



COMMISSION MEETING NOTICE

Thursday, June 27, 2013 2:00 P.M.

1333 Broadway, Suite 300

Oakland, California 94612

(see map on last page of agenda)

Commission Chair

Scott Haggerty, Supervisor-District 1

Commission Vice Chair

Rebecca Kaplan, Councilmember,
City of Oakland

AC Transit

Elsa Ortiz, Director

Alameda County

Supervisors

Richard Valle – District 2

Wilma Chan – District 3

Nate Miley – District 4

Keith Carson – District 5

BART

Thomas Blalock, Director

City of Alameda

Marilyn Ezzy Ashcraft, Vice Mayor

City of Albany

Peggy Thomsen, Mayor

City of Berkeley

Laurie Capitelli, Councilmember

City of Dublin

Tim Sbranti, Mayor

City of Emeryville

Ruth Atkin, Councilmember

City of Fremont

Suzanne Chan, Councilmember

City of Hayward

Marvin Peixoto, Councilmember

City of Livermore

John Marchand, Mayor

City of Newark

Luis Freitas, Councilmember

City of Oakland

Larry Reid, Vice Mayor

City of Piedmont

John Chiang, Mayor

City of Pleasanton

Jerry Thorne, Mayor

City of San Leandro

Michael Gregory, Vice Mayor

City Of Union City

Carol Dutra-Vernaci, Mayor

Executive Director

Arthur L. Dao

Scott Haggerty
Rebecca Kaplan

Chair
Vice Chair

Arthur L. Dao
Vanessa Lee

Executive Director
Clerk of the Commission

AGENDA

Copies of individual Agenda items are available online at:

www.alamedactc.org

1 Pledge of Allegiance

2 Roll Call

3 Public Comment

Members of the public may address the Commission during “Public Comment” on any item not on the agenda. Public comment on an agenda item will be heard as part of that specific agenda item. Only matters within the Commission’s jurisdictions may be addressed. If you wish to comment make your desire known by filling out a speaker card and handing it to the Clerk of the Commission. Please wait until the Chair calls your name. Walk to the microphone when called; give your name, and your comments. Please be brief and limit comments to the specific subject under discussion. Please limit your comment to three minutes.

4 Chair/Vice Chair Report

5 Executive Director Report

6 Approval of Consent Calendar

- | | | |
|-----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|
| 6A. | Approval of Minutes of May 23, 2013– Page 1 | A |
| 6B. | I-580 Corridor High Occupancy Vehicle (HOV) Lane Projects Monthly Progress Report– Page 7 | I |
| 6C. | I-580 Express (HOT) Lane Projects Monthly Progress Report – Page 17 | I |
| 6D. | Congestion Management Program (CMP): Summary of the Alameda CTC’s Review and Comments on Environmental Documents and General Plan Amendments– Page 33 | I |
| 6E. | Approval of the Southbound I-680 Express Lane Evaluation “After” Study Report– Page 41 | A |
| 6F. | California Transportation Commission (CTC) May 2013 Meeting Summary – Page 67 | I |
| 6G. | Approval of Final FY 2012/13 Coordinated Funding Program – Page 71 | A |

- 6H. [Approval of Transportation Fund for Clean Air \(TFCA\) Draft FY 2013/14 Program and At Risk Report](#)– **Page 95** A
- 6I. [Approval of Altamont Commuter Express \(ACE\) Baseline Service Plan for FY 2013/14](#)– **Page 105** A
- 6J. [Approval of State Transportation Improvement Program \(STIP\) At Risk Report](#)– **Page 117** A
- 6K. [Approval of Federal Surface Transportation/Congestion Mitigation and Air Quality \(STP/CMAQ\) Program At Risk Report](#)– **Page 125** I
- 6L. [Approval of Fiscal Year 2013/2014 Measure B Paratransit Program Plans](#) – **Page 141** A
- 6M. [I-880 North Safety and Operational Improvements at 23rd and 29th Avenues \(ACTC No. 717.0\) – Authorization to Advertise and Award a Construction Contract for EBMUD Facilities Relocation](#)– **Page 149** A
- 6N. [East 14th Street/Hesperian Boulevard/150th Avenue Intersection Improvements \(ACTIA 19\) - Allocation of 2000 Measure B Capital Funding and Amendments to the Project Specific Funding Agreements with the City of San Leandro](#)– **Page 151** A
- 6O. [East Bay Greenway Project – Segment 7A \(ACTC No. 635.1\) – Authorization to Award and Execute a Contract for Construction of the Project](#)– **Page 157** A
- 6P. [BART Warm Springs Extension Project \(ACTC 602.0\) - Approval of Exchange of State Local Partnership Program Funding and Amendments to Measure B Project Specific Funding Agreements](#) – **Page 161** A
- 6Q. [Various Projects - Approval of Amendments to the Architectural and Engineering \(A&E\) Professional Services Agreements for Time Extensions](#) – **Page 165** A
- 6R. [Approval of the Fiscal Year 2013-2014 Consolidated Budget for the Alameda County Transportation Commission](#)– **Page 169** A
- 6S. [Approval of the Creation of an Alameda CTC 457 Deferred Compensation Plan with ICMA-Retirement Corporation with the Permission for Loans](#) – **Page 183** A
- 6T. [Approval of a Four Month Extension to the Bicycle and Pedestrian Coordination Services Contract](#)– **Page 189** A

6U. [Approval of Revised Alameda CTC's Staffing Positions and Salary Ranges for Fiscal Year 2013-14](#)– Page 191 A

6V. [Approval of Advisory Committee Appointments](#)– Page 201 A

7 Community Advisory Committee Reports – (Time Limit: 3 minutes per speaker)

7A. [Bicycle and Pedestrian Advisory Committee](#)- Midori Tabata, Chair I
– Page 211

7B. [Citizens Watchdog Committee](#) – James Paxson, Chair – Page 213 I

7C. [Paratransit Advisory and Planning Committee](#) – Sylvia Stadmire, Chair I
– Page 221

8 Planning, Policy and Legislation Committee Action Items

8A. [Approval of Legislative Positions and Update](#) – Page 241 A

8B. [Approval of Transportation Expenditure Plan Ad Hoc Committee Formation and Implementation Schedule](#)– Page 249 A

8C. [Approval of Goods Movement Collaborative and Authorization to Release a Request for Proposals for Development of an Alameda Countywide Goods Movement Plan](#)– Page 253 A

8D. [Review of Sustainable Communities Technical Assistance Program Call for Projects](#)– Page 269 I

9 Finance and Administration Committee Action Items

9A. [Update on Office Relocation](#) – Page 283 I

10 Member Reports (Verbal)

10 Adjournment-Next Meeting- July 25, 2013

Key: A- Action Item; I – Information Item

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

(*) Materials will be distributed at the meeting.

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

Alameda County Transportation Commission
1333 Broadway, Suites 220 & 300, Oakland, CA 94612

(510) 208-7400
(510) 836-2185 Fax (Suite 220)
(510) 893-6489 Fax (Suite 300)
www.alamedactc.org

July 2013 Meeting Schedule:

Some dates are tentative.

Persons interested in attending should check dates with Alameda CTC staff.

Alameda County Transportation Advisory Committee (ACTAC)	1:30 pm	July 2, 2013	1333 Broadway, Suite 300
I-580 Policy Advisory Committee (PAC)	9:15 am	July 8, 2013	1333 Broadway, Suite 300
I-680 Sunol Smart Carpool Lane Joint Powers Authority Committee (JPA)	9:00 am	July 8, 2013	1333 Broadway, Suite 300
Planning, Policy and Legislation Committee (PPLC)	10:00 am	July 8, 2013	1333 Broadway, Suite 300
Programs and Projects Committee (PPC)	11:30 pm	July 8, 2013	1333 Broadway, Suite 300
Finance and Administration Committee (FAC)	1:00 pm	July 8, 2013	1333 Broadway, Suite 300
Alameda CTC Commission Meeting	2:00 pm	July 25, 2013	1333 Broadway, Suite 300

Glossary of Acronyms

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

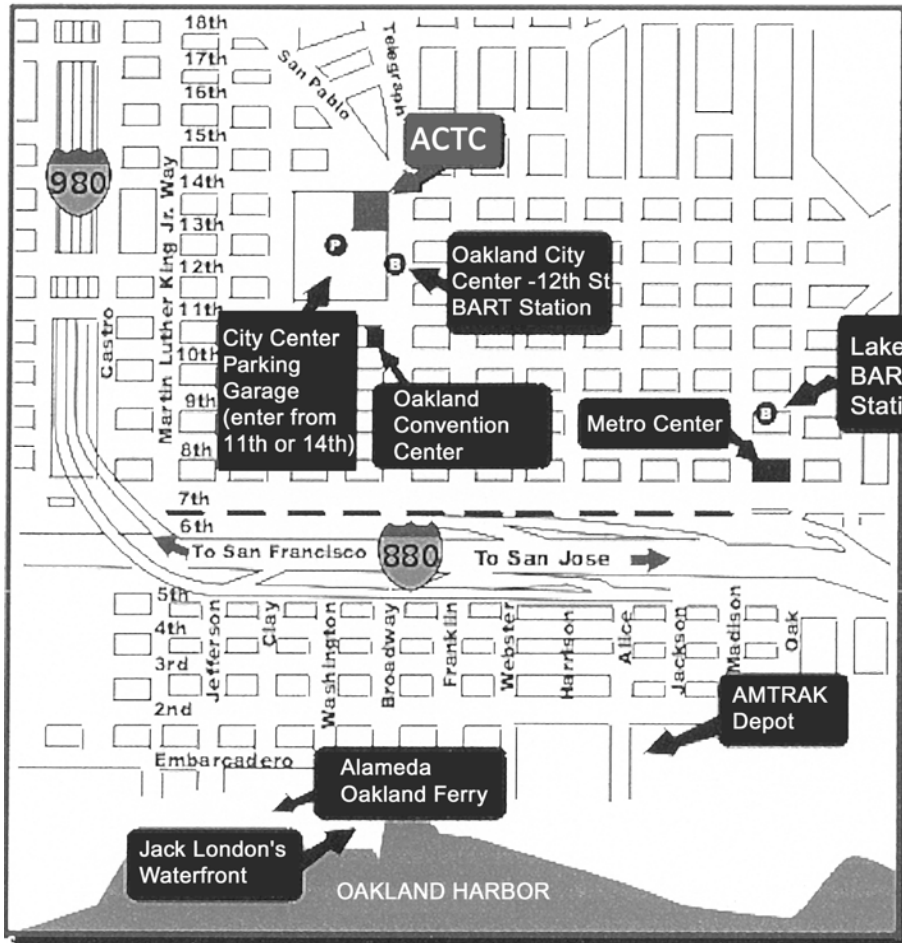


1333 Broadway, Suites 220 & 300

Oakland, CA 94612

PH: (510) 208-7400

www.AlamedaCTC.org



Directions to the Offices of the Alameda County Transportation Commission:

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

Public Transportation Access:

BART: City Center / 12th Street Station

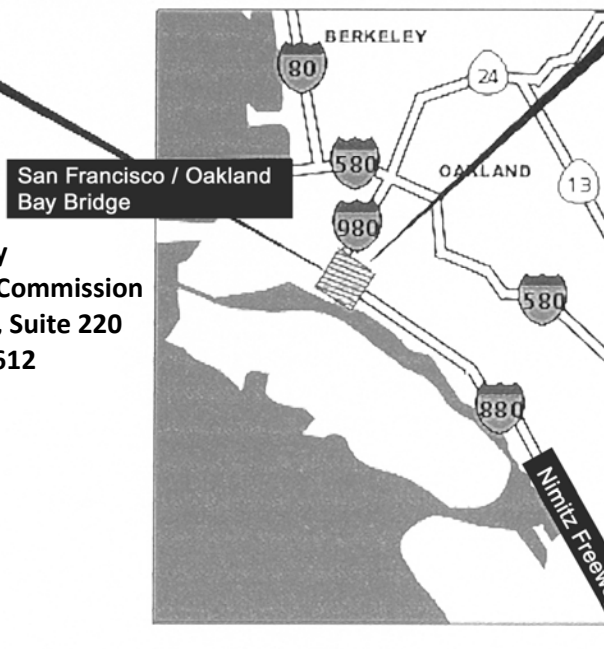
AC Transit:

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

Auto Access:

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

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





**ALAMEDA COUNTY TRANSPORTATION COMMISSION
MINUTES OF MAY 23, 2013
OAKLAND, CALIFORNIA**

1. Call to Order/Pledge of Allegiance

Chair Haggerty called the meeting to order at 2:00pm.

2. Roll Call

Lee conducted the roll call. A quorum was confirmed.

3. Public Comment

A public comment was heard by Dave Campbell.

4. Chair/Vice Chair Report

Chair Haggerty provided comments on the OBAG grant process. He expressed a need for the Commission to create an Ad Hoc committee to address the Alameda County's Transportation Expenditure Plan development and ballot placement.

5. Executive Director Report

Art Dao provided an update on May's Bike to Work Month as well as the 10th Annual Senior and Disabled Mobility Workshop that is scheduled for Monday, July 1, 2013 at the Ed Roberts Campus. Mr. Dao stated that there will be a groundbreaking event for construction of the westbound I-580 Carpool Lane Project on June 13, at the border of Dublin and Livermore. He concluded by stating that one of the five projects that MTC voted to formally support for the Federal Tiger V Grant was the I-580 Express Lane Projects which is scheduled to open in late 2015.

6. Approval of Consent Calendar

6A. Minutes of April 25, 2013

6B. I-580 Corridor High Occupancy Vehicle (HOV) Lane Projects Monthly Progress Report

6C. I-580 Express (HOT) Lane Projects Monthly Progress Report

6D. Review of Draft Plan Bay Area and the Draft Environmental Impact Report Comments

6E. Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments

6F. Approval of Countywide Transportation Demand Management Strategy and Review of the Annual Evaluation of the Guaranteed Ride Home Program

- 6G. Approval of Vehicle Registration Fee (VRF) FY 2013/14 Allocation Plan**
- 6H. Approval of Measure B Special Transportation for Seniors and People with Disabilities Gap Grant Cycle 5 Program**
- 6I. Approval of Three-Year Project Initiation Document Strategic Plan for Alameda County**
- 6J. Transportation Fund for Clean Air (TFCA) Program Overview and Summary of FY 2013/14 Applications Received**
- 6K. Approval of the FY 2011-2012 Measure B and Vehicle Registration Fee Pass-through Fund Program Compliance Reports**
- 6L. Approval of Final FY 2013-2014 Measure B Capital Program Strategic Plan**
- 6M. I-680 Southbound Express Lane (ACTIA No. 8A) – Approval of Contract Amendments to the Professional Services Contracts with ETC, Novani and CDM Smith**
- 6N. I-680 Northbound Express Lane (ACTIA No. 8B) – Approval of a Cooperative Agreement with California Department of Transportation (Caltrans)**
- 6O. Approval of a Revised Sales Tax Revenue Projection for Fiscal Year 2012-2013**
- 6P. Approval of the Alameda CTC FY2012-13 Third Quarter Consolidated Investment Report**
- 6Q. Approval of the Consolidated FY2012-13 Third Quarter Financial Report**

The following Items were pulled from the Consent Calendar:

- Item 6G: Councilmember Worthington motioned to approve this Item. Councilmember Kaplan seconded the motion. The motion passed 23-0.
- Item 6I: Mayor Marchand motioned to approve this Item. Mayor Dutra-Vernaci seconded the motion. The motion passed 23-0.
- Item 6J: Mayor Dutra-Vernaci motioned to approve this Item. Director Blalock seconded the motion. The motion passed 23-0.
- Item 6O: Councilmember Atkin motioned to approve this Item. Director Blalock seconded the motion. The motion passes 23-0.
- Item 6P: Councilmember Worthington motioned to approve this Item. Mayor Dutra-Vernanci seconded the motion. The motion passed 23-0.

Councilmember Kaplan motioned to approve the remainder of the Consent Calendar. Director Blalock seconded the motion. The motion passed 23.0

7. Community Advisory Committee Reports

7A. Bicycle and Pedestrian Advisory Committee (BPAC)

Midori Tabata, BPAC Chair, stated that BPAC last met on May 7, 2013. The Committee discussed, in depth, the coordinated call for projects and various programs that were being considered for funding. The committee also provided input on the revised policies and procedure for the MTC TDA Article 3 requirements. She concluded by stating that BPAC will meet on June 6, 2013.

7B. Citizens Advisory Committee (CAC)

No one was present from CAC.

7C. Citizens Watchdog Committee (CWC)

No one was present from CWC.

7D. Paratransit Advisory and Planning Committee (PAPCO)

Sylvia Stadmire, PAPCO Chair, stated that PAPCO met on May 20, 2013. The Committee discussed recommendations on the Paratransit Gap Cycle 5, the 10th Annual Mobility Workshop and upcoming outreach activities.

8. Planning, Policy and Legislation Committee Action Items

8A. Approval of Legislative Positions and Updates

Tess Lengyel provided an update on state and federal legislative initiatives. Ms. Lengyel recommended that the Commission take the following positions on federal and state bills:

H. R. 974. (Congressman Albio Sires, NJ)- Recommended support position

AB 431 (Mullin)- Recommended oppose position

SB 391 (DeSaulnier)- Recommended support position

SB791 (Wyland)- Recommended oppose position

AB574 (Lowenthal)- recommended support position

AB 935 (Frazier) - recommended support and seek amendments position

Councilmember Cutter expressed concerns regarding staffs recommended position on SB 391. Councilmember Kaplan motioned to approve the position on SB 391. Councilmember Worthington seconded the motion. Councilmember Cutter opposed the motion. The motion passed 22-1.

The Commission engaged in a discussion regarding AB 935 and the composition on the WETA Board as it relates to Alameda County. Councilmember Kaplan motioned to amend staffs recommended position to “watch and seek amendments position” with a heavy empathis on the possible inclusion of having a seat on the Board for every Bay Area city with a ferry terminal. Councilmember Worthington seconded the motion. The motion passed 23-0.

Councilmember Kaplan motioned to approve the remainder of the recommendations for Item 8A. Councilmember Worthington seconded the motion. The motion passed 23-0.

9. Programs and Projects Committee Action Items

9A. Approval of 2013 Capital Improvement Program and Programs Investment Plan Revenue Assumptions and Review of the Development Methodology

Matt Todd recommended the Commission approve the 2013 Capital Improvement Program (CIP) and Programs Investment Plan (PIP) revenue assumptions and review the proposed development methodology for the CIP/PIP. Mr. Todd stated that the CIP outlines projects which help maintain and improve the performance of the multimodal transportation system by alleviating traffic congestion and reducing carbon emissions. The PIP will include projects/programs that support capital improvements, transit operations, outreach and education, transportation maintenance activities, and reporting tasks that are not included in the CIP. Mr. Todd concluded by reviewing revenue assumptions, development methodology, the two-year allocation plan, and the schedule and next steps.

Mayor Sbranti wanted more information on the criteria that will be used to develop the CIP. Mr. Todd stated that the criteria will be brought to the technical advisory committee and then the Commission.

Director Blalock asked what the CIP timeframe was. Mr. Dao stated that the timeframe was five years.

Mayor Sbranti motioned to approve this Item. Councilmember Capitelli seconded the motion. The motion passed 23-0.

9B. Approval of 2014 State Transportation Improvement Program (STIP) Principles

Matt Todd recommended the Commission approve the 2014 STIP Principles for the development of the 2014 STIP project list. He stated that 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). Mr. Todd concluded by stating that the CTC and MTC are not scheduled to adopt the final STIP policies until late summer and the development of the Alameda County RTIP proposal will have to be closely coordinated with the statewide and regional development of the 2014 STIP policies.

Councilmember Capitelli motioned to approve this Item. Mayor Dutra-Vernaci seconded the motion. The motion passed 23-0.

9C. Approval of Draft FY 2012/13 Coordinated Funding Program

Matt Todd recommended that the Commission approve the Draft FY 2012/13 Coordinated Funding Program. Mr. Todd stated that the intent of the FY 2012-13 Coordinated Program was to reduce the number of applications required from project sponsors and to consider multiple county level programming efforts under a more unified programming and evaluation schedule. He stated that the Call for Projects was released on February 4, 2013 and 69 applications requesting a total of \$121.1 million were received.

Mayor Marchand expressed his concern about the lack of funding for projects in the Tri-Valley and geographic equity. Mr. Dao stated that there are other funding mechanisms available to the tri-valley areas including SC-TAP funds and funding identified for projects through the CIP/PIP process.

Director Blalock wanted to know if ACTAC would review the formula during the next round. Mr. Dao stated that staff is sitting down with the individual jurisdictions to further review the scoring criteria and process.

There were six public comments on this Item:

Dave Campbell

Mayor Tom Bates

Bill Shrader
Polly Armstrong
Jane Krammer
Paul Matsuoka

Councilmember Kaplan motioned to approve this Item. Mayor Dutra-Vernaci seconded the motion. The motion passed 23-0.

10. Finance and Administration Committee Action Items

10A. Approval of the Fiscal Year 2013-2014 Draft Proposed Consolidated Budget for the Alameda County Transportation Commission

Patricia Reavey recommended that the Commission approve the attached Draft Proposed Consolidated Budget for FY 2013-14. Ms. Reavey stated that the proposed budget contains projected revenues totaling \$165.3 million and a projected FY2012-13 ending fund balance of \$96.3 million for total available resources of \$261.5 million, \$168.5 million in anticipated expenditures for a net reduction in fund balance of \$3.2 million and a projected consolidated ending fund balance of \$93.0 million. She stated that budget includes funding for the efforts required to address One Bay Area Grant (OBAG) requirements and includes revenues and expenditures necessary to provide vital programs and planning projects for Alameda County.

Councilmember Worthington motioned to approve this Item. Councilmember Kaplan seconded the motion. The motion passed 23-0.

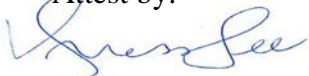
11. Member Reports

There were no member reports.

12. Adjournment: Next Meeting –June 27, 2013

The next meeting will be held on June 27, 2013 at 2:00pm.

Attest by:



Vanessa Lee
Clerk of the Commission

This page intentionally left blank



Memorandum

DATE: June 18, 2013

TO: Alameda County Transportation Commission

FROM: I-580 Express Lane Policy Committee

SUBJECT: I-580 Corridor High Occupancy Vehicle (HOV) Lane Projects Monthly Progress Report

Recommendation

This item is for information only.

Summary

The Alameda CTC is the sponsor for the I-580 Corridor High Occupancy Vehicle (HOV) Lane Project, which constructs 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. 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 Project will be completed with the construction of three final project segments in the Livermore Valley (Two westbound segments and one eastbound). All three of these project segments are currently in construction and are being administered by Caltrans. Construction activity began in March 2013. The project partners held a groundbreaking ceremony on June 13, 2013.

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

Fiscal Impact

This item is for information only. There is no fiscal impact at this time.

Attachment(s)

Attachment A: I-580 Eastbound HOV Lane Project Monthly Progress Report
Attachment B: I-580 Westbound HOV Lane Project Monthly Progress Report
Attachment C: I-580 Corridor HOV Lane Projects – Location Map

This page intentionally left blank

ATTACHMENT A
I-580 Eastbound HOV Lane Project
Monthly Progress Report
Through May 28, 2013

PROJECT DESCRIPTION

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

- **SEGMENT 1** – EB HOV lane from Greenville Road to Portola Avenue. **OPENED 2009**
- **SEGMENT 2** – EB HOV lane from Portola Avenue to Hacienda Drive. **OPENED 2010**
- **SEGMENT 3** – Auxiliary (AUX) Lanes between Hacienda Drive and Greenville Road. Project scope includes:
 - Construction of AUX lanes from Isabel Avenue to First Street;
 - Pavement width necessary for a double 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 – SEGMENT 3**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 day time traffic volumes, closing traffic lanes in the daytime is not feasible. For this reason, pavement rehabilitation work can only be done during night time 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 within the median behind k-rail is expected as the first order of work and will occur during day time hours. In addition, all bridge work is expected to occur during day time hours.

