000	Local (CMA TIP)

Legend:

- (C) Capital
- (S) Support
- (CCA) Construction Contract Acceptance
- (PEP) Plant Establishment Period
- (TLSP) Traffic Light Synchronization Program
- (TIGER) Transportation Investment Generating Economic Recovery
- (TFCA) Transportation Fund for Clean Air
- (CMA TIP) Congestion Management Agency Transportation Improvement Program

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Memorandum

6.22

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE:	September 16, 2013
SUBJECT:	Broadway-Jackson Interchange Improvement Project (PN 610.0): Formation of an Ad-Hoc Committee
RECOMMENDATION:	Approve the formation of an Ad-Hoc Committee to guide the project through development.

Summary

The City of Alameda has requested formation of an ad-hoc advisory committee (Attachment A) for the project comprising of elected officials representing City of Alameda, City of Oakland, and Alameda County to guide the project through environmental clearance and final design phases of the project.

Background

I-880 Broadway-Jackson Project is part of 2000 Measure B capital projects (ACTIA 10). The project goal is to improve access to I-880 from Alameda and Oakland. In 2011, a Caltrans Project Study Report (PSR) was prepared to identify and analyze several configuration options. The PSR was developed in collaboration with City of Alameda, City of Oakland, and Caltrans. As part of the PSR effort, extensive outreach was conducted with stakeholders and community organizations – council members from cities of Oakland and Alameda, city public works, planning and zoning divisions, Oakland Chinatown Advisory Committee, West Oakland Project Area Committee, Jack London District Association, Port of Oakland, City of Alameda Transportation Commission, and various transportation forums. Following Caltrans' approval of the PSR, further project development was suspended due to concerns from members of Oakland Chinatown community.

In an effort to move the project to the next phase of development, City of Alameda has requested that Alameda CTC form an ad-hoc project advisory committee for the I-880 Broadway Jackson Project. In addition to guiding the project direction, the ad-hoc committee will also provide a forum to address community concerns.

Staff is recommending that the ad-hoc project advisory committee be comprised of four members: two elected officials representing the City of Alameda and two elected officials representing the City of Oakland. All four members must also be Alameda CTC Commissioners or alternates. The Chair of the Commission will make the appointments to this ad-hoc project advisory committee, per the agency administrative code.

Staff recommends that the Commission authorize the formation of the I-880 Broadway-Jackson Project Ad-hoc to help advance project development and delivery efforts by Alameda CTC.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. City of Alameda Letter dated August 19, 2013

Staff Contact

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

[Raj Murthy](#), Project Controls Team



August 19, 2013

Mr. Arthur L. Dao
Executive Director
Alameda County Transportation Commission
1333 Broadway, Suite 220
Oakland, CA 94612

Subject: I-880/Broadway-Jackson Interchange Improvement Project

Dear Mr. Dao:

As you know the City of Alameda has been partnering with the Alameda County Transportation Commission and the City of Oakland for several years now to deliver the I-880 Broadway-Jackson Interchange and Access Improvements Project. We appreciate the Alameda CTC's past actions to allocate funding for preliminary engineering work and environmental analysis to obtain environmental clearance for the project. However, it is our understanding that project activities have been deferred due to impasse in resolving concerns from members of the Oakland Chinatown community.

This letter is to express the City of Alameda's desire to move the project forward toward obtaining an environmental clearance of an acceptable project. With this broad goal in mind, we request that the Alameda CTC establish an *ad hoc* project advisory committee comprised of the appropriate local elected officials representing the City of Alameda, the City of Oakland, and Alameda County to guide the project through the environmental clearance and future development phases of the project. The committee would also provide a forum to address the community's concerns.

The City of Alameda appreciates the support that the Alameda CTC has provided this project in past years. We believe that establishing an *ad hoc* project advisory committee will help move the project forward into environmental approval phase, and ultimately to deliver a project that will provide substantial and critical transportation and economic development benefits for both Cities.

If you have any questions or need additional information, please feel free to contact me at (510) 747-4707.

Sincerely,

A handwritten signature in blue ink, appearing to read "John A. Russo".

John A. Russo
City Manager
City of Alameda

JAR:mk

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Memorandum

6.23

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 16, 2013

SUBJECT: Alameda CTC FY2012-13 Consolidated Year-End Investment Report

RECOMMENDATION: Approval of Alameda CTC FY2012-13 Consolidated Year-End Investment Report

Summary

The Consolidated Investment Report provides balance and average return on investment information for all cash and investments held by the Alameda CTC as of June 30, 2013 and June 30, 2012 on a comparative basis. Alameda CTC investments are in compliance with the adopted investment policy, and Alameda CTC has sufficient cash flow to meet expenditure requirements over the next six months.

Activity

The following are key highlights of cash and investment information as of June 30, 2013:

- As of June 30, 2013, total cash and investments held by the Alameda CTC were \$236.3 million. This total is a decrease of \$46.9 million or 16.6% from the prior year-end balance of \$283.2 million.
- The ACTA investment balance decreased \$19.6 million or 13.4% due to capital project expenditures. The ACTIA investment balance decreased \$21.4 million or 19.7% due to capital project expenditures. The ACCMA investment balance decreased \$6.0 million or 20.9% mostly related to CMA TIP project payments.
- Investment yields have declined with the return on investments for the Alameda CTC at 0.57% compared to the prior year's return of 0.98%. Return on investments were projected for the FY2012-13 budget year at varying rates ranging from 0 - 1.00% depending on investment type.
- Based on cash flow projections updated in August and current market conditions, ACTIA is planning to go to the market for debt financing by the 3rd quarter of FY2013-14 to satisfy capital project obligations.

As of June 30, 2013, the Alameda CTC portfolio managed by investment advisors consisted of approximately 4.0% US Treasury Securities, 59.8% Federal Agency Securities, 0.5% Corporate Notes, 16.6% Commercial Paper, 18.7% Negotiable CDs and 0.3% Money Market Funds (See Attachment B). The Alameda CTC portfolio is in compliance with both the adopted investment policy and California Government Code.

The Alameda CTC's return on investments for FY2012-13 came in \$150,000 or 12.5% over budget. The investment advisors developed strategies to match investments to cash flow needs while optimizing safe returns. This strategy ensures the ability to fund capital project cash flow requirements without the need to sell an investment short of its maturity date which can increase risk in a portfolio.

The Employment Development Department reported an unemployment rate in Alameda County for June, 2013 of 7.4%, down 0.3% from the previous quarter end. This has fallen below that of both California, at 8.5%, and the United States, at 7.6% (per the US Department of Labor). Historically the Alameda County rate fell somewhere between that of California and the US. This change indicates that employment has begun to recover at a slightly greater pace in Alameda County than on a national level. Alameda County's largest payroll growth between May 2013 and June 2013 was in the leisure and hospitality industry, particularly in food services; construction jobs along with all of its subsectors were second in job growth. Unemployment rates remain very high when compared to historical national rates which ranged from 4.0–5.0% in the years 2001–2007.

During the month of June 2013, shorter-maturity benchmarks outperformed longer maturities, with Treasuries outperforming Agencies, corporate debt, and securitized bonds. The US economy continued to grow modestly during the second quarter, with the Gross Domestic Product (GDP) showing expansion at a rate of 1.7%. The Consumer Price Index (CPI) also increased 1.8% since last year. Fed Chairman Bernanke stated that the Fed would reduce its bond purchases if the economy continues to strengthen; however, Fed governors emphasized that the stimulus program was not going to end suddenly, and that the targeted federal funds rate of zero to 0.25% would remain for a year or more.

Fiscal Impact

There is no fiscal impact.

Attachments

- A. Consolidated Investment Report as of June 30, 2013
- B. Detail of Investment Holdings (managed by PFM and Chandler)

Staff Contact

[Patricia Reavey](#), Director of Finance

[Lily Balinton](#), Accounting Manager



For the Month Ending June 30, 2013

Managed Account Detail of Securities Held

ALAMEDA CNTY TRANSPORTATION AUTHORITY - 03068500

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
U.S. Treasury Bond / Note											
US TREASURY NOTES DTD 09/30/2008 3.125% 09/30/2013	912828JM3	3,900,000.00	AA+	Aaa	03/22/12	03/27/12	4,064,531.25	0.32	30,635.25	3,927,119.24	3,929,250.00
Security Type Sub-Total		3,900,000.00					4,064,531.25	0.32	30,635.25	3,927,119.24	3,929,250.00
Federal Agency Bond / Note											
FEDERAL HOME LOAN BANK GLOBAL NOTES DTD 02/03/2012 0.220% 08/08/2013	313376UV5	5,000,000.00	AA+	Aaa	11/27/12	11/28/12	5,001,135.00	0.19	4,369.44	5,000,168.10	5,000,410.00
FHLB NOTES DTD 02/13/2012 0.280% 08/13/2013	313376WB7	9,700,000.00	AA+	Aaa	11/27/12	11/28/12	9,706,372.90	0.19	10,411.33	9,701,050.12	9,701,581.10
FHLB GLOBAL BONDS DTD 08/01/2008 4.000% 09/06/2013	3133XR88	4,400,000.00	AA+	Aaa	03/22/12	03/27/12	4,629,680.00	0.37	56,222.22	4,428,815.91	4,430,641.60
FHLMC GLOBAL REFERENCE NOTES DTD 08/20/2008 4.125% 09/27/2013	3137EAB57	4,475,000.00	AA+	Aaa	04/01/13	04/02/13	4,561,685.23	0.14	48,199.48	4,517,599.58	4,517,789.95
FNMA NOTES DTD 11/01/2010 0.750% 12/18/2013	31398A5W8	4,725,000.00	AA+	Aaa	08/21/12	08/22/12	4,754,484.00	0.28	1,279.69	4,735,356.92	4,738,867.88
FANNIE MAE NOTES (EX-CALLABLE) DTD 09/08/2010 1.500% 09/08/2014	31398A3G5	3,319,000.00	AA+	Aaa	05/15/13	05/15/13	3,374,626.44	0.22	15,626.96	3,369,223.67	3,361,234.28
FANNIE MAE GLOBAL NOTES DTD 09/27/2011 0.625% 10/30/2014	3135G0DW0	2,500,000.00	AA+	Aaa	05/15/13	05/15/13	2,514,650.00	0.22	2,647.57	2,513,367.88	2,510,630.00
Security Type Sub-Total		34,119,000.00					34,542,633.57	0.22	138,756.69	34,265,582.18	34,261,154.81
Commercial Paper											
TOYOTA MOTOR CREDIT CORP COMM PAPER - 0.000% 07/10/2013	89233GUA2	2,590,000.00	A-1+	P-1	01/10/13	01/11/13	2,586,892.00	0.24	0.00	2,589,844.60	2,589,948.20
GENERAL ELEC CAP CORP COMM PAPER - 0.000% 07/15/2013	36959HUF2	4,325,000.00	A-1+	P-1	01/14/13	01/15/13	4,319,998.62	0.23	0.00	4,324,613.17	4,324,857.28
BBP PARIBAS FINANCE INC COMM PAPER - 0.000% 09/23/2013	0556N0WP6	2,100,000.00	A-1	P-1	05/21/13	05/22/13	2,098,119.33	0.26	0.00	2,098,725.99	2,098,660.20

Account 03068500 Page 4



PFM Asset Management LLC

6.23A



For the Month Ending June 30, 2013

Managed Account Detail of Securities Held

ALAMEDA CNTY TRANSPORTATION AUTHORITY - 03068500

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
Commercial Paper											
BANK OF TOKYO MITSUBISHI COMM PAPER -- 0.000% 10/07/2013	06538BX73	4,400,000.00	A-1	P-1	05/15/13	05/15/13	4,395,569.44	0.25	0.00	4,397,005.54	4,397,272.00
UBS FINANCE DELAWARE LLC COMM PAPER -- 0.000% 02/07/2014	90262DB79	4,000,000.00	A-1	P-1	05/15/13	05/15/13	3,989,726.67	0.35	0.00	3,991,528.32	3,992,176.00
Security Type Sub-Total		17,415,000.00					17,390,306.06	0.27	0.00	17,401,717.62	17,402,913.68
Certificate of Deposit											
SUMITOMO MITSUI BANK NY CERT DEPOS DTD 04/15/2013 0.260% 10/07/2013	86562CEZ1	4,375,000.00	A-1	P-1	05/15/13	05/15/13	4,375,175.09	0.25	2,432.99	4,375,118.34	4,375,413.00
RABOBANK NEDERLAND NV NY CERT DEPOS DTD 05/20/2013 0.270% 12/18/2013	21684BBH6	2,755,000.00	A-1+	P-1	05/21/13	05/22/13	2,755,240.64	0.25	867.83	2,755,194.81	2,755,094.50
CHASE BANK USA NA CERT DEPOS DTD 05/16/2013 0.330% 02/12/2014	16144RTS2	4,300,000.00	A-1	P-1	05/16/13	05/16/13	4,300,000.00	0.33	1,813.17	4,300,000.00	4,300,960.62
Security Type Sub-Total		11,430,000.00					11,430,415.73	0.28	5,113.99	11,430,313.15	11,431,468.12
Managed Account Sub-Total		66,864,000.00					67,427,886.61	0.25	174,505.93	67,024,732.19	67,024,786.61
Securities Sub-Total		\$66,864,000.00					\$67,427,886.61	0.25%	\$174,505.93	\$67,024,732.19	\$67,024,786.61
Accrued Interest											\$174,505.93
Total Investments											\$67,199,292.54





Alameda CTC- Alameda Cnty Trans Authority
Account #470

Holdings Report

As of 6/30/13

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss	Moody S&P	Maturity Duration
AGENCY									
31398ASD5	FNMA Note 3.875% Due 7/12/2013	1,700,000.00	04/09/2009 2.24 %	1,811,683.20 1,700,792.08	100.12 0.40 %	1,701,965.20 30,924.65	7.77 % 1,173.12	Aaa AA+	0.03 0.03
880591DW9	Tennessee Valley Authority Note 4.75% Due 8/1/2013	4,000,000.00	Various 2.35 %	4,411,330.00 4,007,681.66	100.36 0.54 %	4,014,468.00 79,166.67	18.37 % 6,786.34	Aaa AA+	0.09 0.09
31331KZJ2	FFCB Note 0.35% Due 9/23/2013	1,500,000.00	03/22/2012 0.38 %	1,499,430.00 1,499,912.79	100.05 0.14 %	1,500,717.00 1,429.17	6.74 % 804.21	Aaa AA+	0.23 0.23
31331GCS6	FFCB Note 3.875% Due 10/7/2013	2,300,000.00	02/04/2009 2.89 %	2,397,934.00 2,305,629.05	101.00 0.18 %	2,322,891.90 20,795.83	10.52 % 17,262.85	Aaa AA+	0.27 0.27
3133XSAE8	FHLB Note 3.625% Due 10/18/2013	2,000,000.00	03/03/2009 2.69 %	2,080,600.00 2,005,201.54	101.03 0.19 %	2,020,580.00 14,701.39	9.13 % 15,378.46	Aaa AA+	0.30 0.30
31344AUK8	FHLMC Note 4.875% Due 11/15/2013	2,500,000.00	01/08/2009 2.44 %	2,776,632.50 2,521,399.58	101.78 0.11 %	2,544,602.50 15,572.92	11.49 % 23,202.92	Aaa AA+	0.38 0.37
3137EACZ0	FHLMC Note 0.375% Due 11/27/2013	2,600,000.00	10/25/2012 0.24 %	2,603,848.00 2,601,444.21	100.10 0.14 %	2,602,475.20 920.83	11.68 % 1,030.99	Aaa AA+	0.41 0.41
31398A5W8	FNMA Note 0.75% Due 12/18/2013	2,600,000.00	05/23/2012 0.34 %	2,616,822.00 2,604,990.82	100.29 0.12 %	2,607,631.00 704.17	11.70 % 2,640.18	Aaa AA+	0.47 0.47
3135G0NV1	FNMA Note 0.5% Due 9/28/2015	700,000.00	05/20/2013 0.33 %	702,814.00 702,679.84	99.96 0.52 %	699,685.00 904.17	3.14 % (2,994.84)	Aaa AA+	2.25 2.23
3133834R9	FHLB Note 0.375% Due 6/24/2016	675,000.00	05/20/2013 0.47 %	672,934.50 673,009.44	98.88 0.76 %	667,416.38 49.22	2.99 % (5,593.06)	Aaa AA+	2.99 2.96
Total Agency		20,575,000.00	1.65 %	21,574,028.20 20,622,741.01	0.28 %	20,682,432.18 165,169.02	93.54 % 59,691.17	Aaa AA+	0.42 0.42
MONEY MARKET FUND FI									
431114701	Highmark Govt Money Market Fund	35,814.52	Various 0.00 %	35,814.52 35,814.52	1.00 0.00 %	35,814.52 0.00	0.16 % 0.00	Aaa AAA	0.00 0.00
Total Money Market Fund FI		35,814.52	0.00 %	35,814.52 35,814.52	0.00 %	35,814.52 0.00	0.16 % 0.00	Aaa AAA	0.00 0.00
US TREASURY									
942828PL8	US Treasury Note 0.75% Due 12/15/2013	1,400,000.00	Various 0.23 %	1,408,283.99 1,403,352.51	100.29 0.11 %	1,404,102.00 459.02	6.30 % 749.49	Aaa AA+	0.46 0.46
Total US Treasury		1,400,000.00	0.23 %	1,408,283.99 1,403,352.51	0.11 %	1,404,102.00 459.02	6.30 % 749.49	Aaa AA+	0.46 0.46
TOTAL PORTFOLIO		22,010,814.52	1.56 %	23,018,126.71 22,061,908.04	0.27 %	22,122,348.70 165,628.04	100.00 % 60,440.66	Aaa AA+	0.43 0.42
TOTAL MARKET VALUE PLUS ACCRUED						22,287,976.74			



For the Month Ending June 30, 2013

Managed Account Detail of Securities Held

ALAMEDA CNTY TRANSPORTATION IMPROV AUTH - 03068510

Security Type/Description	S&P	Moody's	Trade	Settle	Original	YTM	Accrued	Amortized	Market
Dated Date/Coupon/Maturity	Rating	Rating	Date	Date	Cost	at Cost	Interest	Cost	Value
Federal Agency Discount Note									
FEDERAL HOME LOAN BANKS DISC NOTE	313385LY0	A-1+	P-1	03/28/13	04/01/13	3,497,826.11	0.13	0.00	3,498,976.25
- 0.000% 09/20/2013									3,499,306.13
Security Type Sub-Total						3,497,826.11	0.13	0.00	3,498,976.25
Federal Agency Bond / Note									
FANNIE MAE GLOBAL NOTES	31398A250	AA+	Aaa	08/21/12	08/22/12	3,377,034.50	0.26	9,119.44	3,355,674.20
DTD 08/06/2010 1.000% 09/23/2013									3,356,405.20
FNMA NOTES	31398A5W8	AA+	Aaa	08/21/12	08/22/12	3,421,216.00	0.28	920.83	3,407,452.60
DTD 11/01/2010 0.750% 12/18/2013									3,409,979.00
Security Type Sub-Total						6,798,250.50	0.27	10,040.27	6,763,126.80
Commercial Paper									
TOYOTA MOTOR CREDIT CORP COMM PAPER	89233GU12	A-1+	P-1	01/02/13	01/02/13	1,997,700.00	0.23	0.00	2,000,000.00
- 0.000% 07/01/2013									1,999,994.00
US BANK NA COMM PAPER	9033E0W36	A-1+	P-1	03/07/13	03/08/13	729,346.65	0.18	0.00	729,766.40
- 0.000% 09/03/2013									729,691.94
BNP PARIBAS FINANCE INC COMM PAPER	0556N0WP6	A-1	P-1	05/21/13	05/22/13	1,998,208.89	0.26	0.00	1,998,786.66
- 0.000% 09/23/2013									1,998,724.00
Security Type Sub-Total						4,725,255.54	0.24	0.00	4,728,553.06
Certificate of Deposit									
SWENSKA HANDELSBANKEN NY CERT DEPOS	86958CVB7	A-1+	P-1	04/12/13	04/12/13	4,499,999.66	0.24	2,700.00	4,499,999.82
DTD 04/02/2013 0.240% 10/01/2013									4,499,980.02
SKANDINAVISKA ENSKILDA BK NY CERT DEPOS	83051HHZ2	A-1	P-1	04/30/13	04/30/13	4,500,198.71	0.27	3,045.00	4,500,121.73
DTD 04/05/2013 0.280% 10/07/2013									4,500,917.55



For the Month Ending June 30, 2013

Managed Account Detail of Securities Held

ALAMEDA CNTY TRANSPORTATION IMPROV AUTH - 03068510

Security Type/Description	Dated Date/Coupon/Maturity	CUSIP	Par	Rating	S&P	Moody's	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
Certificate of Deposit													
STANDARD CHARTERED BANK NY CERT DEPOS	85325BWS9		4,500,000.00	A-1+		P-1	04/30/13	04/30/13	4,500,291.02	0.30	2,867.50	4,500,213.93	4,500,927.90
DTD 04/18/2013 0.310% 12/20/2013													
Security Type Sub-Total			13,500,000.00						13,500,489.39	0.27	8,612.50	13,500,335.48	13,501,825.47
Managed Account Sub-Total			28,480,000.00						28,521,821.54	0.25	18,652.77	28,490,991.59	28,495,925.74
Securities Sub-Total			\$28,480,000.00						\$28,521,821.54	0.25%	\$18,652.77	\$28,490,991.59	\$28,495,925.74
Accrued Interest													\$18,652.77
Total Investments													\$28,514,578.51