Completed Activities

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

- Construction Area signage installation
- Temporary striping and placement of safety barrier (k-rail) for Stage 1
- Installation of bird exclusion measures at bridge locations

Ongoing & Upcoming Activities

Caltrans is maintaining 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:

- Install temporary creek diversion system for box culvert and bridge work
- Excavate and construct retaining walls
- Widen bridge over Arroyo Las Positas
- Widen major box culvert and modify related drainage facilities

FUNDING AND FINANCIAL STATUS – SEGMENT 3

The I-580 Eastbound HOV 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 – SEGMENT 3

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
Monthly Progress Report
Through May 28, 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 day time traffic volumes, closing traffic lanes in the daytime is not feasible. For this reason, pavement rehabilitation work can only be done during night time 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 within the median behind k-rail is expected as the first order of work and will occur during day time hours. In addition, all bridge work is expected to occur during day time hours.

Completed Activities

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

SEGMENT 1 (Eastern Segment)

- Temporary striping, shift traffic lanes and placement of safety barrier (k-rail) on outside shoulder from Greenville to Airway
- Removed shrubs and some trees to prevent bird nesting
- Removed OH sign at N. Livermore Ave to facilitate relocation of PG&E pole.

SEGMENT 2 (Western Segment)

- Temporary striping, shift traffic lanes and placement of safety barrier (k-rail) on median shoulder from Airway to Foothill
- Storm Water Pollution Prevention Program (SWPPP) approved
- Removed shrubs and some trees to prevent bird nesting

Ongoing & Upcoming Activities

Caltrans is maintaining 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)

- Submittal reviews ongoing

- PG&E relocating overhead line at N. Livermore Avenue
- Install temporary creek diversion system for bridge and box culvert (RCB) widening

SEGMENT 2 (Western Segment)

- Bridge widening at Dougherty near Dublin BART station
- Submittal reviews in progress
- Stage 1 median widening
- Install temporary creek diversion system at 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 \$145.2M. The total programmed (committed) funding from federal, state and local sources is \$45.2M.

Funding Plan At Award – SEGMENT 1 (Eastern Segment)

Project Phase	Funding Source (\$ x million)								
	CMIA	RM2	TCRP	FED	SHOPP	Meas. B	TVTC	TCRP LONP	Total
PA&ED		4.44							4.44
PS&E		3.23		0.12		0.89	0.54		4.78
ROW		1.37							1.37
Const Cap	35.34		5.92	6.19	13.54	0.96			61.95
Const. Sup	6.52		1.59			2.06		0.24	10.41
Total	41.86	9.04	7.51	6.31	13.54	3.91	0.54	0.24	82.95
Total Project Cost: \$82.95 M									

Funding Plan At Award – SEGMENT 2 (Western Segment)

Project Phase	Funding Source (\$ x million)							
	CMIA	RM2	TCRP	FED	SHOPP	Meas. B	TVTC	Total
PA&ED		3.71						3.71
PS&E		2.71		0.10		0.73	0.46	4.00
ROW		1.12						1.12
Const Cap	33.73		2.49		9.61			45.83
Const. Sup	6.75					0.88		7.63
Total	40.48	7.54	2.49	0.10	9.61	1.61	0.46	62.29
Total Project Cost: \$62.29 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)

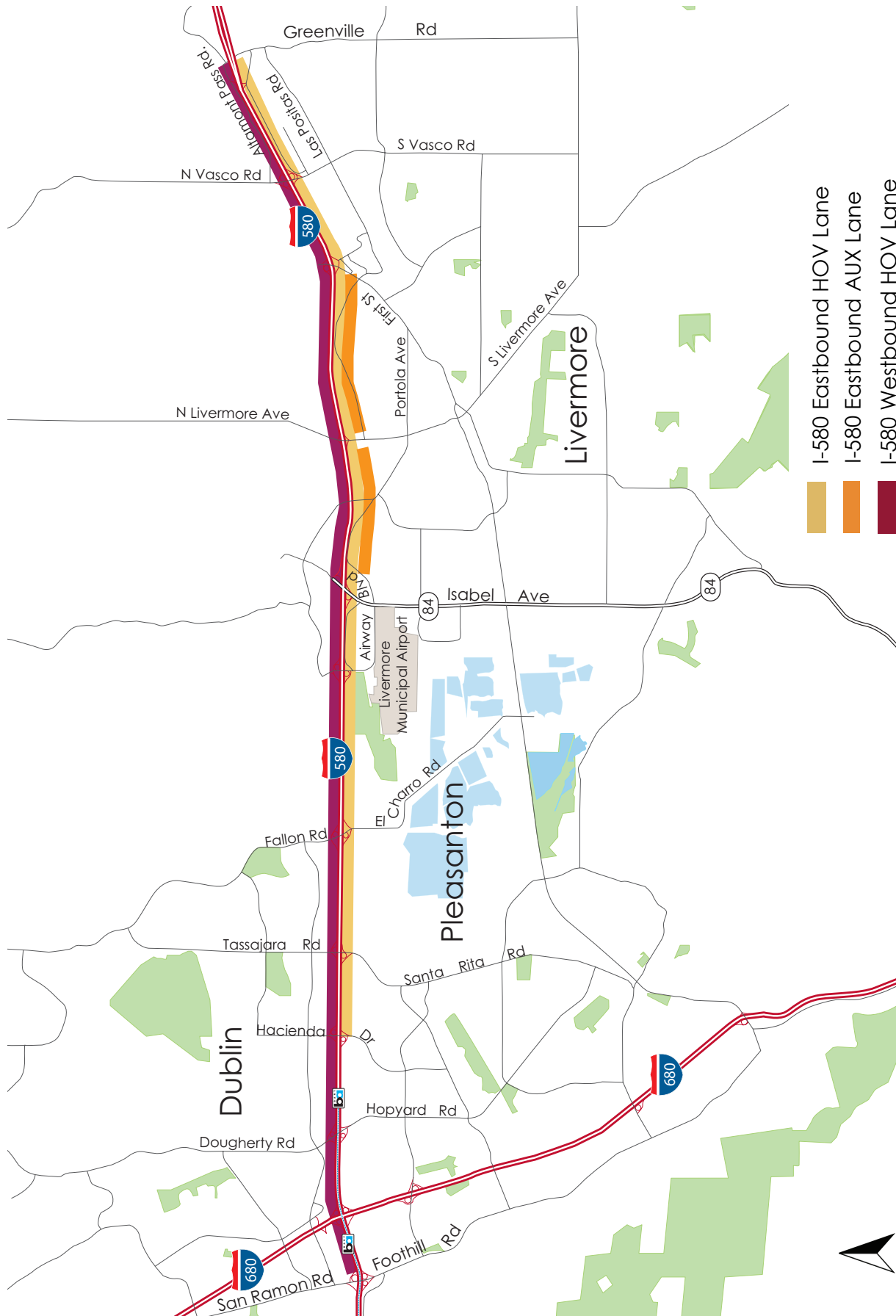
SEGMENT 2 (Western Segment):

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)

This page intentionally left blank

I-580 Corridor HOV Lane Projects - Location Map



Map not to scale, for illustrative purposes only

This page intentionally left blank



Memorandum

DATE: June 18, 2013

TO: Alameda County Transportation Commission

FROM: I-580 Policy Committee

SUBJECT: I-580 Express (HOT) Lane Projects Monthly Progress Report

Recommendation

This item is for information only.

Summary

The Eastbound I-580 Express High Occupancy Toll (HOT) Lane Project 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 High Occupancy Toll (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.

Both I-580 express lane projects are currently in the environmental phase which is forecast for completion in August 2013 and 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 Projects 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.

There is a current 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. Letters of support for the Grant application have been received from several representatives, including local, state and federal elected officials, County of Alameda, MTC, and the Cities of Danville, Dublin and Pleasanton. The City of Livermore declined to support the TIGER V Discretionary Grant application due to their concerns about the impacts of the express lane project on the BART to Livermore Extension project. The City of Livermore's letter is included as Attachment E to this staff report. A letter responding to the City of Livermore's concerns will be included with the I-580 Express Lane Projects Monthly Progress Report at the July 2013 committee meeting.

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

Discussion

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 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
- 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” access configuration in lieu of “limited” access for the express lanes on the I-580 corridor. The “near continuous” (aka “more open”) 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 October 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

This item is for information only. There is no fiscal impact at this time.

Attachment(s)

Attachment A: I-580 Eastbound Express (HOT) Lane Project Monthly Progress Report
Attachment B: I-580 Westbound Express (HOT) Lane Project Monthly Progress Report
Attachment C: I-580 Express (HOT) Lanes System Integration Monthly Progress Report
Attachment D: I-580 Corridor Express Lane Projects – Location Map
Attachment E: City of Livermore letter to the Alameda CTC, dated May 23, 2013

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

PROJECT DESCRIPTION

The Eastbound I-580 Express or High Occupancy Toll (HOT) Lane Project will convert the newly constructed eastbound HOV lane, from Hacienda Drive to Greenville Road, to a double express lane facility which will include standard shoulder and lane widths where feasible.

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 June 2013. The estimated date of circulation of the draft IS/EA is July 2013. A 30 day public circulation period is required in addition to a public meeting expected in August 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). The following is a list of work under consideration to include by CCO:
 - Electrical Conduit – across and along I-580
 - Striping – stripe to final HOT configuration
 - Install K-rail along median at sign locations

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 TIGER V Discretionary Grant funding 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 of 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	October 2013
RTL	June 2014
Begin Construction	September 2014
End Construction	June 2015

RECENT ACTIVITIES

- Refining traffic studies for “near continuous” access alternative
- Updating the civil work cost estimate and System Integration scope & cost
- Discussing dynamic messaging and other sign plans with Caltrans to get their approval

UPCOMING ACTIVITIES

- Finalize Traffic Study refinements – Target date June 2013
- Finalize Draft Project Report – Target June 2013
- Circulate the Draft IS/EA for 30 day public comment – working toward July 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 October 2013
- Determine items to be added to HOV lane projects via CCO – Target date June 2013

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

PROJECT DESCRIPTION

The I-580 Westbound Express or High Occupancy Toll (HOT) Lane Project will convert the planned westbound HOV lane to a single express lane facility on I-580 in Alameda County 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

The environmental phase for this project is underway as follows:

- Traffic studies are being updated to include an evaluation of the “near continuous” access alternative.
- The environmental document, a Categorical Exemption (CE), is being finalized.
- A Supplemental Project Report is being reviewed by Caltrans.

POTENTIAL ISSUES/RISKS

- Funding – There is a current funding shortfall. (See Funding & Financial Status at the end of Attachment C). Staff is pursuing TIGER V Discretionary Grant funding and exploring other options to fully fund the project.
- Schedule impacts –There have been some delays associated with completing the traffic studies for the “near continuous” access approach. The target date for completion of the environmental phase is currently July 2013. This delay is not expected to have any effect on construction start which is scheduled for fall 2014

SCHEDULE STATUS

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

Project Approval	July 2013
RTL	June 2014
Begin Construction	September 2014
End Construction	June 2015

RECENT ACTIVITIES

- Environmental technical studies and completion of traffic studies (including “near continuous” access configuration) are underway
- Completion of geometrics and Supplemental Project Report (including Design Exceptions) are underway
- Discussing dynamic messaging and other sign plans with Caltrans for their approval
- Draft Traffic Operational Analysis Report (TOAR)
- A Public Outreach Meeting held on May 14, 2013

UPCOMING ACTIVITIES

- Supplemental Project Report Approval – Target date July 2013
- Final environmental clearance – Target date July 2013

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

SYSTEM INTEGRATION SCOPE DESCRIPTION

The I-580 Express Lane civil work 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.

In March 2010, the Alameda CTC retained Electronic Transaction Consultants (ETC) Corporation as its Systems Integrator for implementation of the new electronic toll collection system for the I-580 Eastbound Express Lanes facility. As discussed at the previous I-580 PAC meetings, the agency and ETC staff have been working towards revising the contract requirements to revise the express lane access configuration from "limited" to a "near continuous" operating concept and include additional tasks for implementing the electronic toll collection system for the Westbound I-580 Express Lane. With the revisions to the consultant services agreement, ETC would be responsible for the toll system design, development, factory testing, installation, integration, field testing and operations and maintenance, for the new I-580 express lanes in both directions of travel.

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

Project Status

The following is a detailed discussion of the major activities that are either progressing or planned for in 2013:

Project Geometry and Electronic Toll System Design

The civil/roadway designers have developed geometry for the “near continuous” express lanes operating concept. Geometric development is an iterative process as it requires close coordination with the operational analysis and needs to address operational, safety and enforcement issues. 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

Additional coordination between the designers and Caltrans is necessary prior to finalizing the project geometry.

On a regular basis, the civil and toll system designers have been coordinating their designs and have determined the preliminary locations of the toll equipment, such as the Dynamic Message Signs (DMS), the toll antennas and readers. ETC staff will design the toll system software and hardware based on the identified new toll equipment locations, the power and communication sources, and the revised express lanes access configuration. ETC will also define the power and communication requirements for the electronic toll collection system design and provide this information to the civil/roadway design team for their power/communication design.

Traffic and Revenue Study

The travel demand forecast and toll revenue forecasts in both directions of the I-580 express lanes facility are being updated to reflect post-recession traffic numbers. In addition, the revenue model will incorporate the post-recession socio/economic conditions that have been experienced in the east county communities and the near continuous access concept.

While the “near continuous” access could potentially generate additional revenue, it might lead to an increase in revenue leakage due to challenges associated with enforcing express lane violations in a “continuous” express lane concept. Project staff is exploring an automated violation enforcement system concept to try and deter system violations, as described in subsequent sections of this memorandum.

Concept of Operations/System Engineering Management & Enforcement Plans

CDM Smith staff will be updating a concept of operations (Con Ops) plan and a system engineering management plan (SEMP) to reflect the changes described above. These plans will outline the engineering process, the testing process, QA/QC guidelines, toll maintenance and operations requirements, and communication network requirements, etc. A System Enforcement plan needs to be developed by CDM Smith, utilizing electronic equipment to deter/minimize toll

evasion/violation. A final SEMP will include both the Con Ops and the System Enforcement plan as appendices; which will require FHWA review and approval.

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

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. Various local and regional agencies are currently studying the potential effects of placing toll reader gantries at various intervals through the corridor, for example from ½ mile or 1 mile intervals, which is expected to effectively support a “near continuous” access express lane facility. While evaluating a preliminary project geometry and electronic toll collection system design, staff situated the toll gantries at approximately ¾ mile intervals. Efforts were made by the project design team to combine the tolling gantry and DMS locations at the same locations, for use in both directions of travel.

Since the “near continuous” access will employ an increased number of toll gantries (for readers), it will be difficult to enforce manual toll violation enforcement. Therefore, an automated toll violation enforcement system strategy will have to be designed and deployed to effectively manage the toll violation enforcement. The issues related to customer privacy, toll dispute resolution, customer service and issuance of automated violation tickets will have to be vetted to ensure that it can be implemented within the current California vehicle code and agency requirements. In addition, to enhance system violation detection, additional CCTV cameras and violation enforcement system (VES) cameras (for license plate capture) will need to be designed, developed, integrated into the toll system and installed.

LA Metro implemented switchable transponders when it opened its express lanes on I-110 and I-10. However, the switchable transponders are new to Bay Area toll customers. Therefore, the robust public education/outreach program that the agency plans to employ, at least a year prior to opening the facility, will have to include additional information about these toll transponders (i.e. how to obtain it, who needs to use it, how it works, how to reach customer service, etc.).

The Golden Gate Bridge Authority implemented another payment option, payment through pay-by-plate. The user will be 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.

A Work Plan for the I-580 Express Lanes; presented in April 2013 I-580 PC meeting included a timeline for the approval of all toll policies and business operating rules, financial breakeven analysis, the SEMP; development of project delivery and financing strategies, completion of electronic toll system design, and development of a public education/outreach program. In addition, the policy matters/business rules will be discussed and adopted by the I-580 PC and Commission prior to implementation of the I-580 Express Lanes.

In summary, even though the “near continuous” access concept provides additional opportunities it is a relatively new concept for implementation in the region. Additional research, education and evaluation are necessary for effective implementation of such a concept for all future Alameda County Express Lanes, including the I-580 Express Lanes. 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

- Alameda CTC, URS, CDM Smith and ETC staff have been working towards revising ETC contract requirements to revise the express lane access configuration from “limited” to a “near continuous” approach and include additional tasks for implementing the electronic toll collection system for the Westbound I-580 Express.
- Continue to work on “zone tolling”, pricing and automated violation strategies.
- Express Lane sign plans have been reviewed by Caltrans. Staff is working with design consultant teams and Caltrans to develop system design requirements.

UPCOMING ACTIVITIES

- Finalize contract negotiations with ETC – Target date June 2013
- ETC contract amendment – Target date July 2013 Commission Meeting
- Prepare Draft Concept Operations Plan – Target date June 2013
- Prepare Draft System Engineering Management Plan – Target date July 2013

FUNDING AND FINANCIAL STATUS

Combined Eastbound & Westbound Funding Plan for “near continuous” access

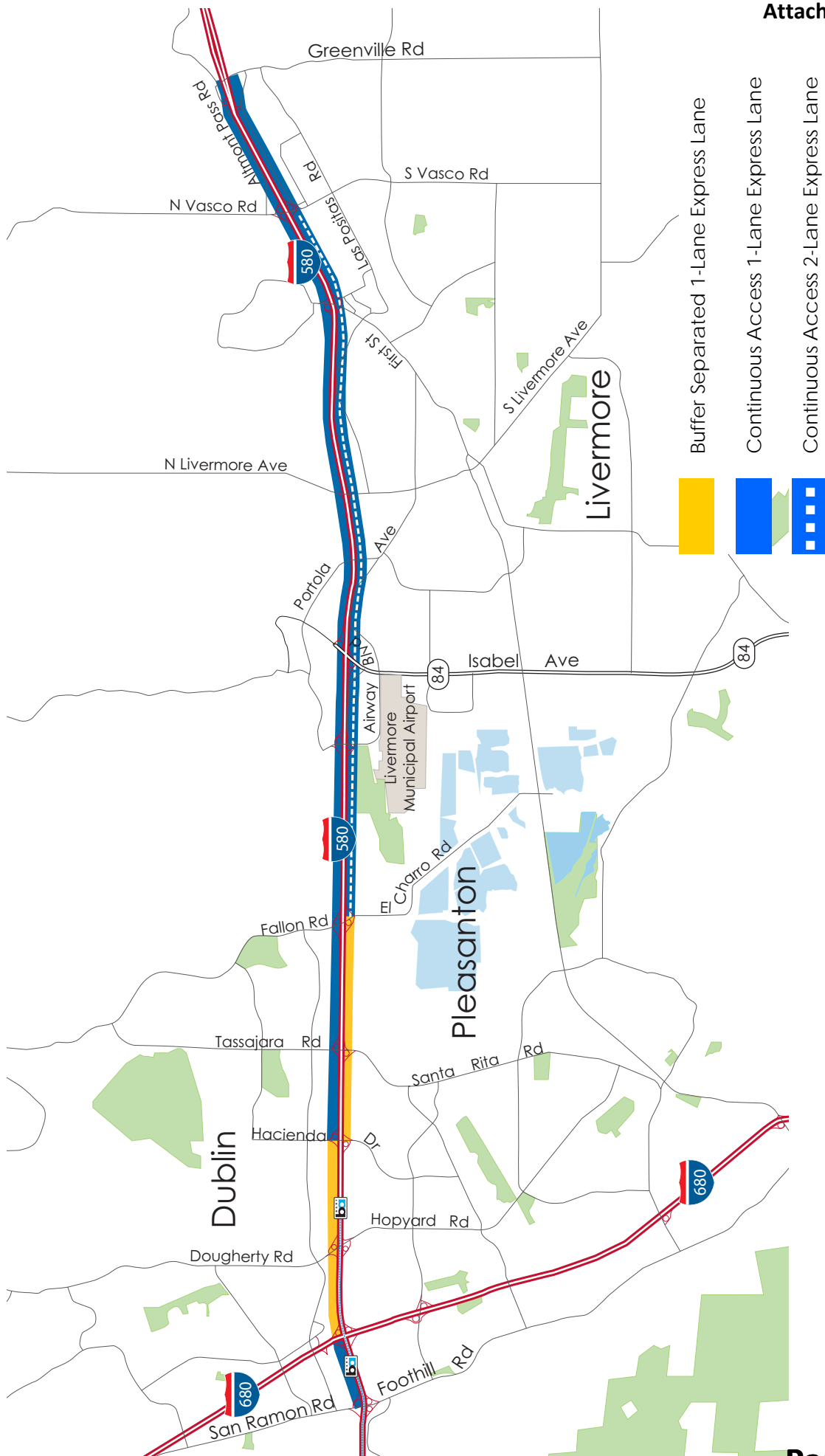
There is a \$30M funding shortfall for the combined eastbound and westbound projects. In addition to exploring other funding sources, staff has submitted an application for a \$30 million TIGER V Discretionary Grant to complete the funding package. Letters of support for the TIGER V Discretionary Grant application have been received from several representatives, including local, state and federal elected officials, County of Alameda, MTC, and the Cities of Danville, Dublin and Pleasanton. The City of Livermore declined to support the TIGER V Discretionary Grant application due to their concerns about the impacts of the express lane project on the BART to Livermore Extension project. The City of Livermore’s letter to the Alameda CTC documenting their concerns is included as Attachment E to this staff report.

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								

Note: An additional funding shortfall of \$3M from the previous report is due to additional lighting required by Caltrans based on the Safety Review Committee’s recommendations.

This page intentionally left blank

I-580 Express Lane Projects Location map



This page intentionally left blank



May 23, 2013

Art Dao
Executive Director
Alameda County Transportation Commission
1333 Broadway, Suite
San Francisco, CA 94111

RE: TIGER Grant for I-580 Express Lane Project

Dear Mr. Dao:

This letter is in response to your request for letters of support for a TIGER V grant application for the I-580 Express Lanes Project. I regret I cannot provide a support letter at this time, because there are too many unknowns regarding the project.

I am still concerned about the negative impact the 2nd eastbound express lane will have on the BART Extension to Livermore. We believe that the 2nd eastbound express lane will add tens of millions of dollars to the cost of BART to Livermore, which not only makes developing a full funding plan more difficult, but it also reduces the BART extension project's cost-benefit ratio, making it more difficult to compete for regional funding.

Last spring, you presented an analysis to the I-580 Express Lane Committee showing how BART and the express lanes could fit underneath several of the existing bridge structures with retaining walls plus a design exception for a 2' inside shoulder. Subsequent to that, it was reported that Caltrans considers the inside shoulder standard more important when there are 6 or more lanes on the facility, which will be created with the 2nd eastbound express lane. This causes concern that Caltrans may not approve design exceptions and require the interchange bridges to be replaced. For the past several decades, the interchanges in the Tri-Valley have been designed to accommodate BART plus HOV lanes, but not dual express lanes.

A few months ago at the I-580 Express Lane Committee, Supervisor Haggerty asked for information on how the express lanes would impact BART to Livermore east of Isabel Avenue. I am also interested in seeing this information. You have reported that the Express Lane Project does not preclude BART to Livermore. However, this assertion does not allay my concerns.

To date I have not seen any financial analysis that shows that the I-580 Express Lanes Project would be a good investment of public monies. Will it have net positive revenue? When? How would it function with a single 3-plus express lane as opposed to dual 2-plus express lanes? Do we need dual express lanes if BART is extended to Livermore? In the future, I would like to see multimodal corridor planning that looks at highway and transit improvements comprehensively. I would like to offer my support for the TIGER grant, but I need to first better understand the Express Lanes Project costs and benefits, and its impact on the BART Extension to Livermore.

Sincerely,

A handwritten signature in black ink that reads "John Marchand".

John Marchand
Mayor

c: I-580 Express Lane Committee

This page intentionally left blank



Memorandum

DATE: June 18, 2013

TO: Alameda County Transportation Commission

FROM: Planning, Policy and Legislation Committee

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

Recommendation

This item is for information only.

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 May 13, 2013, staff reviewed one NOP, one DEIR, and two FEIRs. Comments were submitted for two of these documents. The comment letters are attached.