Alameda CTC- Alameda Cnty Trans Improv Authority
Account #471

Holdings Report

As of 6/30/13

CUSIP	Security Description	Par Value/Units	Purchase Date	Cost Value	Mkt Price	Market Value	% of Port.	Moody	Maturity
AGENCY			Book Yield	Book Value	Mkt YTM	Accrued Int.	Gain/Loss	S&P	Duration
313376J55	FHLB Note 0.375% Due 7/9/2013	1,750,000.00	12/05/2012 0.18 %	1,752,047.50 1,750,076.54	100.01 0.17 %	1,750,091.00 3,135.42	11.51 % 14.46	Aaa AA+	0.02 0.02
880591DW9	Tennessee Valley Authority Note 4.75% Due 8/1/2013	1,000,000.00	10/18/2012 0.22 %	1,035,533.00 1,003,838.06	100.36 0.54 %	1,003,617.00 19,791.67	6.72 % (221.06)	Aaa AA+	0.09 0.09
3135G0BR3	FNMA Note 0.5% Due 8/9/2013	1,500,000.00	10/31/2012 0.20 %	1,503,450.00 1,500,478.83	100.04 0.15 %	1,500,570.00 2,958.33	9.87 % 91.17	Aaa AA+	0.11 0.11
313379R76	FHLB Note 0.25% Due 9/6/2013	1,250,000.00	11/16/2012 0.21 %	1,250,425.00 1,250,097.85	100.02 0.14 %	1,250,248.75 208.33	8.21 % 150.90	Aaa AA+	0.19 0.18
31398A3L4	FNMA Callable Note 1X 3/17/11 1.125% Due 9/17/2013	1,225,000.00	11/16/2012 0.22 %	1,234,187.50 1,227,372.93	100.21 0.15 %	1,227,545.55 3,981.25	8.08 % 172.62	Aaa AA+	0.22 0.21
31398A2S0	FNMA Note 1% Due 9/23/2013	1,750,000.00	12/27/2011 0.35 %	1,769,600.00 1,752,592.76	100.19 0.17 %	1,753,346.00 4,763.89	11.54 % 753.24	Aaa AA+	0.23 0.23
31331GCS6	FFCB Note 3.875% Due 10/7/2013	1,000,000.00	11/15/2012 0.21 %	1,032,610.00 1,009,833.17	101.00 0.18 %	1,009,953.00 9,041.67	6.69 % 119.83	Aaa AA+	0.27 0.27
31398A4H2	FNMA Callable Note 1X 4/8/11 1.125% Due 10/8/2013	1,535,000.00	10/18/2012 0.21 %	1,548,584.75 1,538,788.42	100.27 0.15 %	1,539,070.82 3,981.41	10.13 % 282.40	Aaa AA+	0.27 0.27
3134G23H3	FHLMC Note 0.5% Due 10/15/2013	1,650,000.00	10/31/2012 0.22 %	1,654,372.50 1,651,331.85	100.10 0.14 %	1,651,714.35 1,741.67	10.85 % 382.50	Aaa AA+	0.29 0.29
313371UC8	FHLB Note 0.875% Due 12/27/2013	1,780,000.00	12/16/2011 0.39 %	1,797,461.80 1,784,241.06	100.35 0.15 %	1,786,306.54 173.06	11.72 % 2,065.48	Aaa AA+	0.49 0.49
Total Agency		14,440,000.00	0.25 %	14,578,272.05 14,468,651.47	0.18 %	14,472,463.01 49,776.70	95.31 % 3,811.54	Aaa AA+	0.23 0.22
MONEY MARKET FUND FI									
431114701	Highmark Govt Money Market Fund	42,886.11	Various 0.00 %	42,886.11 42,886.11	1.00 0.00 %	42,886.11 0.00	0.28 % 0.00	Aaa AAA	0.00 0.00
Total Money Market Fund FI		42,886.11	0.00 %	42,886.11 42,886.11	0.00 %	42,886.11 0.00	0.28 % 0.00	Aaa AAA	0.00 0.00
US CORPORATE									
094918AF1	Microsoft Note 0.875% Due 9/27/2013	670,000.00	12/07/2012 0.23 %	673,396.90 671,034.35	100.11 0.44 %	670,705.51 1,530.76	4.41 % (328.84)	Aaa AAA	0.24 0.24
Total US Corporate		670,000.00	0.23 %	673,396.90 671,034.35	0.44 %	670,705.51 1,530.76	4.41 % (328.84)	Aaa AAA	0.24 0.24
TOTAL PORTFOLIO		15,152,886.11	0.25 %	15,294,555.06 15,182,571.93	0.19 %	15,186,054.63 51,307.46	100.00 % 3,482.70	Aaa AA+	0.23 0.22
TOTAL MARKET VALUE PLUS ACCRUED						15,237,362.09			

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Alameda CTC Consolidated Investment Report As of June 30, 2013									
ACTA	Un-Audited		Interest Earned			FY 2011-2012			
	Investment Balance		Interest earned		As of June 30, 2013 Approx. ROI	Budget	Difference	Investment Balance June 30, 2012	Interest earned FY 2011-2012
Checking Account	\$	990,642	\$	35	0.00%			\$ 103,510	\$ 45
State Treasurer Pool (LAIF)		26,320,036		37,613	0.14%			19,850,764	105,009
Investment Advisors ⁽¹⁾		89,195,725		994,095	1.11%			116,136,420	2,139,191
Loan to ACCMA		10,000,000		-				10,000,000	-
ACTA Total	\$	126,506,403	\$	1,031,742	0.82%	\$ 1,025,000	\$ 6,742	\$ 146,090,694	\$ 2,244,245
								Approx. ROI	1.54%
ACTIA	Un-Audited		Interest Earned			FY 2011-2012			
	Investment Balance		Interest earned		As of June 30, 2013 Approx. ROI	Budget	Difference	Investment Balance June 30, 2012	Interest earned FY 2011-2012
Checking Account	\$	10,825,653	\$	235	0.00%			\$ 3,743,015	\$ 147
State Treasurer Pool (LAIF)		32,414,238		78,105	0.24%			36,084,246	208,541
Investment Advisors ⁽¹⁾		43,984,652		148,637	0.34%			68,748,329	218,683
ACTIA Total	\$	87,224,543	\$	226,977	0.26%	\$ 180,000	\$ 46,977	\$ 108,575,590	\$ 427,371
								Approx. ROI	0.39%
ACCMA	Un-Audited		Interest Earned			FY 2011-2012			
	Investment Balance		Interest earned		As of June 30, 2013 Approx. ROI	Budget	Difference	Investment Balance June 30, 2012	Interest earned FY 2011-2012
Checking Account	\$	2,713,936	\$	-	0.00%			\$ 2,911,113	\$ -
State Treasurer Pool (LAIF)		14,852,247		44,446	0.30%			17,558,963	45,846
Project Deferred Revenue ⁽²⁾		15,034,906		52,207	0.35%			18,110,127	66,302
Loan from ACTA		(10,000,000)		-				(10,000,000)	-
ACCMA Total	\$	22,601,089	\$	96,653	0.43%	\$ -	\$ 96,653	\$ 28,580,204	\$ 112,148
								Approx. ROI	0.39%
ACTC TOTAL	\$	236,332,036	\$	1,355,373	0.57%	\$ 1,205,000	\$ 150,373	\$ 283,246,488	\$ 2,783,764

Notes:

- (1) See attachments for detail of investment holdings managed by Investment Advisors.
- (2) Project funds in deferred revenue are invested in LAIF with interest accruing back to the respective project fund which include TVTC, San Leandro Marina, TCRP and PTMISEA funds.
- (3) All investments are marked to market on the financial statements at the end of the fiscal year per GASB 31 requirements.
- (4) Alameda CTC investments are in compliance with the currently adopted investment policies.
- (5) Alameda CTC has sufficient cash flow to meet expenditure requirements over the next six months.

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Memorandum

6.24

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 16, 2013

SUBJECT: Alameda CTC Growing Responsibilities and Options to Fund Agency Core Functions Shortfall

RECOMMENDATION: Approval of an Option to Fund Agency Core Functions Shortfall

Summary

Since the merger of the county congestion management agency and the transportation sales tax authority three years ago, the successor agency, the Alameda County Transportation Commission, has assumed additional major responsibilities and functions to respond to the direction and accommodate the growing needs of the new Board, to strengthen and enhance the Agency's position within the changing framework of regional, state, and federal transportation agencies, and to increase responsiveness to new regional and state climate change mandates.

Over the last three years, staff has been evaluating and reviewing internal policies, procedures, best management practices, and resource levels for traditional core function activities as well as the new major mission-creep activities. One key major issue that staff has identified is that the traditional grant funding that historically has been used to pay for the core function activities is no longer sufficient, especially in light of the agency's expanded responsibilities. Moving forward, our current analysis indicates that there could be between \$800,000 to \$1,000,000 shortfall between core function revenues and core function expenditures.

Staff has also identified some options to resolve the core functions funding shortfall as described below:

Option 1: Increasing the member agency dues from the current 2.8% of total revenues to 5% of total revenues. Currently, the total projected FY 2013-14 revenues for the CMA function is \$49.1 million, and member agency dues only contribute \$1,394,819 to total CMA revenues. In absolute numbers, increasing the dues from 2.8% to 5% of revenues would equate to increasing member agency dues from the current amount \$1,394,819 to \$2,456,681, an increase of \$1,061,862 (or 76.13% over the current amount). The impact to each jurisdiction would be significant and is shown in Table 1; or,

Option 2: Instead of increasing member agency dues, allocate 2% of the annual net Measure B programmatic pass-through funds to fund the Agency core functions shortfall and agency-incurred costs in support of the Commission. The impact to the Measure B pass-through program would be insignificant and is shown in Table 2.

Staff and the Finance and Administration Committee recommend that the Commission approve Option 2, because it would have a miniscule financial impact to the Measure B pass-through funding recipients. In fact, the proposed allocation of 2% of the annual net pass-through revenues of approximately \$64.231 million equates to about \$1.28 million. This amount is less than 2.9% of the total amount of pass-through funds (\$44.868 million) that recipients are holding in reserve.

Background

The Alameda CTC's responsibilities have increased over the last few years. The Agency has taken on several new responsibilities and functions. In addition, to keeping up with the many shifting state and regional climate change initiative mandates and policies, the Agency's traditional planning and programming functions have been expanded. The Agency's new and expanded responsibilities and functions include the following:

- Express Lanes and Smart Corridors operations -- In recent years, the Agency has substantially expanded its roles into the area of express lanes operations (on I-80, I-580, I-680, and some major arterials) and Smart Corridor operations, which are an area traditionally assumed by larger and more well-funded agencies that have operations as a part of their core mission (Caltrans, the Santa Clara Valley Transportation Authority, Los Angeles Metro Transportation Agency, etc.). The on-going operations of the Express Lanes are being subsidized by capital project grants.
- Growing responsibilities for the management of the Safe Routes to Schools Program – the Agency has been a pioneer in the program, and as this program is growing and maturing, there has been more local and federal funding invested in the program, which has required much more extensive coordination and contract management activities with the consulting teams and their vast array of subconsultants, many of whom are non-profit organizations. More federal funding also means more mandated monitoring to satisfy the many federal funding requirements.
- Priority Development Areas planning and monitoring – With the adoption of the 2013 Regional Transportation Plan and Sustainable Community Strategy, as required by SB 375, congestion management agencies are also mandated to develop strategies to focus land use in priority development areas, which require intensive land use planning and monitoring development processes.
- Focused construction management oversight for Major State Infrastructure Bond funded Capital Projects – All but one projects in this \$801 million program is under construction. Under formal agreement with the State, the Agency is responsible for all future cost overruns and construction risks. This burdensome requirement required the Agency to increase its construction management oversight level of effort and

resources to closely manage construction risks to minimize financial exposure to the Agency.

- Growing responsibilities for the programming and monitoring of Federal, State, and Regional funds – As funding is becoming more scarce, external funding agencies are demanding more performance, accountability and monitoring associated with their grant funds.
- Increased compliance monitoring and data collection for Measure B-funded pass-through programs – The Commission recently adopted new master funding agreements with jurisdictions that included many significant policy requirements to ensure performance and accountability. To ensure that the Commission policies and requirements are implemented, additional data collection and monitoring are required for proper reporting to the Commission and the Citizens Watchdog Committee.
- Increased technical and administrative support for the Commission – The new Commission grew to a 22-member commission with five (5) standing committees, and a few subcommittees, requiring increased administrative and technical support. Prior to the merger, each of the predecessor agencies has only two (2) standing committees. The ACTIA Board had 11 members, and the ACCMA Board had 17.
- Increased technical and administrative support for the community advisory committees and their various subcommittees,
- Development of the new sales tax transportation expenditure and seek its approval from jurisdictions in the County – Over the next couple of years, it is anticipated that extensive planning and outreach work for this effort would increase to ensure approval from Alameda County voters.

In addition, in recent months, the agency has embarked on new multiple county-wide transportation planning studies to assess specific needs in our transportation system (Freight Movement Plan and Collaborative, Transit Plan, and Arterial Performance Plan). These needs assessment plans, though prepared separately, will allow the Commission to set future transportation policies on modal investment, priorities, and performance, and to create effective external advocacy for funding and policies.

Furthermore, the Agency has been taking on a substantial new leadership role in the County and in the region for transportation and land use planning in the new age of climate change environment and legislation. These new planning activities have been especially taxing on the Agency's available resources and will continue to be major activities of our planning functions in the foreseeable future.

Agency staff has also become more engaged in participating in regional statewide transportation policy discussions, including:

- Participating as a select-member of the California Freight Advisory Committee and leading an effort locally to build partnership and a coalition with the Port of Oakland, MTC, Caltrans, and others.
- Actively engaging in building consensus with the Bay Area Congestion Management Agencies on regional transportation issues.
- Actively engaging in policy discussions and formulation with the Self-Help Counties Coalition and the California Council of Governments (CalCOG) to influence appropriate state and federal legislation, consistent with the Commission-adopted legislative program.

Staff believes that Option 2 will resolve the shortfall between revenues and expenditures for core functions and eliminate the immediate need to raise member agency fees.

Fiscal Impact:

Approval of Option 2, as recommended, will have a positive financial impact for the Agency. Additional resources will be allocated from a small percentage of the sales tax pass-through funding to provide resources for new and expanded core functions as well as Agency-incurred costs in support of the Commission.

Attachments

- A. Table 1-Option 1 Alameda County Transportation Commission Member Agency Fee Increase Calculation
- B. Table 2 -Option 2 Alameda County Transportation Commission Measure B Pass-through Calculation
- C. FY 2013-14 Agency Work Plan Implementation Schedule

Staff Contact

[Arthur Dao](#), Executive Director

Table 1 -- Option 1
Alameda County Transportation Commission
Member Agency Fee Increase Calculation

	FY 13/14 Fees (2.8% of CMA Revenues)	Traditional Formula	Option 1 Fee Increase to 5% of Revenues	Total New Fee
City of Alameda	\$ 36,823	3.68%	\$ 39,070	\$ 90,391
City of Albany	9,066	0.86%	9,088	21,026
City of Berkeley	55,514	5.81%	61,744	142,849
City of Dublin	23,712	2.72%	28,858	66,764
City of Emeryville	5,021	0.56%	5,903	13,656
City of Fremont	106,006	12.18%	129,297	299,137
City of Hayward	74,483	7.73%	82,076	189,887
City of Livermore	41,426	6.09%	64,649	149,569
City of Newark	21,620	2.63%	27,921	64,596
City of Oakland	209,502	22.28%	236,577	547,334
City of Piedmont	5,440	0.75%	7,964	18,425
City of Pleasanton	34,452	4.81%	51,063	118,137
City of San Leandro	41,566	4.65%	49,377	114,236
City of Union City	36,544	3.87%	41,132	95,160
Alameda County	529,613	9.63%	102,220	236,492
AC Transit	82,015	5.88%	62,462	144,511
BART	82,015	5.88%	62,462	144,511
	\$ 1,394,819	100.00%	\$ 1,061,862	\$ 2,456,681

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Table 2 -- Option 2
Alameda County Transportation Commission
Measure B Pass-through Calculation

Pass-Through Recipients:	FY2013-14	2%	FY2011-12	Total New
	Current Projection	Reduction	Pass-through Reserve	Allocation
Alameda	\$ 1,943,543	\$ (39,065)	\$ 3,955,233	\$ 1,904,477
Albany	450,858	(9,062)	24,854	441,795
B. A. R. T. - N	1,311,311	(26,357)	-	1,284,953
B. A. R. T. - C	387,692	(7,793)	-	379,899
Berkeley	3,220,847	(64,739)	2,377,339	3,156,108
Dublin	501,559	(10,081)	1,211,812	491,477
Emeryville	290,480	(5,839)	419,026	284,642
Fremont	3,431,950	(68,982)	4,800,983	3,362,968
Hayward	3,172,201	(63,761)	1,911,083	3,108,440
Livermore	1,145,083	(23,016)	1,711,127	1,122,067
Newark	690,857	(13,886)	558,234	676,971
Oakland	11,495,895	(231,067)	10,691,786	11,264,828
Piedmont	410,400	(8,249)	418,159	402,150
Pleasanton	994,091	(19,981)	2,358,055	974,110
San Leandro	1,768,593	(35,549)	3,059,306	1,733,044
Union City	1,117,663	(22,465)	2,272,119	1,095,198
County of Alameda	2,833,598	(56,955)	3,947,320	2,776,643
AC Transit District	24,435,986	(491,163)	-	23,944,823
WETA	889,411	(17,877)	2,502,463	871,533
Altamont Rail	2,417,372	(48,589)	2,649,530	2,368,783
Union City Transit	387,692	(7,793)	-	379,899
LAVTA	934,329	(18,780)	-	915,549
Totals	\$ 60,492,016		\$ 44,868,429	\$ 59,276,126

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Work Plan Implementation Schedule for Fiscal Year 2013-2014*

Fiscal Year 2013-2014															
2013	June	July	August	September	October	November	December	January	February	March	April	May	June	Notes	
Planning/Policy															
Countywide Transportation Plan/RFP		See countywide modal plans: (Goods Movement, Transit, Arterials, Bike and Ped)													
	Sep-13	Establish Leadership Team and Technical team	Adopt Goods Movement Collaborative, approach and timeline by agencies for Leadership and Technical teams; integrate goods movement as a priority into Alameda CIP and partner agency work plans and legislative programs	Approve initial project list to inform state process	Award contract; inventory assets/demographic trends; document Goods Movement benefit	Create a strategic advocacy approach for legislative, funding, education and policies	Hold quarterly roundtable meeting	Facilitate Focus Groups	Hold quarterly roundtable meeting					CWIP update will begin in FY14-15 and end in FY16-17.	
Countywide Goods Movement Collaborative															
Countywide Goods Movement Plan	Nov-13	Develop and approve scope of plan	Release RFP; develop inventory of existing planned projects and policies	Manage consultant selection process; review initial project list to inform state process	Approve initial project list to inform state process	Award contract; inventory assets/demographic trends; document Goods Movement benefit			Hold quarterly roundtable meeting	Facilitate Focus Groups			Hold quarterly roundtable meeting		
Countywide Transit Plan	Jun-14			Develop and approve scope	Develop and release RFP (Oct 2013); manage consultant selection process	Manage consultant selection process; award contract			Begin to develop plan; host Leadership, Technical and Focus Group meetings						
Countywide Community Based Transportation Plans	Jun-14			Develop and approve scope	Develop and release RFP (Oct 2013); manage consultant selection process; award contract	Manage consultant selection process; award contract			Begin to develop plan; host Leadership, Technical and Focus Group meetings						
Countywide Arterial Mobility Corridor Plan	Jun-14				Develop scope	Develop and release RFP (Nov 2013); manage consultant selection process; award contract	Manage consultant selection process; award contract		Begin to develop plan; host Leadership, Technical and Focus Group meetings						
2013 Congestion Management Program Update; 2012 Performance Report; 2014 LOS Monitoring Study; Countywide Travel Demand Model Update				Review CMP AreaWide Deficiency Plan guidelines, Land Use Analysis Program, Level of Service Monitoring element, draft STIP list of projects, and Transportation Demand Management element; continue model update work	Finalize 2012 Performance Report; approve draft 2013 CIP/RFP inventory; adopt 2012 conformity findings; continue model update work	Adopt final 2013 CMP (includes CIP/RFP inventory); adopt 2012 conformity findings; continue model update work	Develop and adopt methods to evaluate effectiveness of the Strategic Planning and Investment Policy Implementation (see Programming section for CIP/RFP and STIP details); begin 2014 LOS Monitoring Study; develop 2013 Performance Report; continue model update work		Continue model update work; continue LOS monitoring work	Finalize draft of 2013 Performance Report; continue model update work; continue LOS monitoring work				Approval of draft 2014 LOS Monitoring Study is in July 2014; the Countywide Travel Demand Model work will end September 30, 2014.	
		Continue model update work													
Countywide Travel Demand Management Plan (TDM)/Guaranteed Ride Home Program (GRH)	5/23/14	Adopt Countywide TDM Strategy; review 2012 GRH Report	Implement TDM Strategy and GRH Program; manage ongoing operations										Review Countywide TDM Strategy; review 2013 GRH Report	Manage ongoing operations	
Countywide Transportation and Land Use Program/2013 Growth and Investment Strategy	5/31/14	Issue SC-TAP Call for Projects; finalize consultant on-call list		Release preliminary SC-TAP Call for Projects lists	Update PDA and PCA Investment and Growth Development Strategy; approve SC-TAP projects	approve SC-TAP projects	Update 2014 Growth and Investment Strategy; begin SC-TAP projects and oversight	Begin SC-TAP projects and oversight	Begin SC-TAP projects and oversight				Begin SC-TAP projects		