Fiscal Impact

There is no fiscal impact.

Attachment(s)

Attachment A: Comment letter for City of Hayward Mission Boulevard Corridor Specific Plan Draft Environmental Impact Report (DEIR)

Attachment B: Comment letter for City of Oakland Coliseum Area Specific Plan Notice of Preparation (NOP)

This page intentionally left blank



May 6, 2013

David Rizk, Director
Development Services Department
City of Hayward
777 B Street
Hayward, CA 94541

SUBJECT: Comments on the Draft Environmental Impact Report (DEIR) for the Mission Boulevard Corridor Specific Plan

Dear Mr. Rizk:

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Mission Boulevard Corridor Specific Plan. The Project's northern segment extends from the northern City boundary (just north of Rose Street) south to A Street. The southern segment of the Project area extends from Jackson Street south to Harder Road. Between these two segments, the Specific Plan excludes lands associated with downtown Hayward. The Mission Boulevard Specific Plan intends to provide opportunities for new development in the Mission Boulevard Corridor that respects the existing character of the area and its surroundings, and includes vibrant commercial uses, pedestrian-friendly neighborhoods that are safe, desirable, and at sufficient densities to support public transportation, and a built form that will encourage such uses, and complements the natural and historic amenities existing in the Specific Plan area. The Project, at full build out, would result in an increase of 3,452 p.m. peak hour trips over the existing land uses in the Project Area.

The Alameda CTC respectfully submits the following comments:

- The Infrastructure Plan (Hall Alminana, Inc., April 23, 2013) notes on page 5-15 that the Regulating Plan includes "a new street system of thoroughfares to complement Mission Boulevard and also to provide alternative routing and access." The new thoroughfares are essential to the Plan's vision as they will create new, smaller parcels that are more conducive to mixed-use, transit-oriented development and provide improved connectivity for all modes. The Plan further notes on page 5-16 that "the new thoroughfares connecting to Carlos Bee Boulevard will require more detailed traffic analysis during the EIR to determine whether these new intersections will need signal or stop control and whether traffic should exit with full access, or limited by right-in and right-out control." This analysis was not included as part of the DEIR. The DEIR should include analysis of this and all other new thoroughfares, as needed. The analysis of new connections to Carlos Bee Boulevard should take into account that this facility is part of the Countywide Bike Network, and should ensure that the control and access at any new intersections enable safe, comfortable travel by cyclists on this facility.

- The Mission Boulevard Corridor Parking and Transportation Demand Management Strategy which forms a component of the Specific Plan identifies a number of promising recommendations for supporting and advancing the Plan's overall goals. Of these, only the Recommendation to eliminate parking minimums is present in the Form-Based Code. Consideration should be given to whether it is possible to implement other recommendations as part of the zoning amendments being made through the Form-Based Code, rather than through separate, discretionary actions. The recommendation to unbundle parking, in particular, could enable projects built as part of the Specific Plan to truly take advantage of the reduced parking provision requirements in the Form-Based Code, without increasing costs to developers.

Thank you for the opportunity to comment on this Draft EIR. Please do not hesitate to contact me at (510) 208-7400 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



May 20, 2013

Devan Reiff, AICP
City of Oakland
Department of Planning and Building – Strategic Planning Division
250 Frank Ogawa Plaza, Suite 3315
Oakland, CA 94612

SUBJECT: Comments on the Notice of Preparation (NOP) of a Draft Program Environmental Impact Report (DEIR) for the Oakland Coliseum Area Specific Plan (ER13-0004 & ZS12-103)

Dear Ms. Reiff,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of a Draft Program Environmental Impact Report (DEIR) for the Oakland Coliseum Area Specific Plan.

The Specific Plan Area is located in East Oakland, and covers an area of approximately 800 acres bounded by 66th Avenue to the north, San Leandro Street on the east, Hegenberger Road on the south, and San Leandro Bay and the Oakland International Airport to the west. The Plan area includes the Oakland Alameda County Coliseum and Arena and the Oakland Airport Edgewater Business Park. The Specific Plan is intended to provide both a short-term development plan for the accommodation of up to three new venues for the City's professional sports teams, and a longer term 25-year planning document providing a roadmap for land use policy, regulatory requirements and public and private investment that coordinates future development in the Coliseum Area. The Specific Plan will guide future development of the Plan Area if one or more of the sports teams were to relocate out of the Coliseum Area. The EIR will study the environmental effects of a three-team, two-team, a one-team, and a no-team project alternative.

The proposed Specific Plan build-out includes up to three new sports venues totaling nearly 1.7 million square feet of building space or 131,000 seats; just over 14 million square feet of Science and Technology, office, light industrial, logistics, and retail space; and 6,370 residential units. This represents an increase of approximately 8.3 million square feet of new building space within the Plan Area. The proposed build-out includes up to 15,000 parking spaces on the Coliseum site and nearly 39 acres of new, publically-accessible open space.

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

- The City of Oakland adopted Resolution No. 69475 on November 19, 1992 establishing guidelines for reviewing the impacts of local land use decisions consistent with the Alameda County Congestion Management Program (CMP). It appears that the proposed project will generate at least 100 p.m. peak hour trips over existing conditions, and therefore the CMP

Land Use Analysis Program requires the City to conduct a traffic analysis of the project using the Countywide Transportation Demand Model. The analysis should study conditions in years 2020 and 2035. Please note the following paragraph as it discusses the responsibility for modeling.

- The CMP was amended on March 26th, 1998 so that local jurisdictions are responsible for conducting travel model runs themselves or through a consultant. The Alameda CTC has a Countywide Travel Demand model that is available for this purpose. The City of Oakland and the Alameda CTC signed a Countywide Model Agreement on May 28, 2008. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request.

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

- The DEIR should address all potential impacts of the project on the Metropolitan Transportation System (MTS) roadway and transit systems. MTS roadway facilities in the project area include Interstate 880, Interstate 580, Doolittle Drive (SR-61), Hegenberger Road/73rd Avenue, International Boulevard (SR-185), San Leandro Street, and 98th Avenue. MTS transit operators include BART, Amtrak Capitol Corridor, 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 consider BART vehicle and station circulation capacity issues arising from additional transit ridership resulting from the project during both commuting and event peak hours. The DEIR should also consider the impacts of additional vehicle traffic in the Project Area on bus travel times and operations. 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 DEIR should also consider opportunities to create a special zoning overlay with parking management strategies that will reduce project vehicle trip generation as part of its examination of local regulatory changes needed to support the site. 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 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. The Project Area includes proposed segments of the Countywide Bicycle Network on San Leandro Street and Hegenberger Road. The DEIR should explore whether there are synergies between implementation of these segments and other infrastructure improvements needed to support the Coliseum Area. Implementation of these segments could 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.
- Portions of the Project Area overlap with the Coliseum BART Station Area Priority Development Area. As such, the zoning districts and General Plan Amendments produced from this planning effort should consider the land use assumptions being adopted by the Association of Bay Area Government/Metropolitan Transportation Commission as part of the Sustainable Communities Strategy/Regional Transportation Plan in July 2013.

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 black ink, appearing to read "Beth Walukas". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Beth Walukas
Deputy Director of Planning

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



Memorandum

DATE: June 18, 2013

TO: Alameda County Transportation Commission

FROM: I-680 Sunol Smart Carpool Lane Joint Powers Authority
Planning, Policy and Legislation Committee

SUBJECT: **Approval of the Southbound I-680 Express Lane Evaluation “After” Study Report**

Recommendation

It is recommended that the Commission approve the southbound I-680 Express Lane Evaluation “After” Study report. The Executive Summary of the Study Report is included as Attachment B. [The full and complete report](#) is available at the Alameda CTC website. Upon approval of the “After” Study, a report on the evaluation results will be sent to the California State Legislature to meet the legislative requirements as mandated by Streets and Highways Code Section 149.5 (Assembly Bill 2032).

Summary

The Alameda CTC, as the administering and managing agency for the I-680 Sunol Smart Carpool Lane Joint Powers Authority (JPA), is required to comply with statutory project evaluation requirements as part of administration and operations of the southbound I-680 Express Lane, which opened to traffic in September 2010. The Alameda CTC collected the “Before” Study transportation data in the I-680 corridor during the Fall of 2008 before the implementation of the southbound I-680 Express Lane occurred, and finalized the results in a report entitled: *Alameda I-680 Express Carpool Lane Project – Before Study and Existing Conditions*, dated April 2009. In order to meet the three-year requirement for an evaluation of operations of the corridor and to report back to the Legislature on the demonstration project before September 2013, the “After” Study work on the Express Lane corridor began with data collection in Fall 2012. The firm of Kittelson Associates assisted the Alameda CTC in preparing the “After” Study.

A comparison of the “Before” and “After” evaluations presented in Attachment A- Evaluation Results Summary and B- Executive Summary show that the implementation of the Express Lane improved the performance of the general purpose lanes and the Express Lane and overall corridor performance. Based on the results described in the staff report, the following summary describes how the Express Lane Demonstration Program objectives are met:

- *Objective: Optimize the High Occupancy Vehicle (HOV) lane usage to improve traffic throughput in the corridor.*
Results: Overall vehicle and person throughput in the corridor increased, average travel times decreased by 2 minutes (13 percent) in the general purpose lanes and 1 minute (4%) in the

Express Lane, and average speeds increased by 6 mph in the general purpose lanes and 3 mph in the Express Lane.

- *Objective: Maintain LOS C or better for all express lane users.*
Results: Express Lane LOS levels did not go below LOS B.
- *Objective: Use net revenue to improve highway and transit in the corridor.*
Results: Currently all toll revenues are being used towards the Express Lane operations. When net revenue becomes available over and above covering the Express Lane operations, it will be used to improve highway and transit in the corridor
- *Objective: Employ new intelligent transportation system (ITS) technologies*
Results: Dynamic pricing is currently being deployed to optimize the throughput. Working with the regional partners, technology options for other purposes are being explored including switchable toll tags and automated license plate reading for enforcement purposes.

As required by Statute, Caltrans and the California Highway Patrol reviewed the draft results, and a stakeholder meeting was held on May 28, 2013. Comments were received from Caltrans and at the stakeholders meeting, and have been incorporated into the final report. A draft letter to the Legislature reporting on the results of the “After” Study is provided in Attachment C.

Discussion

The evaluation of the Express Lane is required by the Streets and Highways Code Section 149.5 (g), which states:

Not later than three years after the administering agency first collects revenues from the program authorized by this section, the administering agency shall submit a report to the Legislature on its findings, conclusions, and recommendations concerning the demonstration program authorized by this section. The report shall include an analysis of the effect of the HOT lanes on the adjacent mixed flow lanes and any comments submitted by the Department of Transportation and California Highway Patrol regarding operation of the lane.

To meet the above requirements, the southbound I-680 Express Lane Evaluation or “After” Study reports on the performance of the southbound I-680 Express Lane corridor with reference to the corridor operating conditions prior to implementation of the Express Lane as documented in a report entitled *Alameda I-680 Express Carpool Lane Project – Before Study and Existing Conditions*, dated April 2009. The “Before” Study established the procedures for the “After” Study, which is required to be completed no later than three years after the Southbound I-680 Express Lane is open to traffic. The study corridor for the evaluation purposes is southbound I-680 from SR 84 in Alameda County to SR 237 in Santa Clara County. A control corridor, northbound I-680 between Alcosta Boulevard in San Ramon to Livorna Road in Alamo, was also defined in addition to the study corridor to help determine if any changes in travel behavior are due to the Express Lane or to other travel trends in the San Francisco Bay Area.

The primary objectives of the “Before” and “After” evaluations are to 1) optimize the HOV/HOT lane usage to improve traffic throughput in the corridor; 2) maintain a level of service C or better for all Express Lane users; 3) use net revenue to improve highway and transit in the corridor; and 4) employ new intelligent transportation system (ITS) technologies. In order to evaluate the performance of the

Express Lane with reference to these objectives, a set of performance measures were identified and relevant data were collected. In addition, input from the project partners and the local jurisdictions were received and used to inform the study development.

The data collection was completed for the “After” Study in the Fall of 2012, similar to the “Before” study in 2008. The data collection included:

- Traffic counts
- Travel time surveys using “floating car” runs
- Manual vehicle classification and occupancy surveys at selected locations
- Aerial photography
- Video recordings at selected locations

The following performance measures, developed for the “Before” study, were used to help evaluate the effectiveness of the Express Lane:

1. Travel time
2. Travel speeds
3. Vehicle and person throughput
4. Bottlenecks and queues
5. Vehicle occupancy
6. Level of service and other measures
7. Transit ridership
8. Safety
9. Violations and enforcement

Analyses were performed for three distinct time periods, where applicable (primarily for Measures 1 through 7 above) for the study and control corridors. The three time periods were AM peak period (5 AM to 9 AM), PM peak period (3 PM to 7 PM) and a 12-hour daytime period (7 AM to 7 PM). These time periods were selected based on the HOV operation hours in the study corridor during the “Before” conditions. Since the AM peak period is the commute direction on the study corridor, more focused analyses were performed for the AM peak period compared to the other two time periods.

Study Results

Based on the data analysis conducted for each performance measure, the following conclusions described below and shown in Attachments A and B were observed for the study corridor:

1. *Travel Times:* After implementation of the Express Lane, travel times in the adjacent general purpose lanes were reduced by up to 22% (4.4 minutes) during the AM peak period and were similar to the “Before” conditions for the PM peak period. The Express Lane provides modest improvements in travel times compared to the HOV lane in the “Before” study even after allowing toll-paying single occupant vehicles (SOV) to use the lane.
2. *Travel Speeds:* Implementation of the Express Lane improved the travel speeds, particularly in the general purpose lanes by up to 11 miles per hour (mph), compared to the “Before” study. Travel speeds in the Express Lane are the same or faster than travel speeds in the prior HOV lane by up to 6 mph.

3. *Vehicle and Person Throughput:* Overall, the Express Lane increased the corridor vehicle and person throughput. The vehicle throughput for the 12-hour daytime period showed a maximum increase of 20% while the AM and PM peak periods showed maximum increases of 11% and 38% respectively. Person throughput showed slight decline to modest increases ranging between -1% and 2.4% during AM peak period, and increased by 19% to 38% at two of the four survey locations during the PM peak and daytime periods. Both vehicle and person throughputs showed decreases at the southern survey location during the PM peak and daytime periods. This decrease appears to be due to a combination of factors, including trips using the improved I-880/SR 262 Mission Boulevard interchange that opened after the “Before” Study was completed and the implementation of the Express Lane. The improved I-880/SR 262 Mission Boulevard Interchange provides an improved alternative for trips from the City of Fremont to access I-880 to travel to Santa Clara County rather than using I-680.
4. *Bottlenecks and Queues:* Queues in the general purpose lanes north of SR 262/Mission Boulevard reduced from 7.4 miles in the “Before” condition to 2.9 miles in the “After” condition. A new congested location in the north end of the study corridor, south of the SR 84 on-ramp, was observed during the “After” study, due to vehicles weaving to access the Express Lane entry. Two congested locations observed in the “Before” condition on southbound I-680 approaching Auto Mall Parkway/Durham Road interchange and approaching SR 262/Mission Boulevard interchange continued to occur in the “After” conditions. Congestion at these two locations appears to be related to the constrained conditions on the local road connecting to the off-ramp at these interchanges.
5. *Vehicle Occupancy:* The average HOV percentages and volumes in all lanes decreased by 32% in the AM peak period and by 5% in the PM peak period. Similar HOV usage declines were observed in the control corridor. The decreases in HOV usage could be due to a combination of factors such as a general decline in carpooling regionwide, overall changes in employment in the sub-region, and improved operating conditions in the general purpose lanes.
6. *Level of Service and Related Measures:* The “After” condition results showed that LOS in the Express Lane either improved or stayed the same for all time periods. The general purpose lanes showed improved LOS in the mid portion of the corridor, LOS F conditions at the north end of the corridor (as described under the Bottlenecks and Queues measure) and no change in the LOS F conditions approaching SR 262/Mission Boulevard interchange, which was observed during the “Before” study conditions.

The analyses showed increases in Vehicle Miles Traveled (VMT) by 24% and reductions in Vehicle Hours of Delay (VHD) by a maximum of 16% during the AM peak period likely due to the improved corridor travel conditions within the study corridor.

7. *Transit Ridership:* The average weekday transit ridership decreased in the study corridor by 6 % and in the control corridor by 5%. The ridership decreases experienced in both the study and control corridors were related to service reductions by the transit operators. It is likely that the service reduction is part of larger level trends and not related to Express Lane operations.
8. *Safety:* The collision rates on the I-680 study and control corridors both dropped by 50% between 2006 and 2011.

9. *Violations and Enforcement:* The maximum toll violation rates on the Express Lane are approximately 20% of single-occupant vehicles or 11% of all vehicles in the Express Lane. A minimum violation rate of 6% was estimated for vehicles using the Washington Boulevard Express Lane ingress as an egress. This is likely due to the vehicles using the Auto Mall Parkway/Durham Road off ramp for which there is no legal egress available from the Express Lane, and therefore using the Washington ingress as an egress. The number of CHP citations increased initially and ultimately reduced over the study period, indicating that increased enforcement for the Express Lane could have resulted in reduced citations.

Other Factors Affecting the Study Corridor

Other factors potentially affecting the study corridor during the “After” conditions were analyzed. They include economic conditions, gasoline prices, implementation of ramp metering, completion of nearby major roadway improvements, and general travel trends in the area. With the exception of gasoline prices, all factors appeared to have some level of impact on the performance of the study corridor:

- *Economic Conditions:* While the unemployment rate or employment levels are comparable between 2008 and 2012, a significant drop and subsequent gain in employment occurred in the years in between due to the economic downturn. Alameda and Santa Clara Counties lost about 60,000 and 80,000 jobs respectively during this period while recovering to 2008 levels by 2011. This has likely created some changes in the types of employment and number of workers by employment type, and therefore resulted in shifts in modal preferences.
- *Ramp Metering:* The implementation of ramp metering in the study corridor slightly increased traffic volumes and travel times in the Express Lane. Even with these increases, a comparison of the Express Lane “Before” and “After” studies travel times showed overall modest to notable improvements in both the general purpose lanes and Express Lane.
- *Major Roadway Improvements:* The I-880/SR 262-Mission interchange improvements in Fremont were completed in Spring 2009 after the “Before” study was completed. The interchange improvements provided an improved connection between I-680 and I-880 for trips going to Santa Clara County, providing an alternative to using I-680. Volumes at the three major on-ramps from City of Fremont to southbound I-680 showed decreased volumes of about 800 vehicles in the 2-hour AM peak period compared to “Before” conditions. The reduction in throughput volumes experienced at the southern end of the I-680 study corridor appears to be due to a combination of factors including trips using the improved I-880/Mission interchange to access I-880 rather than I-680 to travel to Santa Clara County and the implementation of the Express Lane.
- *Other Related Trends:* The American Community Survey from the United States Census showed that the percentage of commute trips using carpooling declined in Alameda County between 2000 and 2012 from 14% to 10%. Between 2008 and 2011, carpooling work trips alone decreased in Alameda County by 0.3% and in Contra Costa County by approximately 2.0%. Alameda and Contra Costa Counties along with San Joaquin County make up the majority of the work trips on the southbound I-680 study corridor during the morning commute. Decreases in vehicle occupancy in the study and control corridors are affected by the overall larger declining trend in carpool trips.

Express Lane Revenues

Toll revenues collected on the I-680 Southbound Express Lane have been fully utilized to pay for operations and maintenance of the Express Lane facility. In the current facility ramp-up period, the revenues do not exceed operating costs. The operating cost has been subsidized by the unspent grant funds available in the Project. When the Express Lane becomes financially sustainable (i.e., the toll revenues exceed the operations and maintenance costs), the Sunol Smart Carpool Lane JPA Board will determine how to reinvest these funds into the project corridor.

Comments from I-680 Sunol Smart Carpool Lane Joint Powers Authority

Both the I-680 Sunol Smart Carpool Lane Joint Powers Authority and the Planning, Policy and Legislation Committee recommended approval of this item at their meetings on June 10, 2013, and the I-680 Sunol Smart Carpool Lane Joint Powers Authority made the following comments:

- In view of the need for the increased enforcement along the Express Lane to reduce the toll violations and access violations reported in the “After” Study, the recommendations to the Legislature should include that the Alameda CTC will work with the Legislature regarding the need for increased California Highway Patrol enforcement and related resources along the Express Lane.
- The recommendation on the Countywide Travel Demand Management (TDM) program implementation should be expanded to include that the implementation of the TDM program will be done in coordination with the large employers in Alameda, Santa Clara and Contra Costa Counties and with MTC’s Regional Ride Share program.
- The study report should highlight the speed differential observed between the Express Lane and the general purpose lanes, particularly the increased speed the Express Lane provides in comparison to the general purpose lanes at the most congested corridor segment between Washington and Mission Boulevards. This revision will be included in the Final Report.

The revised recommendations are presented below.

Recommendations

The state legislation requires that the evaluation report on the performance of the Express Lane to the legislature include findings, conclusions and recommendations based on the evaluation. As described in the summary section above, the objectives for the Express Lane Demonstration Program have been met. Analysis of performance measures for the “Before” and “After” Studies shows that some improvements can be implemented to further improve the corridor performance in both the Express Lane and general purpose lanes. These improvements will aim to improve occupancy (carpool use), transit ridership, level of service and related bottlenecks, and toll violations. Recommendations regarding these potential improvements are presented below:

- Increased HOV usage and transit ridership for trips within Alameda County could be achieved through focused implementation of a Transportation Demand Management program that includes tools to promote use of alternate modes. The implementation of the Travel Demand Management program will be done in coordination with the large employers in Alameda, Santa Clara and Contra Costa Counties and with MTC’s Regional Ride Share program.
- Toll violation rates could be reduced through implementation of new technologies such as automated license plate reading combined with the switchable toll tag capabilities that are currently being explored.

- To improve the new bottleneck at SR 84 and the two existing bottlenecks at the southern portion of the Express Lane at the Auto Mall Parkway/Durham Road and SR 262/Mission Boulevard interchanges, and to address the access issues experienced at the Washington Boulevard and Auto Mall Parkway/Durham Road interchanges, further studies could be performed to identify potential improvement options.
- Alameda CTC will work with the Legislature regarding the need for increased California Highway Patrol enforcement and related resources along the Express Lane to reduce the toll and access violations.

Fiscal Impacts


















No fiscal impacts. The cost for implementing recommendations related to the Countywide Transportation Demand Management Program is included in the proposed Fiscal Year 2013-14 budget. The cost for implementing new technologies or performing further studies, when planned, will be considered under future I-680 Southbound Express Lane Operating Budgets.