Fiscal Year 2013-2014															
2013	June	July	August	September	October	November	December	January	February	March	April	May	June	Notes	
Bicycle and Pedestrian Planning and Coordination (see Programming for additional information on activities.)	Jun-14	Finalize Pedestrian and Bicycle Manual Counts Report	Host Complete Streets Implementation Workshop			Provide update on integrating bike and ped with travel demand model work.			Prepare for Bike Month and Bike to Work Day				Hold Bike to Work Day; review 2013 Pedestrian and Bicycle Manual Counts Report	Bicycle and Pedestrian Plans update will begin in FY14-15 and end in FY16-17.	
			Finalize Outreach Plan					Conduct outreach							
Alameda CTC Procurement Policy and Procedures	12/31/14	Develop Procurement Policy				Approve Procurement Policy	Finalize Agency Procurement Policy and Procedures Manual								
2014 Legislative Program and Legislative Roundtable Meetings	12/6/14	Perform ongoing legislative coordination and analysis, and make recommendations on bill positions				Meet with legislative staff of the state, cities, counties and transit operators to discuss programs; hold quarterly Legislative Roundtable	Draft legislative Program	Present Legislative Program to ACTAC and Commission	Adopt 2014 Legislative Program	Meet with legislative staff of the state, cities, counties and transit operators to discuss programs; hold quarterly Legislative Roundtable	Perform ongoing legislative coordination and analysis, and make recommendations on bill positions	Visit elected officials in Washington D.C.	Visit legislators in Sacramento	Meet with legislative staff of the state, cities, counties and transit operators to discuss programs; hold quarterly Legislative Roundtable	Perform ongoing legislative coordination and analysis, and make recommendations on bill positions
Alameda CTC Publications: Annual Report, eNewsletter and Executive Director's Monthly Report	Jun-14	Publish ED Monthly Report	Publish ED Monthly Report and eNewsletter	Release CWC Annual Report to the Public	Publish ED Monthly Report and eNewsletter	Draft schedule for Annual Report; publish ED Monthly Report	Publish eNewsletter; draft Annual Report	Revise Annual Report; publish ED Monthly Report	Publish ED Monthly Report and eNewsletter; review final draft of Annual Report	Publish ED Monthly Report and eNewsletter	Publish ED Monthly Report	Post and distribute Annual Report; publish ED Monthly Report	Publish ED Monthly Report and eNewsletter	Publish ED Monthly Report	
Transportation Expenditure Plan; Ad Hoc Committee, Polling, Adoption of Final Transportation Expenditure Plan (TEP) and Request for November 2014 Ballot Placement (Preliminary schedule is subject to change.)	Dec-13	Form Ad Hoc Committee; release letter of intent for polling consultant	Review 2012 election results; provide feedback on draft polling questions; select polling consultant and develop draft polling questions	Facilitate focus groups	Perform telephone survey; review polling outcomes and determine when to go to ballot; determine length and value of anticipated revenues from on augmented sales tax; adopt TEP development and ballot placement implementation schedule	Make any changes necessary to existing TEP regarding projects and policies				Adopt Final TEP				Seek TEP approval from city council; Board of Supervisors; transit agencies	Alameda CTC will request the sales tax measure and TEP on the ballot in July 2014. November 4, 2014 is election day.
Citizens Watchdog Committee and Bicycle and Pedestrian Advisory Committee	Ongoing	Continue to review expenditures, projects and programs, and make recommendations to the Commission (BPAC)													

		Fiscal Year 2013-2014															
		2013	June	July	August	September	October	November	December	January	February	March	April	May	June	Notes	
Programming																	
One Bay Area Grant Program (OBAG): Surface Transportation Program and Congestion Mitigation and Air Quality Funds		Adopt OBAG allocations and submit programming recommendation to MTC	MTC adopts final program	Perform ongoing monitoring and administration													
		Approve grant programs		Perform ongoing grant program tracking													
				Perform ongoing grant program tracking													
Measure B Discretionary Grant Programs				Perform ongoing grant program tracking													
VRF Discretionary Grant Programs		Approve grant programs		Perform ongoing grant program tracking													
Transportation Fund for Clean Air (TFCA)		Review draft program	Approve final TFCA program			Annual status reports due to Air District for ongoing projects	Submit Annual Report to Air District	Approve guidelines and expenditure plan							Review draft FY14-15 program and submit semi-annual report to the Air District	Approve final FY14-15 program	
								MTC approves 2014 STIP	Submit 2014 STIP to CTC				CTC adopts 2014 STIP				
				Develop draft 2014 STIP			Approve draft 2014 STIP proposal		Adopt final 2013 CMP		Approve draft CIP/PIP methodology and draft screening and prioritization criteria	Approve final CIP/PIP methodology and final screening and prioritization criteria	Request CIP/PIP project updates; release Call for Projects		Evaluate projects	Approve draft CIP/PIP and two-year Allocation Plan	
State Transportation Improvement Program (STIP)																	
Capital Improvement Program/Programs Investment Program(CIP/PIP) (See Planning for more detailed 2013 CMP schedule update.)																	
Measure B and Vehicle Registration Fee (VRF) Pass-through Fund Compliance Report																Staff will present Final Compliance Report in July 2014.	
Monitoring																	
Programs Advisory and Planning Committee and Paratransit Technical Advisory Committee	Ongoing																
Continue to review paratransit programs and make recommendations to the Commission (PAPCO)																	

Fiscal Year 2013-2014																			
2013	Planned Due Date	Task	June	July	August	September	October	November	December	January	February	March	April	May	June	Notes			
Finance and Procurement																			
Annual Agency Audit	12/26/13		Perform interim audit (June 10-21); hold Commission Audit Committee pre-audit meeting; hold CMC pre-audit sub-committee meeting	Perform year-end close accounting work	Complete final (August 12- 23)	Prepare draft Comprehensive Annual Financial Report (CAFR) for FY12-13	Hold combined Commission Audit Committee and CMC post-audit subcommittee meeting to review draft CAFR for FY12-13	Approve CAFR for FY12-13 by FAC	Approve CAFR for FY13-14 mid-year budget update; with award application			Establish CMC audit subcommittee							
	6/56/14	Annual Budget	Approve FY13-14 annual budget; develop and submit ICAR for FY12-13			Develop and submit ICAR for FY13-14			Distribute worksheets for FY13-14 mid-year budget update; distribute worksheets for FY14-15 budget	Develop FY13-14 mid-year budget update	Approve FY13-14 mid-year budget update; develop FY14-15 annual budget	Approve FY13-14 mid-year budget update; develop FY14-15 annual budget	Develop FY14-15 annual budget	Approve Draft FY14-15 annual budget; approve FY13-14 third quarter Budget Update	Approve FY14-15 annual budget; submit ICAR for FY14-15				
Quarterly Investment Report	9/26/13; 11/28/13; 2/27/14; 5/22/14					Approve FY12-13 year-end Quarterly Investment Report		Approve FY13-14 first quarter Investment Report by FAC	Approve FY13-14 first quarter Investment Report		Approve FY13-14 second quarter Investment Report			Approve FY13-14 third quarter Investment Report					
Quarterly Financial Statements	11/28/13; 2/27/14; 5/22/14							Approve FY13-14 first quarter Financial Report by FAC	Approve FY13-14 first quarter Financial Report		Approve FY13-14 second quarter Financial Report			Approve FY13-14 third quarter Financial Report					
Annually Renewed Contracts	1/23/14									Approve FY14-15 Administration Support Professional Services Contracts Plan	Release RFPs	Review proposals	Negotiate contracts			Execute contracts			
Debt Issuance	Feb-2014		Draft Debt Policy	Approve Alameda CTC Debt Policy; provide update on debt issuance process and activities; approve issuance of RFQs for Bond and Discourse counsel, and underwriters	Release RFQ for Bond and Discourse counsel; release RFQ for underwriters	Review proposals; select Bond and Discourse counsel, and underwriters	Draft bond documents (Bond Indenture, Bond Purchase Agreement and Resolution); draft preliminary official statement; draft Rating Agency presentation; hold Rating Agency meetings		Approve debt issuance	Perform investor outreach; pre-price bonds	Prepare for pre-closing and closing								
Alameda CTC Overall Work Program (OWP)	Jun-2014		Establish objectives	Develop outline	Prepare draft Alameda CTC OWP (i.e., identify resources and assignments; determine work activities for new fiscal year; obtain write-ups for each planned work activities from department leads; incorporate fiscal year 2014-2015 budget, etc.)							Finalize OWP	Approve draft OWP for FY14-15						
Annual Local Business Contract Equity (LBCE) Utilization Report and Contract Award Report	9/26/13		Develop database		Develop LBCE Reports				Approve annual LBCE Utilization and Contract Award Report by FAC	Approve annual LBCE Utilization and Contract Award Report									
Database Development (ICTS/Financial)/Timescard Management System	Various	Develop Timescard Management System	Develop Timescard Management System	Test Timescard Management System	Implement new Timescard Management System			Input historical data into new hardware database									Research new financial databases for purchase		
On-going Agencies Annual Compliance Reporting	Jan-2014				Compliance Workshop					Review and comment on pass-through agencies' compliance and audit reports									
Other	4/27/13; 1/23/2014; 4/24/2014		Provide update on office relocation; finalize consolidation of OFB lists; finalize 457 Plans consolidation	Commence with office relocation activities	Continue office relocation activities; migrate TICA projects into ICTS	Migrate CMA TIP projects into ICTS			Approve Salary and Benefits Resolution for calendar year 2014	Approve Loan Policy	Approve Travel and Entertainment Policy	Approve Alameda CTC Investment Policy	Review and edit draft CMC Annual Report	Assist in finalizing CMC Annual Report					

Fiscal Year 2013-2014																
Task	Planned Due Date	2013														
		June	July	August	September	October	November	December	January	February	March	April	May	June	Notes	
Projects																
Annual Strategic Plan	5/31/14				Prepare draft FY13-14 Strategic Plan publication	Publish FY13-14 Strategic Plan		Develop FY14-15 Strategic Plan			Approve draft FY14-15 Strategic Plan	Adopt FY14-15 Strategic Plan				
Semi-Annual Update	4/30/14	Perform quarterly review			Draft semi-annual update	Present semi-annual update		Perform quarterly review		Draft semi-annual update	Present semi-annual update					
Projects Management and Oversight	Ongoing	Perform ongoing project management oversight of Measure B Projects														
Projects Development and Implementation	Ongoing	Perform ongoing project development, delivery and construction management of various projects in the Capital Projects Program														
Fact Sheets Updates	Quarterly	Update and post fact sheets to the Alameda CTC website	Monitor and report on projects	Update and post fact sheets to the Alameda CTC website	Monitor and report on projects	Update and post fact sheets to the Alameda CTC website	Monitor and report on projects	Update and post fact sheets to the Alameda CTC website	Monitor and report on projects	Update and post fact sheets to the Alameda CTC website	Update and post fact sheets to the Alameda CTC website	Update and post fact sheets to the Alameda CTC website	Update and post fact sheets to the Alameda CTC website	Update and post fact sheets to the Alameda CTC website	Project reporting includes various reporting tasks (i.e., ED Monthly Report, MTC Quarterly Report, various Board Reports).	
I-680 SB Express Lane Operations & Maintenance	Ongoing	Approve annual SunJ IPA budget	Performing ongoing operations and management				Approve mid-year budget update	Release I-680 Annual Report	Perform ongoing operations and management			Approve FY14-15 annual budget; approve various contract extensions as-needed				

* For internal use only. This schedule is high level and intended to provide an overview of departmental activities and is subject to change.

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Memorandum

6.25

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

DATE:	September 16, 2013
SUBJECT:	Approval of Revised Staff Salary Ranges
RECOMMENDATION:	Approve the Revised Staff Classifications and Associated Salary Ranges

Summary

The Agency Administrative Code calls for the Executive Director to administer the agency personnel system which includes the determination of a staffing plan subject to conformance with the approved annual budget and the salary and benefit plan established from time to time by the Commission.

This memorandum is to seek the Commission's approval of the revised staff salary ranges to reflect a revised staffing plan which includes the consolidation of two executive management positions into one. The revised staff classifications and salary ranges also reflect consolidation of two analyst-level positions into one management position that the Commission had previously approved.

The revised staff salary ranges includes the following key features:

- Deletion of the two positions: 1) Deputy Director of Planning, and 2) Deputy Director of Policy, Legislation, and Public Affairs;
- Addition of the new position of Deputy Director of Planning and Policy, with a new salary range; and,
- Deletion of the two positions: 1) Contract Procurement Analyst, and 2) Contract Compliance and Outreach Analyst, and associated salary ranges.

The revised salary ranges is required to support a revised staffing plan resulted from the imminent retirement of the current Deputy Director of Planning, and careful analysis of current and future workload, available resources level, quality of staff, and the Commission's expectation of the agency's delivery of critical elements in the work plan.

Fiscal Impact: Revised Salary Ranges are in conformance with the adopted annual budget and has no negative fiscal impact.

Staff Contact:

[Arthur Dao, Executive Director](#)

Attachments:

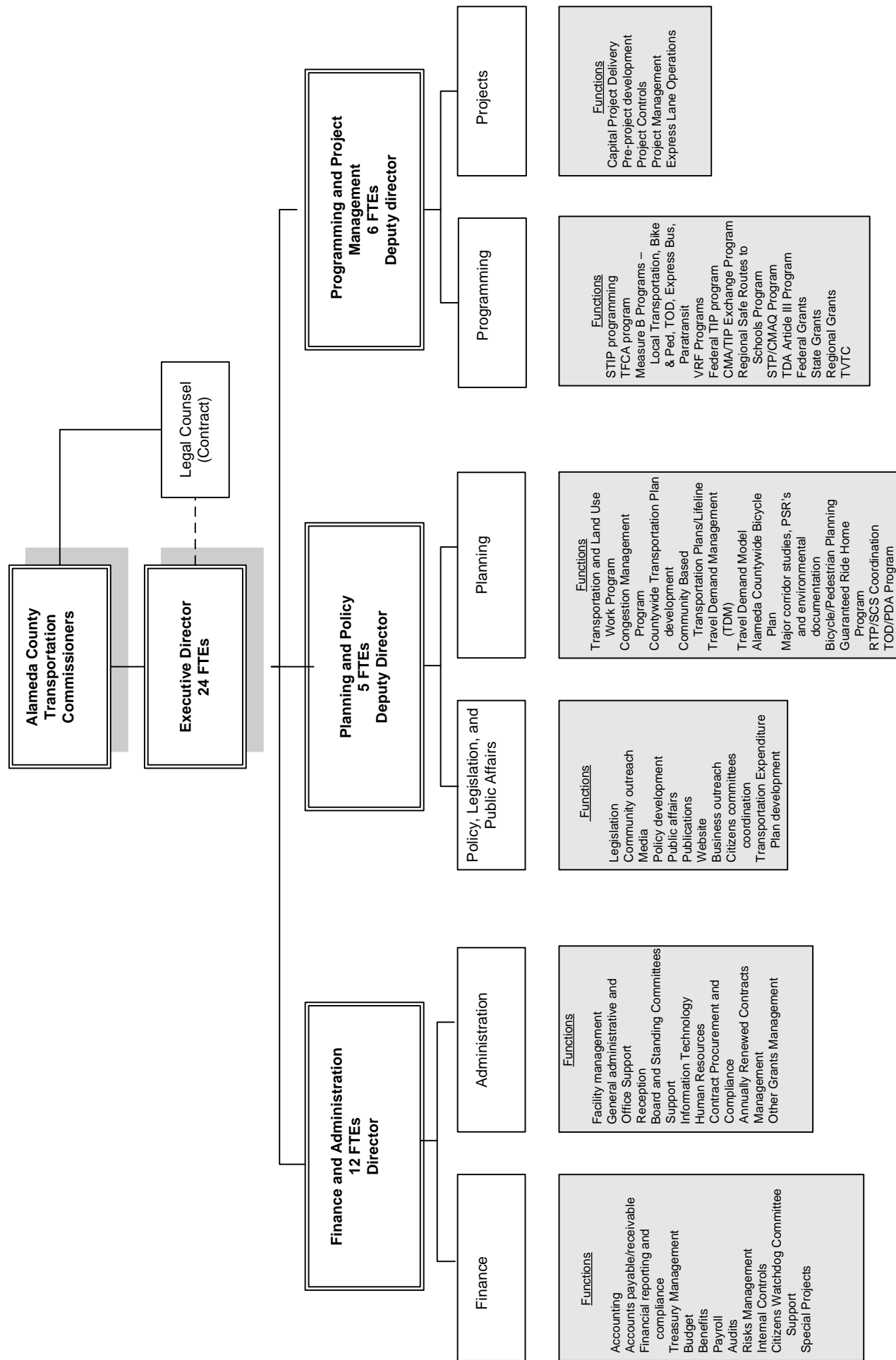
- A. Revised FY 2013-14 Staff Salary Ranges
- B. Revised Functional Organization Structure

Attachment A - Revised FY2013-14 Staff Classifications and Salary Ranges for Alameda CTC

Position/Classification	Min	Med	Max
Deputy Director of Projects and Programming	\$153,876	\$176,957	\$200,039
<i>Deputy Director of Planning and Policy</i>	\$153,876	\$176,957	\$200,039
Deputy Director of Planning	\$139,404	\$160,315	\$181,225
Director of Finance	\$136,004	\$156,405	\$176,805
Deputy Director of Policy, Legislation, and Public Affairs	\$132,686	\$152,589	\$172,493
Principal Transportation Engineer	\$120,207	\$138,238	\$156,270
Principal Transportation Planner	\$108,902	\$125,228	\$141,573
Senior Transportation Engineer	\$103,655	\$119,203	\$134,751
Project Controls Engineer	\$98,660	\$113,459	\$128,258
Senior Transportation Planner	\$93,906	\$107,992	\$122,077
Accounting Manager	\$93,906	\$107,992	\$122,077
Contracting, Administration and Fiscal Resource Manager	\$93,906	\$107,992	\$122,077
Senior Accountant	\$80,975	\$93,121	\$105,267
Contract Procurement Analyst	\$80,975	\$93,121	\$105,267
Contract Compliance and Outreach Analyst	\$80,975	\$93,121	\$105,267
Assistant Transportation Planner/Programming Analyst I	\$73,360	\$84,363	\$95,367
Office Supervisor	\$73,360	\$84,363	\$95,367
Accountant	\$69,824	\$80,298	\$90,772
Accounting Technician	\$69,824	\$80,298	\$90,772
Clerk of the Commission	\$69,824	\$80,298	\$90,772
Executive Assistant	\$58,740	\$67,552	\$76,363
Administrative Assistant	\$53,216	\$61,199	\$69,181
Receptionist	\$41,572	\$47,808	\$54,044

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Alameda County Transportation Commission
Functional Organizational Chart
August 2013



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**Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee
Roster and Attendance Fiscal Year 2013-2014**

	Suffix	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since Jul '13*
1	Ms.	Tabata, Chair	Midori	Oakland	Alameda County Mayors' Conference, D-4	Jul-06	Oct-11	Oct-13	0
2	Ms.	Welsh, Vice-Chair	Ann	Pleasanton	Alameda County Supervisor Nate Miley, District 4	Oct-09	Jan-12	Jan-14	0
3	Mr.	Ansell	Mike	Livermore	Alameda County Mayors' Conference, D-1	Sep-12		Sep-14	0
4	Mr.	Bucci	Mike	Newark	Alameda County Supervisor Richard Valle, District 2	Sep-12		Sep-14	0
5	Mr.	Chen	Alexander	Fremont	Alameda County Supervisor Scott Haggerty, District 1	Oct-09	Jan-12	Jan-14	0
6	Ms.	Gigli	Lucy	Alameda	Alameda County Supervisor Wilma Chan, District 3	Jan-07	Oct-12	Oct-14	0
7	Mr.	Johansen	Jeremy	San Leandro	Alameda County Mayors' Conference, D-3	Sep-10	Oct-11	Oct-13	0
8	Mr.	Jordan	Preston	Albany	Alameda County Supervisor Keith Carson, District 5	Oct-08	Sep-12	Sep-14	0
9	Mr.	Maddox	Heath	Berkeley	Transit Agency (Alameda CTC)	Sep-12		Sep-14	0
10	Mr.	Ben	Schweng	Alameda	Alameda County Mayors' Conference, D-2	Jun-13		Jun-15	0
11	Ms.	Zimmerman	Sara	Berkeley	Alameda County Mayors' Conference, D-5	Feb-12		Feb-14	0

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Alameda County Transportation Commission
Citizens Watchdog Committee
Roster - Fiscal Year 2013-2013

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '13*
1	Mr.	Paxson, Chair	James	Pleasanton	East Bay Economic Development Alliance	Apr-01		N/A	0
2	Ms.	Saunders, Vice-Chair	Harriette	Alameda	Paratransit Advisory and Planning Committee	Jul-09		N/A	1
3	Mr.	Dubinsky	Peter "Mike"	Fremont	Alameda County Supervisor Richard Valle, D-2	Oct-10	Mar-13	Mar-15	0
4	Mr.	Geen	Arthur B.	Oakland	Alameda County Taxpayers Association	Jan-01		N/A	1
5	Ms.	Hamlat	Sandra	Oakland	East Bay Bicycle Coalition	Apr-13		N/A	0
6	Mr.	Haussener	James	Castro Valley	Alameda County Supervisor Nate Miley, D-4	Feb-10	Sep-12	Sep-14	1
7	Mr.	Jones	Steven	Dublin	Alameda County Mayors' Conference, D-1	Dec-12		Dec-14	0
8	Mr.	Klinke	William	Berkeley	Alameda Labor Council AFL-CIO	Feb-13		N/A	0
9	Ms.	Lew	Jo Ann	Union City	Alameda County Mayors' Conference, D-2	Oct-07	Oct-11	Oct-13	0
10	Ms.	Taylor	Deborah	Oakland	Alameda County Supervisor Wilma Chan, D-3	Jan-13		Jan-15	0
11	Mr.	Zukas	Hale	Berkeley	Alameda County Supervisor Keith Carson, D-5	Jun-09	Apr-12	Apr-14	0
12		Vacancy			Alameda County Mayors' Conference, D-3				
13		Vacancy			Alameda County Mayors' Conference, D-4				
14		Vacancy			Alameda County Mayors' Conference, D-5				
15		Vacancy			Alameda County Supervisor Scott Haggerty, D-1				
16		Vacancy			League of Women Voters				
17		Vacancy			Sierra Club				

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**Alameda County Transportation Commission
Paratransit Advisory and Planning Committee
Roster - Fiscal Year 2013-2014**

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July-13
1	Ms.	Stadmire, Chair	Sylvia J.	Oakland	Alameda County Supervisor Wilma Chan, D-3	Sep-07	Jan-13	Jan-15	0
2	Mr.	Scott, Vice Chair	Will	Oakland	Alameda County Supervisor Keith Carson, D-5	Mar-10	Apr-12	Apr-14	0
3	Ms.	Aysoy	Aydan	Berkeley	City of Berkeley Councilmember Laurie Capitelli	Jul-09	Jan-12	Jan-14	0
4	Mr.	Bunn	Larry	Union City	Union City Transit Wilson Lee, Transit Manager	Jun-06	Jan-12	Jan-14	0
5	Mr.	Costello	Shawn	Dublin	City of Dublin Mayor Tim Sabrantti	Sep-08	Apr-12	Apr-14	0
6	Mr.	Hastings	Herb	Dublin	Alameda County Supervisor Scott Haggerty, D-1	Mar-07	Jan-12	Jan-14	0
7	Ms.	Jacobson	Joyce	Emeryville	City of Emeryville Councilmember Ruth Atkin	Mar-07	Jan-12	Jan-14	0
8	Ms.	Johnson-Simon	Sandra	San Leandro	BART Director Tom Blalock	Sep-10	Jan-12	Jan-14	0
9	Ms.	Lenahan	Gaye	Piedmont	City of Piedmont Mayor John Chiang	May-11	Jan-12	Jan-14	0
10	Ms.	Lewis	Jane	Dublin	City of Livermore Mayor John Marchand	Sep-09	Jan-12	Jan-14	0
11	Mr.	Markowitz	Jonah	Berkeley	City of Albany Mayor Peggy Thomsen	Dec-04	Oct-12	Oct-14	0
12	Rev.	Orr	Carolyn M.	Oakland	City of Oakland Councilmember Rebecca Kaplan	Oct-05	Jan-12	Jan-14	0
13	Ms.	Ortt	Suzanne	Union City	City of Union City Mayor Carol Dutra-Vernaci	Sep-12		Sep-14	0
14	Ms.	Powers	Sharon	Fremont	City of Fremont Councilmember Suzanne Chan	Dec-07	Jan-12	Jan-14	0
15	Ms.	Proee	Vanessa	Hayward	City of Hayward Councilmember Marvin Peixoto	Mar-10	Jan-12	Jan-14	0

**Alameda County Transportation Commission
Paratransit Advisory and Planning Committee
Roster - Fiscal Year 2013-2014**

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July-13
16	Ms.	Richards-Reiss	Dianne	Newark	City of Newark Councilmember Luis Freitas	Jun-13		Jun-15	0
17	Ms.	Rivera-Hendrickson	Carmen	Pleasanton	City of Pleasanton Mayor Jerry Thorne	Sep-09	Jan-12	Jan-14	0
18	Ms.	Rousey	Michelle	Oakland	Alameda County Supervisor Richard Valle, D-2	May-10		May-12	0
19	Ms.	Saunders	Harriette	Alameda	City of Alameda Vice Mayor Marilyn Ezzy Ashcraft	Jun-08	Oct-12	Oct-14	0
20	Ms.	Walker	Margaret	San Leandro	City of San Leandro Vice Mayor Michael Gregory	Jul-13		Jul-15	0
21	Ms.	Waltz	Esther Ann	Livermore	LAVTA Executive Director Paul Matsuoka	Feb-11	Jan-12	Jan-14	0
22	Mr.	Zukas	Hale	Berkeley	A. C. Transit Director Greg Harper	Aug-02	Jan-12	Jan-14	0
23		Vacancy			Alameda County Supervisor Nate Miley, D-4				



Memorandum

8.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 16, 2013

SUBJECT: Legislative Update

RECOMMENDATION: Receive an update on state and federal legislative activities.

Summary

This memo provides an update on federal, state and local legislative activities including an update on the federal budget, federal transportation issues, legislative activities and policies at the state level, as well as an update on local legislative activities.

Alameda CTC's legislative program was approved in December 2013 establishing legislative priorities for 2013 and is included in summary format in Attachment A. The 2013 Legislative Program is divided into five sections: Transportation Funding, Project Delivery, Multi-Modal Transportation and Land Use, Climate Change, and Partnerships. The program was designed to be broad and flexible to allow Alameda CTC the opportunity to pursue legislative and administrative opportunities that may arise during the year, and to respond to political processes in Sacramento and Washington, DC. Each month, staff brings updates to the Commission on legislative issues germane to the adopted legislative program, including recommended positions on bills as well as legislative updates.

Background

Federal Update

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

Federal budget update: During the last week of August, both chambers debated their respective Transportation HUD appropriations bills. The House leadership had to pull its bill from consideration because they did not have the votes for passage. The Senate pulled its bill after a procedural vote that failed to garner 60 votes (The vote was 54-43).

These votes indicate that the House Republicans lack the votes to implement the huge cuts called for in the House-passed Ryan budget plan on their own, without Democratic support, and the Senate Democrats don't have the 60 votes needed to implement the

domestic spending increases requested by the Democratic leadership (above the Budget Control Act) without some Republican support.

It is anticipated that Congress will pass some type of Continuing Resolution (CR) in September to keep the government funded past September 30 into the new fiscal year. At this point, the House and Senate are over \$90 billion apart on the top line numbers for discretionary spending. Due to the spending disagreements and the fact that the House will be in session only nine days in September, a CR is most likely needed to fund various agencies through at least the first few weeks of the new fiscal year that will begin on October 1.

Congress will likely try to address the FY14 bills in late October/November when they will need to address the raising the debt ceiling.

Policy

Highway Trust Fund: Senator Boxer held a press conference in late July to discuss the state of the Highway Trust Fund, noting that the EPW Committee will hold a hearing in September on highway and transit financing—one year ahead of the expiration of MAP-21. The Senator indicated that tax reform may be the key to fixing the long-term solvency issues of the Highway Trust Fund.

Although funding is currently available for the Highway Trust Fund, the Congressional Budget Office (CBO) estimates it will become insolvent in FY15, and Members have yet to publicly support any possible solutions.

Congress would have to transfer an additional \$15 billion in 2015 and increase amounts in the subsequent years to maintain solvency if no other action is taken, according to CBO. By 2014, Congress will have transferred more than \$53 billion into the Highway Trust Fund to maintain solvency.

National Freight Advisory Panel: In February DOT announced the establishment of the National Freight Advisory Committee as part of the MAP-21 freight provisions. The Committee is tasked with providing recommendations to the Secretary aimed at improving the national freight transportation system. The Committee held its first meeting on June 25 and is in the process of forming subcommittees to address separate areas that will be incorporated into the National Freight Strategic Plan (NFSP). Under the law, DOT is required to develop the NFSP by September 2015 and update it every five years. The plan will address the following issues:

- Assess the condition and performance of the national freight network;
- Identify highway bottlenecks that cause significant freight congestion;
- Forecast freight volumes;
- Identify major trade gateways and national freight corridors;

- Assess barriers to improved freight transportation performance;
- Identify routes providing access to energy areas;
- Identify best practices for improving the performance of the national freight network and mitigating the impacts of freight movement on communities; and
- Provide a process for addressing multistate projects and strategies to improve freight intermodal connectivity

Six subcommittees are being formed to address development of the NFSP including:

- National Freight Strategic Plan Development
- Conditions, Performance, and Data
- Safety and Environment
- Project Delivery & Operations
- Research, Innovation, and Technology
- International Freight Strategies and Operations

NFAC is chaired by Secretary Ann Schneider (Illinois DOT) and Mort Downey of the Coalition for America's Gateways and Trade Corridors is vice chair. Members from California include Kristin Decas, CEO & Port Director, Port of Hueneme; Genevieve Giuliano, Professor, Director and Senior Associate Dean, University of Southern California; Fran Inman, Senior Vice President, Majestic Realty Co. and California Transportation Commission member; Randy Iwasaki, Executive Director, Contra Costa Transportation Authority; and Bonnie Lowenthal, State Assembly Member.

Alameda CTC is coordinating with the NFAC representative from Northern California, Randy Iwasaki, on the activities of the California Freight Advisory Committee (CFAC) on which Art Dao sits to ensure effective information exchange to support Northern California needs.

State Update

The following update provides information on activities and issues at the state level and includes information contributed from Alameda CTC's state lobbyist, Platinum Advisors.

End of session: The last day of the current year session was September 13th. The Governor has until October 13th to sign or veto any bills sent to his desk during the final weeks of session. Since this is the first year of a two-year session, bills are not considered dead if they have not made it through both sides of the Legislature since members can carry legislation over and revisit it in the second year of this two-year session. Staff will provide an overview of the end of session at the Commission meeting.

Transportation Agency: The Senate Rules Committee unanimously approved the recommendation to confirm the appointment of Brain Kelly as the first Secretary of the California State Transportation Agency. Secretary Kelly was praised by a lengthy list of

supporters as the best qualified candidate to lead the new Agency at this pivotal time. The full Senate should vote on the appointment by the end of August and Alameda CTC submitted a letter of support for Secretary Kelly.

Legislative seats: Several changes in legislative seats in California are affecting the Democratic supermajority. In the Central Valley, the Senate District 16 special election was won by Republican Andy Vidak who beat Democrat Laticia Perez. While the Senate Democrats currently hold super-majority with 28 seats, the loss of this district will make holding the super-majority status much more tenuous in next year's elections. There now remains one vacancy in the Senate, which was created when Senator Current Price was elected to the Los Angeles City Council. The special election to fill the vacancy is scheduled for September 17th.

In addition, the race to fill the vacancy in Assembly District (AD) 52 is heading to a runoff on September 24. This vacancy was created when Assemblywoman Norma Torres won a special election for Senate District 32. The primary for the AD 52 special election resulted in the top two vote recipients as Ontario Mayor Paul Leon, who captured 24.9% of the vote, and Pomona City Councilman Freddie Rodriguez with 22.2%. While registered as a Republican, Leon lost to Torres in the Senate seat race. He registered as No Party Preference for the Assembly race. Freddie Rodriguez was one of seven Democrats registered in the primary.

There are currently two vacancies in the Assembly, and Democrats are one seat shy of the super-majority. The other vacancy is in AD 45, which was vacated when Assemblyman Bob Blumenfield was elected to the Los Angeles City Council. The AD 45 special election primary is scheduled for September 17th.

Policy

AB 32 Scoping Plan: On June 13th, the Air Resources Board held its "kick-off" workshop on updating the AB 32 Scoping Plan. The existing AB 32 Scoping Plan was adopted in 2008 and focused on 2020 reduction goals. The updated plan will set the path to achieve 2050 reduction goals.

The AB 32 Scoping Plan update provides an opportunity to review and revise the 2008 Scoping Plan, and establish near and long term goals for reducing greenhouse gas emissions. The update will focus on six sectors, which include 1) transportation and fuels (including infrastructure and land use); 2) energy generation (including transmission infrastructure and efficiency); 3) waste; 4) water; 5) natural lands; and 6) agriculture. The timeline for the update anticipates a draft Scoping Plan being released in late summer, and Board action scheduled for November.

The updated Scoping Plan will influence the Cap & Trade expenditure plan that will hopefully be included in the Governor's 2014-15 budget proposal. This raises the

importance of Alameda CTC and its partners in advocating for transportation supporting investments in the AB 32 Scoping Plan that focus on achieving greenhouse gas reduction goals. Alameda CTC coordinated with the with the Bay Area Congestion Management Agencies on this issue and hosted a table and provided comments at the July 30 scoping plan workshop in San Francisco. Attachment B includes materials developed by Alameda CTC that were used at the workshop.

The workshop provided an overview of the progress made toward the 2020 reduction goals, such as the Low Carbon Fuel Standard, shore power, heavy duty truck retrofits and replacement, Cap & Trade Regulations, and the implementation of SB 375. An overview of each sector was provided by representatives from various agencies. These summaries provided an overview of the 2020 goals and outlined a vision for the 2050 goals.

For the transportation sector discussion, it was discussed that the 2050 goal includes an 80% reduction in transportation related greenhouse gas emissions, as required by Governor Brown's [Executive Order B-16-2012](#), below 1990 levels. To accomplish this goal, the 2050 vision will focus on sustainable communities, freight transportation, and fuels. The vision for sustainable communities includes improving access to public transit, expanding the use of zero emission buses and rail, and development of active transportation infrastructure. This will require close coordination local and regional entities. The freight strategy will largely rely on moving goods more efficiently with zero or near zero emission vehicles.

Legislation

The following provides an update on the status of legislation and legislative positions.

AB 210(Wieckowski): AB 210 was signed by the Governor on August 28, 2013. AB 210 allows Alameda County to exceed the existing 2% local sales tax cap if the transportation expenditure plan, such as Measure B1, is approved by 2/3 of Alameda County voters. The following support positions from jurisdictions and organizations were submitted for the bill:

- Alameda
- Albany
- Dublin
- Emeryville
- Fremont
- Hayward
- Livermore
- Newark
- Oakland
- Pleasanton
- San Leandro
- Union City
- Alameda County
- AC Transit
- BART
- LAVTA
- MTC
- East Bay Regional Park District
- Building and Construction Trades Council of Alameda County

- *East Bay Bicycle Coalition*
- *Bay Area Council*
- *Alameda County Board of Supervisors*
- *California Nevada Cement Association*
- *CH2M Hill*
- *Contra Costa County Transportation Authority*

Legislative coordination efforts: Alameda CTC leads and participates in many legislative efforts at the local, regional, state and federal levels, including coordinating with other agencies and partners as well as seeking grant opportunities to support transportation investments in Alameda County.

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

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Alameda CTC Legislation Program
- B. AB 32 Scoping Plan Workshop – Congestion Management Agency materials

Staff Contact

[Tess Lengyel](#), Deputy Director of Policy, Public Affairs and Legislation



2013 Alameda County Legislative Priorities

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

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

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

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

Issue	Priority	Strategy	Actions	Legislation
Transportation Funding	Increase transportation funding	<ul style="list-style-type: none">Support efforts to lower the two-thirds-voter threshold for voter-approved transportation measures.Support legislation that increases the buying power of the gas taxSupport efforts to increase transportation revenues through vehicle license fees, vehicle miles traveled or other reliable means.Support legislation for alternative financing methods such as high-occupancy toll lanes, and allow funds collected on the HOT lanes by the California Highway Patrol to be reinvested within that corridor.	<ul style="list-style-type: none">Leading a portion of Self-Help Counties Coalition (SHCC) efforts to reduce voter-threshold requirements	<ul style="list-style-type: none">Support positions on SCA 8 (Corbett), SCA 4 (Liu), SCA 11 (Hancock) to reduce voter threshold to 55 percent;AB 210 (Wieckowski) to allow Alameda CTC to place another measure on the ballot
	Protect and enhance voter-approved funding	<ul style="list-style-type: none">Support legislation that provides increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring and improving transportation infrastructure and operations.Support legislation that protects against transportation funding diversions to the General Fund.Support increases in federal, state and regional funding to expedite delivery of Alameda CTC projects and programs.Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures.Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems.Seek, acquire and implement grants to advance project and program delivery.Support Alameda County as the recipient of funds to implement pilot programs with innovative project implementation or transportation-funding mechanisms.	<ul style="list-style-type: none">On-going monitoring	<ul style="list-style-type: none">AB 431: Oppose MPO authority to place sales tax measures on the ballot for transportation, housing and open spacesAB466: Support CMAQ current funding allocationAB 791: Oppose changes to current methods for adjusting the excise fuel tax
Project Delivery	Advance innovative project delivery	<ul style="list-style-type: none">Support legislation and policies that improve environmental streamlining and project reviews to expedite project delivery.Support legislation that improves the ability to deliver projects and programs in a timely, cost effective manner using contracting flexibility.Support innovative project delivery methods.Support HOT lane expansion in Alameda County and the Bay Area.Support policies that allow local agencies to advertise, award and administer state highway system contracts largely funded by locals	<ul style="list-style-type: none">On-going monitoring	<ul style="list-style-type: none">
	Ensure cost-effective project delivery	<ul style="list-style-type: none">Support legislation that reduces project and program implementation costs by reducing or eliminating the requirements for state or other agency reimbursements to implement projects on state/regional systems.Support legislation that accelerates funding for transportation infrastructure projects that create jobs and economic growth in Alameda County.	<ul style="list-style-type: none">On-going monitoring, and work through the SHCC to provide input to the Secretary of Transportation on streamlining project delivery	<ul style="list-style-type: none">

Issue	Priority	Strategy	Actions	Legislation
Multimodal Transportation and Land Use	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none"> Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing and jobs. Support local flexibility and decision-making on land-use for transit oriented development and priority development areas. Support innovative financing opportunities to fund TOD and PDA implementation that will increase mobility and jobs and reduce GHGs. 	<ul style="list-style-type: none"> On-going monitoring 	<ul style="list-style-type: none"> SB 391: Support ability to create a revenue stream for low-income housing that will assist with SB 375 requirements to house all income levels of the population within the region
	Expand multimodal systems and flexibility	<ul style="list-style-type: none"> Support policies that provide multimodal transportation systems with multiple choices and better access for all kinds of transportation users. Support policies that provide increased flexibility for transportation service delivery through innovative, flexible programs that address the needs of commuters, youth, seniors, people with disabilities and low-income people. Support flexibility in transportation delivery to address climate change, senior population growth and transit maintenance and security, without creating unfunded mandates or dramatically increasing costs. Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs and education. Support parity in pre-tax fringe benefits for public transit/vanpooling and parking. 	<ul style="list-style-type: none"> On-going work with agency coordination, grant development and legislative advocacy 	<ul style="list-style-type: none">
	Support climate change legislation	<ul style="list-style-type: none"> Support climate change legislation that provides funding for innovative infrastructure, operations, programs that relieve congestion, improve air quality, reduce emissions and support economic development. Support climate change legislation that expands transit services and supports safe, efficient, clear connections to transit services, including bike/ped infrastructure. To achieve necessary increases in public transit ridership to address GHG emissions from transportation sources, support legislation that augments but does not replace transit funding, nor create unfunded mandates. 	<ul style="list-style-type: none"> On-going monitoring 	<ul style="list-style-type: none">
Climate Change	Support cap-and-trade expenditure plan	<ul style="list-style-type: none"> Engage in development of the statewide cap-and-trade expenditure plan and advocate increased transportation funding statewide and in Alameda County. 	<ul style="list-style-type: none"> Working with the SHCC, MTC the CMAs and local agencies on this effort. Submitted a letter to CARB on March 8 supporting the Transportation Coalition for Livable Communities platform 	<ul style="list-style-type: none"> AB 574: Support allocation of Cap & Trade funds to the region for distribution to support implementation of the SCS
	Support legislation and policies that support emerging technologies	<ul style="list-style-type: none"> Support legislation that offers incentives for emerging technologies, such as alternative fuels and fueling technology, and research for transportation opportunities to reduce GHG emissions. 	<ul style="list-style-type: none"> On-going monitoring 	<ul style="list-style-type: none">
Partnerships	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> Support efforts that encourage regional cooperation and coordination to develop, promote and fund solutions to regional transportation problems. Support legislation and policies that promote governmental efficiencies and cost savings in transportation. Support legislation that improves the ability to enhance or augment Alameda CTC projects and programs that affect bordering counties or regional networks. Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for state and local contracts. 	<ul style="list-style-type: none"> On-going coordination at the SHCC, the Bay Area CMAs, and with Alameda CTC's local partners legislative roundtable. An updated Alameda CTC procurement policy will support business participation efforts. 	<ul style="list-style-type: none"> Support AB 14 (Lowenthal) for the creation of a state freight plan and advisory committee

9-COUNTY SAN FRANCISCO BAY AREA

Transportation • Economy • Community



SAN FRANCISCO BAY AREA TRANSPORTATION AGENCIES

are investing in projects and programs that create accessible, convenient and sustainable transportation to move people and goods, spur economic growth and enrich communities.