Attachments

- Attachment A: Evaluation Results Summary
- Attachment B: Southbound I-680 Express Lane Performance Evaluation – an After Study
Executive Summary
- Attachment C: Draft letter to the Legislature

This page intentionally left blank

I-680 Express Lane After Study - Evaluation Results Summary

Performance Measure	Evaluation Results	Time Period	Change from "Before" to "After"
Strong Positive			
Partially Positive			
	Mix of Positive and Negative		
	Partially Negative		
	Strong Negative		
TRAVEL TIMES			
Express Lane		AM peak average	-0.5 minutes (-4%)
Express Lane		PM peak average	-0.2 minutes (-2%)
General purpose lanes		AM peak average	-2 minutes (-13%)
General purpose lanes		PM peak average	-0.2 minutes (-2%)
TRAVEL SPEEDS			
Express Lane		AM peak average	+3 mph
Express Lane		PM peak average	+1 mph
General purpose lanes		AM peak average	+6 mph
General purpose lanes		PM peak average	+2 mph
THROUGHPUT			
Vehicle throughput		AM peak period	+1% to +11%
Vehicle throughput		PM peak period	+1% to +38% at 3 north locations -13% at the southern location
Person throughput		AM peak period	-2% to +2%
Person throughput		PM peak period	+1% to +38% at 3 locations, -17% at 1 location

Performance Measure	Evaluation Results	Time Period	Change from "Before" to "After"
BOTTLENECKS AND QUEUES			
Number of bottlenecks		AM peak period	Existing two bottlenecks at the southern section remain new bottleneck added at SR 84
Length of queues		AM peak period	Max. queue reduced from 7.4 to 2.9 miles
VEHICLE OCCUPANCY			
HOV percent (all lanes)		AM peak period	-32%
HOV percent (all lanes)		PM peak period	-7%
LEVEL OF SERVICE			
Express Lane		AM and PM peak periods	Remains LOS A or B
General purpose lanes		AM peak period	4 segments in middle of corridor improve from LOS F, 1 in north and 1 in south become LOS F
General purpose lanes		PM peak period	Increased density. Although LOS changed from B to C in many segments, all segments remain LOS C
TRANSIT RIDERSHIP			
Daily transit passengers on lines serving corridor		Daily	-6% (Lines reduced from 10 to 6)
SAFETY			
Collision rate		Annual	-50%
VIOLATIONS AND ENFORCEMENT			
Toll violations		AM peak period	20% of SOVs or 11% of all vehicles in the Express Lane
Illegal crossing of double white line		AM peak period	<1%
Illegal egress at Washington ingress		AM peak period	6%
Number of citations		Annual	205 in 2009, 478 in 2011 223 in 2012

Southbound I-680 Express Lane Performance Evaluation – an After Study

Executive Summary

June 17, 2013

EXECUTIVE SUMMARY

The Southbound Interstate 680 (I-680) Express Lane Performance Evaluation or the “After” Study evaluated the effectiveness of the Express Lane using a set of performance measures compared to the goals of the Express Lane Demonstration Program (Program), under which this Express Lane is authorized. The “After” study results, from the data collected in the Fall of 2012, were compared to the

The “After” study indicates that implementation of the Express Lane improved the performance of general purpose lanes and the Express Lane and overall corridor performance.

conditions identified in a “Before” study conducted in 2008 before construction of the Express Lane.

This executive summary describes the background for the study, includes highlights of data analysis and findings and conclusions for each performance measure in comparison with the results from the

“Before” study, and summarizes how the Express Lane meets the objectives of the Program as identified in the “Before” study.

ES-1 STUDY BACKGROUND

The southbound I-680 Express Lane was the first High Occupancy Toll lane project implemented in northern California. It was opened to traffic in September, 2010. The evaluation of the Express Lane performance was prepared to fulfill the legislative mandate that requires an evaluation report within three years of opening. The Express Lane “study corridor” (see Figure ES-1) is southbound I-680 from the State Route 84 (SR 84) interchange in Alameda County to the State Route 237 (SR 237) interchange in Santa Clara County.

The “Before” study report was prepared in April 2009 based on data collected in the Fall of 2008 prior to construction of the southbound I-680 Express Lane. It establishes the baseline traffic conditions for comparison for the “After” study.

Transportation data were also collected on a control corridor, northbound I-680 between Alcosta Boulevard in San Ramon and Livorna Road in Alamo. The control corridor helps to determine if changes in Express Lane performance measures may be due to external factors that impact travel trends in the area as opposed to changes related to implementation of the Express Lane.

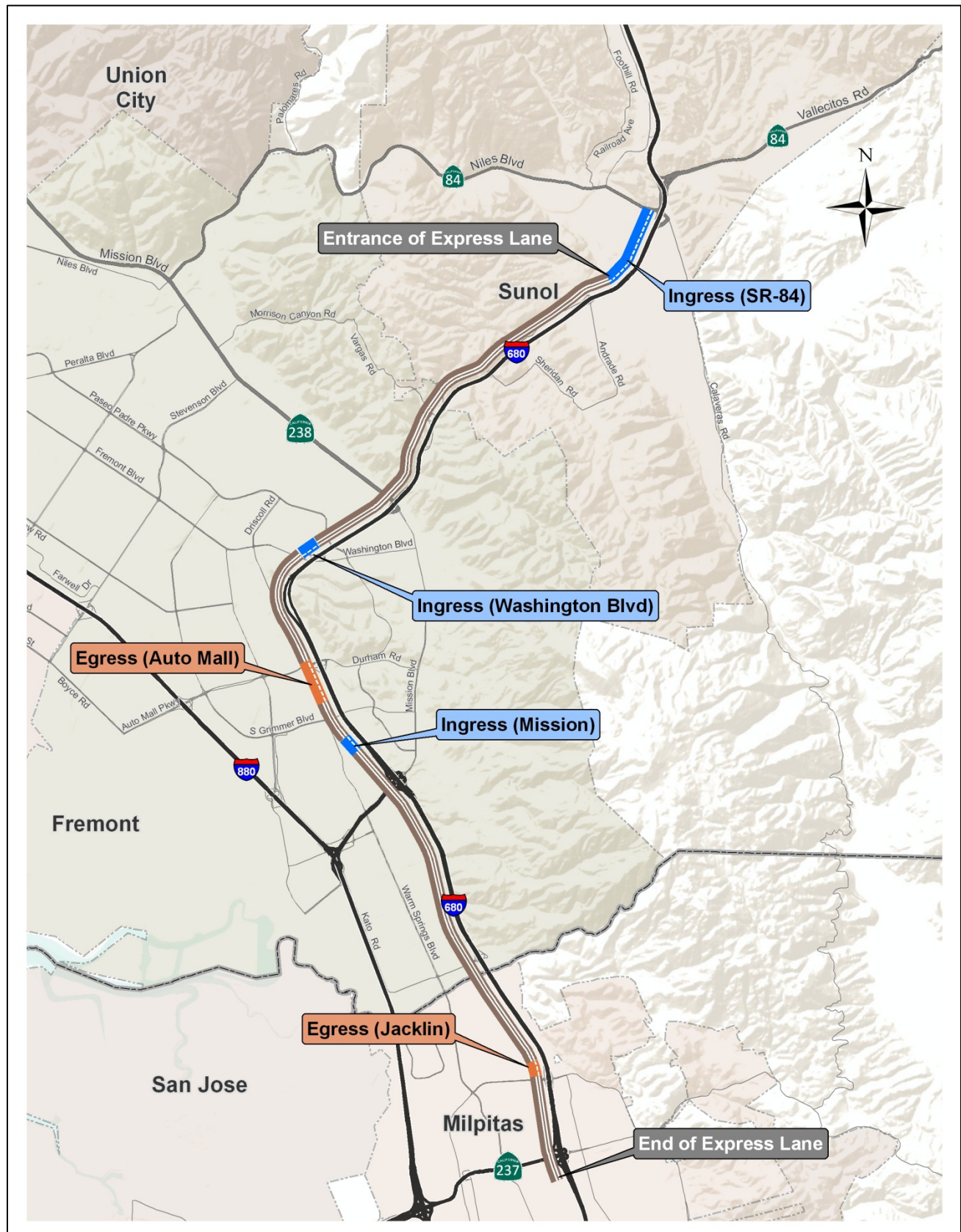
Input from the project partners and the local jurisdictions were received and used to inform the study development. Results from the study were shared with the project partners and comments received from Caltrans will be responded to and incorporated into the final report.

ES-2 DATA COLLECTION

The data collection for the “After” study was completed in October and early November, 2012, the same time of year as the data collection for the “Before” study in 2008. The data collection conducted for this study in 2012 included:

- Traffic counts;
- Travel time surveys using “floating car” runs;
- Manual counts of vehicle classification and occupancy at selected locations (four in the study corridor and two in the control corridor);

Figure ES-1: Southbound I-680 Express Lane Study Corridor



- Aerial photography; and
- Video recordings at selected locations.

Based on California Highway Patrol input regarding the safety of locating surveyors on the side of the road, three out of four study corridor survey locations and one out of two control corridor survey locations used for the “Before” study were relocated for the “After” study. As a result and in order to obtain comparable “Before” and “After” data, available data were also compiled from:

- Installed traffic and toll reader detectors;
- California collision records;
- California Highway Patrol citation history;
- Transit agency ridership statistics;
- Express Lane toll revenue records;
- Travel time data from the Caltrans Freeway Performance Monitoring System (PeMS) and the Metropolitan Transportation Commission (MTC) 511.org program; and
- American Community Survey data from the United States Census.

ES-3 PERFORMANCE MEASURES AND DATA ANALYSIS

The following performance measures were used to help evaluate the effectiveness of the Express Lane:

1. Travel Time
2. Travel Speeds
3. Vehicle and Person Throughput
4. Bottlenecks and Queues
5. Vehicle Occupancy
6. Level of Service
7. Transit Ridership
8. Safety
9. HOV/Express Lane Violations and Enforcement

All of these measures were used in the “Before” study to establish an existing conditions baseline on the study corridor prior to the implementation of the Express Lane. Analyses were performed for three distinct time periods, where applicable (primarily for Measures 1 through 7 above) for the study and control corridors. The three time periods were AM peak period (5 AM to 9 AM), PM peak period (3 PM to 7 PM) and daytime (7 AM to 7 PM). These time periods were selected based on the HOV operation hours in the study corridor during the “Before” conditions. The Control Corridor HOV operations during the “Before” conditions were between 6 AM and 9 AM in the morning and between 3 PM and 6 PM in the afternoon, and therefore these three-hour periods were used for the AM and PM peak periods respectively for the control corridor. For Throughput and Vehicle Occupancy, a two-hour AM peak period (7 AM to 9 AM) was analyzed due to visibility constraints in the earlier hours (5 AM to 7 AM). Since the AM peak period is the commute direction on the study corridor, focused analyses were performed for the AM peak period compared to the other two time periods analyzed. The performance measure results based on the data collection and analyses are summarized below.

Travel Times

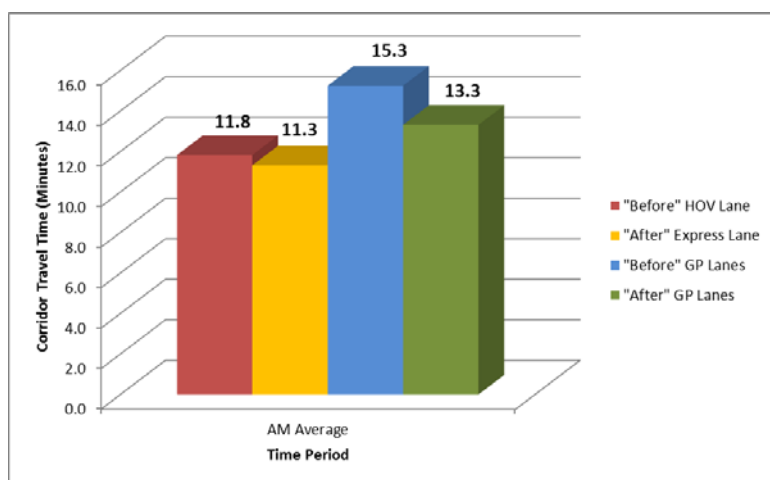
Travel times to travel from the beginning to the end of the corridor were evaluated. They were primarily measured by floating car travel time runs using Geographic Positioning System (GPS) equipment.

Findings: As shown in Figure ES-2, on the Express Lane, the average travel times in the “After” study show slight improvement compared to average travel times measured on the HOV lane in the “Before” study. The average travel time improvement was 4 percent (0.5 minutes) in the AM peak period.

The average travel times in the general purpose lanes were reduced by 13 percent (2 minutes) during the AM peak period. The highest reduction of 22 percent (4.4 minutes) was experienced during the 8:00 to 9:00 AM time period. The average travel times in the general purpose lanes during the PM peak period showed no significant change compared to 2008 conditions.

Average travel times during the AM peak period in the “After” study reduced by less than 1 minute in the Express Lane and 2 minutes in the general purpose lanes compared to the “Before” study.

Figure ES-2: Southbound I-680 AM Peak Period Average Travel Times



The HOV lane in the “Before” study provided up to 7.5 minutes of travel time savings compared to the general purpose lanes in the AM peak period. The Express Lane provided less travel time savings compared to the general purpose lanes, a maximum of 4.2 minutes of travel time savings in the “After” study, because travel conditions had improved on the general purpose lanes.

Conclusions: After implementation of the Express Lane, travel times in the adjacent general purpose lanes were reduced by up to 22 percent during the AM peak period and were similar to the “Before” conditions for the PM peak period. The Express Lane provides modest improvements in travel times compared to the HOV lane in the “Before” study even after allowing toll-paying single occupant vehicles (SOV) to use the lane.

Travel Speeds

Travel speeds were evaluated for the overall corridor and for the individual segments of the corridor. They were based on the same floating car travel time runs as the travel time measurements.

Findings: On the Express Lane, average travel speeds in the “After” study increased by 3 mph in the AM peak

Travel speeds during the AM peak period in the “After” study increased by up to 6 mph in the Express Lane and by up to 11 mph in the general purpose lanes compared to the “Before” study.

period and by 1 mph in the PM peak period compared to the “Before” study. The highest increase in average travel speed was 6 mph for the 8:00 to 9:00 AM peak hour, from 60 mph to 66 mph.

Average travel speeds in the general purpose lanes increased by an average of 6 mph during the AM peak period and 2 mph during the PM peak period. The highest increase occurred during the 8:00 to 9:00 AM time period, when the average travel speed increased by 11 mph, from 38 mph to 49 mph.

Conclusions: Implementation of the Express Lane improved the travel speeds, particularly in the general purpose lanes, compared to the “Before” study. Travel speeds in the Express Lane are the same or faster than travel speeds in the prior HOV lane.

Vehicle and Person Throughput

Corridor throughput was measured in two different ways: vehicle throughput and person throughput. Vehicle throughput measures the number of vehicles counted at four survey locations along the corridor. Person throughput is the number of persons at the same four locations, accounting for vehicle occupancy.

Findings: Comparing “Before” and “After” conditions, vehicle throughput showed modest to notable increases ranging between 0.6 percent and 11 percent at all 4 survey locations in the AM peak period. For the PM peak period and the 12-hour daytime period, improvements were observed at the three northern locations ranging between 1.4 percent and 37.9 percent for the PM peak period and 3.2 percent and 19.8 percent for the daytime period. The one location showing reductions during both the PM peak and daytime periods is at SR 237/Calaveras Boulevard. It is important to note that the improved I-880/SR 262/Mission Interchange opened in 2009 after completion of the “Before” study. This improved interchange combined with the implementation of the Express Lane appeared to have mostly contributed to the decrease in volume in the southern section of the study corridor due to trips from the City of Fremont using southbound I-880 through the improved interchange to go to Santa Clara County rather than using southbound I-680. This diversion would also include trips that normally would have used I-880 to go Santa Clara County but used I-680 instead for the last few years because of the construction at the SR 262/Mission Boulevard interchange on I-880. This is also shown in the decrease in average daily traffic volumes of 9% on the southbound I-680 and corresponding increase of 11% on the southbound I-880 at the Alameda and Santa Clara County Line experienced between 2008 and 2011 while volumes on southbound I-880 at northern Fremont showed a decline of 2% for the same period.

Overall vehicle throughput increased in the corridor in most locations. The 12-hour daytime period showed a maximum increase of 20% while the AM and PM peak periods showed increases of 11% and 38% respectively.

Person throughput showed slight declines to modest increases (-1.0 percent to 2.4 percent) during the AM peak period, and increased by 19 percent to 38 percent at 2 locations during the PM peak and daytime periods. Similar to the vehicle throughput, person throughput showed notable decreases at the southern survey location, due to the same reasons.

Conclusions: Overall, the implementation of the Express Lane increased the corridor vehicle and person throughput. The recently improved I-880/SR 262-Mission interchange combined with the

implementation of the Express Lane appeared to have contributed to reductions in throughput in the southern section of the corridor.

Bottlenecks and Queues

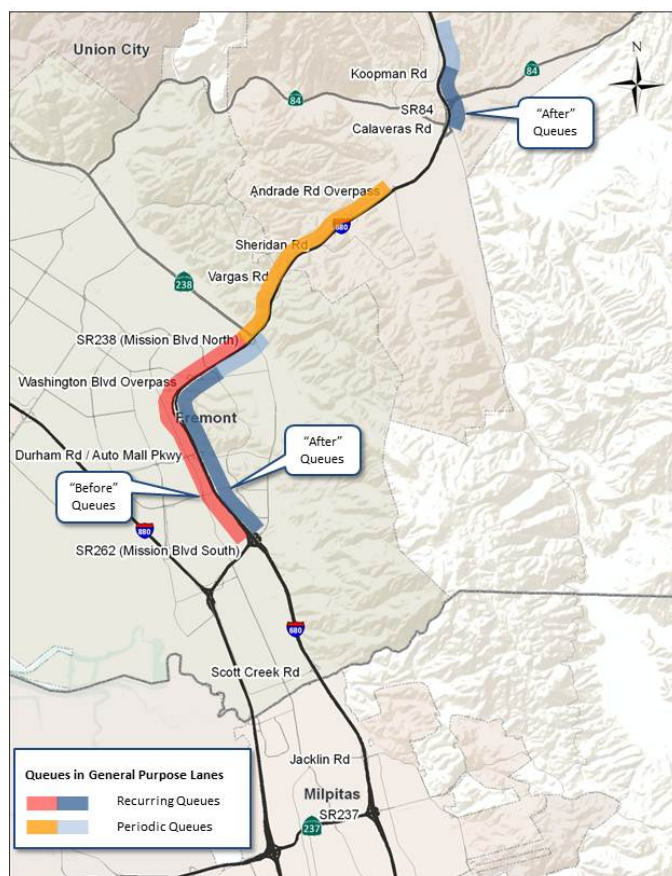
Bottlenecks and queues show the location and length of congestion on the corridor. They were identified based on floating car travel time surveys and verified using aerial photography.

Findings: Overall, in the general purpose lanes, the “Before” study identified AM peak period congested queues from Andrade Road all the way to SR 262/Mission (7.4 miles), while queues in the “After” study extended from Washington Boulevard to SR 262/Mission (2.9 miles). Figure ES-3 shows the length and location of the queues.

Slow speeds and queuing were observed in the “After” conditions during the early part of the AM peak period on the segments just north of SR 84 (from Koopman Road) and just south of the SR 84 on-ramp merge, near the entry to the Express Lane. These locations did not have slow speeds and queuing during the “Before” study, and are appeared to be caused by weaving to enter the Express Lane. Later in the AM peak period, queues and slow speeds occurred approaching the Auto Mall Parkway/Durham Road interchange and in the

Queues in the general purpose lanes north of SR 262/Mission Boulevard reduced from 7.4 miles in the “Before” conditions to 2.9 miles in the “After” conditions.

Figure ES-3: Southbound I-680 AM Peak Period Queues in General Purpose Lanes



right lane approaching the SR 262/Mission Boulevard interchange. These two congestion locations were consistent with observations during the 2008 “Before” study. Congestion at these locations appears to be caused by backups from the signalized intersections at or adjacent to the southbound off-ramps, rather than conditions on the freeway mainline.

No queues were observed during the PM peak period in either the “Before” or “After” conditions

Conclusions: The “After” conditions showed slow speeds and queuing for a shorter distance (7.4 vs. 2.9 miles) north of SR 262/Mission compared to “Before” conditions. Implementation of the Express Lane introduced slow speeds north and south of the SR 84 on-ramp, near the entry to the Express Lane, due to weaving to enter the Express Lane, and did not eliminate existing queues from the southbound off-ramps at Auto Mall Parkway and SR 262/Mission Boulevard.

Vehicle Occupancy

Vehicle occupancy was analyzed based on the numbers of vehicles of each type (auto, bus, motorcycle, truck) and numbers of occupants manually counted at four survey locations along the study corridor and two locations on the control corridor.

Findings: The “Before” study reported 27 percent to 35 percent single-occupant vehicles (SOVs) in the I-680 HOV lane. These SOVs would either have been eligible clean-air vehicles or were in violation of the HOV restrictions. The “After” conditions showed 54 percent to 61 percent SOVs in the HOV lane, including toll vehicles, eligible clean air vehicles and potential violations.

The average HOV percentages and volumes in all lanes decreased by 32 percent in the AM peak period and by 7 percent in the PM peak period. The decrease may be attributable to an overall declining trend in carpool use, changes in employment in the sub-region and improved operating conditions in the general purpose lanes.

The total number of HOVs on the study corridor (Express Lane and general purpose lanes) decreased by an average of 32 percent in the AM peak period, 7 percent in the PM peak period and 11 percent for the 12-hour daytime period in the “After” study compared to the “Before” study conditions. This pattern is also seen in the control corridor, where the average HOV percentage decreased by 24 percent for the AM peak period and 20 percent for the PM peak period between the “Before” and “After” studies with no changes in HOV lane operations.

The overall decline in carpool usage is corroborated using the American Community Survey data which shows that the percentage of commuters using carpools declined 4 percent between 2000 and 2012 in Alameda County. These same data show that, between 2008 and 2011, carpool work trips declined in Alameda County by 0.3 percent and in Contra Costa County by approximately 2 percent. Further, the change in employment due to the economic downturn, approximately 80,000 jobs in Santa Clara County and 60,000 jobs in Alameda County, since 2008 may have contributed to some shift in modal preferences in work trips.

Conclusions: The “After” study showed a decrease in HOV usage in the study corridor and the control corridor. The decreases in HOV usage could be due to a combination of factors such as a general decline in carpooling, overall changes in employment in the sub-region, and improvements in speed and travel time in the general purpose lanes for the study corridor.

Level of Service and Related Measures

The level of service (LOS) of each segment was evaluated using freeway analysis procedures from the 2000 *Highway Capacity Manual*, similar to the “Before” conditions. The LOS analysis was based on freeway mainline and ramp traffic counts and used the FREQ analysis software. This analysis also estimated corridor-wide performance measures such as vehicle miles traveled (VMT) and vehicle hours of travel and delay (VHT and VHD). VMT is a measure of the total density of traffic while VHT and VHD indicate the overall delay due to congestion.

The level of service on the Express Lane stayed at LOS A or B, above the required service level of LOS C.

Findings: In the Express Lane, AM peak period LOS was similar in the “Before” and “After” studies, varying between LOS A and LOS B, and improved from LOS B to LOS A in the PM peak period. In the general purpose lanes, LOS improved from LOS F to D in a number of segments in the middle of the

Vehicle Miles of Travel increased by 24% and Vehicle Hours of Delay reduced by 16% for the AM peak period compared to the “Before” conditions.

corridor, between Sheridan Road and Auto Mall Parkway/Durham Road, while new LOS F segments appeared in the north end of the corridor near the entry to the Express Lane and at the southern section approaching SR 262/Mission Boulevard. Within the study corridor limits, VMT increased by 24 percent and VHD reduced by 16 percent for the AM peak period

compared to the “Before” conditions.

Conclusions: Conditions after the implementation of the Express Lane showed that LOS in the Express Lane either improved or stayed the same. The general purpose lanes showed improved LOS in the mid portion of the corridor, and LOS F conditions at the north end of the corridor and approaching SR 262/Mission Boulevard. The analyses show significant increases in VMT and reductions in delay mostly due to the improved corridor travel conditions.

Transit Ridership

Transit ridership in the corridor was identified based on data from transit operators on average ridership for each bus line that uses the I-680 corridor.

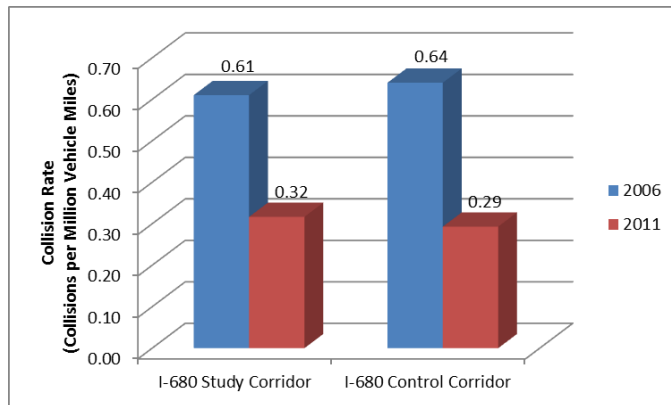
Findings: The average weekday transit ridership decreased in the study corridor by 6 percent and in the control corridor by 5 percent. Transit services were reduced in both the study and control corridors compared to the “Before” conditions. In the study corridor, out of a total of 10 lines that operated during the “Before” conditions, 5 lines were not operating and one new line was added in the “After” study. In the control corridor, out of a total of 9 lines operating during the “Before” study, 4 lines were eliminated in the “After” study. The ridership decreases experienced in both corridors were related to service reductions by the transit operators. It is likely that the service reduction is part of larger level trends and not related to Express Lane operations.