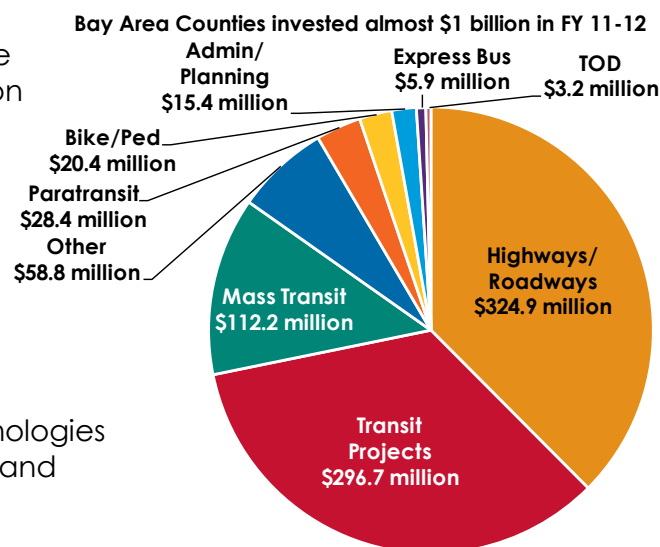
Transportation initiatives in 9 Bay Area counties

The nine Bay Area Congestion Management Agencies plan, fund and deliver almost \$1 billion each year for projects and programs that support the world's 20th largest economy. Moving over 7 million people each day requires investments in:

- Bicycle and pedestrian infrastructure and programs
- Clean fuels and new technologies
- Express bus service
- Highways/roadways to reduce congestion and support goods movement
- Mass transit operations and capital investments
- Paratransit for senior and disabled transportation
- Transit oriented development

Bay Area County voters have approved local transportation measures that fund these investments. Combined with regional, state and federal funds, we build and operate systems to:

- Reduce congestion
- Improve access and efficiencies
- Implement new technologies
- Create safe, efficient and clean transportation.



Our commitment and delivery record are strong.

Reduce greenhouse gas emissions from transportation

- **Fund transportation now** to achieve 80% GHG reduction targets
- **Direct transportation funds for transportation investments** to support public expectation of return on investments
- **Administer regionally** and allocate to regions on a per capita basis to leverage and expand current investments
- **Build on successes** of planning and investment strategies developed and delivered by the regions and local agencies

Transportation • Economy • Community

California is leading the nation in aggressively reducing greenhouse gas emissions. The Bay Area Congestion Management Agencies support the AB 32 Scoping Plan Update to fund sustainable communities, sustainable freight and clean fuels. With our partners, we are advancing the vision of an efficient, sustainable Bay Area transportation system that supports vibrant communities, a strong economy and a clean environment. We support Cap-and-Trade funds from motor vehicle fuels for direct investments in transportation improvements at the regional level.

To achieve GHG reduction goals, the state must invest now. At the regional level, we are committed and have a strong record of delivery. As transportation partners, we are working together for sustainable communities and clean transportation.



Sustainable Communities

Over the past two years, the Bay Area has come together and is moving forward with implementing our Sustainable Communities Strategy (SCS), as part of the Regional Transportation Plan, which relies largely on cities and counties to implement transportation and land use changes to achieve GHG reduction targets. State investments at the regional level will advance our SCS into action.



Sustainable Goods Movement

The Bay Area is home to the fifth largest port in the nation. A half a trillion dollars worth of goods are moved through the Bay Area each year on our highways, roads, rail, seaports and airports serving the Bay Area, state and the nation. Building upon our investments in clean freight will reduce GHGs, improve goods movement efficiency, expand system capacity and support healthy, livable communities.



Fuels and Innovative Technologies

The Bay Area is home to innovation. We support and are implementing innovative technologies such as transportation corridor management investments, transit electrification, fueling stations and new technologies to improve transit and roadway efficiencies, expand travel choices and reduce emissions. Building upon and expanding these types of investments supports GHG reduction.

Bay Area Congestion Management Agencies

County

Alameda
Contra Costa
Marin
Napa
San Francisco
San Mateo
Santa Clara
Solano
Sonoma

CMA Directors

Arthur L. Dao
Randell H. Iwasaki
Dianne Steinhauser
Kate Miller
Maria Lombardo (acting)
Sandy Wong
John Ristow
Daryl K. Halls
Suzanne Smith

Transportation partnerships

Association of Bay Area Governments
Bay Area Air Quality Management District
California Department of Transportation
Metropolitan Transportation Commission
San Francisco Bay Conservation and Development Commission

9-County Bay Area

- 7.3 million people
- San Francisco Bay Area economy ranked 20th largest economy in the world
- \$866 million annually in local revenues support mobility
- Local governments implement sustainable communities strategies:
 - Accountability
 - Priorities implemented at a local level

Transportation Partnerships

Association of Bay Area Governments (ABAG)

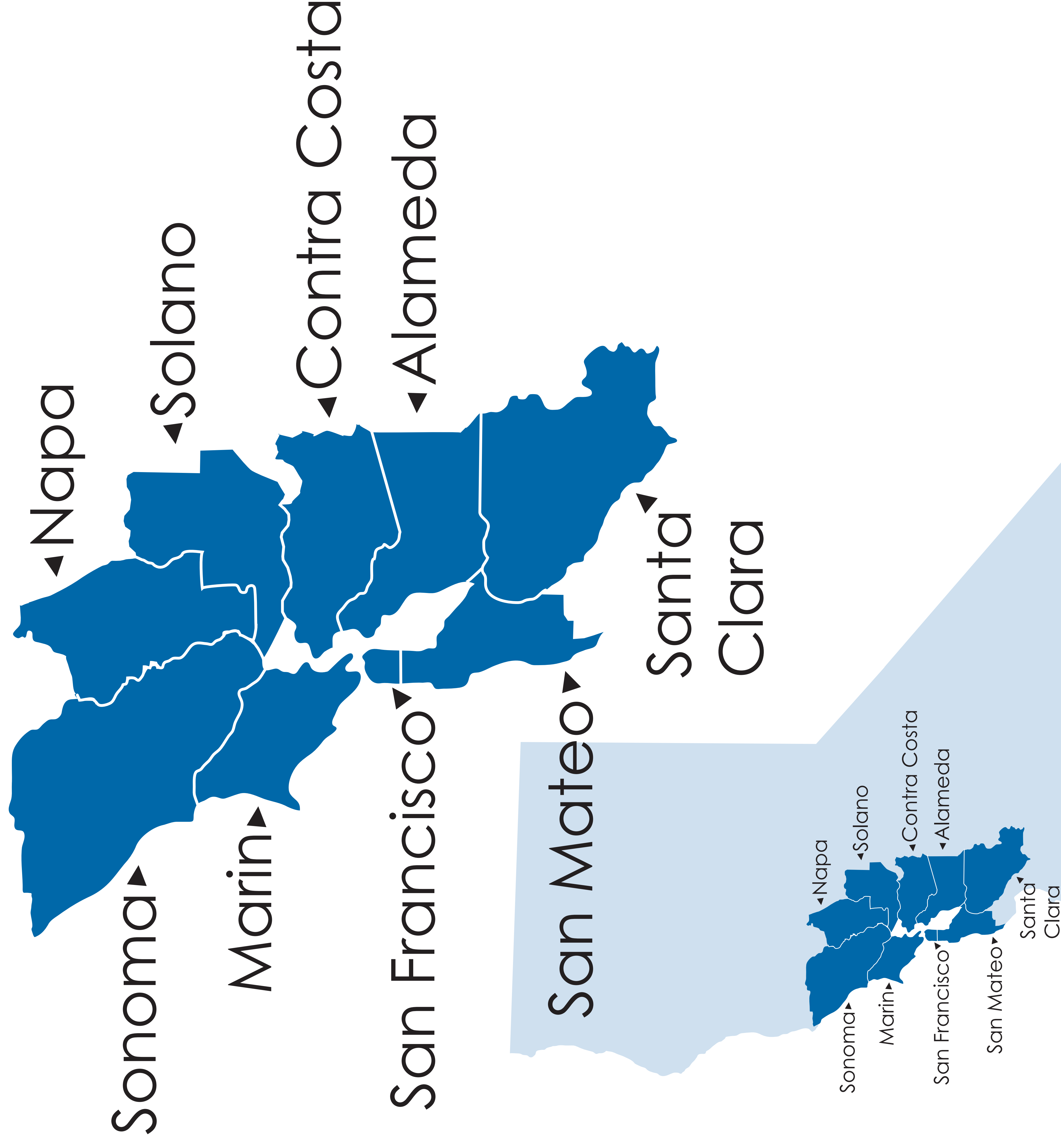
Bay Area Air Quality Management District (BAAQMD)

California Department of Transportation (Caltrans)

Metropolitan Transportation Commission (MTC)

San Francisco Bay Conservation and Development

Commission (BCDC)



Transportation and GHG Reductions

Bay Area County Transportation Investments Reduce GHGs

Sustainable Communities

- Over 200 Priority Development Areas that will focus jobs and housing growth and support the linkage of transportation, housing and jobs
- Priority Conservation Areas to preserve open space and agriculture
- Vanpool, carpool and transit promotion
- Expansion of bike and pedestrian facilities to increase use, safety and connections to transit
- Multi-modal transit stations (rail, bus, BART, ferry)
- Complete streets implementation to support all users and all transportation modes

Sustainable Goods Movement

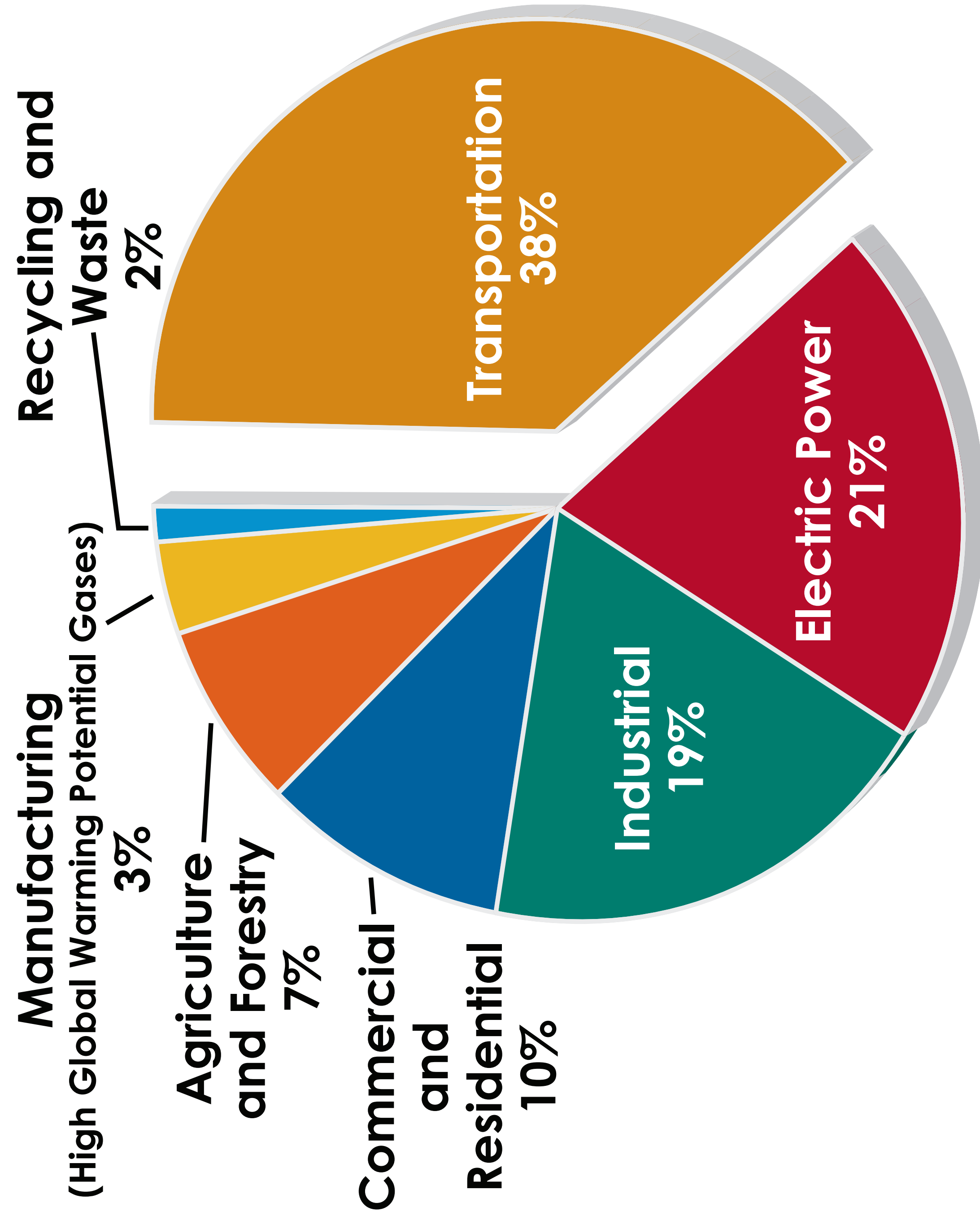
- Truck to rail freight investments
- Electrification of shorepower
- Highway and rail investments to improve freight efficiencies and reduce community impacts

Innovative Technologies

- Caltrain electrification to replace diesel engines
- Hybrid electric buses
- Multi-jurisdictional alternative fueling facilities
- Multi-county integrated corridor mobility management
- Traffic signal improvements



California 2010 GHG Emissions by Economic Sector

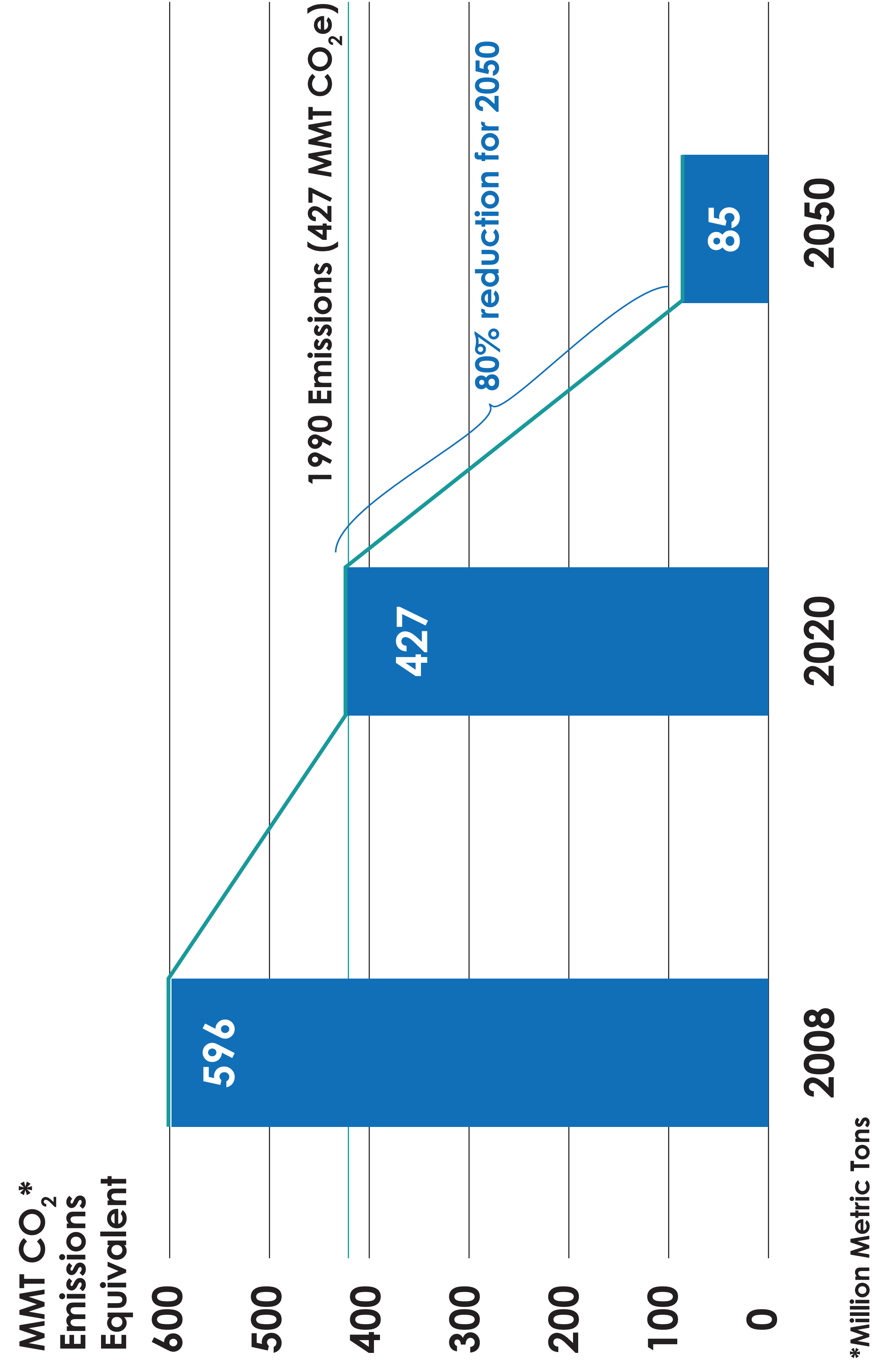


Transportation is the largest contributor of GHG emissions in the state.

Regions and counties have long-range plans for sustainable transportation.

A strong commitment from the state now to fund implementation will support achieving 2050 GHG reduction goals.

AB 32 Emission Reduction Goals





Memorandum

8.3

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 16, 2013

SUBJECT: Alameda CTC Work Plan Activities and Implementation Timeline

RECOMMENDATION: Receive information on the implementation timeline for Alameda CTC coordinated Work Plan activities for FY13-14.

Summary

Alameda CTC continues to integrate strategies, initiatives, and activities across all disciplines to increase efficiencies and integrate expertise in development and delivery of planning and policy, programming, finance and procurement, and project delivery tasks. This memo summarizes the Alameda CTC Work Plan and provides an overview of the activities and timeline expected in fiscal year 2013-2014 (FY13-14). Attachment A includes the implementation schedule for these activities.

Background

Alameda CTC's work to deliver transportation projects and programs throughout Alameda County relies on coordination and support from the following departments:

- Planning and Policy, including legislation and communications
- Programming
- Finance and Procurement
- Projects

Work Plan Approach

Alameda CTC staff has planned for FY13-14 activities, coordinated on strategies and approaches, and has collaborated to develop an integrated Alameda CTC Work Plan. This plan will help ensure staff continues to coordinate efforts and will create greater efficiencies in strategizing, scheduling, and budgeting for transportation development and implementation activities throughout the year.

For each department, the following highlights key activities and areas of focus that may impact more than one discipline in the agency.

Planning and Policy: In FY13-14, Alameda CTC will develop and implement several planning and policy activities, including updates to and development of several plans, development of the 2014 legislative program, and internal and external communication efforts. Many of these projects will interrelate with the programming, finance and procurement, and projects departments and will require coordination. Key activities include an update of the Congestion Management Program (CMP), development of three modal plans to inform the Countywide Transportation Plan, administering the SC-TAP program, and implementing the bicycle and pedestrian plans.

Planning

At the Commission retreat in February 2013, planning was considered a top priority by participants. As a result, in FY13-14, Alameda CTC will coordinate with regional partners such as the Metropolitan Transportation Commission (MTC), the Association of Bay Area Governments and local partners, including all local jurisdictions, to update major plans and develop new plans for transportation in Alameda County.

- **Congestion Management Program update (December 2013):** The CMP update includes updates to the Performance Report, the Level of Service Monitoring, and the Countywide Travel Demand Model; the CMP will also require close coordination with the projects and programming departments that are leading development of the Capital Improvement Program and the Programs Investment Plan.
- **Travel Demand Management:** Building on the Guaranteed Ride Home Program, Alameda CTC will develop a Comprehensive Travel Demand Management Program, including parking management and development of the Guaranteed Ride Home Annual Report.
- **Transportation and land use:** Building on its Transportation and Land Use Program, Alameda CTC will expand its efforts to link land use and transportation, including updating the current Priority Development Area Growth and Investment Strategy.
- **Regional coordination:** Alameda CTC will coordinate its planning efforts with the adopted Regional Transportation Plan and Sustainable Communities Strategy.
- **Multimodal plans:** Alameda CTC will do the following:
 - Develop a Bay Area Goods Movement Collaborative, including establishing leadership and technical teams that include Bay Area stakeholders and integrating goods movement as a priority within Alameda CTC and partner agency work plans and legislative programs. In addition, the planning and policy department will also develop a Countywide Goods Movement Technical Plan, including releasing a request for proposals for development of the plan and overseeing plan development with a focus on performance measures and targets, forecasts, and projects, as well as Alameda County Truck Parking

Feasibility Study recommendations. To support goods movement, Alameda CTC will also continue to create a strategic advocacy approach for legislation, funding, education, and policies.

- o Develop a Comprehensive Countywide Transit Plan that builds on the ongoing regional Transit Sustainability Project effort, to identify needs and priorities.
- o Develop a Countywide Community Based Transportation Program that includes updating current Community Based Transportation Plans and incorporating new Communities of Concern, as defined by MTC.
- o Develop a Countywide Arterial Mobility Corridor Plan to maximize mobility and management of regionally significant arterial corridors.

Policy

Ongoing and expanded policy efforts will be conducted in FY13-14 in relation to planning efforts and other departmental activities. Some of these activities are noted below:

- **Procurement Policy:** Alameda CTC will develop a procurement process that addresses agencywide contracting policy needs, including policies concerning the requirement for local and small local business preference when utilizing local funds (Measure B and Vehicle Registration Fee (VRF)), as well as general contracting for all other fund sources.
- **Legislative Program:** Each year, the Alameda CTC adopts a Legislative Program to provide direction for its legislative and policy activities for the year. The purpose of the Legislative Program is to establish funding, regulatory, and administrative principles to guide Alameda CTC's legislative advocacy in the coming year. The program is designed to be broad and flexible to allow Alameda CTC the opportunity to pursue legislative and administrative opportunities that may arise during the year and to respond to political processes in Sacramento and Washington, DC. Staff will work closely with Alameda County jurisdictions during the development of the legislative program.
- **Transportation Expenditure Plan Ad Hoc Committee coordination:** Alameda CTC has formed an ad hoc committee of Commissioners to discuss the update of the Transportation Expenditure Plan and possible placement of the plan on the ballot in 2014 or 2016. These activities will be supported by all Alameda CTC departments.
- **Citizens Watchdog Committee and Bicycle and Pedestrian Advisory Committees:** Alameda CTC will continue to support the efforts of these community advisory committees that either review expenditures, projects and programs, or make recommendations to the Commission under the planning and policy department.

- **Alameda CTC communications publications:** Implementation of Alameda CTC's Strategic Communications Plan includes ongoing outreach and education with the public, partners, transportation stakeholders, and elected officials. Publications that inform the public about Alameda CTC's activities include the annual report, the e-newsletter, the Executive Director's Monthly Report, fact sheets, brochures, PowerPoint presentations, as well as other marketing material, press releases, and reports.
- **Other policy activities:** These efforts include development and updates of agency policies, as needed, including updates to the Administrative Code and policies related to implementation of Alameda CTC's Work Plan.

Programming: In FY13-14, Alameda CTC will continue programming efforts for the various fund sources managed by the agency. Programming will be linked to policy and planning direction per the priorities identified in the adopted planning documents. In addition, the programming department also supports the efforts of the Paratransit Advisory and Planning Committee and the Paratransit Technical Advisory Committee.

Ongoing programming activities:

- Monitoring and administration for federal- and state-funded projects, for example, One Bay Area Grant Program funds
- Grant monitoring and administration of Measure B pass-through and discretionary grant programs:
 - Bicycle and Pedestrian Safety Grant Program
 - Express Bus Services Grant Program
 - Paratransit Gap Grant Program
 - Transit Center Development Grant Program
- Grant monitoring and administration of Vehicle Registration Fee pass-through and discretionary grant programs:
 - Local Transportation Technology
 - Pedestrian and Bicyclist Access and Safety Program
 - Transit for Congestion Relief Program
 - Local Streets and Roads

Call for projects and award programming activities in FY13-14:

- **Transportation Fund for Clean Air Program (TFCA):** State law permits the Bay Area Air Quality Management District (BAAQMD) to collect a \$4 fee per vehicle per year to reduce air pollution from motor vehicles. Of these funds, the BAAQMD programs 60 percent; the remaining 40 percent is allocated annually to the designated overall program manager for each county—the Alameda CTC in Alameda County. Of the Alameda CTC's portion, 70 percent is programmed to the cities and county, and

30 percent is programmed to transit-related projects. Alameda CTC also provides ongoing monitoring and administration for this program.

- **State Transportation Improvement Program (STIP):** Under state law, the Alameda CTC works with project sponsors, including the California Department of Transportation, transit agencies, and local jurisdictions to solicit and prioritize projects that will be programmed in the STIP. Of the available STIP funds, Alameda CTC programs 75 percent at the county level, earmarked as "County Share." The state programs the remaining 25 percent as part of the Interregional Transportation Improvement Program. Each STIP cycle, the California Transportation Commission adopts a fund estimate that serves as the basis for financially constraining STIP proposals from counties and regions. Alameda CTC is in the process of developing its 2014 STIP recommendation and provides ongoing monitoring and administration for this program.

Additional programming department activities:

- **Strategic Plan/CMP:** All disciplines are engaged in a new method to develop a Strategic Plan/Congestion Management Program that will integrate planning, programming, implementation, and evaluation and monitoring to create a feedback loop for future agency planning and funding decisions. This effort will be brought before the Commission beginning early 2014.
- **Annual Measure B and VRF Compliance Program Activities:** Per the Master Program Funding Agreement, recipients of Measure B and VRF funds are required to submit compliance reports along with audited financial statements of Measure B and VRF funds on an annual basis. Each year, the programming department prepares Measure B and VRF compliance report and financial statement templates, holds a compliance workshop for fund recipients, and coordinates the reporting process. The Alameda CTC reviews and analyzes the submitted reports and develops a comprehensive compliance summary report. This reporting activity is done in collaboration with the finance department and the Citizens Watchdog Committee.
- **Paratransit Advisory and Planning Committee/Paratransit Technical Advisory Committee:** The programming department will continue to support the efforts of this community advisory committee that makes recommendations to the Commission (PAPCO), as well as PAPCO's subcommittees that perform activities regarding bylaws, finance, Program Plan Review, and review of the Paratransit Gap Grant Program and the federal Section 5310 Grant Program. The programming department also supports the efforts of the Paratransit Technical Advisory Committee.

Finance and Procurement: Alameda CTC's finance department is responsible for ongoing financial statement and investment reporting, annual audited Comprehensive Annual Financial Reports (CAFR), budget development and adherence, and budget-related updates. These efforts require interagency coordination with the various Alameda CTC departments.

In addition, Alameda CTC will procure services in FY13-14 to help meet its strategic goal of planning, funding, and delivering quality programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County. Finance will also assist in the development of procurement policies and procedures and perform a number of other functions.

Ongoing financial activities:

- Accounting for all financial transactions in preparation for the annual financial audit and preparation of the CAFR
- Preparation of and updates and adherence to the Alameda CTC budget
- Development of quarterly financial and investment reports
- Participation in the aforementioned Measure B and VRF recipient compliance report and audited financial statement review process

Additional financial activities:

- **Debt Issuance:** Alameda CTC staff will develop a debt issuance policy for approval by the Commission, as well as issue requests for qualifications for bond counsel, disclosure counsel, and underwriter services; develop bond documents (Bond Indenture, Bond Purchase Agreement and Resolution); prepare a preliminary official statement and the final official statement; hold rating agency presentation meetings; obtain Commission approval on debt issuance; manage the overall debt issuance process; and undergo the closing process of the bond sale.
- **Overall Work Program:** The finance and procurement department is tasked with the development of an overall work program for the Alameda CTC, which is intended to identify resources and assignments, determine work activities and include detail for each planned work activity for the following fiscal year. This program will include work from all aspects of the agency and will be developed collaboratively with support from all departments. Development of the program is scheduled to tie into the budget development process and overall budget objectives.
- **Database Development:** Alameda CTC plans to develop a new Timecard Management System that will support more efficient time management and better tracking of time spent on projects and programs. The agency also plans to research and acquire a new financial management database, because the current financial system is becoming obsolete and will no longer be supported by the manufacturer.

- **Other Financial Activities:** Development of and updates to several resolutions and policies include a salary and benefits resolution, loan policy, travel and entertainment policy, and the Alameda CTC investment policy.

Procurement activities:

- Renewal of administrative professional services contracts through multiple procurement processes to be effective by the beginning of FY2014-15
- Annual Local Business Contract Equity (LBCE) program management including surveying consultants and development of a utilization and contract award report

Projects: To continue to effectively plan, fund, and deliver capital transportation projects, Alameda CTC performs a number of activities to monitor our investments and provide project oversight. In FY13-14, Alameda CTC is focused on implementing or providing project management oversight for 43 active capital projects with a total project cost of \$4 billion. Of the fifteen projects under construction valued at more than \$2 billion, four will be complete in FY13-14. The projects team is also coordinating with the policy and finance departments on the procurement policy and coordinating with planning and programming on the Capital Investment Program/Programs Investment Program.

Ongoing project-related activities:

- Preparation of the annual strategic plan
- Quarterly reviews of projects and semi-annual presentations and reports
- Ongoing management and oversight of Measure B-funded projects
- Ongoing project development, delivery, and construction management of various projects in the Capital Improvement Program
- Monitoring and reporting on projects including updating project fact sheets

Additional project management responsibilities:

- **I-680 Southbound Express Lane operations and maintenance:** As part of a Joint Powers Authority, Alameda CTC is responsible for management, operations, and performance of the I-680 Express Lane as well as development of the annual report.

Implementation Timeline

Alameda CTC staff has developed a timeline for implementation of the FY13-14 Work Plan activities to share with the Planning, Policy, and Legislation Committee as well as the Commission. Refer to the detailed schedule in Attachment A for the timing of these activities.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Alameda CTC Work Plan Implementation Schedule for FY13-14

Staff Contacts

[Tess Lengyel](#), Deputy Director of Policy, Public Affairs and Legislation

[Beth Walukas](#), Deputy Director of Planning

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

[Patricia Reavey](#), Director of Finance



DRAFT

Work Plan Implementation Schedule for Fiscal Year 2013-2014*

			Fiscal Year 2013-2014															
Task	Planned Due Date	2013	June	July	August	September	October	November	December	January	February	March	April	May	June	Notes		
Planning/Policy																		
Countywide Transportation Plan/RTP				See countywide modal plans: (Goods Movement, Transit, Arterials, Bike and Ped)														CWTP update will begin in FY 14-15 and end in FY 16-17.
Countywide Goods Movement Collaborative	Sep-13	Establish Leadership Team and Technical team	Adopt Goods Movement Collaborative, approach and timeline by agencies for Leadership and Technical teams; integrate goods movement as a priority into Alameda CTC and partner agency work plans and legislative programs						Create a strategic approach for legislative, funding, education and policies		Hold quarterly roundtable meeting		Facilitate Focus Groups		Hold quarterly roundtable meeting			
		Develop and approve scope of plan	Release RFP; develop inventory of existing planned projects and policies	Manage consultant selection process; review initial project list to inform state process						Award contract; inventory infrastructure and assets/demographic trends; document Goods Movement benefit								
Countywide Goods Movement Plan	Nov-13																	
Countywide Transit Plan	Jun-14							Develop and approve scope	Develop and release RFP (Oct 2013); manage consultant selection process	Manage consultant selection process; award contract	Begin to develop plan; host Leadership, Technical and Focus Group meetings							
Countywide Community Based Transportation Plans	Jun-14						Develop and approve scope	Develop and release RFP (Oct 2013); manage consultant selection process	Manage consultant selection process; award contract	Begin to develop plan; host Leadership, Technical and Focus Group meetings								
Countywide Arterial Mobility Corridor Plan	Jun-14						Develop scope		Develop and release RFP (Nov 2013); manage consultant selection process	Manage consultant selection process; award contract	Begin to develop plan; host Leadership, Technical and Focus Group meetings							
2013 Congestion Management Program Update; 2012 Performance Report; 2014 LOS Monitoring Study; Countywide Travel Demand Model Update	12/5/13		Continue model update work	Review CMP Area-wide Deficiency Plan guidelines, Land Use Analysis Program, Level of Service Monitoring element, draft STIP list of projects, and Transportation Demand Management element; continue model update work	Finalize 2012 Performance Report; approve draft 2013 CMP (inventory); adopt 2012 conformity findings; continue model update work	Adopt final 2013 CMP (includes CIP/RFP inventory); adopt 2012 conformity findings; continue model update work	Develop and adopt methods to evaluate effectiveness of the Strategic Planning and Investment Policy Implementation (see Programming section for CIP/RFP and STIP details); begin 2014 LOS Monitoring Study; develop 2013 Performance Report; continue model update work		Continue model update work; continue LOS monitoring work		Finalize draft of 2013 Performance Report; continue model update work; continue LOS monitoring work				Approval of draft 2014 LOS Monitoring Study is in July 2014; the Countywide Travel Demand Model work will end September 30, 2014.			
Countywide Travel Demand Management Plan (TDM)/Guaranteed Ride Home Program (GRH)	5/23/14		Adopt Countywide TDM Strategy; review 2012 GRH Report						Implement TDM Strategy and GRH Program; manage ongoing operations					Review Countywide TDM Strategy; review 2013 GRH Report	Manage ongoing operations			
Transportation and Land Use Program/2013 Growth and Investment Strategy	5/31/14		Issue SC-TAP Call for Projects; finalize consultant on-call list	Release preliminary SC-TAP Call for Projects list	Update PDA and PCA Investment and Growth Development Strategy; approve SC-TAP projects	Adopt 2014 updated PDA Growth and Investment Strategy; begin SC-TAP projects	Begin SC-TAP projects and oversight	Adopt 2014 updated PDA Growth and Investment Strategy; begin SC-TAP projects		Begin SC-TAP projects and oversight				Begin SC-TAP projects				

Fiscal Year 2013-2014																
Task	Planned Due Date	June	July	August	September	October	November	December	January	February	March	April	May	June	Notes	
Bicycle and Pedestrian Planning and Coordination (see Programming for additional information on activities.)		Finalize Pedestrian and Bicycle Manual Counts Report	Host Complete Streets Implementation Workshop			Provide update on integrating bike and ped with travel demand model work				Prepare for Bike Month and Bike to Work Day					Hold Bike to Work Day; review 2013 Pedestrian and Bicycle Manual Counts Report	Bicycle and Pedestrian Plans update will begin in FY14-15 and end in FY16-17.
				Finalize Outreach Plan					Conduct outreach							
	Alameda CTC Procurement Policy and Procedures	12/31/14	Develop Procurement Policy				Approve Procurement Policy	Finalize Agency Procurement Policy and Procedures Manual								
2014 Legislative Program and Legislative Roundtable Meetings	12/6/14	Perform ongoing legislative coordination and analysis, and make recommendations on bill positions				Meet with legislative staff of the state, cities, counties and transit operators to discuss programs; hold quarterly Legislative Roundtable	Draft Legislative Program	Present Legislative Program to ACTAC and Commission	Adopt 2014 Legislative Program	Meet with legislative staff of the state, cities, counties and transit operators to discuss programs; hold quarterly Legislative Roundtable	Perform ongoing legislative coordination and analysis, and make recommendations on bill positions	Visit elected officials in Washington D.C.	Visit legislators in Sacramento	Meet with legislative staff of the state, cities, counties and transit operators to discuss programs; hold quarterly Legislative Roundtable	Perform ongoing legislative coordination and analysis, and make recommendations on bill positions	
Alameda CTC Publications: Annual Report, eNewsletter and Executive Director's Monthly Report	Jun-14	Publish ED Monthly Report	Publish ED Monthly Report and eNewsletter	Release CWC Annual Report to the Public	Publish ED Monthly Report and eNewsletter	Draft schedule for Annual Report; publish ED Monthly Report	Publish eNewsletter; draft Annual Report	Revise Annual Report; publish ED Monthly Report	Publish ED Monthly Report and eNewsletter; review final draft of Annual Report	Publish ED Monthly Report	Publish ED Monthly Report and eNewsletter	Post and distribute Annual Report; publish ED Monthly Report	Publish ED Monthly Report and eNewsletter	Publish ED Monthly Report		
Transportation Expenditure Plan; Ad Hoc Committee, Polling, Adoption of Final Transportation Expenditure Plan (TEP) and Request for November 2014 Ballot Placement (Preliminary schedule is subject to change.)	Dec-13	Form Ad Hoc Committee; release letter of intent for polling consultant	Review 2012 election results; provide feedback on draft polling questions; select polling consultant and develop draft polling questions	Facilitate focus groups	Perform telephone survey; review polling outcomes and determine when to go to ballot; determine length and value of anticipated revenues from on augmented sales tax; conduct public development and ballot placement implementation schedule	Make any changes necessary to existing TEP regarding projects and policies	Adopt Final TEP				Seek TEP approval from city councils, Board of Supervisors, transit agencies				Alameda CTC will request the sales tax measure on the ballot in July 2014. November 4, 2014 is election day.	
Citizens Watchdog Committee and Bicycle and Pedestrian Advisory Committee	Ongoing	Continue to review expenditures, projects and programs, and make recommendations to the Commission (BPAC)														

		Fiscal Year 2013-2014															
	Planned Due Date	Task	June	July	August	September	October	November	December	January	February	March	April	May	June	Notes	
Programming																	
			Adopt OIRAG allocations and submit programming recommendation to MTC	MTC adopts final program													
	6/30/14	One Bay Area Grant Program (OBAG): Surface Transportation Program and Congestion Mitigation and Air Quality Funds															
		Measure B Discretionary Grant Programs															
	6/30/14	Bicycle and Pedestrian															
		Express Bus															
		Paratransit															
		Transit Center Development															
		VRF Discretionary Grant Programs															
	6/30/14	Bicycle and Pedestrian (See Planning for additional information on activities.)															
		Transit															
		Technology															
	6/30/14	Transportation Fund for Clean Air (TFCA)	Review draft program	Approve final TFCA program		Annual status reports due to Alameda CTC from sponsors for ongoing projects	Submit Annual Report to Air District	Approve guidelines and expenditure plan						Review draft FY14-15 program and submit semi-annual report to the Air District	Approve final FY14-15 program		
	6/30/14	State Transportation Improvement Program (STIP)		Develop draft 2014 STIP		Approve draft 2014 STIP proposal		MTC approves 2014 STIP	Submit 2014 STIP to CTC				CTC adopts 2014 STIP				
		Capital Improvement Program/Programs Investment Program(CIP/PIP) (See Planning for more detailed 2013 CMP schedule update.)			Develop CIP Inventory	Adopt draft 2013 CMP	Adopt draft 2013 CMP	Adopt final 2013 CMP	Approve draft CIP/PIP methodology and find screening and prioritization criteria	Approve final CIP/PIP methodology and find screening and prioritization criteria	Request CIP/PIP project updates; release Call for Projects		Evaluate projects		Approve draft CIP/PIP and two-year Allocation Plan		
	7/31/14	Measure B and Vehicle Registration Fee (VRF) Pass-through Fund Compliance Report				Hold compliance workshop		Jurisdictions submit Compliance Reports	Present subinitial sheet to CWC	Release BRT to local jurisdictions	Present report card to CWC				Draft report	Staff will present Final Compliance Report in July 2014.	
		Monitoring															
	Ongoing	Programs Advisory and Planning Committee and Paratransit Technical Advisory Committee															
			Continue to review paratransit programs and make recommendations to the Commission (PAPCO)														

Fiscal Year 2013-2014																			
2013	Planned Due Date	Task	June	July	August	September	October	November	December	January	February	March	April	May	June	Notes			
Finance and Procurement																			
Annual Agency Audit	12/26/13		Perform interim audit (June 10-21); hold Commission Audit Committee pre-audit meeting; hold CWC pre-audit sub-committee meeting	Perform year-end close accounting work	Complete final audit (August 12 - 23)	Prepare draft Comprehensive Annual Financial Report (CAFR) for FY12-13	Hold combined Commission Audit Committee and CWC post-audit subcommittee meeting to review draft CAFR for FY12-13	Approve CAFR for FY12-13 by FAC	Approve CAFR for FY13-14 mid-year budget update; distribute worksheets for FY14-15 budget			Establish CWC audit subcommittee							
			Approve FY13-14 annual budget; submit CAFR for FY12-13			Develop and submit CAFR for FY13-14				Develop FY13-14 mid-year budget update	Approve FY13-14 mid-year budget update; develop FY14-15 annual budget	Develop FY14-15 annual budget	Approve Draft FY14-15 annual budget; submit FY13-14 Sales Tax Budget Update	Approve FY14-15 annual budget; submit ICAR for FY14-15					
Quarterly Investment Report	9/26/13; 11/28/13; 2/27/14; 5/22/14					Approve FY12-13 year-end Quarterly Investment Report		Approve FY13-14 first quarter Investment Report by FAC	Approve FY13-14 first quarter Investment Report		Approve FY13-14 second quarter Investment Report			Approve FY13-14 third quarter Investment Report					
Quarterly Financial Statements	11/28/13; 2/27/14; 5/22/14							Approve FY13-14 first quarter Financial Report by FAC	Approve FY13-14 first quarter Financial Report		Approve FY13-14 second quarter Financial Report			Approve FY13-14 third quarter Financial Report					
Annually Renewed Contracts	1/23/14								Approve FY14-15 Administration Support Professional Services Contracts Plan	Release RFPs	Review proposals	Negotiate contracts			Execute contracts				
Debt Issuance	Feb-2014		Draft Debt Policy	Approve Alameda CTC Debt Policy; provide update on debt issuance process and activities; approve issuance of RFQs for Bond and Disclose counsel, and underwriters	Release RFQ for Bond and Disclose counsel; release RFQ for underwriters	Review proposals; select Bond and Disclose counsel, and underwriters	Draft bond documents (Bond Indenture, Bond Purchase Agreement and Resolution); draft preliminary official statement; draft Rating Agency presentation; hold Rating Agency meetings	Approve debt issuance	Perform investor outreach; pre-price bonds	Prepare for pre-closing and closing									
Alameda CTC Overall Work Program (OWP)	Jun-2014		Establish objectives	Develop outline	Prepare draft Alameda CTC OWP (i.e., identify resources and assignments; determine work activities for new fiscal year; obtain write-ups for each planned work activities from department leads; incorporate fiscal year 2014-2015 budget, etc.)				Approve annual LBCE Utilization and Contract Award Report by FAC	Approve annual LBCE Utilization and Contract Award Report			Finalize OWP	Approve draft OWP for FY14-15					
Annual Local Business Contract Equity (LBCE) Utilization Report and Contract Award Report	9/26/13		Develop database			Develop LBCE Reports													
Database Development (ICTS/Financial)/Timecard Management System	Various		Develop Timecard Management System	Test Timecard Management System	Implement new Timecard Management System				Input historical data into new hardware database								Research new financial databases for purchase		
City-through Agencies Annual Compliance Reporting	Jan-2014				Compliance Workshop					Review and comment on pass-through agencies' compliance and audit reports									
City-through Agencies Annual Compliance Reporting	6/27/13; 1/23/2014; 4/24/2014		Provide update on office relocation; consolidation of OPEB assets; finalize 457 Plans consolidation		Commence with office relocation activities	Continue office relocation activities; migrate TICA projects into ICTS	Migrate CMA TIP projects into ICTS		Approve Salary and Benefits Resolution for calendar year 2014	Approve Loan Policy	Approve Travel and Entertainment Policy	Approve Alameda CTC Investment Policy	Review and edit draft CWC Annual Report	Assist in finalizing CWC Annual Report					