Conclusions: The amount of transit service operating in the study corridor was significantly reduced between 2008 and 2012, and therefore decreases in transit ridership were not related to implementation of the Express Lane.

Safety

Safety is measured by the number of collisions on the corridor and the collision rate, which is calculated by dividing the number of collisions by the amount of total travel measured as annual million vehicle miles of travel.

Figure ES-4: Average Collision Rates



Findings: Between 2006 and 2011, the collision rates on the I-680 study and control corridors both dropped by 50 percent. Reasons for such significant changes could not be obtained from the CHP at the time of report development.

Conclusions: Since the control corridor also experienced a decrease in collision rate, it cannot be inferred that the decrease in collision rate on the study corridor can be directly attributed to the Express Lane. However, it may be concluded that the Express Lane did not cause an increase in accident rates on the study corridor.

Violations and Enforcement

Violations on the Express Lane were measured based on the estimation of single-occupant vehicles not paying tolls, observation of illegal crossings of the solid double white line separating the Express Lane from the general purpose lanes, and calculation of vehicles illegally using an ingress as egress and vice versa. Based on observations and stakeholder comments, the Washington Boulevard ingress to the Express Lane was analyzed for its use as an illegal egress from the Express Lane. Enforcement is measured by the number of citations issued by the California Highway Patrol.

Findings: The percentages of single-occupant vehicles that were not recorded as paying a toll were approximately 25 percent of single-occupant vehicles or 13 percent of all vehicles in the Express Lane. A portion of these vehicles could be qualified clean air vehicles or vehicles with legal transponders that were not working properly. The approximate volume of eligible clean air vehicles is estimated as 2.4 percent of all vehicles in the Express Lane, based on prior surveys and clean air vehicle registration totals. Therefore, the estimated toll violation rate on the Express Lane is estimated to be approximately 20% of single-occupant vehicles or 11% of all vehicles in the Express Lane.

The estimated toll violation rate (single-occupant vehicles not paying a toll) observed on the Express Lane was 20% of single-occupant vehicles or 11% of all vehicles in the Express Lane.

Video recording surveys from 8 locations along the study corridor indicated a very low (less than 1 percent of all Express Lane vehicles in each location) violation rate for illegal crossings of the double white line between the Express Lane and general purpose lanes. These surveys represent observations in just the 8 specific locations in the corridor, and additional illegal crossings may occur in other portions of the corridor. However, the percentage of drivers performing illegal movements in each portion of the corridor is expected to be similar to the observed driver behavior.

A minimum violation rate of 6 percent was estimated for vehicles using the Washington Boulevard Express Lane ingress as an egress. This is likely due to the vehicles that needed to use the Auto Mall

Parkway off ramp for which there is no legal egress available from the Express Lane, and therefore using the Washington Boulevard ingress as egress.

The number of California Highway Patrol citations for HOV lane violations in the study corridor increased during the first full year of Express Lane operation from 205 citations in 2009, and 400 citations in 2010 to 478 in 2011, but then decreased significantly in 2012 to 223 citations.

Conclusions: The maximum toll violation rates on the Express Lane are approximately 20 percent of single occupant vehicles or 11 percent of total vehicles in the Express Lane, and are higher than the 3 to 5 percent auto occupancy violation rates reported by Caltrans on the HOV lane in prior years. The number of CHP citations increased initially and reduced later, indicating that increased enforcement for the Express Lane likely is resulting in reduced citations. License plate readers and self-identification of carpools (using switchable toll tags or web-based applications) are being explored for use in the Bay Area region to improve enforcement and potentially reduce violations.

ES-4 OTHER FACTORS AFFECTING STUDY CORRIDOR

Other factors potentially affecting the study corridor “After” study results include economic conditions, gasoline prices and the implementation of ramp metering, completion of nearby major roadway improvements, and general travel trends in the area.

Economic Conditions

Findings: The California unemployment rate was 8 percent at the time of the “Before” studies in Fall 2008, and rose to 12 percent between 2009 and 2012. During the time of the “After” study in Fall 2012, it was at 10 percent. During this period, Alameda and Santa Clara counties lost about 60,000 and 80,000 jobs respectively while recovering to 2008 employment levels by 2011.

Conclusions: While the unemployment rate or employment levels are comparable between 2008 and 2012, the significant drop in employment that occurred in the years in between due to the economic downturn may have created some changes in the types of employment and number of workers by employment type, and therefore resulted in shifts in modal preferences.

Gasoline Prices

Findings: Gasoline prices during the Fall 2012 “After” study were very similar to gasoline prices during the Fall 2008 “Before” studies.

Conclusions: Travel demand characteristics should not have been affected by gasoline price differences between the “Before” and “After” conditions.

Ramp Metering

Ramp metering was implemented along the southbound I-680 corridor on July 25, 2011. The Metropolitan Transportation Commission (MTC) prepared a I-680 Southbound Ramp Metering “Before and After” Study.

Findings: Average southbound traffic volumes increased by 2 percent between the “Before” and “After” ramp metering conditions, with most of the increase occurring in the Express Lane (18 percent increase in traffic volume). Two “After” ramp metering studies prepared by MTC showed that while

ramp metering initially reduced travel times, by up to 8 percent during the AM peak period, at a later time in May 2012 average travel times had increased by 2.5 minutes. The ramp metering “After” studies concluded that increased travel times were likely contributed by a combination of increased traffic volumes and travelers adjusting their travel patterns in response to ramp metering and ramp metering adjustments to the north at Bernal Avenue.

Conclusions: The implementation of ramp metering in the study corridor slightly increased traffic volumes and travel times in the Express Lane. Even with these increases, a comparison of the Express Lane “Before” and “After” studies travel times showed overall modest to notable improvements in both the general purpose lanes and Express Lane as discussed earlier.

Major Roadway Improvements

The I-880/SR 262-Mission interchange improvements in Fremont were completed in Spring 2009 after the “Before” study was completed.

Findings: The interchange improvements provided an improved connection between I-680 and I-880 for trips going to Santa Clara County, providing an alternative to using I-680. Volumes at the three major on-ramps from the City of Fremont to southbound I-680 showed decreased volumes of about 800 vehicles in the 2-hour AM peak period compared to “Before” conditions.

Conclusions: The reduction in throughput volumes experienced at the southern end of the I-680 study corridor is appeared to be mostly contributed by a combination of trips using I-880 through the improved I-880/Mission interchange to travel to Santa Clara County and implementation of the Express Lane.

Other Related Trends

The American Community Survey from the United States Census showed that the percentage of commute trips using carpooling declined in Alameda County between 2000 and 2012 by 4 percent from 14 to 10 percent.

Findings: Between 2008 and 2011, carpooling work trips alone decreased in Alameda County by 0.3 percent and in Contra Costa County by approximately 2.0 percent. Alameda and Contra Costa Counties along with San Joaquin County make up the majority of the trips on the southbound I-680 study corridor during the morning commute.

Conclusions: Decreases in vehicle occupancy in the study and control corridors are affected by the overall larger declining trend in carpool trips.

ES-5 EXPRESS LANE REVENUES

Toll revenues collected on the I-680 Southbound Express Lane have been fully utilized to pay for operations and maintenance of the Express Lane facility. In the current facility ramp-up period, the revenues do not exceed operating costs. The operating cost has been subsidized by the unspent grant funds available in the Project. When the Express Lane becomes financially sustainable (i.e., the toll revenues exceed the operations and maintenance costs), the Sunol Smart Carpool Lane JPA Board will determine how to reinvest these funds into the project corridor.

ES-6 CONCLUSIONS

Both “Before” and “After” studies identified key objectives related to performance of the Express Lane in meeting the legislative mandate. Based on the results summarized above for various performance measures, the following summary describes how the objectives are met:

- **Objective:** Optimize the HOV lane usage to improve traffic throughput in the corridor
Results: Overall vehicle and person throughput in the corridor increased, average travel times decreased by 2 minutes (13 percent) in the general purpose lanes and 1 minute (4%) in the Express Lane, and average speeds increased by 6 mph in the general purpose lanes and 3 mph in the Express Lane.
- **Objective:** Maintain LOS C or better for all Express Lane users
Results: Express Lane LOS levels did not go below LOS B
- **Objective:** Use net revenue to improve highway and transit in the corridor
Results: Currently all toll revenues are being used towards the Express Lane operations. When net revenue becomes available over and above covering the Express Lane operations, it will be used to improve highway and transit in the corridor
- **Objective:** Employ new intelligent transportation system (ITS) technologies
Results: Dynamic pricing is currently being deployed to optimize the throughput. Working with the regional partners, technology options for other purposes are being explored including switchable toll tags and automated license plate reading for enforcement purposes.

ES-7 RECOMMENDATIONS

Analysis of performance measures for the “Before” and “After” Studies shows that some improvements can be implemented to further improve the corridor performance in both the Express Lane and general purpose lanes. These improvements will aim to improve occupancy (carpool use), transit ridership, level of service and related bottlenecks, and toll violations. Recommendations regarding these potential improvements are presented below:

- Increased HOV usage and transit ridership for trips within Alameda County could be achieved through focused implementation of a Transportation Demand Management program that includes tools to promote use of alternate modes. The implementation of the Travel Demand Management program will be done in coordination with the large employers in Alameda, Santa Clara and Contra Costa Counties and with MTC’s Regional Ride Share program.
- Toll violation rates could be reduced through implementation of new technologies such as automated license plate reading combined with the switchable toll tag capabilities that are currently being explored.
- To improve the new bottleneck at SR 84 and the two existing bottlenecks at the southern portion of the Express Lane at the Auto Mall Parkway/Durham Road and SR 262/Mission Boulevard interchanges, and to address the access issues experienced at the Washington Boulevard and Auto

Mall Parkway/Durham Road interchanges, further studies could be performed to identify potential improvement options.

- Alameda CTC will work with the Legislature regarding the need for increased California Highway Patrol enforcement and related resources along the Express Lane to reduce the toll and access violations.

**Commission Chair**

Scott Haggerty, Supervisor - District 1

Commission Vice ChairRebecca Kaplan,
City of Oakland Councilmember**AC Transit**

Elsa Ortiz, Director

Alameda CountySupervisors
Richard Valle - District 2
Wilma Chan - District 3
Nate Miley - District 4
Keith Carson - District 5**BART**

Thomas Blalock, Director

City of Alameda

Marilyn Ezzy Ashcraft, Vice Mayor

City of Albany

Peggy Thomsen, Mayor

City of Berkeley

Laurie Capitelli, Councilmember

City of Dublin

Tim Sbranti, Mayor

City of Emeryville

Ruth Atkin, Councilmember

City of Fremont

Suzanne Chan, Councilmember

City of Hayward

Marvin Peixoto, Councilmember

City of Livermore

John Marchand, Mayor

City of Newark

Luis Freitas, Councilmember

City of Oakland

Larry Reid, Vice Mayor

City of Piedmont

John Chiang, Mayor

City of Pleasanton

Jerry Thorne, Mayor

City of San Leandro

Michael Gregory, Vice Mayor

City of Union City

Carol Dutra-Vernaci, Mayor

Executive Director

Arthur L. Dao

May 23, 2013

Honorable Mark DeSaulnier, Chair
Senate Committee on Transportation & Housing
State Capitol, Room 5035
Sacramento, CA 95814Honorable Bonnie Lowenthal, Chair
Assembly Committee on Transportation
State Capitol, Room 3152
Sacramento, CA 95814Subject: Southbound I-680 High Occupancy Toll Lane Demonstration
Program – Performance Evaluation Report to the Legislature

Dear Senator DeSaulnier and Assemblywoman Lowenthal:

I am writing to report on the performance of the southbound I-680 High Occupancy Toll Lane "Express Lane" as required by the legislation. Section 149.5 of the California Streets and Highways Code authorized the Sunol Smart Carpool Lane Joint Powers Authority consisting of the Alameda County Transportation Commission and the Santa Clara Valley Transportation Authority to conduct, administer and operate a value pricing high-occupancy vehicle program on the Sunol Grade segment of Interstate 680.

The Streets and Highways Code Section 149.5 (g) states that:

Not later than three years after the administering agency first collects revenues from the program authorized by this section, the administering agency shall submit a report to the Legislature on its findings, conclusions, and recommendations concerning the demonstration program authorized by this section. The report shall include an analysis of the effect of the HOT lanes on the adjacent mixed flow lanes and any comments submitted by the Department of Transportation and California Highway Patrol regarding operation of the lane.

The southbound I-680 High Occupancy Toll Lane, called the "Express Lane", between SR 84 in Alameda County and SR 237 in Santa Clara County was opened to traffic in September 2010. To meet the legislative requirement within three years of opening, an Evaluation "After" Study was conducted based on data collected in the Fall of 2012 that compared the corridor operating conditions prior to the implementation of the Express Lane in 2008. Based on the "After" Study, *we are pleased to report that the implementation of the Express Lane has improved the performance of the general purpose lanes and the Express Lane and overall corridor performance. Overall travel speeds increased and travel times reduced during the peak period in the commute direction.*

A summary of the evaluation results and recommendations for further improvements on the corridor is attached. Comments received from the Department of Transportation and California Highway Patrol were addressed and incorporated into the report.

We appreciate having this opportunity to implement the first High Occupancy Toll Lane in the Northern California. Please let me know if you have any questions.

Sincerely,

Arthur L. Dao
Executive Director

Encl: Southbound I-680 Express Lane "After" Study - Executive Summary

Copy: I-680 Sunol Smart Carpool Lane JPA members
Alameda CTC Commissioners



Memorandum

DATE: June 18, 2013
TO: Alameda County Transportation Commission
FROM: Programs and Projects Committee
SUBJECT: California Transportation Commission (CTC) May 2013 Meeting Summary

Recommendation

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

Discussion

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

The May 2013 CTC meeting was held at Los Angeles, CA. Detailed below is a summary of the two agenda items of significance pertaining to Projects / Programs within Alameda County that were considered at the May 2013 CTC meeting (Attachment A).

1. 2014 State Transportation Improvement Program (STIP) Fund Estimate Assumptions

CTC staff presented the final assumptions of the 2014 STIP Fund Estimate. The Department will present the Draft 2014 STIP Fund Estimate on June 11, 2013 and the final 2014 STIP Fund Estimate for adoption on August 6, 2013.

2. Proposition 1B Trade Corridor Improvement Fund (TCIF)/ Outer Harbor Intermodal Terminals (OHIT) - Segment 3 project

The CTC allocated \$176 Million TCIF funds for the Construction Phase of City of Oakland's OHIT project.

Outcome: Allocation will allow project to be advertised and proceed to construction phase.

Attachment(s)

Attachment A: May 2013 CTC Summary for Alameda County Projects /Programs

This page intentionally left blank

May 2013 CTC Summary for Alameda County Projects/ Programs

Sponsor	Program / Project	Item Description	CTC Action / Discussion
Caltrans	2014 State Transportation Improvement Program (STIP)	Approve assumptions for the 2014 STIP Fund Estimate	Approved
City of Oakland	Trade Corridor Improvement Fund (TCIF)/Oakland Outer Harbor Intermodal Terminals (OHIT) - Segment 3	Allocate \$176 Million TCIF funds for CON Phase of City of Oakland's OHIT project.	Approved

http://www.dot.ca.gov/hq/transprog/ctcbooks/2013/0513/000_timed.pdf

This page intentionally left blank



Memorandum

DATE: June 18, 2013

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: Approval of Final Fiscal Year 2012/13 Coordinated Funding Program

Recommendation

It is recommended the Commission approve the Final FY 2012/13 Coordinated Funding Program. The Final program is consistent with the Draft Program that was approved by the Commission last month (May 2013).

Summary

The FY 2012-13 Coordinated Program included multiple fund sources allocated by the Alameda CTC under a unified programming and evaluation schedule. Overall, \$65.2 million in funding was available for transportation projects. The fund sources included Federal One Bay Area Grant (OBAG), Measure B and Vehicle Registration Fee (VRF) funds. The OBAG funds comprised approximately 80% of the total funds available. The remaining 20% included Measure B Bike / Ped Countywide Discretionary Funds (CDF), Measure B Express Bus Grant, VRF Bike / Ped Grant and VRF Transit funds.

The intent of the FY 2012-13 Coordinated Program was to reduce the number of applications required from project sponsors and to consider multiple county level programming efforts for various funding sources under a unified programming and evaluation schedule. The coordinated programming effort is also intended to provide funding for projects in the context of all programming commitments of the Alameda CTC.

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

The OBAG Programming Guidelines were approved by the Commission at their December 2012 meeting. The guidelines included programming categories, program eligibility, and screening

and selection criteria for the OBAG projects. The action also provided that additional fund sources allocated by the Alameda CTC be considered in coordination with the OBAG programming process, with a focus on the PDA Supportive Transportation Investment and Safe Routes to School (SR2S) Categories.

The Draft FY 2012/13 Coordinated Funding Program was approved by the Commission at the May 2013 meeting.

Discussion

The FY 2012-13 Coordinated Program Call for Projects was released on February 4, 2013. The call included multiple fund sources allocated by the Alameda CTC under a unified programming and evaluation schedule. Overall, \$65.2 million in funding is available for transportation projects. The fund sources included:

1. Federal OBAG (\$53.9 million):
 - a. Surface Transportation Program (STP)
 - b. Congestion Mitigation and Air Quality (CMAQ)
2. Local:
 - a. Measure B
 - i. Bicycle/Pedestrian Countywide Discretionary Fund (\$2.5 million)
 - ii. Countywide Express Bus Service Fund (\$2.2 million)
 - b. Vehicle Registration Fee (VRF)
 - i. Pedestrian And Bicyclist Access And Safety Program (\$1.5 million)
 - ii. Transit for Congestion Relief Program (\$5.0 million)

The intent of the FY 2012-13 Coordinated Program was to reduce the number of applications required from project sponsors and to consider multiple county level programming efforts for various funding sources under a unified programming and evaluation schedule. The coordinated programming effort is also intended to provide funding for projects in the context of all programming commitments of the Alameda CTC.

Federal Funding

The Federal OBAG funding is intended to support the Alameda CTC's Sustainable Communities Strategy by linking transportation dollars to land use decisions and target transportation investments to support Priority Development Areas (PDAs). Alameda County's share of the OBAG funding is \$53.9 million of STP/CMAQ spread over four fiscal years (FY 2012-13 through FY 2015-16). Per MTC Resolution 4035, 70 percent of the overall OBAG funding must be programmed to transportation projects that support PDAs and the remaining 30 percent of the OBAG funds may be programmed for transportation projects anywhere in the county. Projects must be eligible for STP or CMAQ and one or more of the following OBAG programs:

- PDA Supportive Transportation Investments
 - The transportation project or program must be in one of the 17 PDAs designated as "active PDAs" (Attachment A) by the Alameda CTC, or meet the minimum definition of "Proximate Access" to an active PDA. The 17 "active PDAs" were approved by the Alameda CTC in December 2012.

- Local Streets and Roads (LSR) Preservation
 - Sub-allocated to cities by formula. The formula's target numbers (Attachment B) will represent the maximum LSR funds that may be received by a jurisdiction. The minimum LSR funds a jurisdiction may receive is \$100,000.

Eligibility, Screening and Selection Methodology

The OBAG Programming Guidelines were approved by the Commission at their December 2012 meeting. The guidelines included programming categories, program eligibility, and screening and selection criteria for the OBAG projects. The action also provided that additional fund sources allocated by the Alameda CTC be considered in coordination with the OBAG programming process, with a focus on the PDA Supportive Transportation Investment and Safe Routes to School (SR2S) Categories. Listed below are highlights of principles approved by the Commission.

- In order to be eligible to receive federal funds through the OBAG Program, local agencies were required to:
 1. Adopt a Complete Streets Resolutions (or compliant General Plan) by April 1, 2013,
 2. Receive certification of agency housing element by the California Department of Housing and Community Development by January 31, 2013.
 3. Complete Local Agency Certification Checklist
- Transportation projects were required to be consistent with the adopted Regional Transportation Plan, Alameda Countywide Transportation Plan and / or the Countywide Bicycle and Pedestrian Plans.
- Transportation projects were required to be eligible for funding from one or more of the fund programs incorporated into the coordinated program.
- Transportation projects within or having proximate access to the 17 "Active" PDAs listed in Alameda CTC's Priority Development Area Investment and Growth Strategy were eligible to apply for OBAG PDA Supportive category funds.
- Local jurisdiction were provided the flexibility of applying for OBAG, Local or a combination of OBAG and Local funds
- Commission approved using Measure B and / or VRF Bike and Pedestrian funds as a local match for the Safe Routes to School Program.
- Alameda CTC may prioritize local funds as matching funds for projects requesting OBAG funding.

On February 4, 2013 a call for projects requesting applications for transportation projects was released. In response to the call, the Alameda CTC received 69 applications requesting a total of \$121.1 Million. Of the 69 applications received:

- 20 projects requesting approximately \$83.6 Million OBAG –PDA supportive funds;
- 15 Projects requesting \$15.2 Million OBAG-LSR funds; and
- 34 projects requesting \$22.2 Million Measure B /VRF funds

Projects were first screened for eligibility based on project selection criteria adopted by the Commission at the December 2012 meeting. The project selection criteria included project deliverability criteria as well as land use criteria mandated by the OBAG program listed in MTC's Resolution 4035 (Attachment C). Projects requesting Local funds were scored and prioritized based on the local funds project delivery criteria (Attachment D).

A Review Panel comprised of 6 members (Alameda CTC staff and in-house consultants) was convened to review and evaluate the applications. The project review process was a time intensive endeavor, including review of the application material by each team member, panel meetings to discuss the applications and identify follow up questions, meetings to review additional information and scoring.

The Program goal is to fund projects that will best serve the County. The coordinated program provided flexibility to sponsors to request funds from multiple sources. It also allowed the review team to evaluate the funding options available for projects based on project type and need. In some cases local projects were considered for multiple fund sources (i.e. OBAG funds and Measure B / VRF Transit funds).

There were a variety of project applications received. The evaluation process considered the need to balance the different project types. Through the evaluation process, the projects were divided into the following categories:

- PDA Supportive projects
- Bike Ped Capital projects
- Bike Ped Feasibility Studies
- Bike Ped Master Plans
- Bike Ped Programs
- Transit Capital
- Transit Operations

The program recommendation includes categories of projects, such as feasibility studies for capital projects, bicycle and/or pedestrian master plans, and programs in order to compare and rank the similar types of projects.

The Alameda County's Bicycle and Pedestrian Advisory Committee (BPAC) also played an active role in the review process. The BPAC is made up of 11 members that represent both bicycling and pedestrian interests from all areas of the county. Since most of the BPAC members are regular users of these facilities, their input assisted in the review panel's understanding of the project. The BPAC's roles in the review process include providing comments on MTC's Complete Streets Checklist as well as providing a recommendation on the overall program as an advisory committee to the Alameda CTC.

Per MTC guidelines sponsors requesting funds programmed through the MTC need to complete an online Complete Streets checklist which must be reviewed by their respective County BPAC. This checklist review process generated multiple questions and comments that were incorporated into the overall review process. The questions from the review panel and the BPAC were submitted to application sponsors, and all responses informed the review and evaluation process.

Revised fund estimate

Based on the number of quality applications received and also revisiting the programming capacity for the respective local grant revenues through the mid-year budget process, staff is proposing to increase the funds available to program as detailed in the table below. The revised assumptions include programming capacity from future year Measure B and VRF revenues.