		Fiscal Year 2013-2014																
Task	Planned Due Date	2013	June	July	August	September	October	November	December	January	February	March	April	May	June	Notes		
Projects																		
Annual Strategic Plan	5/31/14					Prepare draft FY13-14 Strategic Plan publication	Publish FY13-14 Strategic Plan			Develop FY14-15 Strategic Plan		Approve draft FY14-15 Strategic Plan	Adopt FY14-15 Strategic Plan					
Semi-Annual Update	4/30/14	Perform quarterly review				Draft semi-annual update	Present semi-annual update			Perform quarterly review		Draft semi-annual update	Present semi-annual update					
Projects Management and Oversight	Ongoing									Perform ongoing project management oversight of Measure B Projects								
Projects Development and Implementation	Ongoing									Perform ongoing project development, delivery and construction management of various projects in the Capital Projects Program								
Fact Sheets Updates	Quarterly	Update and post fact sheets to the Alameda CTC website	Monitor and report on projects	Update and post fact sheets to the Alameda CTC website	Monitor and report on projects	Update and post fact sheets to the Alameda CTC website	Monitor and report on projects	Update and post fact sheets to the Alameda CTC website	Monitor and report on projects	Update and post fact sheets to the Alameda CTC website	Monitor and report on projects	Update and post fact sheets to the Alameda CTC website	Monitor and report on projects	Update and post fact sheets to the Alameda CTC website	Update and post fact sheets to the Alameda CTC website	Project reporting includes various reporting tasks (i.e., ED Monthly Report, MTC Quarterly Report, various Board Reports).		
I-680 SB Express Lane Operations & Maintenance	Ongoing	Approve annual Sunol IPA budget								Approve mid-year budget update		Release I-680 Annual Report		Perform ongoing operations and management	Approve FY14-15 budget; approve various contract extensions as-needed			

* For internal use only. This schedule is high level and intended to provide an overview of departmental activities and is subject to change.

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Memorandum

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1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 16, 2013

SUBJECT: Proposition 1B Bond Program Update and the California Transportation Commission August 2013 Meeting Summary

RECOMMENDATION: Receive an update on the Alameda CTC Proposition 1B Bond Program and the California Transportation Commission August 2013 Meeting Summary.

Summary

In 2006, in response to the substantial demand for funding to improve the Bay Area's highway system and aging infrastructure, the Alameda CTC embarked on an aggressive endeavor to attract funding from the Proposition 1B (Prop 1B) Programs for vital highway projects throughout Alameda County. In collaboration with other regional agencies and the Alameda CTC's I-Bond Working Group, a program of ten Alameda County candidate projects was submitted through the Metropolitan Transportation Commission (MTC) to the California Transportation Commission (CTC) to compete statewide for Prop 1B funds.

Ultimately, seven of the ten Alameda County candidate projects were selected by the CTC (Table 1). In August 2013, the CTC approved the allocation of \$73.4 million in TCIF I-Bond funding for the final project in the Alameda CTC Highway Bond Program. With the allocation for this final project in the Alameda CTC Highway Bond Program, Alameda CTC has successfully secured a total of \$420 million in Prop 1B Bond funding towards the delivery of an \$800 million highway program and achieved a major milestone in our continuing mission to plan, fund and deliver projects to improve mobility and to foster a vibrant and livable Alameda County.

Background

The Prop 1B Corridor Mobility Improvement Account (CMIA) program was a \$4.5 billion state wide competitive program, of which \$1.8 billion was available to Northern California aimed at improving performance on highly congested corridors. The CMIA statute required that the funds be used for "performance improvements on the state highway system, or major access routes to the state highway system on the local road system that relieve congestion by expanding capacity, enhancing operations, or otherwise improving travel times within these high-congestion travel corridors."

In 2006, the Board authorized initial funding of \$2 million in CMA TIP funds to initiate and complete project development activities for candidate projects for the Alameda County I-Bond Program. In November 2006, the Board approved and forwarded a final list of Alameda County projects and required project applications to MTC.

MTC's final recommendation which was submitted to the CTC, was adopted in January 2007, and included projects valued at \$1.9 billion. Ten Alameda County projects with a combined total funding request of \$1 billion were incorporated in the final recommendation to compete for funding from the I-Bond CMIA Fund, I-Bond Trade Corridors Improvement Fund (TCIF) Program, the ITS component of the I-Bond or Traffic Light Synchronization Program (TLSP) and the ITIP portion of the I-Bond. Ultimately, seven of the ten Alameda County candidate projects were selected by the CTC in February 2007 (Table 1) and all have been successfully delivered within the stringent Prop 1B deadlines.

Table 1: Prop 1 B Bond Program (\$ x million)			
Highway Project Description	Total Project Cost	Bond Funds	Bond Type
1. I-580 Eastbound HOV Lane (Segments 1, 2 & 3 – AUX Lanes)	\$137.2	\$55.2	CMIA
2. I-580 Westbound HOV Lane (East & West Segments)	\$143.9	\$82.4	CMIA
3. Isabel Ave., I-580 / Route 84 Interchange	\$111.7	\$45.3	CMIA
4. I-880 Southbound HOV Lane (North & South Segments)	\$106.5	\$82.6	CMIA
5. I-80 ICM (Sub-projects 1-6)	\$80.0	\$66.2	CMIA, TLSP
6. Route 84 Expressway (North & South Segments)	\$122.0	\$16.1	CMIA
7. I-880 North Safety and Operational Improvements at 23 rd /29 th Aves	\$99.9	\$73.4	TCIF
Total:	\$801.2	\$421.2	

In August 2013, the CTC approved the allocation of \$73.43 million in TCIF I-Bond funding for the final project in the Alameda CTC Highway Bond Program, the I-880 North Safety and Operational Improvements at 23rd and 29th Avenues Project (Attachment A). With this allocation, the Alameda CTC has successfully secured a total of \$420 million in Prop 1B Bond funding towards the delivery of an \$800 million highway program and achieved a major milestone in our continuing mission to plan, fund and deliver projects to improve mobility and to foster a vibrant and livable Alameda County.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. August 2013 CTC Summary for Alameda County Projects/Programs

Staff Contact

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

[Raj Murthy](#), Program Manager, Project Controls Team,

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August 2013 CTC Summary for Alameda County Projects/ Programs

Sponsor	Program / Project	Item Description	CTC Action / Discussion
Caltrans	2014 State Transportation Improvement Program (STIP)	CTC staff presented the 2014 STIP Fund Estimate and program guidelines.	Approved
Alameda CTC	Trade Corridor Improvement Fund (TCIF)/ I-880 Reconstruction, 29th-23rd Avenue project	Allocate \$73.4 M TCIF funds for the Construction Phase of the I-880 Reconstruction, 29th-23rd Avenue project.	Approved
Caltrans	State Route 238 Local Alternative Transportation Improvement Program (LATIP)/ Route 238 Corridor Improvements (from Industrial Parkway to the I-580 ramp near Apple Avenue)	Allocate \$8.1 Million for the LATIP Route 238 Corridor Improvements project	Approved
Caltrans	American Recovery and Reinvestment Act of 2009 (ARRA) / State Route 24 Caldecott Tunnel 4th Bore Project	Allocate \$2.8 Million supplemental ARRA funds for construction support phase of the State Route 24 Caldecott Tunnel Fourth Bore project.	Approved

http://www.dot.ca.gov/hq/transprog/ctcbooks/2013/0813/00_Timed.pdf

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Memorandum

9.2

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

DATE: September 16, 2013

SUBJECT: 2014 State Transportation Improvement Program (STIP): Draft Regional Transportation Improvement Program (RTIP) and Interregional Transportation Improvement Program (ITIP) Candidates

RECOMMENDATION:

1. Approve Draft list of projects to be programmed in the Regional Transportation Improvement Program (RTIP) of the 2014 State Transportation Improvement Program (STIP).
2. Approve proposed ITIP candidate to be submitted to Caltrans

Summary

The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources administered by the California Transportation Commission (CTC). 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, any new STIP programming capacity is made available in the last two years of the five year STIP period. The 2014 STIP will cover fiscal years 2014/2015 -2018/19.

At the May 2013 meeting, the Commission approved the 2014 STIP Principles for the development of the 2014 STIP. The CTC approved a Final Fund Estimate in August, which includes about \$28.5 million of programming capacity in the 2014 STIP for the Alameda CTC to program to projects.

The California Department of Transportation (Caltrans) is responsible for developing the ITIP list of projects. ITIP funds may be used in any part of the state for Interregional highway, rail and fixed guideway improvements. Staff recommends proposing the project development phase of the I-680 NB HOV/HOT from Route 84 in Alameda County to Route 237/Calaveras Blvd. project for the ITIP.

Background

The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources. Senate Bill 45 (SB 45) was signed into law in 1996 and had significant impacts on the regional transportation planning and programming process.

The statute delegated major funding decisions to a local level and allows the Alameda CTC to have a more active role in selecting and programming transportation projects. SB 45 changed the transportation funding structure; modified the transportation programming cycle, program components, and expenditure priorities.

The STIP is composed of two sub-elements: 75% of the STIP funds going towards the Regional Transportation Improvement Program (RTIP) and 25% going to the Interregional Transportation Improvement Program (ITIP).

The Alameda CTC adopts and forwards a program of RTIP projects to the Metropolitan Transportation Commission (MTC) for each STIP cycle. As the Regional Transportation Planning Agency (RTPA) for the nine-county Bay Area, MTC is responsible for developing the regional priorities for the RTIP. MTC approves the region's RTIP and submits it to the CTC for inclusion in the STIP.

At the August 2013 meeting, the CTC approved a Final 2014 STIP Fund Estimate (Attachment A). The fund estimate assumptions included a statewide negative balance of programming capacity in the first three years (FY 14/15 to FY 16/17) and the majority of new available capacity in the last two years of the STIP period (FY 17/18 and 18/19). In effect, this implies the CTC will be looking to defer some existing programming commitments in the first three years into the outer years, as well as consider new programming in the outer two years.

RTIP

The 2014 STIP Fund Estimate includes a total of about \$32 million RTIP funds for Alameda County. Based on anticipated regional policy (and existing regional commitments) that will be included in a MTC Regional 2014 STIP policy, the Alameda CTC will have about \$28.5 M available to program. The MTC Region 2014 STIP Policy is scheduled to be approved on September 25, 2013. Due to the schedule of the STIP process, we initiate the process in spring and consider items concurrently with MTC and CTC actions. This strategy allows us to meet the CTC mandated schedule.

\$32.0 M	2014 Fund Estimate for Alameda County
\$ 2.0 M	ARRA Backfill (Caldecott Tunnel)*
\$ 0.3 M	Less STIP Administration funds for MTC
<u>\$ 1.2 M</u>	Less STIP Administration funds for Alameda CTC
\$28.5 M	2014 STIP Funds Available to Program

** In 2009, MTC programmed regional ARRA funds on the Caldecott Tunnel project, replacing \$7 million in unavailable RTIP funding (thereby freeing up \$2 million in Alameda County RTIP and \$5 million in Contra Costa County RTIP). The \$2 million deduction in Alameda County will be available to MTC in the 2014 STIP for programming as payback of the regional ARRA funds used to backfill RTIP funding for the Caldecott Tunnel.*

The MTC region's STIP proposal (i.e. the RTIP) is due to the CTC in December 2013. Correspondingly, the counties' proposals are due to the MTC in late October 2013. The 2014 STIP Development Schedule (Attachment B) assumes the Alameda CTC Board considering approval of Alameda County's 2014 RTIP in October 2013.

Staff is requesting Commission approval of a Draft 2014 RTIP Program of projects (Attachment C) consistent with the principles approved by the Commission in May 2014 (Attachment D). The principles for developing the 2014 RTIP Project List prioritized consideration of previously approved STIP commitments. A number of commitments related to the programming of Alameda County STIP shares have been approved beginning with funds programmed in the 2008 STIP cycle. These commitments included Resolution 3434 projects and funds required to "payback" Measure B advances for project development work on Proposition 1B Infrastructure Bond funded projects. Local funds committed to the I-Bond project development work helped leverage and deliver approximately \$500 Million of state funded projects.

Certain previous STIP commitments have been fulfilled, but many remain for consideration in the upcoming 2014 STIP cycle. The summary attached to the proposed principles provides a status of the previously approved STIP commitments. It is anticipated that the previously approved STIP commitments, or portions of those commitments, may also be fulfilled by the programming of funds other than STIP funds in the context of the proposed uniform approach to programming all sources of transportation funding available through the Alameda CTC.

A call for projects for the 2014 STIP was not issued since the programming needs of the existing STIP commitments far exceed the programming capacity made available through the 2014 STIP program. This approach is consistent with the 2014 STIP principles approved by the Commission in May 2014. Any STIP commitments that are not addressed as a part of the 2014 STIP cycle will be considered in future STIP programming cycles.

ITIP

The California Department of Transportation (Caltrans) is responsible for developing the ITIP list of projects. ITIP funds may be used in any part of the state for Interregional highway, rail and fixed guideway improvements. The CTC does not have any fixed methodology / formula distribution for ITIP. In 2012, the MTC Region received \$35.5 Million of \$281.2 Million available statewide (Approximately 12.6%) MTC Region's Population share compared to state is about 20%. The 2014 STIP FE indicates \$289.2 Million ITIP available statewide.

MTC's Proposed 2014 ITIP Principles (Attachment G) include:

- Support high cost-benefit ratio projects on the State Highway System (i.e. Freeway Performance Initiative)
- Support HOV gap closures, Regional Express Lanes
- Support High speed rail early investments and intercity/commuter rail

- Support future goods movement and trade corridors

Staff considered Potential ITIP candidates within Alameda County including:

1. I-680 NB HOV/HOT from Route 84 in Alameda County to Route 237/Calaveras Blvd. project
2. I-680 HOV/ HOT gap closure (between SR-84 and I-580 Express lanes); and
3. I-580/680 Interchange Project.

Staff recommends proposing the project development phase of the I-680 NB HOV/HOT from Route 84 in Alameda County to Route 237/Calaveras Blvd. project for the ITIP. The project is consistent with MTC's 2014 ITIP Policy (Supports HOV Gap Closures) and with initial project development work underway it has a more definitive scope, schedule and cost information compared to the other ITIP candidates considered.

Although the I-680 HOV /HOT gap closure project (between SR-84 and I-580 Express lanes) and the I-580/680 Interchange projects are regionally significant improvements, based on the funding need and project development schedule, staff recommends deferring these candidates to the next round of ITIP funds.

Fiscal Impact: There is no fiscal impact.

Attachments:

- A. 2014 STIP Fund Estimate
- B. 2014 STIP Development Schedule
- C. Draft 2014 STIP Program
- D. 2014 STIP Principles
- E. ACCMA Resolution 08-018
- F. ACCMA Resolution 08-006 Rev.
- G. MTC's Proposed 2014 ITIP Principles

Staff Contact:

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

[Matt Todd](#), Principal Transportation Engineer

[Vivek Bhat](#), Senior Transportation Engineer

2014 STIP Fund Estimate
County and Interregional Shares
 Table 2. Summary of Targets and Shares
 (,000)

County	2014 STIP Programming		
	Total Target	Maximum	TE Target
	Target through 2018-19	Estimated Share through 2019-20	Target through 2018-19
Alameda	32,031	49,551	0
Alpine	2,147	2,668	0
Amador	2,377	3,559	0
Butte	18,480	21,976	0
Calaveras	2,415	3,823	0
Colusa	2,407	3,343	0
Contra Costa	25,552	37,542	0
Del Norte	0	0	0
El Dorado LTC	0	0	0
Fresno	15,872	29,067	0
Glenn	3,483	4,463	0
Humboldt	423	3,946	0
Imperial	17,405	23,626	0
Inyo	18,461	23,303	0
Kern	28,350	46,137	0
Kings	0	0	0
Lake	7,520	9,050	0
Lassen	5,391	7,631	0
Los Angeles	167,168	273,126	0
Madera	0	0	0
Marin	0	0	0
Mariposa	3,111	4,027	0
Mendocino	6,720	10,009	0
Merced	19,080	23,412	0
Modoc	3,653	4,849	0
Mono	14,770	18,367	0
Monterey	14,102	20,338	0
Napa	6,606	8,763	0
Nevada	0	916	0
Orange	62,339	95,004	0
Placer TPA	0	0	0
Plumas	5,214	6,550	0
Riverside	66,804	95,687	0
Sacramento	46,577	63,174	0
San Benito	0	0	0
San Bernardino	51,066	84,274	0
San Diego	34,490	71,613	0
San Francisco	12,414	21,306	0
San Joaquin	23,713	32,708	0
San Luis Obispo	7,372	13,995	0
San Mateo	20,239	29,287	0
Santa Barbara	1,927	9,386	0
Santa Clara	17,074	37,888	0
Santa Cruz	5,534	9,118	0
Shasta	14,204	18,041	0
Sierra	2,251	2,885	0
Siskiyou	7,286	9,916	0
Solano	10,564	15,995	0
Sonoma	0	0	0
Stanislaus	14,697	21,351	0
Sutter	3,955	5,489	0
Tahoe RPA	2,981	3,795	0
Tehama	6,244	8,194	0
Trinity	3,016	4,399	0
Tulare	8,316	16,535	0
Tuolumne	11,245	12,774	0
Ventura	29,858	40,956	0
Yolo	13,148	16,353	0
Yuba	5,116	6,290	0
Statewide Regional	905,168	1,386,455	0
Interregional	292,229	460,942	0
TOTAL	1,197,397	1,847,397	0

	New Capacity
Statewide Flexible Capacity	1,909,730
Statewide PTA Capacity	(378,695)
Statewide TE Capacity	(333,638)
Total STIP Capacity	1,197,397

2014 Fund Estimate
County and Interregional Shares
Table 3. Calculation of New Programming Targets and Shares - Total
(\$1,000's)