Program	Fund Estimate (\$)	Revised Estimate (\$)
OBAG-LSR	15,257,000	15,257,000
OBAG-PDA Supportive Transportation Investments	38,702,000	38,702,000
Measure B Bike/Ped CDF	2,500,000	3,000,000
VRF Bike/Ped	1,500,000	1,500,000
VRF Transit	5,000,000	10,000,000
Measure B Express Bus	2,200,000	2,200,000
Total	65,159,000	70,659,000

FY 2012-13 Coordinated Program

The Draft FY 2012-13 Coordinated Funding Program was approved by the Commission at the May 2013 meeting. The Final program is consistent with the Draft Program adopted by the Commission in May 2013. The Final FY 2012-13 Coordinated Program detailed below assumes the availability of the revised fund estimate revenues (also see Attachment E and Attachment F)

Local Streets and Roads (LSR) (\$15.2 Million available)

Alameda CTC received 15 applications requesting \$15.2 million OBAG-LSR funds. The final FY 2012-13 Coordinated Program includes approximately \$15.2 million of federal OBAG STP funds towards fifteen (15) LSR projects.

The LSR funding was sub-allocated to the cities and County based on a 50% Population and 50% Lane Miles formula. The target programming generated as a result of this formula was the maximum LSR funds that a jurisdiction received. The minimum LSR funds a jurisdiction

received was \$100,000. The resulting programming action will support the “fix it first” strategy as well as address the LSR maintenance shortfall within Alameda County.

PDA Supportive Transportation Investments (\$38.7 Million available)

Alameda CTC received 20 applications requesting \$83.6 million OBAG-PDA Supportive funds. The final FY 2012-13 Coordinated Program includes approximately \$38.7 million of federal funds towards ten (10) PDA Supportive Transportation Investment projects. The projects include bicycle, pedestrian, station improvements, station access, bicycle parking, complete streets improvements that encourage bicycle and pedestrian access, and streetscape projects focusing on high-impact, multi-modal improvements.

The projects selected are consistent with the goal of this program which is to decrease automobile usage and thereby reduce both localized and area wide congestion and air pollution. This program of projects will aim to improve, expand and enhance bicycle and pedestrian access, safety, convenience and usage in Alameda County. It will also make it easier for drivers to use public transportation, make the existing transit system more efficient and effective, and improve access to schools and jobs.

Bicycle Pedestrian Projects requesting Measure B / VRF Funds (\$4.5 Million available)

Alameda CTC received 29 applications requesting \$18.2 million Measure B/VRF Bike and Ped funds. The final FY 2012-13 Coordinated Program includes approximately \$3.7 million of Measure B/ VRF Bike Ped funds towards eight (8) Bike and Ped projects. The final program includes:

- Five (5) Capital projects representing 87% of Measure B/ VRF Bike Ped funds,
- One (1) Feasibility Study representing 3% of Measure B/ VRF Bike Ped funds,
- One (1) Master Plan representing 3% of Measure B/ VRF Bike Ped funds, and
- One (1) Program representing 7% of Measure B/ VRF Bike Ped funds.

At its December 2012 meeting, the Commission previously approved Measure B/ VRF Bike Ped funds to be used as local match for the Federal Countywide Safe Routes to School Program (SR2S) program.

Transit Projects requesting Measure B / VRF Funds (\$12.2 Million available)

Alameda CTC received 5 applications specifically requesting approximately \$4 million Measure B /VRF Transit funds. The final FY 2012-13 Coordinated Program includes approximately \$12.2 million of Measure B/ VRF funds towards seven (7) projects. The final program includes:

- Three (3) PDA supportive capital projects (transit elements) representing 79% of Measure B / VRF Transit funds, and
- Four (4) Transit Operation projects representing 21% of Measure B / VRF Transit funds.

Next Steps:

A final program of project will be sent to the MTC on July 1, 2013 for inclusion in the Transportation Improvement Program (TIP). Over the month of June, project sponsors receiving federal funds will need to provide additional information, including confirmation of the year of

programming. Project sponsors receiving local funds would need to execute grant agreements with the Alameda CTC.

Attachment(s)

Attachment A:	“Active” PDAs in Alameda County
Attachment B:	OBAG – Local Streets and Roads Shares
Attachment C:	Final OBAG Selection / Scoring Criteria
Attachment D:	Final Local Funds Selection / Scoring Criteria
Attachment E:	FY 2012/13 Coordinated Funding Program Final Program
Attachment F:	FY 2012/13 Coordinated Funding Program Final Program (Sorted By Project Type)

This page intentionally left blank

“ACTIVE” PDAs in Alameda County

Planning Area	Priority Development Area
1	Berkeley: Downtown
	Berkeley: University Avenue
	Emeryville: Mixed Use Core
	Oakland: Coliseum BART Station Area
	Oakland: Downtown and Jack London Square
	Oakland: Fruitvale & Dimond Areas
	Oakland: TOD Corridors
	Oakland: West Oakland
2	Hayward: The Cannery
3	Fremont: Centerville
	Fremont: City Center
	Fremont: Irvington District
	Union City: Intermodal Station District
4	Dublin: Downtown Specific Plan Area
	Dublin: Town Center
	Dublin: Transit Center/Dublin Crossing
	Livermore: Downtown

This page intentionally left blank

OBAG - Local Streets and Roads

50% Population + 50% Lane Miles

Jurisdiction in Alameda County	Population	% Population	Lane Mileage	% Lane Mileage	50 % Population + 50% Lane Miles	LSR Share
County of Alameda**	142,833	9.32%	995	12.51%	10.91%	\$ 1,664,840
Alameda	74,640	4.87%	275	3.46%	4.17%	\$ 635,374
Albany	18,488	1.21%	59	0.74%	0.97%	\$ 148,711
Berkeley	114,821	7.49%	453	5.69%	6.59%	\$ 1,005,702
Dublin	46,785	3.05%	247	3.11%	3.08%	\$ 469,932
Emeryville	10,200	0.67%	47	0.59%	0.63%	\$ 100,000
Fremont	217,700	14.21%	1,065	13.39%	13.80%	\$ 2,104,615
Hayward	147,113	9.60%	629	7.91%	8.76%	\$ 1,335,550
Livermore	82,400	5.38%	670	8.43%	6.90%	\$ 1,052,780
Newark	43,041	2.81%	250	3.14%	2.98%	\$ 454,076
Oakland	395,341	25.80%	1,964	24.69%	25.25%	\$ 3,851,136
Piedmont	10,807	0.71%	78	0.99%	0.85%	\$ 128,963
Pleasanton	71,269	4.65%	498	6.26%	5.45%	\$ 831,849
San Leandro	86,053	5.62%	392	4.93%	5.27%	\$ 804,507
Union City	70,646	4.61%	331	4.16%	4.39%	\$ 668,965
COUNTY TOTAL	1,532,137	100.00%	7,954	100.00%	100.00%	\$ 15,257,000

** County of Alameda information includes Planning Area 2 and 4

Population Source - Department of Finance 01/01/2012

This page intentionally left blank

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

<i>Land Use Criteria (Mandated by OBAG)</i>		
6	PDA Supportive Investments (Includes Proximate Access) <ul style="list-style-type: none"> Transportation Project supports connectivity to Jobs/ Transit centers / Activity Centers for a PDA Transportation Project provides multi modal travel options 	5
7	Transportation Investment addressing / implementing planned vision of PDA <ul style="list-style-type: none"> PDA transportation facility will be X% complete with project 	4
8	High Impact project areas.	
a	Housing Growth <ul style="list-style-type: none"> Projected growth of Housing Units in PDA 	2

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

Approved by Alameda CTC Board on 12/06/12

Index	Final Local Funds Selection / Scoring Criteria	Proposed Weight
1	Transportation Project Readiness <ul style="list-style-type: none"> • Funding plan, budget and schedule • Implementation issues • Agency governing body approvals • Local community support • Coordination with partners • Identified stakeholders 	40
2	Transportation Project is well-defined and results in a usable segment <ul style="list-style-type: none"> • Defined scope • Useable segment • Project study report / equivalent scoping document 	20
3	Transportation project need / benefit / effectiveness (includes Safety) <ul style="list-style-type: none"> • Defined project need • Defined benefit • Defined safety and/or security benefits 	25
4	Sustainability (Ownership / Lifecycle / Maintenance) <ul style="list-style-type: none"> • Identify funding and responsible agency for maintaining the transportation project • Transportation Project identified in a long term development plan 	10
5	Matching Funds	5
<i>Total</i>		<i>100</i>

This page intentionally left blank

FY 2012/13 COORDINATED FUNDING PROGRAM

FINAL PROGRAM

						\$ X 1,000								
Index#	Jurisdiction	Project	CATEGORY	Scores	Total Project Cost	Total Requested	OBAG - LSR	OBAG - PDA	MB - VRF Bike/Ped	MB Transit	VRF Transit	Total Recommended	Notes	
1	Alameda County PWA	Pavement Rehabilitation in Unincorporated Alameda Cty	57	NA	\$ 1,888	\$ 1,665	\$ 1,665					\$ 1,665		
2	City of Alameda	Alameda City Pavement Rehabilitation - FY 2014/15		NA	\$ 829	\$ 635	\$ 635						\$ 635	
3	City of Albany	Santa Fe Avenue Pavement Rehabilitation		NA	\$ 344	\$ 149	\$ 149						\$ 149	
4	City of Berkeley	Hearst Ave Complete Streets		NA	\$ 1,136	\$ 1,006	\$ 1,006						\$ 1,006	Coordinated with PDA Supportive project
5	City of Dublin	Dublin Boulevard Street Resurfacing		NA	\$ 729	\$ 470	\$ 470						\$ 470	
6	City of Emeryville	Emeryville Street Rehabilitation		NA	\$ 712	\$ 100	\$ 100						\$ 100	
7	City of Fremont	Fremont 2014 Pavement Rehabilitation		NA	\$ 3,912	\$ 2,105	\$ 2,105						\$ 2,105	
8	City of Hayward	Pavement Rehabilitation - Industrial Blvd		NA	\$ 1,489	\$ 1,335	\$ 1,335						\$ 1,335	
9	City of Livermore	2014 Arterial Street Rehabilitation		NA	\$ 1,366	\$ 1,053	\$ 1,053						\$ 1,053	
10	City of Newark	Enterprise Drive Pavement Rehabilitation		NA	\$ 760	\$ 454	\$ 454						\$ 454	
11	City of Oakland	Oakland Pavement Rehabilitation		NA	\$ 4,351	\$ 3,851	\$ 3,851						\$ 3,851	
12	City of Piedmont	City of Piedmont Pavement Rehabilitation Project		NA	\$ 586	\$ 129	\$ 129						\$ 129	
13	City of Pleasanton	Valley Avenue & Hopyard Road Rehabilitation		NA	\$ 1,070	\$ 832	\$ 832						\$ 832	
14	City of San Leandro	San Leandro Boulevard Reconstruction		NA	\$ 1,153	\$ 804	\$ 804						\$ 804	
15	City of Union City	Pavement Rehabilitation - Whipple Road (Ithaca to Amaral)		NA	\$ 736	\$ 669	\$ 669						\$ 669	
		Total LSR Recommended			\$ 21,061	\$ 15,257	\$ 15,257	\$ -	\$ -	\$ -	\$ -	\$ 15,257		

FY 2012/13 COORDINATED FUNDING PROGRAM
FINAL PROGRAM

\$ X 1,000														
Index#	Jurisdiction	Project	CATEGORY	Scores	Total Project Cost	Total Requested	OBAG - LSR	OBAG - PDA	MB - VRF Bike/Ped	MB Transit	VRF Transit	Total Recommended	Notes	
1	City of Berkeley	Shattuck Reconfiguration & Ped Safety	PDA SUPPORTIVE	81.5	\$ 3,152	\$ 2,777		\$ 2,777				\$ 2,777		
2	City of Oakland	7th St W Oakland Transit Village Phase II		80.7	\$ 4,066	\$ 3,288		\$ 3,288					\$ 3,288	
3	City of Berkeley	Berkeley BART Plaza & Transit Area Improvements		80.6	\$ 10,456	\$ 7,784		\$ 4,066				\$ 3,718	\$ 7,784	
4	City of Oakland	Lakeside Green Street Project (at Lakeside/Harrison)		80.0	\$ 11,505	\$ 7,000		\$ 7,000					\$ 7,000	
5	City of Oakland	Peralta St Improvements Component (of MLK Jr. Way & Peralta Phase I App.)		79.7	\$ 3,365	\$ 2,979		\$ 2,979					\$ 2,979	Evaluated application components seperately
6	City of Union City	UC BART Station Imp & RR Ped Xing Component (of BART Phase 2 & Decoto Rd. Complete Streets App.)		79.0	\$ 26,033	\$ 14,422		\$ 8,692				\$ 5,730	\$ 14,422	Evaluated application components seperately
7	City of Berkeley	Hearst Ave Complete Streets		78.5	\$ 2,865	\$ 1,150	\$ 1,006	\$ 1,150					\$ 2,156	Coordinated with LSR Project
8	City of Oakland	Bike Lane Component (of Lake Merritt BART Bikeways App.)		77.7	\$ 2,640	\$ 2,112		\$ 422					\$ 422	Conditional upon identifying other funds for the rehabilitation component of the project Assume bike lane component is 20% of request (\$422k of total \$2,112K)
9	City of Oakland	MLK Way Improvments Component (of MLK Jr. Way & Peralta Phase I App.)		76.9	\$ 2,795	\$ 2,473		\$ 2,473					\$ 2,473	Evaluated application components seperately
10	City of Emeryville	Christie Ave Bay Trail Gap Closure		75.5	\$ 550	\$ 550			\$ 550				\$ 550	Proposed for Local Bike/Ped funds
11	City of Fremont	Fremont City Center multi-Modal Improvements		71.3	\$ 14,340	\$ 6,360		\$ 5,853					\$ 5,853	Assumes Fremont would need to provide \$507 in additional Funds
12	AC Transit	East Bay Bus Rapid Transit Bike/Ped Elements		69.1	\$ 7,189	\$ 7,189					\$ 200		\$ 200	Funds approved would be considered to against overall ACTC BRT commitments Contingent on providing detailed scope of locations for improvments
13	EBRPD	Bay Trail - Gilman to Buchanan	BIKE/PED PROJ (PRIORITY NETWORK)	81.2	\$ 4,851	\$ 1,000			\$ 1,000			\$ 1,000		
14	City of Alameda	Cross Alameda Trail (Ralph Appezatto Memorial Parkway, Webster to Poggi)		77.9	\$ 991	\$ 793			\$ 793				\$ 793	
15	City of Albany	Buchanan/Marin Bikeway		77.8	\$ 1,225	\$ 536			\$ 536				\$ 536	
16	City of San Leandro	W Juana Ped Improvements		74.8	\$ 724	\$ 724			\$ 346				\$ 346	Assumes S Leandro will provide \$378 K in additional Funds
17	City of Oakland	Fruitvale Alive Gap Closure Streetscape Project (Fruitvale Ave E. 12th to Estuary)	FEAS. STUDY	28.0	\$ 2,062	\$ 206			\$ 113			\$ 113	Reduced Scope to Feasibility Study About 3-4% of Bike/Ped funds	
18	City of Piedmont	Piedmont Pedestrian and Bicycle Master Plan	B/P PLAN	31.8	\$ 120	\$ 102			\$ 102			\$ 102	Master Plan About 3-4% of Bike/Ped Funds	
19	Cycles of Change	Bike Go Round (education/safety Program)	B/P OPS	74.8	\$ 840	\$ 360			\$ 240			\$ 240	Program / Operations Would provide 2 years of operations About 7.5% of local Bike/Ped funding	
20	City of Alameda	Estuary Crossing Shuttle	TRANSIT OPS	74.0	\$ 941	\$ 489					\$ 200	\$ 200	Operations Would provide 2 years of operations	
21	City of Oakland	Broadway Shuttle		72.2	\$ 2,670	\$ 546						\$ 352	\$ 352	Operations Would provide 2 years of operations
22	LAVTA	Route 10 & Rapid Route Operations		71.2	\$ 7,333	\$ 1,000					\$ 1,000		\$ 1,000	Operations Would provide 2 years of operations
23	LAVTA	Route 12v, 20x and 70x Operations		71.0	\$ 3,905	\$ 1,000					\$ 1,000		\$ 1,000	Operations Would provide 2 years of operations
		SubTotal			\$ 114,618	\$ 64,840	\$ 1,006	\$ 38,700	\$ 3,680	\$ 2,200	\$ 10,000	\$ 55,586		

					\$ 135,679	\$ 80,097	\$ 15,257	\$ 38,700	\$ 3,680	\$ 2,200	\$ 10,000	\$ 69,837	
Total Recommended													

FY 2012/13 COORDINATED FUNDING PROGRAM
FINAL PROGRAM

\$ X 1,000														
Index#	Jurisdiction	Project	CATEGORY	Scores	Total Project Cost	Total Requested	OBAG - LSR	OBAG - PDA	MB - VRF Bike/Ped	MB Transit	VRF Transit	Total Recommended	Notes	
1	City of Oakland	Coliseum BART Corridor and Infrastructure Connections	PDA SUPPORTIVE	65.7	\$ 2,823	\$ 2,321								
2	City of Livermore	Segment 1 of the Iron Horse Trail, a Class I Multi-Use Trail (Isabel through Murrieta)		65.3	\$ 1,841	\$ 1,630								Also Scored in Bike/Ped Category
3	City of Union City	Decoto Road and Decoto Rail Xing Improvement Component (of BART Phase 2 & Decoto Rd. Complete Streets App.)		64.5	\$ 6,505	\$ 5,312								Evaluated application components seperately
4	City of Oakland	Tyrone Carney Park/105th Reconfiguration		64.3	\$ 1,972	\$ 1,571								
5	City of Dublin	Amador Plaza Road Complete Street Improvements		58.1	\$ 5,437	\$ 4,813								
6	City of Pleasanton	I-580 At Foothill Road Interchange Improvements		57.1	\$ 4,560	\$ 1,630								Also Scored in Bike/Ped Category
7	Alameda County PWA	"A" Street Class II Bike Lane	BIKE/PED PROJECTS (PRIORITY NETWORK)	72.8	\$ 244	\$ 54								
8	Alameda County PWA	"A" Street Ped Safety		72.2	\$ 1,245	\$ 400								
9	City of Livermore	Segment 1 of the Iron Horse Trail, a Class I Multi-Use Trail (Isabel through Murrieta)		70.3	\$ 1,841	\$ 1,630								Also Scored in PDA Supportive Category
10	Alameda County PWA	Fairmont Dr Bike Lane		64.1	\$ 380	\$ 380								
11	City of San Leandro	E 14th St S Area Streetscape		63.0	\$ 6,320	\$ 5,630								
12	City of Albany	Albany Bike/Ped Wayfinding		62.6	\$ 311	\$ 280								
13	City of Pleasanton	Microwave Ped & Bike Detection in Hacienda		61.8	\$ 205	\$ 205								
14	City of Hayward	Main St Complete St		59.7	\$ 2,127	\$ 2,027								
15	City of Pleasanton	I-580 At Foothill Road Interchange Improvements		59.6	\$ 4,560	\$ 1,630								Also Scored in PDA Supportive Category
16	City of Pleasanton	Foothill Road - Bicycle Lane Gap Closure			\$ 1,035	\$ 915								
17	City of Hayward	Update of Citywide Bicycle MP, Prep of Ped MP, SR25	B/P PLAN	24.6	\$ 300	\$ 300								
18	City of Oakland	Lake Merritt Chanel Bike/Ped Bridge	FEASIBILITY STUDY	29	\$ 15,000	\$ 400								
19	City of Dublin	Iron Horse Trail/BART Connectivity Feasibility Study		25.8	\$ 350	\$ 309								
20	City of Oakland	Park Blvd Path Feasibility Study		23.2	\$ 395	\$ 197								
21	City of Pleasanton	Feasibility Study for Ped & Bike Bridges		19.6	\$ 50	\$ 25								
22	EBRPD	Niles Canyon Regional Trail Feasibility Study		18.4	\$ 150	\$ 75								
23	AC Transit	Line 51 Corridor GPS-based Transit Signal Priority	TRANS. CAP	74	\$ 11,515	\$ 1,000								
24	Alameda County PWA	Niles Canyon Road Ped Safety	BIKE/PED PROJECTS (VISION NETWORK)	See Notes	\$ 140	\$ 95							Project in Vision Network; Considered Tier 2	
25	Alameda County PWA	Mabel Ave Ped Safety		See Notes	\$ 1,035	\$ 445								Project in Vision Network; Considered Tier 2
26	Alameda County PWA	E Castro Valley Blvd Bike Lane		See Notes	\$ 540	\$ 480								Project in Vision Network; Considered Tier 2
27	Alameda County PWA	Mines Rd Bike Lane		See Notes	\$ 56	\$ 50								Project in Vision Network; Considered Tier 2
28	City of Dublin	Village Parkway Bicycle & Pedestrian Improvements		See Notes	\$ 2,862	\$ 2,533								Project in Vision Network; Considered Tier 2
29	City of Livermore	Arroyo Las Positas Class I Multi-Use Trail		See Notes	\$ 3,771	\$ 2,918								Project in Vision Network; Considered Tier 2
30	City of Pleasanton	Bernal Avenue Bridge Over Arroyo de la Laguna		See Notes	\$ 2,200	\$ 500								Project in Vision Network; Considered Tier 2
31	City of San Leandro	W San Leandro Bikeways		See Notes	\$ 569	\$ 569								Project in Vision Network; Considered Tier 2
32	EBRPD	Shadow Cliffs to Del Valle Trail		See Notes	\$ 1,430	\$ 1,200								Project in Vision Network; Considered Tier 2
33	LARPD	Sycamore Grove Park Trail Renovation		See Notes	\$ 1,852	\$ 1,717								Project in Vision Network; Considered Tier 2
34	City of San Leandro	San Leandro Downtown Parking Mgmt			See Notes	\$ 332	\$ 332							Project not Eligible for OBAG funding; Sponsor requested to consider applying for SC-TAP funds
35	EBRPD	Iron Horse Trail - Dublin/Pleasanton BART to Santa Rita		See Notes	\$ 4,320	\$ 750							Project fully funded; Ground Breaking Event Held on May 1st	
					\$ 81,872	\$ 41,063	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		

This page intentionally left blank

FY 2012/13 COORDINATED FUNDING PROGRAM
FINAL PROGRAM
(Sorted by Project Type)

Index#		Jurisdiction	Project	CATEGORY	Scores	Total Project Cost	Total Requested	OBAG - LSR	OBAG - PDA	MB - VRF Bike/Ped	MB Transit	VRF Transit	Total Recommended	Notes
\$ X 1,000														
LSR Projects														
1	Alameda County PWA	Pavement Rehabilitation in Unincorporated Alameda Cty												
2	City of Alameda	Alameda City Pavement Rehabilitation - FY 2014/15												
3	City of Albany	Santa Fe Avenue Pavement Rehabilitation												
4	City of Berkeley	Hearst Ave Complete Streets												Coordinated with PDA Supportive project
5	City of Dublin	Dublin Boulevard Street Resurfacing												
6	City of Emeryville	Emeryville Street Rehabilitation												
7	City of Fremont	Fremont 2014 Pavement Rehabilitation												
8	City of Hayward	Pavement Rehabilitation - Industrial Blvd												
9	City of Livermore	2014 Arterial Street Rehabilitation												
10	City of Newark	Enterprise Drive Pavement Rehabilitation												
11	City of Oakland	Oakland Pavement Rehabilitation												
12	City of Piedmont	City of Piedmont Pavement Rehabilitation Project												
13	City of Pleasanton	Valley Avenue & Hopyard Road Rehabilitation												
14	City of San Leandro	San Leandro Boulevard Reconstruction												
15	City of Union City	Pavement Rehabilitation - Whipple Road (Ithaca to Amaral)												
						\$ 21,061	\$ 15,257	\$ 15,257	\$ -	\$ -	\$ -	\$ -	\$ 15,257	
			Subtotal											

**FY 2012/13 COORDINATED FUNDING PROGRAM
FINAL PROGRAM
(Sorted by Project Type)**

[illegible]

FY 2012/13 COORDINATED FUNDING PROGRAM
FINAL PROGRAM
(Sorted by Project Type)

Index#		Jurisdiction	Project	CATEGORY	Scores	Total Project Cost	Total Requested	OBAG - LSR	OBAG - PDA	MB - VRF Bike/Ped	MB Transit	VRF Transit	Total Recommended	Notes
		\$ X 1,000												
		Bike Ped Capital Projects												
1	EBRPD		Bay Trail - Gilman to Buchanan	PLAN PRIORITY NETWORK	81.2	\$ 4,851	\$ 1,000			\$ 1,000			\$ 1,000	
2	City of Alameda		Cross Alameda Trail (Ralph Apezatto Memorial Parkway, Webster to Poggi)		77.9	\$ 991	\$ 793			\$ 793			\$ 793	
3	City of Albany		Buchanan/Marin Bikeway		77.8	\$ 1,225	\$ 536			\$ 536			\$ 536	
4	City of San Leandro		W Juana Ped Improvements		74.8	\$ 724	\$ 724			\$ 346			\$ 346	Assumes S Leandro will provide \$378 K in additional Funds
5	Alameda County PWA		"A" Street Class II Bike Lane		72.8	\$ 244	\$ 54							
6	Alameda County PWA		"A" Street Ped Safety		72.2	\$ 1,245	\$ 400							
7	City of Livermore		Segment 1 of the Iron Horse Trail, a Class I Multi-Use Trail (Isabel through Murrieta)		70.3	\$ 1,841	\$ 1,630							Also Scored in PDA Supportive Category
8	Alameda County PWA		Fairmont Dr Bike Lane		64.1	\$ 380	\$ 380							
9	City of San Leandro		E 14th St S Area Streetscape		63.0	\$ 6,320	\$ 5,630							
10	City of Albany		Albany Bike/Ped Wayfinding		62.6	\$ 311	\$ 280							
11	City of Pleasanton		Microwave Ped & Bike Detection in Hacienda		61.8	\$ 205	\$ 205							
12	City of Hayward		Main St Complete St		59.7	\$ 2,127	\$ 2,027							
13	City of Pleasanton		I-580 At Foothill Road Interchange Improvements		59.6	\$ 4,560	\$ 1,630							Also Scored in PDA Supportive Category
14	City of Pleasanton		Foothill Road - Bicycle Lane Gap Closure		55.6	\$ 1,035	\$ 915							
15	Alameda County PWA		Niles Canyon Road Ped Safety	PLAN VISION NETWORK	See Notes	\$ 140	\$ 95							Project in Vision Network; Considered Tier 2
16	Alameda County PWA		Mabel Ave Ped Safety		See Notes	\$ 1,035	\$ 445							Project in Vision Network; Considered Tier 2
17	Alameda County PWA		E Castro Valley Blvd Bike Lane		See Notes	\$ 540	\$ 480							Project in Vision Network; Considered Tier 2
18	Alameda County PWA		Mines Rd Bike Lane		See Notes	\$ 56	\$ 50							Project in Vision Network; Considered Tier 2
19	City of Dublin		Village Parkway Bicycle & Pedestrian Improvements		See Notes	\$ 2,862	\$ 2,533							Project in Vision Network; Considered Tier 2
20	City of Livermore		Arroyo Las Positas Class I Multi-Use Trail		See Notes	\$ 3,771	\$ 2,918							Project in Vision Network; Considered Tier 2
21	City of Pleasanton		Bernal Avenue Bridge Over Arroyo de la Laguna		See Notes	\$ 2,200	\$ 500							Project in Vision Network; Considered Tier 2
22	City of San Leandro		W San Leandro Bikeways		See Notes	\$ 569	\$ 569							Project in Vision Network; Considered Tier 2
23	EBRPD		Shadow Cliffs to Del Valle Trail		See Notes	\$ 1,430	\$ 1,200							Project in Vision Network; Considered Tier 2
24	LARPD		Sycamore Grove Park Trail Renovation		See Notes	\$ 1,852	\$ 1,717							Project in Vision Network; Considered Tier 2
25	EBRPD		Iron Horse Trail - Dublin/Pleasanton BART to Santa Rita		See Notes	\$ 4,320	\$ 750							Project fully funded; Ground Breaking Event Held on May 1st
			Subtotal			\$ 44,834	\$ 27,461	\$ -	\$ -	\$ 2,675	\$ -	\$ -	\$ 2,675	

FY 2012/13 COORDINATED FUNDING PROGRAM
FINAL PROGRAM
(Sorted by Project Type)

Index#		Jurisdiction	Project	CATEGORY	Scores	Total Project Cost	Total Requested	OBAG - LSR	OBAG - PDA	MB - VRF Bike/Ped	MB Transit	VRF Transit	Total Recommended	Notes
\$ X 1,000														
		Bike Ped Feasibility Studies												
1	City of Oakland		Lake Merritt Chanel Bike/Ped Bridge		29	\$ 15,000	\$ 400							
2	City of Oakland		Fruitvale Alive Gap Closure Streetscape Project (Fruitvale Ave E. 12th to Estuary)		28	\$ 2,062	\$ 206			\$ 113			\$ 113	Reduce Scope to Feasibility Study About 3-4% of Bike/Ped funds
3	City of Dublin		Iron Horse Trail/BART Connectivity Feasibility Study		25.8	\$ 350	\$ 309							
4	City of Oakland		Park Blvd Path Feasibility Study		23.2	\$ 395	\$ 197							
5	City of Pleasanton		Feasibility Study for Ped & Bike Bridges		19.6	\$ 50	\$ 25							
6	EBRPD		Niles Canyon Regional Trail Feasibility Study		18.4	\$ 150	\$ 75							
			Subtotal			\$ 3,007	\$ 812	\$ -	\$ -	\$ 113	\$ -	\$ -	\$ 113	
		Bike Ped Planning Documents												
7	City of Piedmont		Piedmont Pedestrian and Bicycle Master Plan		31.8	\$ 120	\$ 102			\$ 102			\$ 102	Master Plan About 3-4% of Bike/Ped Funds
8	City of Hayward		Update of Citywide Bicycle MP, Prep of Ped MP, SR2S		24.6	\$ 300	\$ 300							
			Subtotal			\$ 420	\$ 402	\$ -	\$ -	\$ 102	\$ -	\$ -	\$ 102	
		Bike Ped Program/Operations												
9	Cycles of Change		Bike Go Round (education/safety Program)		74.8	\$ 840	\$ 360			\$ 240			\$ 240	Program / Operations Would provide 2 years of operations About 7.5% of local Bike/Ped funding
			Subtotal			\$ 840	\$ 360	\$ -	\$ -	\$ 240	\$ -	\$ -	\$ 240	
		Transit Capital Projects												
10	AC Transit		Line 51 Corridor GPS-based Transit Signal Priority		74	\$ 11,515	\$ 1,000							
			Subtotal			\$ 11,515	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		Transit Operations Projects												
11	City of Alameda		Estuary Crossing Shuttle		74	\$ 941	\$ 489					\$ 200	\$ 200	Operations Would provide 2 years of operations
12	City of Oakland		Broadway Shuttle		72.2	\$ 2,670	\$ 546					\$ 352	\$ 352	Operations Would provide 2 years of operations
13	LAVTA		Route 10 & Rapid Route Operations		71.2	\$ 7,333	\$ 1,000				\$ 1,000		\$ 1,000	Operations Would provide 2 years of operations
14	LAVTA		Route 12v, 20x and 70x Operations		71.0	\$ 3,905	\$ 1,000				\$ 1,000		\$ 1,000	Operations Would provide 2 years of operations
			SubTotal			\$ 14,849	\$ 3,035	\$ -	\$ -	\$ -	\$ 2,000	\$ 552	\$ 2,552	
			Totals			\$ 202,551	\$ 120,760	\$ 15,257	\$ 38,700	\$ 3,680	\$ 2,200	\$ 10,000	\$ 69,837	



Memorandum

DATE: June 18, 2013

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: Approval of Transportation Fund for Clean Air (TFCA) Draft FY 2013/14 Program and At Risk Report

Recommendation

It is recommended the Commission:

1. Approve the TFCA County Program Manager Fund draft FY 2013/14 program;
2. Provide final approval for \$190,000 for the East Bay Greenway and \$180,000 for the Iron Horse Trail; and
3. Approve the TFCA At Risk Report, dated May 31, 2013.

Summary

For the TFCA County Program Manager Fund draft FY 2013/14 program, of the \$1,888,821 available, \$1,706,230 is recommended for 14 of the 16 projects, leaving an unrecommended balance of \$182,591. Final approval is recommended for two of the projects in the draft program, but for the other projects a final program recommendation will be presented in July. The At Risk Report includes currently active and recently completed projects programmed with TFCA County Program Manager funds and segregates the active projects into “Red,” “Yellow” and “Green” zones based on the project delivery milestones tracked in the report.

Discussion

FY 2013/14 Draft Program

TFCA funding is generated by a \$4.00 vehicle registration fee collected by the Air District. Projects that result in the reduction of motor vehicle emissions are eligible for TFCA. Eligible projects are to achieve surplus emission reductions beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations. Projects typically funded with TFCA include shuttles, bicycle lanes and lockers, signal timing and trip reduction programs. As the TFCA Program Manager for Alameda County, the Alameda CTC is responsible for programming 40 percent of the four dollar vehicle registration fee that is collected within the county for this program. Five percent of new revenue is set aside for the Alameda CTC’s administration of the TFCA program. Per the Alameda CTC TFCA Guidelines, 70 percent of the

available funds are to be allocated to the cities/county based on population, with a minimum of \$10,000 to each jurisdiction. The remaining 30 percent of the funds are to be allocated to transit-related projects on a discretionary basis. The total amount of available TFCA is required to be completely programmed on an annual basis. A jurisdiction may borrow against its projected future share in order to receive more funds in the current year, which can help facilitate the programming of all available funds. The FY 2013/14 fund estimate is included as Attachment A and indicates each agency's TFCA balance.

The draft program is included as Attachment B and includes \$190,000 for Segment 1 of the East Bay Greenway and \$180,000 for the Iron Horse Trail between Dublin Pleasanton BART and Santa Rita Road. The award of the construction contract for the East Bay Greenway is contingent upon identification of a complete funding package, including the \$190,000 of TFCA. In order to facilitate the contract award, it is recommended the Commission provide final approval for the TFCA funding recommended for the East Bay Greenway and Iron Horse Trail projects. For the remaining projects in the draft program, a final program recommendation will be presented in July 2013.

Considerations for the final program will include meeting the eligibility and cost-effectiveness requirements of the program. Additionally, staff notes that although the City of Hayward has proposed a cost-effective project, the City has a negative balance of approximately \$500,000 for its TFCA share, which will need to be weighed against maintaining funding equity over the life of the program. It is also noted that several projects are recommended for less than the amount of TFCA requested. In order for these projects to be included in the final program, sponsors will need to confirm that funding from other sources will be committed to their project.

At Risk Report

The report, included as Attachment C, includes currently active and recently completed projects programmed with Alameda County TFCA Program Manager funds. The report segregates the active projects into "Red," "Yellow," and "Green" zones based on the project delivery milestones tracked in the report. For this reporting cycle, there are a total of 22 active projects with 6 in the Red Zone (activities due within 4 months), 15 in the Yellow Zone (activities due in 5-7 months) and one in the Green Zone (activities due in eight or more months). Five projects have been completed and will be removed from the next report.

Fiscal Impact

The draft program will commit FY 2013/14 TFCA revenue, consistent with the FY 2013/14 budget.

Attachment(s)

Attachment A:	TFCA FY 2013/14 Fund Estimate – Final – March 2013
Attachment B:	TFCA County Program Manager Fund Draft FY 2013/14 Program
Attachment C:	TFCA County Program Manager Funds At Risk Report

TFCA FY 2013/14 Fund Estimate - Final - March 2013

Agency	Population (Estimate)	% Population	Total % of Funding	TFCA Funds Available (new this FY)	Balance from Previous FY	Programmed in Last Cycle	Funds Relinquished This FY	FY 12/13 Rollover (Debits/Credits)	TFCA Balance (New + Rollover)
Alameda	74,640	4.87%	4.86%	\$ 61,843	\$ (495,207)	\$ -	\$ 1,679	\$ (493,528)	\$ (431,685)
Alameda County	142,833	9.32%	9.30%	\$ 118,344	\$ 4,976	\$ -	\$ 6,090	\$ 11,066	\$ 129,410
Albany	18,488	1.21%	1.20%	\$ 15,318	\$ (46,555)	\$ -	\$ -	\$ (46,555)	\$ (31,237)
Berkeley	114,821	7.49%	7.48%	\$ 95,135	\$ 118,169	\$ -	\$ 3,515	\$ 121,684	\$ 216,819
Dublin	46,785	3.05%	3.05%	\$ 38,764	\$ 116,719	\$ -	\$ -	\$ 116,719	\$ 155,483
Emeryville	10,200	0.67%	0.79%	\$ 10,000	\$ 17,565	\$ -	\$ -	\$ 17,565	\$ 27,565
Fremont	217,700	14.21%	14.18%	\$ 180,375	\$ 39,721	\$ -	\$ -	\$ 39,721	\$ 220,096
Hayward	147,113	9.60%	9.58%	\$ 121,890	\$ (660,439)	\$ -	\$ 636	\$ (659,803)	\$ (537,913)
Livermore	82,400	5.38%	5.37%	\$ 68,272	\$ 242,812	\$ -	\$ -	\$ 242,812	\$ 311,084
Newark	43,041	2.81%	2.80%	\$ 35,662	\$ 194,299	\$ -	\$ -	\$ 194,299	\$ 229,961
Oakland	395,341	25.80%	25.75%	\$ 327,559	\$ 179,337	\$ 35,300	\$ 39,858	\$ 183,895	\$ 511,454
Piedmont	10,807	0.71%	0.79%	\$ 10,000	\$ 34,899	\$ -	\$ -	\$ 34,899	\$ 44,899
Pleasanton	71,269	4.65%	4.64%	\$ 59,050	\$ (26,628)	\$ 57,507	\$ -	\$ (84,135)	\$ (25,085)
San Leandro	86,053	5.62%	5.61%	\$ 71,299	\$ 27,998	\$ -	\$ 4,843	\$ 32,841	\$ 104,140
Union City	70,646	4.61%	4.60%	\$ 58,534	\$ 98,988	\$ -	\$ -	\$ 98,988	\$ 157,522
TOTAL:	1,532,137	100.00%	100.00%	\$ 1,272,044	\$ (153,347)	\$ 92,807	\$ 56,622	\$ (189,532)	\$ 1,082,512

FY 13/14 TFCA Revenue (Per Exp. Plan) \$ 1,896,911 (5% of this line is the admin. limit)

FY 11/12 admin "actual" 5% adjustment \$ 4,049

Calendar year 2012 Interest Earned \$ 11,091

Total Funding Available \$ 1,912,052

	Guarantee 70%	Discretionary 30%
Less 5% for Program Administration	\$ 94,846	
Total Programming Capacity	\$ 1,817,206	\$ 545,162
Relinquishments	\$ 71,615	\$ 14,994
FY12/13 Rollover (debit/credit) Adjustment	\$ -	\$ 246,150
Subtotal Relinquishments & Rollover Adjustments	\$ 71,615	\$ 261,144
Adjusted Total Available to Program	\$ 1,888,821	\$ 806,305

Notes:

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

This page intentionally left blank

TFCA County Program Manager Fund - Draft FY 2013/14 Program

Sponsor	Project Name	Project Description	Total Project Cost	Amount Requested	Cost-effectiveness	Recommended Draft Program	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 Liberty, in the Ashland Unincorporated Area of Alameda County.	\$340,000	\$200,000	\$89,518	\$ 112,000	Cost-effective for up to \$112,000 of TFCA. Sponsor to confirm whether project would be fully funded from other sources if TFCA funds approved.
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	
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	Final approval requested for funding. Contingent upon approval of funding package for East Bay Greenway, which is covered under a separate agenda item.
Fremont	Arterial Management Program - Ardenwood, Mission, and Stevenson Bvds	This project will improve arterial operations along three corridors: Ardenwood, Stevenson, and Mission Boulevards 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	\$51,963- \$88,839	\$ 145,000	Based on two years of cost-effectiveness.
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	Based on two years of cost-effectiveness.
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	Sponsor to confirm whether project would be fully funded from other sources if TFCA funds approved.
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	\$22,936- \$88,215	\$ 81,000	Bike rack component is cost effective. Locker component is cost-effective up to \$16,000. Sponsor to confirm whether locker project would be fully funded from other sources if TFCA approved. Proposed overhead rate to be reviewed and approved for TFCA.
Oakland	City of Oakland Broadway Shuttle	The Free Broadway Shuttle (the "B") operates between the Jack London Oakland Amtrak Station and Broadway at 27th Street at 11-16 minute frequencies. Starting July 2013, the B's service hours will be Monday-Thursday 7am-10pm; Friday 7am-12am; and Saturday 6pm-12am. TFCA request is for a 1.5 year period, July 2013 - Dec. 2014.	\$1,051,000	\$140,268	\$89,746	\$ 7,000	The Air District considers only the shuttle's peak-hour service to be eligible for TFCA and Regional TFCA is already providing the majority of allowable TFCA funding per cost-effectiveness criteria.
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	Final approval requested for funding. Contingent upon approval of funding package for East Bay Greenway, which is covered under a separate agenda item.
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 is for FY 13/14 program operations.	\$114,000	\$58,916	\$79,447	\$ 58,916	City/County share - Oakland.
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	Maximum of \$30,000 per year over 2 years.
Subtotal City/County (70%)				\$2,164,184		\$ 1,229,916	
TFCA Balance Available				\$1,082,516		\$1,082,516	
Difference				(\$1,081,668)		(\$147,400)	

TFCA County Program Manager Fund - Draft FY 2013/14 Program

Sponsor	Project Name	Project Description	Total Project Cost	Amount Requested	Cost-effectiveness	Recommended Draft Program	Notes
30% Transit Discretionary Share							
AC Transit	Bus Electrification Demonstration Project	The conversion of an existing hybrid gasoline bus to a fully electric vehicle to achieve reductions in emissions, noise and operational costs. To achieve additional emissions reductions credit, a conventional diesel fuel bus from the AC Transit revenue fleet will be scrapped.	\$ 484,000	\$387,276	\$86,800	\$ 47,000	Project type requires case-by-case approval by Air District. Sponsor to confirm whether project would be fully-funded from other sources if TFCA funds approved.
Alameda CTC	Alameda County Guaranteed Ride Home and Countywide Transportation Demand Management Services	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	\$ 270,000	\$ 270,000	\$ 10,269	\$ 270,000	
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	\$ 89,936	\$ 159,314	
LAVTA	Route 20X Operations	Route 20x operations for FYs 13/14 and 14/15. Route 20x originates at East Dublin/Pleasanton BART Station, serves Vasco Road to East Avenue (including Lawrence Livermore and Sandia National Laboratories), and continues along Mines Road and First Street to the Livermore Transit Center.	\$ 318,000	\$ 100,000	No Emissions Reduction	\$0	Not cost-effective for TFCA
LAVTA	RAPID Operations	Rapid operations for FYs 13/14 and 14/15. The Rapid originates at the West Dublin/Pleasanton BART Station, serves Stoneridge Mall, Downtown Dublin and Hacienda Crossings, Livermore Premium Outlets, Livermore Transit Center, and Lawrence Livermore and Sandia National Laboratories.	\$ 6,578,000	\$ 350,000	TBD	TBD	Initial results indicate cost-effective for TFCA, but regional TFCA funding needs to be accounted for in the evaluation.
		Subtotal Transit Discretionary (30%)		\$ 1,266,590		\$ 476,314	
		TFCA Balance Available		\$ 806,305		\$ 806,305	
		<i>Difference</i>		<i>\$ (460,285)</i>		<i>\$ 329,991</i>	

Amount Available	Recommended Draft FY 2013/14 TFCA Program
\$1,082,516.00	Subtotal TFCA 70% \$ 1,229,916
\$ 806,305.00	Subtotal TFCA 30% \$ 476,314
\$ 1,888,821.00	Total Recommended \$ 1,706,230
	<i>Remaining Balance \$ 182,591</i>

TFCA County Program Manager Funds
At Risk Report
Report Date: May 31, 2013

<u>Project No.</u>	<u>Sponsor</u>	<u>Project Title</u>	<u>Balances</u>	<u>Required Activity</u>	<u>Date Due</u>	<u>Activity Completed (Date or Y/N)</u>	<u>Notes</u>
RED ZONE (Milestone deadline within 4 months)							
10ALA02	Alameda CTC	I-80 Corridor Arterial Management	TFCA Award	Agreement Executed	2/17/11	07/09/10	Expenditures complete Final invoice paid FMR due Sept '13 (Project completion scheduled summer 2013)
			\$ 100,000	Project Start	Mar-11	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13	10/15/12	
			\$ 100,000	FMR	Sep-13		
				Expend Deadline Met?	10/28/12	Yes	
12ALA01	Oakland	Broadway Shuttle: Fri and Sat Evening Extended Service (FY 12/13)	TFCA Award	Agreement Executed	2/1/13	12/14/12	Expenditure deadline Oct '14 Expenditures not complete FMR due Sept '13
			\$ 35,300	Project Start	Dec-13	Jul-12	
			TFCA Expended	Final Reimbursement	12/31/15		
			\$ 17,650	FMR	Sep-13		
				Expend Deadline Met?	10/17/14		
12ALA03	Cal State - East Bay	CSUEB Second Shuttle - Increased Service Hours (FY 12/13)	TFCA Award	Agreement Executed	2/1/13	2/6/13	Expenditure deadline Oct '14 Expenditures not complete FMR due Sept '13
			\$ 56,350	Project Start	Dec-13	Sep-12	
			TFCA Expended	Final Reimbursement	12/31/15		
				FMR	Sep-13		
				Expend Deadline Met?	10/17/14		
12ALA04	LAVTA	Route 10 - Dublin/Pleasanton BART to Livermore ACE Station and LLNL (FY 12/13 Operations)	TFCA Award	Agreement Executed	2/1/13	1/9/13	Expenditure deadline Oct '14 Expenditures not complete FMR due Sept '13
			\$ 144,346	Project Start	Dec-13	Jul-12	
			TFCA Expended	Final Reimbursement	12/31/15		
			\$ 109,040	FMR	Jan-15		
				Expend Deadline Met?	10/17/14		
12ALA05	LAVTA	ACE Shuttle Service - Route 53 (FY 12/13 Operations)	TFCA Award	Agreement Executed	2/1/13	1/9/13	Expenditure deadline Oct '14 Expenditures not complete FMR due Sept '13
			\$ 34,180	Project Start	Dec-13	Jul-12	
			TFCA Expended	Final Reimbursement	12/31/15		
			\$ 23,701	FMR	Sep-13		
				Expend Deadline Met?	10/17/14		
12ALA06	LAVTA	ACE/BART Shuttle Service - Route 54 (FY 12/13 Operations)	TFCA Award	Agreement Executed	2/1/13	1/9/13	Expenditure deadline Oct '14 Expenditures not complete FMR due Sept '13
			\$ 30,700	Project Start	Dec-13	Jul-12	
			TFCA Expended	Final Reimbursement	12/31/15		
			\$ 25,364	FMR	Sep-13		
				Expend Deadline Met?	10/17/14		
YELLOW ZONE (Milestone deadline within 5-7 Months)							
08ALA01	Alameda CTC	Webster Street Corridor Enhancements Project	TFCA Award	Agreement Executed	1/8/09	12/16/08	Expenditure deadline Dec '13 Expenditures not complete FMR due Mar '14 3rd 1-yr extension approved
			\$ 420,000	Project Start	Jan-09	Jun-09	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 236,372	FMR	Mar-14		
				Expend Deadline Met?	12/22/13		
09ALA01	Alameda CTC	Webster St SMART Corridors	TFCA Award	Agreement Executed	1/7/10	7/7/09	Expenditure deadline Dec '13 Expenditures not complete FMR due Mar '14 2nd extension request approved 9/27/12
			\$ 400,000	Project Start	Oct-09	Jul-09	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ 327,145	FMR	Mar-14		
				Expend Deadline Met?	12/22/13		
09ALA07	AC Transit	Easy Pass Transit Incentive Program	TFCA Award	Agreement Executed	1/7/10	12/03/09	Extension approved Oct '11 Expenditures complete Final Invoice received FMR received
			\$ 350,000	Project Start	Sep-09	Nov-09	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 236,535	FMR	Apr-13	Apr-13	
				Expend Deadline Met?	01/13/13	Yes	
11ALA01	Alameda	Park Street Corridor Operations Improvement	TFCA Award	Agreement Executed	1/5/12	06/13/12	Expenditure deadline Nov '13 Expenditures not complete FMR due Feb '14 1-year extension requested May '13
			\$ 230,900	Project Start	Dec-12	Dec-12	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		