County	Net Carryover		2014 STIP Share through 2018-19			
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Add Back Lapses 11-12/12/13	Net Share (Total Target)	Net Advance
Alameda	2,000	0	30,031	0	32,031	0
Alpine	1,255	0	892	0	2,147	0
Amador	350	0	2,027	0	2,377	0
Butte	12,488	0	5,992	0	18,480	0
Calaveras	0	0	2,415	0	2,415	0
Colusa	673	0	1,604	130	2,407	0
Contra Costa	5,000	0	20,552	0	25,552	0
Del Norte	0	(11,560)	1,497	0	0	(10,063)
El Dorado LTC	0	(9,478)	4,203	0	0	(5,275)
Fresno	0	(8,176)	22,618	1,430	15,872	0
Glenn	1,802	0	1,680	1	3,483	0
Humboldt	0	(5,655)	6,038	40	423	0
Imperial	6,741	0	10,664	0	17,405	0
Inyo	9,824	0	8,299	338	18,461	0
Kern	0	(2,711)	30,488	573	28,350	0
Kings	0	(17,941)	4,474	0	0	(13,467)
Lake	4,665	0	2,623	232	7,520	0
Lassen	652	0	3,839	900	5,391	0
Los Angeles	0	(17,809)	181,619	3,358	167,168	0
Madera	0	(14,078)	4,162	0	0	(9,916)
Marin	0	(39,820)	5,617	245	0	(33,958)
Mariposa	1,541	0	1,570	0	3,111	0
Mendocino	1,081	0	5,639	0	6,720	0
Merced	11,655	0	7,425	0	19,080	0
Modoc	1,373	0	2,048	232	3,653	0
Mono	8,439	0	6,166	165	14,770	0
Monterey	0	(6,844)	10,690	10,256	14,102	0
Napa	2,678	0	3,698	230	6,606	0
Nevada	0	(4,118)	3,179	0	0	(939)
Orange	0	(1,653)	55,992	8,000	62,339	0
Placer TPA	0	(45,878)	7,625	0	0	(38,253)
Plumas	2,925	0	2,289	0	5,214	0
Riverside	15,380	0	49,508	1,916	66,804	0
Sacramento	17,630	0	28,447	500	46,577	0
San Benito	0	(6,819)	1,969	0	0	(4,850)
San Bernardino	0	(5,969)	56,920	115	51,066	0
San Diego	0	(29,142)	63,632	0	34,490	0
San Francisco	0	(2,827)	15,241	0	12,414	0
San Joaquin	7,957	0	15,418	338	23,713	0
San Luis Obispo	0	(4,624)	11,354	642	7,372	0
San Mateo	3,728	0	15,511	1,000	20,239	0
Santa Barbara	0	(12,288)	12,785	1,430	1,927	0
Santa Clara	0	(19,262)	35,676	660	17,074	0
Santa Cruz	0	(611)	6,145	0	5,534	0
Shasta	7,628	0	6,576	0	14,204	0
Sierra	1,043	0	1,087	121	2,251	0
Siskiyou	2,470	0	4,509	307	7,286	0
Solano	1,256	0	9,308	0	10,564	0
Sonoma	0	(21,840)	11,444	1,204	0	(9,192)
Stanislaus	3,292	0	11,405	0	14,697	0
Sutter	1,327	0	2,628	0	3,955	0
Tahoe RPA	1,585	0	1,396	0	2,981	0
Tehama	2,422	0	3,343	479	6,244	0
Trinity	586	0	2,370	60	3,016	0
Tulare	0	(6,022)	14,088	250	8,316	0
Tuolumne	8,626	0	2,619	0	11,245	0
Ventura	9,335	0	19,023	1,500	29,858	0
Yolo	6,739	0	5,494	915	13,148	0
Yuba	3,004	0	2,012	100	5,116	0
Statewide Regional	169,150	(295,125)	867,563	37,667	905,168	(125,913)
Interregional	0	(13,246)	289,188	16,287	292,229	0
TOTAL	169,150	(308,371)	1,156,751	53,954	1,197,397	(125,913)
Statewide Flexible Capacity					1,909,730	
Statewide PTA Capacity					(378,695)	
Statewide TE Capacity					(333,638)	
Total					1,197,397	

2014 STIP Development Schedule

Alameda CTC Activity	Date	MTC/ CTC Activity
<ul style="list-style-type: none"> • Approve 2014 STIP Schedule 	April 2013	
<ul style="list-style-type: none"> • Alameda CTC Approve 2014 STIP Principles 	May 2013	<ul style="list-style-type: none"> • CTC Approve Final Fund Estimate Assumptions
	June 2013	<ul style="list-style-type: none"> • CTC Releases Draft Fund Estimate (June 11th) • CTC Releases Draft STIP Guidelines
	July 2013	<ul style="list-style-type: none"> • MTC Reviews Draft RTIP Policies
	August 2013	<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 Commission 	September 2013	<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 Commission 	October 2013	
	November 2013	<ul style="list-style-type: none"> • MTC Approves RTIP
	December 2013	<ul style="list-style-type: none"> • RTIP due to CTC
	April 2014	<ul style="list-style-type: none"> • CTC Adopts 2014 STIP

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. 9

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Alameda County - Draft 2014 STIP Program

Index #	Project	Previously Approved Priorities Amount (\$ x 1,000)	Proposed for 2014 STIP (\$ x 1,000)	Notes
1	Alameda County I-Bond Projects	8,000	8,000	<ul style="list-style-type: none"> \$8M of local funds approved by Alameda CTC July 2012. Prioritized programming included in previous ACCMA Board actions See Note 1
2	Route 84 Expressway (South Segment)	12,000	12,000	<ul style="list-style-type: none"> Includes R/W acquisition, utility relocation, etc. Prioritized programming for I-Bond shortfall See Note 1
3	Route 24 Corridor – Caldecott Settlement Projects	4,000	2,000	<ul style="list-style-type: none"> \$8M included with Resolution 08-006 Rev. \$2M fulfilled by MTC ARRA Exchange \$2M fulfilled in 2012 STIP
4	Dumbarton Rail Project	91,000	0	<ul style="list-style-type: none"> The Dumbarton Rail Corridor Project (DRC) is included in the Plan BayArea as “environmental only,” No priority for future capital funding is identified in the long range plan. The environmental phase of the DRC is fully funded by existing fund sources Will continue discussions with project partners regarding project delivery strategy
5	BART Warm Springs Extension	65,500	0	<ul style="list-style-type: none"> \$69M included with Resolution 08-018 Dec. 2008 \$3.5M fulfilled in 2012 STIP (Warm Springs Station Access Improvement – Automall Project) The capital phase of the Warm Springs Extension Project (WSX) is fully funded by existing sources. Will continue discussions with project partners regarding project delivery strategy

Alameda County - Draft 2014 STIP Program

Index #	Project	Previously Approved Priorities Amount (\$ x 1,000)	Proposed for 2014 STIP (\$ x 1,000)	Notes
6	AC Transit Bus Rapid Transit Project	35,300	6,300	<ul style="list-style-type: none"> • \$40M included with Resolution 08-018 Dec. 2008 • \$3.0 M fulfilled in 2012 STIP (combined with Lifeline Backfill commitment) • \$1.5M fulfilled with Lifeline/MB Express Bus funding • \$200K MB Express Bus funds through FY12-13 coordinated Program • Need to account for “credit” applied based on programming “other” grants / funds
7	I-880 Broadway/Jackson Interchange	3,000	0	<ul style="list-style-type: none"> • \$3M included with Resolution 08-018 Dec. 2008 • \$2.5M fulfilled in 2012 STIP • No additional STIP funds required at this time
8	I-880 Corridor Project	1,900	0	<ul style="list-style-type: none"> • \$1.9M included with Resolution 08-018 Dec. 2008 • \$1M fulfilled in 2012 STIP • Included under Index #1 (Alameda County I-Bond Projects)
9	I-880/Mission Blvd. (Rte 262) Landscaping	3,500		<ul style="list-style-type: none"> • \$3.5M included with Resolution 08-018 Dec. 2008 • \$3.5M fulfilled in 2012 STIP • Caltrans has identified \$4.871 M additional need
10	Grand Boulevard Streetscape project on El Camino Real (SR 82) in 15/16 FY or Station Enhancement project in FY 17/18 (San Mateo- CCAG)	200	200	<ul style="list-style-type: none"> • 2008 STIP TE-Reserve Exchange payback

Summary of Previously Adopted Alameda County STIP-RIP Commitments				
<p>Notes:</p> <ol style="list-style-type: none"> Resolution 08-018 identified projects in Alameda County funded by CMIA, TCIF or TLSP I-Bond funding collectively as “Infrastructure Bond Projects,” including the construction phase, and committed prioritized programming for the commitment to the Infrastructure Bond Projects. Resolution 08-018 identified three projects collectively referred to as “Reso 3434 Projects:” 1) BART Warm Springs Extension; 2) AC Transit Bus Rapid Transit (BRT) Project; and 3) Dumbarton Rail Project. Resolution 08-018 requires that up to fifty percent (50%) of any new STIP programming capacity be programmed to the Reso 3434 Projects; and that a minimum of twenty-five percent (25%) of any new STIP programming capacity be programmed to the BART Warm Springs Extension Project if all programming requirements are met. 				
Index #	Project	Previously Approved Priorities Amount (\$ x 1,000)	Proposed for 2014 STIP (\$ x 1,000)	Notes
	Total		28,500	

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Principles for the Development of the 2014 STIP Project List

Approved by Alameda CTC Board on May 23, 2013

- All current sponsors will be required to provide updated project definition, status, schedule, cost and funding information for currently programmed projects.
- Previous commitments for STIP programming, included in the attached list, will be considered during the development of the 2014 STIP project list.
- It is anticipated that any new funding programmed in the 2014 STIP will be made available in FY's 2017/18 and 2018/19.
- Any project submitted for funding must be consistent with the Countywide Transportation Plan and satisfy all requirements for programming into the STIP.
- Projects recommended for STIP programming must demonstrate readiness to meet applicable programming, allocation and delivery deadlines associated with STIP programming.
- Consideration of the following are proposed for the prioritization required for the development of the 2014 STIP project list:
 - ◆ The principles and objectives set forth in the draft "Policy Framework for Planning, Programming and Monitoring" being developed by the Alameda CTC to improve the connection between the planning and programming related to transportation funding in Alameda County;
 - ◆ Previous commitments for STIP programming approved by the Alameda CTC (as described in the attached summary);
 - ◆ The degree to which a proposed project, or other activity intended to be funded by transportation funding programmed by the Alameda CTC, achieves or advances the goals and objectives included in the Countywide Transportation Plan; and
 - ◆ Maintaining a balance of projects in various phases of project delivery with viable project implementation strategies based on project-specific information provided by applicants related to the following aspects of project delivery:
 - The current phase of project delivery, i.e. planning/scoping, preliminary engineering/environmental, design, right of way, or construction;
 - The status of environmental clearance;
 - The project cost/funding plan by phase;
 - The potential for phasing of initial segment(s) which are fully-funded and provide independent benefit; and
 - Potential impediments, i.e. risks, to successful project implementation in accordance with the proposed project delivery schedule.

Attachment(s):

Table A: Summary of Previously Approved Alameda County STIP-RIP Commitments

Table A: Summary of Previously Adopted Alameda County STIP-RIP Priorities			
Project	Previously Approved Priorities Amount (\$ x 1,000)	Notes	
Alameda County I-Bond Projects	\$ 8,000	<ul style="list-style-type: none"> • \$8M approved by Alameda CTC July 2012. • Prioritized programming included in previous ACCMA Board actions • See Note 1 	
Route 24 Corridor	\$ 4,000		
Dumbarton Rail Project	\$ 91,000	<ul style="list-style-type: none"> • \$91M identified to satisfy MTC Resolution 3434 requirement, which will be superseded by Plan Bay Area • See Note 2 and Note 3 	
BART Warm Springs Extension	\$ 69,000	<ul style="list-style-type: none"> • \$69M identified to satisfy MTC Resolution 3434 requirement, which will be superseded by Plan Bay Area • \$3.5M fulfilled in 2012 STIP (Warm Springs Station Access Improvement – Automall Project) • See Note 2 and Note 3 	
AC Transit Bus Rapid Transit Project	\$ 40,000	<ul style="list-style-type: none"> • \$40M identified to satisfy MTC Resolution 3434 requirement, which will be superseded by Plan Bay Area • \$3M fulfilled in 2012 STIP (combined with Lifeline Backfill commitment) • \$1.5M fulfilled with Lifeline/MB Express Bus funding • See Note 2 and Note 3 	
I-880 Broadway/Jackson Interchange	\$ 3,000		
I-880 Corridor Project	\$ 1,900		

Table A: Summary of Previously Adopted Alameda County STIP-RIP Commitments**Notes:**

1. Resolution 08-018 identified projects in Alameda County funded by CMIA, TCIF or TLSP I-Bond funding collectively as “Infrastructure Bond Projects,” including the construction phase, and committed prioritized programming without specifying an amount for the commitment to the Infrastructure Bond Projects.
2. Resolution 08-018 identified three projects collectively referred to as “Reso 3434 Projects:” 1) BART Warm Springs Extension; 2) AC Transit Bus Rapid Transit (BRT) Project; and 3) Dumbarton Rail Project. Resolution 08-018 requires that up to fifty percent (50%) of any new STIP programming capacity be programmed to the Reso 3434 Projects; and that a minimum of twenty-five percent (25%) of any new STIP programming capacity be programmed to the BART Warm Springs Extension Project if all programming requirements are met.
3. The standing of the Reso 3434 Projects in the Region’s transportation planning and funding arena is currently under review in the context of the draft Regional Transportation Plan (RTP), or “Plan Bay Area,” which is being developed by the MTC. For example: 1) The Dumbarton Rail Corridor Project (DRC) is included in the Draft Plan Bay Area as “environmental only,” which indicates that no priority for future capital funding is identified in the long range plan. The environmental phase of the DRC is fully funded by existing fund sources, 2) The capital phase of the Bus Rapid Transit Project (BRT) is partially funded by a priority for future funding in the Plan Bay Area, and 3) The capital phase of the Warm Springs Extension Project (WSX) is fully funded by existing sources.

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ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

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ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY RESOLUTION 08-018

AC Transit
Director
Greg Harper

Alameda County
Supervisors
Nate Milley
Scott Haggerty

City of Alameda
Mayor
Beverly Johnson
Vice Chair

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
Councilmember
Robert Wieckowski

City of Hayward
Councilmember
Olden Henson

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
Chair

Executive Director
Dennis R. Fay

State Transportation Improvement Program (STIP) Commitments

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

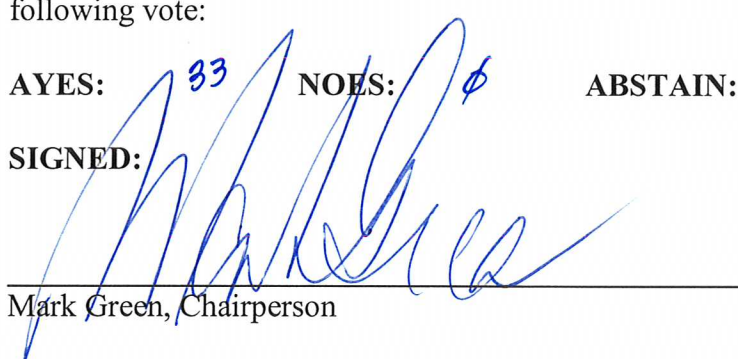
BE IT FURTHER RESOLVED, the ACCMA will not commit to a year of programming for RESOLUTION 3434, PREVIOUS STIP COMMITMENT and INFRASTRUCTURE BOND Projects prior to a STIP programming cycle; and

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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**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 Wieckowski

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:

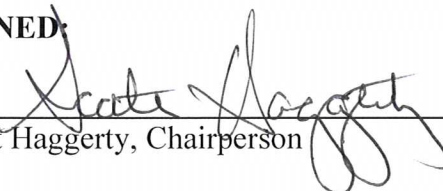
AYES: 33

NOES: 0

ABSTAIN: 0

ABSENT: 0

SIGNED:



Scott Haggerty, Chairperson

ATTEST:



Gladys V. Parmelee, Board Secretary



**METROPOLITAN
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Memorandum

TO: CMA Directors

DATE: April 26, 2013

FR: Kenneth Kao, MTC

RE: Framework for Interregional Transportation Improvement Program (ITIP)

Background

The State Transportation Improvement Program (STIP) includes two parts, one managed by the regions, and the other managed by Caltrans. The Interregional Transportation Improvement Program (ITIP) comprises of 25% of the STIP, and may be used in any part of the state for interregional highway, rail, and fixed guideway improvements. MTC staff would like to discuss a framework for prioritizing future ITIP projects in order to maximize the region's programming of regionally significant projects.

Prior Funded Projects

The amount of ITIP funding the region receives varies greatly from year to year. In the 2012 STIP, for example, the region received \$35.5 million of \$281.2 million available statewide, or about 12.6%. The region's population share is about 20% of the state. Below is the current ITIP list:

- Contra Costa Co.: Oakley to Pt. Chicago Track Improvements (\$20.5 million)
- Marin/Sonoma Co.: US-101 MSN San Antonio Curve Correction (\$65.6 million)
- Solano Co.: I-80/680 Connector Landscaping (\$2.5 million)
- Alameda Co.: Gateway Park at foot of San Francisco-Oakland Bay Bridge (\$15 million)

Previous Proposed Principles

Attached is the memo that was presented at the CMA Directors Meeting in April 2012. MTC staff proposes the same principles in considering future ITIP projects.

- Support high cost-benefit ratio projects on the State Highway System (such as Freeway Performance Initiative (FPI) projects)
- Support High-Occupancy Vehicle (HOV) lane gap closures, with emphasis on those that support the Regional Express Lane Network.
- Support high speed rail early investments and intercity/commuter rail
- Support future goods movement and trade corridors

Recommendation

Staff encourages CMA and Caltrans support of these proposed principles in developing future ITIP proposals, starting with the 2014 STIP. MTC staff will share at the CMA meeting a list of example projects that fit into the above principles for discussion and consideration.

J:\PROJECT\Funding\STIP\ITIP\Strategies\CMA Mtg - Apr 2013 - ITIP Strategy Cover.docx



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Memorandum

TO: CMA Executive Directors and Caltrans

DATE: April 27, 2012

FR: Ross McKeown

RE: ITIP Strategy: Guiding Principles for Plan Bay Area

Over the last two months, MTC staff participated in discussions about potential future Interregional Transportation Improvement Program (ITIP) projects, which included Congestion Management Agency (CMA)-submitted priorities. MTC's near-term goal is to develop a policy framework for Plan Bay Area that can also be used to guide more specific regional ITIP priorities in future State Transportation Improvement Program (STIP) cycles.

The proposed principles for Plan Bay Area ITIP prioritization are outlined below for discussion:

- Support high cost-benefit ratio projects on the State Highway System (such as Freeway Performance Initiative projects)
- Jumpstart the Regional Express Lane program and support High-Occupancy Vehicle (HOV) gap closures beyond the regional backbone
- Support future goods movement and trade corridors
- Support high speed rail early investments and intercity/commuter rail

Appendix 2 and 3 (attached) from the April 2012 Draft Plan Bay Area transportation investment strategy show proposed ITIP funding details. Aside from two regional programs (Freeway Performance Initiative and Regional Express Lane), MTC staff envisions that the remaining projects will be selected from projects already proposed in Plan Bay Area's county priorities program of projects. Over \$700 million in ITIP funding was therefore assigned to county priorities. This ITIP funding will help round out the financial constraint for Plan Bay Area.

We are seeking your input on the broad principles for Plan Bay Area. The next step following adoption of the Plan Bay Area investment strategy would be to define the specific ITIP candidate projects for the 2014 and 2016 STIP cycles, consistent with the principles.

Appendix 2: Plan Bay Area Investment Detail

\$ Millions (YOE)

Proposed Trade-Off Investment	RTIP	ITIP	STIP-TE	STP & CMAQ	Gas Tax	Anticipated	New Starts / Small Starts	New Bridge Tolls	STA & JARC	TFCA & AB434	High Speed Rail	Sales Tax Reauthorizations	Total (\$M YOE)
Fix-It-First*	-	-	-	2,300	2,500	4,747	-	1,937	767	-	-	1,589	13,840
Transit	-	-	-	2,300	2,500	4,747	-	1,037	767	-	-	1,589	12,940
Highways & Bridges	-	-	-	-	-	-	-	900	-	-	-	-	900
High Performing Projects	-	435	-	400	-	2,271	1,838	390	-	-	1,493	1,138	7,965
Regional Programs	-	300	1,096	4,707	2,592	6,982	-	400	-	90	-	-	16,167
OneBayArea Grant	-	-	1,096	3,897	2,592	6,482	-	-	-	-	-	-	14,067
Climate Policy Initiatives	-	-	-	410	-	-	-	200	-	90	-	-	700
Express Lanes	-	300	-	-	-	300	-	-	-	-	-	-	600
Transit Performance Initiative	-	-	-	100	-	200	-	200	-	-	-	-	500
Priority Conservation Areas & PDA and other Planning Activities	-	-	-	300	-	-	-	-	-	-	-	-	300
County Priorities	6,019	727	-	-	-	-	-	-	-	-	-	9,386	16,132
Reserve for New/Small Starts and High Speed Rail Projects	-	-	-	-	-	-	662	-	-	-	1,007	-	1,669
Grand Total	6,019	1,462	1,096	7,407	5,092	14,000	2,500	2,727	767	90	2,500	12,113	55,773

* Funding for Fix-It First for Local Streets and Roads included in OneBayArea Grant.

Appendix 3: Plan Bay Area High Performing Projects Funding Strategy

\$ Millions (YOE)

High Performing Project	ITIP	STP & CMAQ	Anticipated	New Starts / Small Starts	New Bridge Tolls	High Speed Rail	Sales Tax Reauthorizations	Total
BART Metro: Phase 1 – Bay Fair*	-	-	-	-	50	-	100	150
Treasure Island Congestion Pricing	-	-	8	-	-	-	-	8
S.F. Congestion Pricing	-	-	54	-	-	-	50	104
Grand-MacArthur BRT	-	-	-	30	-	-	7	37
Irvington BART Station	-	-	-	-	-	-	127	127
SFMTA Transit Effectiveness	-	-	-	-	40	-	114	154
Caltrain Service Frequency & Electrification	-	-	59	-	-	558	-	617
BART to San Jose: Phase 2 – Berryessa to Santa Clara)	-	-	-	1,100	-	378	298	1,776
Van Ness BRT	-	-	-	30	-	-	29	59
Better Market Street	-	-	256	-	-	-	-	256
Freeway Performance Initiative**	435	400	1,894	-	-	-	-	2,729
Other Transit Expansion Projects	-	-	-	678	300	557	413	1,948
Total	435	400	2,271	1,838	390	1,493	1,138	7,965

*The total BART Metro Project is close to \$1B in total cost. Current funding proposal is for Phase 1.

**Includes San Mateo and Santa Clara ITS projects.