TFCA County Program Manager Funds
At Risk Report
Report Date: May 31, 2013

<u>Project No.</u>	<u>Sponsor</u>	<u>Project Title</u>	<u>Balances</u>	<u>Required Activity</u>	<u>Date Due</u>	<u>Activity Completed (Date or Y/N)</u>	<u>Notes</u>
YELLOW ZONE (Milestone deadline within 5-7 Months), continued							
11ALA02	Alameda County	Mattox Road Bike Lanes	TFCA Award	Agreement Executed	1/5/12	01/24/12	Expenditure deadline Nov '13 Expenditures not complete FMR due Feb '14 1-year extension requested May '13
			\$ 40,000	Project Start	Dec-12	Dec-12	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA03	Albany	Buchanan Bike Path	TFCA Award	Agreement Executed	1/5/12	06/01/12	Expenditure deadline Nov '13 Expenditures not complete FMR due Feb '14
			\$ 100,000	Project Start	Dec-12	Oct-12	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA04	Cal State - East Bay	CSUEB - 2nd Campus to BART Shuttle (FYs 11/12 & 12/13)	TFCA Award	Agreement Executed	1/5/12	11/08/11	Expenditure deadline Nov '13 Expenditures not complete FMR due Feb '14
			\$ 194,000	Project Start	Dec-12	Aug-11	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ 161,267	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA05	Cal State - East Bay	Transportation Demand Management Pilot Program (FY 11/12)	TFCA Award	Agreement Executed	1/5/12	11/08/11	Expenditures complete Final Invoice received FMR received
			\$ 52,000	Project Start	Dec-12	Sep-11	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 49,000	FMR	Dec-12	Dec '12	
				Expend Deadline Met?	11/14/13	Yes	
11ALA06	Fremont	North Fremont Arterial Management	TFCA Award	Agreement Executed	1/5/12	01/04/12	Expenditure deadline Nov '13 Expenditures not complete FMR due Feb '14
			\$ 256,000	Project Start	Dec-12	Nov-12	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA07	Hayward	Post-project Monitoring/Retiming activities for Arterial Mgmt project 10ALA04	TFCA Award	Agreement Executed	1/5/12	06/01/12	Expenditure deadline Nov '13 FMR due Sept '15 (FMR is to be coordinated with 10ALA04. To facilitate, an expenditure deadline extension requested May '13)
			\$ 50,300.00	Project Start	Dec-12	Feb-12	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Sep-15		
				Expend Deadline Met?	11/14/13		
11ALA08	Hayward	Clawiter Road Arterial Management	TFCA Award	Agreement Executed	1/5/12	02/27/12	Expenditure deadline Nov '13 Expenditures not complete FMR due Feb '14
			\$ 190,000.00	Project Start	Dec-12	Feb-12	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA09	Oakland	Traffic Signal Synchronization along Martin Luther King Jr. Way	TFCA Award	Agreement Executed	1/5/12	03/08/12	Expenditure deadline Nov '13 Expenditures not complete FMR due date Dec '15 (2 years post-project)
			\$ 125,000	Project Start	Dec-12	May-12	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Dec-15		
				Expend Deadline Met?	11/14/13		
11ALA12	San Leandro	San Leandro LINKS Shuttle (FYs 11/12 & 12/13)	TFCA Award	Agreement Executed	1/5/12	11/08/11	Expenditure deadline Nov '13 Expenditures not complete FMR due Sept '13
			\$ 59,500	Project Start	Dec-12	Jul-11	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ 47,500	FMR	Sep-13		
				Expend Deadline Met?	11/14/13		
11ALA13	Alameda CTC	Alameda County Guaranteed Ride Home (GRH) Program (FYs 11/12 & 12/13)	TFCA Award	Agreement Executed	1/5/12	07/05/11	Expenditure deadline Nov '13 Expenditures not complete FMR due Feb '14
			\$ 245,000	Project Start	Dec-12	Jan-12	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ 123,214	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		

**TFCA County Program Manager Funds
At Risk Report**

Report Date: May 31, 2013

<u>Project No.</u>	<u>Sponsor</u>	<u>Project Title</u>	<u>Balances</u>	<u>Required Activity</u>	<u>Date Due</u>	<u>Activity Completed (Date or Y/N)</u>	<u>Notes</u>
YELLOW ZONE (Milestone deadline within 5-7 Months), continued							
12ALA02	Pleasanton	Pleasanton Trip Reduction Program (FY 12/13)	TFCA Award	Agreement Executed	2/1/13	2/6/13	Expenditure deadline Oct '14 Expenditures not complete FMR due Oct '13
			\$ 57,507	Project Start	Dec-13	Jul-12	
			TFCA Expended	Final Reimbursement	12/31/15		
				FMR	Oct-13		
				Expend Deadline Met?	10/17/14		
GREEN ZONE (Milestone deadline beyond 7 months)							
10ALA04	Hayward	Traffic Signal Controller Upgrade and Synchronization	TFCA Award	Agreement Executed	2/17/11	01/26/11	Expenditures complete Project completion est. Jun '13 FMR due Sept 2015 (2 years post-project) 1st ext. request approved 9/27/12
			\$ 614,000	Project Start	Mar-11	Dec-10	
			TFCA Expended	Final Reimbursement	12/31/14	01/07/13	
			\$ 614,000	FMR	Jun-15		
				Expend Deadline Met?	10/28/13	Yes	
Completed Projects (will be removed from the next monitoring report)							
07ALA06	BART	Multi-Jurisdiction Bike Locker Project	TFCA Award	Agreement Executed	1/1/08	3/8/08	Expenditures complete Final Invoice paid \$21,884.87 relinquished FMR received
			\$ 253,520	Project Start	2/1/08	Feb-08	
			TFCA Expended	Final Reimbursement	12/31/12	Mar-13	
			\$ 253,520	FMR	Mar-12	Mar-12	
				Expend Deadline Met?	12/22/11	Yes	
08ALA05	Alameda CTC	Oakland San Pablo Avenue TSP/Transit Improvement Project	TFCA Award	Agreement Executed	NA	8/22/08	Expenditures complete Final Invoice paid FMR received (2-year post-project report)
			\$ 174,493	Project Start	Apr-09	Jul-09	
			TFCA Expended	Final Reimbursement	12/31/11	07/29/11	
			\$ 174,493	FMR	Feb-13	Mar-13	
				Expend Deadline Met?	12/22/10	Yes	
10ALA03	Fremont	Signal Retiming: Paseo Padre parkway and Auto Mall Parkway	TFCA Award	Agreement Executed	2/17/11	02/24/11	Expenditures complete Final invoice paid \$7,790 relinquished FMR received
			\$ 202,210	Project Start	Mar-11	Jul-11	
			TFCA Expended	Final Reimbursement	12/31/13	03/06/13	
			\$ 202,210	FMR	Jan-13	Jan-13	
				Expend Deadline Met?	10/28/12	Yes	
10ALA08	AC Transit	TravelChoice- New Residents (TCNR)	TFCA Award	Agreement Executed	2/17/11	01/05/11	Expenditures complete Final invoice paid \$25,834 relinquished FMR received
			\$ 139,166	Project Start	Mar-11	Jul-11	
			TFCA Expended	Final Reimbursement	12/31/13	Jan-13	
			\$ 139,166	FMR	Jan-13	Jan-13	
				Expend Deadline Met?	10/28/12	Yes	
11ALA10	Oakland	Broadway Shuttle - 2012 Daytime Operations	TFCA Award	Agreement Executed	1/5/12	05/07/12	Expenditures complete Final Invoice paid FMR received
			\$ 52,154	Project Start	Dec-12	Jan-12	
			TFCA Expended	Final Reimbursement	12/31/14	Apr-13	
			\$ 52,154	FMR	Mar-13	Mar-13	
				Expend Deadline Met?	11/14/13	Yes	

Report Milestone Notes

Agmt Executed = Date TFCA Agreement executed

Project Start = Date of project initiation

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

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

This page intentionally left blank



Memorandum

DATE: June 18, 2013

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: Approval of Altamont Commuter Express (ACE) Baseline Service Plan for FY 2013/14

Recommendation

It is recommended that the Commission approve the ACE Baseline Service Plan (BSP) for FY 2013/14.

Summary

The Cooperative Service Agreement for the operation of the Altamont Commuter Express (ACE) service between the Alameda CTC, Santa Clara Valley Transportation Authority (VTA) and San Joaquin Regional Rail Commission (SJRRRC) calls for SJRRRC staff to prepare an annual report on the operation of the ACE service. The attached ACE Baseline Service Plan details the ACE proposed service and budget, including funding requested from the Alameda CTC, for the upcoming 2013/14 fiscal year. Measure B pass through funding is proposed to fund operating and Measure B Capital funds, State Transit Assistance (STA), Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) and Proposition 1 B Transit Security funds are proposed for the capital projects.

Background

ACE staff provided the Draft FY 2013/14 Baseline Service Plan to the Alameda CTC for review and comment. Listed below are Alameda CTC staff's comments on specific issues.

Operations and Maintenance:

Based on the terms of the Cooperative Service Agreement, Alameda CTC funds about a third of the operating cost subsidy provided by the three partner agencies (Alameda CTC/VTA/SJRRRC). The Alameda County contribution towards ACE Operations and Maintenance for FY 2012/13 was \$2,097,443. Based on the terms of the Cooperative Services Agreement, the Alameda County contribution towards ACE Operations and Maintenance for FY 2013/14 should be approximately \$2,145,893. The increase over last year's amount is based on a 2.31 percent estimated Consumer Price Index (CPI) increase for FY 2013/14.

On October 1, 2012, the ACE introduced a fourth train service. Through the FY 2013/14 BSP, ACE is requesting \$2,801,871 as Alameda County's Operation and Maintenance contribution. This increase in \$655,997 represents one-third of the operating subsidy of the fourth train.

Funding for Alameda's share of the 3 train service has been provided with Measure B pass through funding over the last 10 years. Based on the annual contribution being slightly less than annual revenues over the last ten (10) years, there is currently a Measure B Operation fund reserve of approximately \$2.6 Million. Funding the Alameda share of a 4th train service will require the use of a portion of the reserve. Assuming the four train funding level continues in the future, the reserve is projected to be exhausted in 2016/17.

Under this scenario, from FY 2017/18 onwards, Measure B funds generated on an annual basis will meet the operations needs of only 3 trains. ACE staff acknowledges this issue and has confirmed that any remaining operations funds needs would be met with alternate fund sources through SJRRC, consistent with the terms of the current Cooperative Service Agreement.

Capital Projects:

The total new Alameda County funds requested in FY 2013/14 is \$146,774 of STA funds for the Maintenance Layover Facility project and \$116,478 Proposition 1B Transit Security funds towards the ACE Stations' Security and E-ticketing projects.

The FY 2013/14 BSP includes transferring \$1 million of Measure B funds from the environmental phase of the Altamont Corridor Improvements project to the Maintenance Rail Facility project. The Commission had previously approved \$2 million Measure B funds towards the environmental phase of the Altamont Corridor Improvements project in the FY 2011/12 BSP. The FY 2013/14 BSP also includes transferring \$81,500 of FY 2007/08 Proposition 1B PTMISEA remaining balance from the completed ACE Platforms Extension Project (design phase) to the Maintenance Rail Facility project.

Fiscal Impact

Staff will amend the FY 2013/14 budget to reflect this funding with the next budget amendment process.

Attachment(s)

Attachment A: FY 2013/14 ACE Baseline Service Plan

The background of the page features a faded image of a multi-story brick building with arched windows and a train track with gravel beds and rails extending into the distance.

Altamont Commuter Express

2013 - 2014

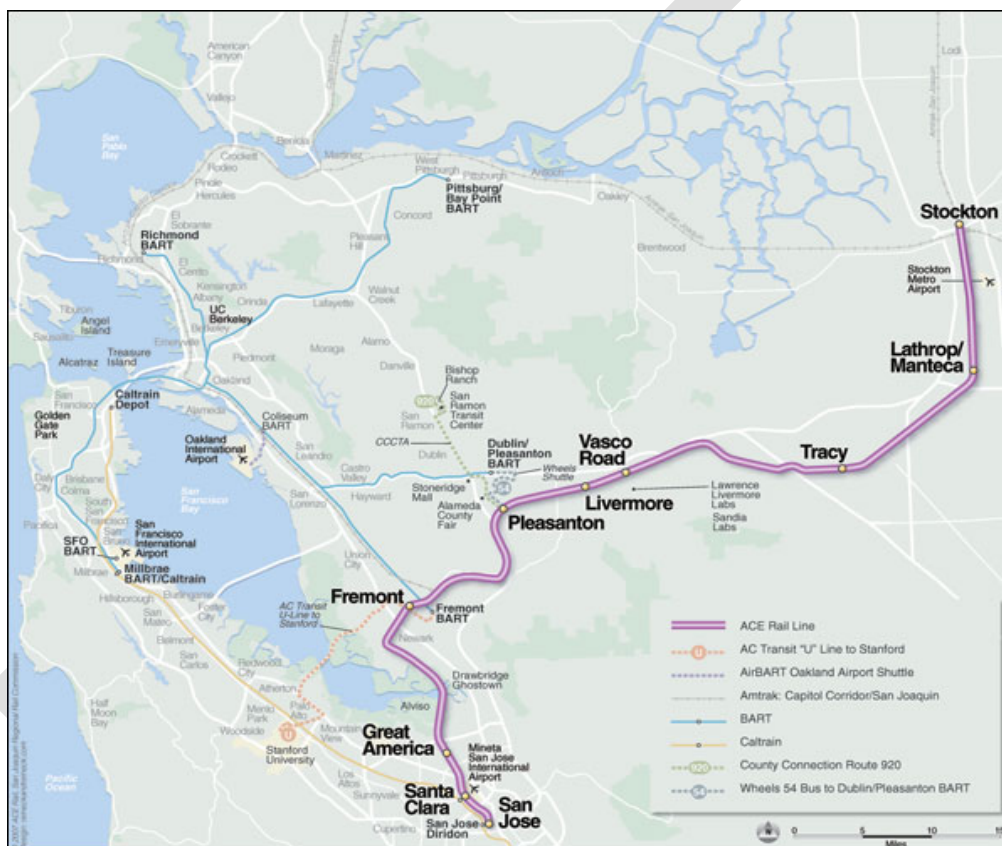
DRAFT BASELINE SERVICE PLAN

Train Service

The Altamont Commuter Express (ACE) Baseline Service Plan provides 4 weekday roundtrips between Stockton, CA and San Jose, CA. The four trains consist of one three car set, two 6 car sets, and one 7 car set providing seating for between approximately 500 and 900 seats depending on the number of passenger cars.

Service Corridor

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



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

Train Schedule

AM – WESTBOUND

Stockton To San Jose	#01	#03	#05	#07
Stockton	4:20 AM	5:35 AM	6:40 AM	7:05 AM
Lathrop/Manteca	4:39 AM	5:54 AM	6:59 AM	7:24 AM
Tracy	4:51 AM	6:06 AM	7:11 AM	7:36 AM
Vasco	5:20 AM	6:35 AM	7:40 AM	8:05 AM
Livermore	5:25 AM	6:40 AM	7:45 AM	8:10 AM
Pleasanton	5:33 AM	6:48 AM	7:53 AM	8:18 AM
Fremont	5:55 AM	7:10 AM	8:15 AM	8:40 AM
Great America	L6:13 AM	L7:28 AM	L8:33 AM	L8:58 AM
Santa Clara	L6:20 AM	L7:35 AM	L8:40 AM	L9:05 AM
San Jose	6:32 AM	7:47 AM	8:52 AM	9:17 AM

PM – EASTBOUND

San Jose To Stockton	#04	#06	#08	#10
San Jose	3:35 PM	4:35 PM	5:35 PM	6:38 PM
Santa Clara	3:40 PM	4:40 PM	5:40 PM	6:43 PM
Great America	3:49 PM	4:49 PM	5:49 PM	6:52 PM
Fremont	4:05 PM	5:05 PM	6:05 PM	7:08 PM
Pleasanton	4:28 PM	5:28 PM	6:28 PM	7:31 PM
Livermore	4:37 PM	5:37 PM	6:37 PM	7:40 PM
Vasco	4:42 PM	5:42 PM	6:42 PM	7:45 PM
Tracy	5:11 PM	L6:11 PM	L7:11 PM	L8:14 PM
Lathrop / Manteca	5:23 PM	L6:23 PM	L7:23 PM	L8:26 PM
Stockton	5:47 PM	6:47 PM	7:47 PM	8:50 PM

L = Trains may leave early after all riders have de-boarded.

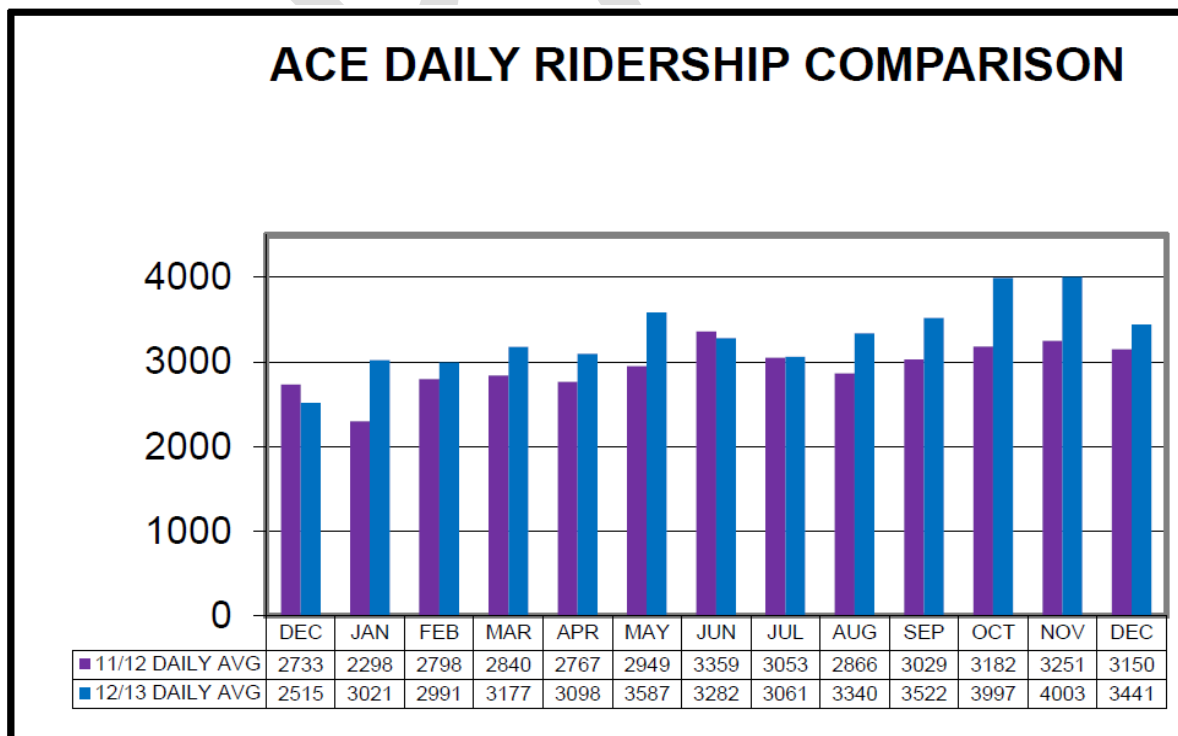
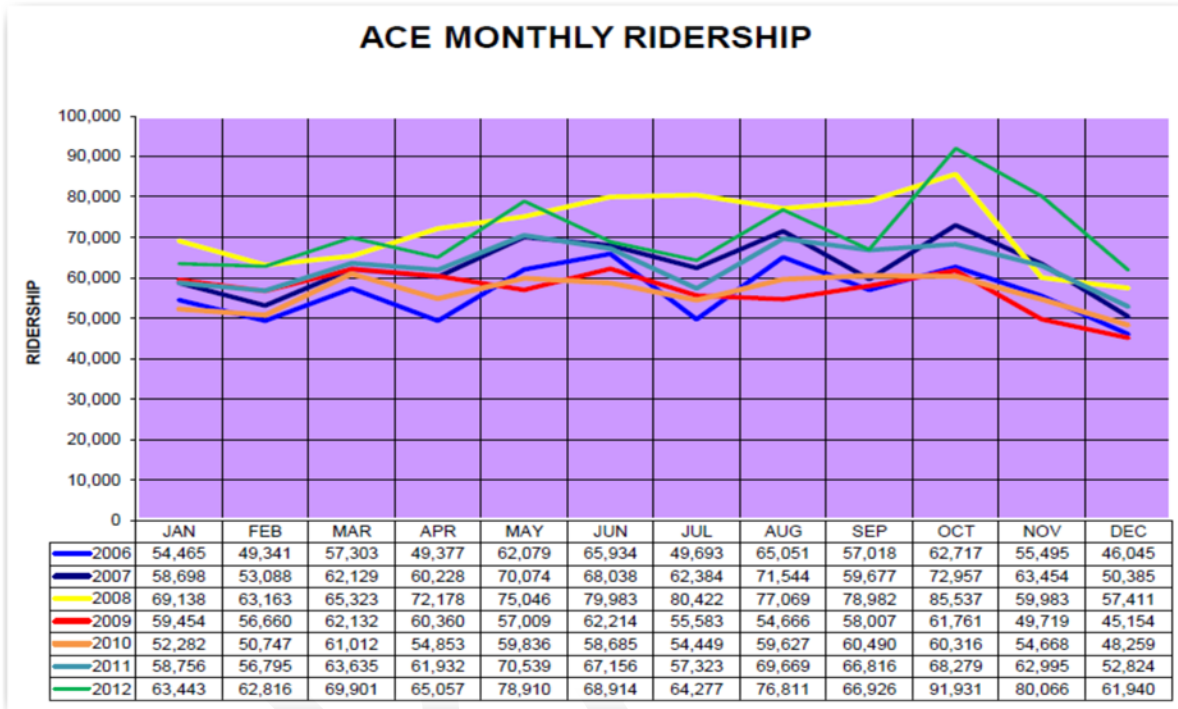
Fare Structure

The ACE fare structure is based on a point to point system that was adopted by the SJRRC Board in April 2006. The zone system that was previously used was replaced with a system that determines fares based on the origin and destination stations. In addition, the fare program established a 50% discount for senior citizens 65 and older, persons with disabilities and passengers carrying Medicare cards issued under Title II or XVIII of the Social Security Act, and children age 6 through 12. Children under 6 ride for free with an accompanying adult. Current fares have been in effect since January 1, 2013.

ORIGIN STATION	DESTINATION STATION	LATHROP	TRACY	VASCO	LIVERMORE	PLEASANTON	FREMONT	G. A. MERICA	SANTA CLARA	SAN JOSE
SKT	ONE WAY	4.25	5.25	9.00	9.00	9.00	10.25	13.00	13.00	13.00
	ROUND TRIP	5.25	10.25	14.00	14.00	14.00	18.50	23.00	23.00	23.00
	20 RIDE	44.50	79.25	112.25	112.25	112.25	145.50	179.50	179.50	179.50
	MONTHLY	83.00	144.00	206.50	206.50	206.50	267.50	330.00	330.00	330.00
LAT	ONE WAY		5.00	8.50	8.50	8.50	9.75	12.00	12.00	12.00
	ROUND TRIP		9.75	13.50	13.50	13.50	17.00	22.00	22.00	22.00
	20 RIDE		75.25	107.25	107.25	107.25	139.25	171.75	171.75	171.75
	MONTHLY		137.50	197.50	197.50	197.50	256.25	316.25	316.25	316.25
TRC	ONE WAY			5.00	5.00	5.00	8.50	9.75	9.75	9.75
	ROUND TRIP			9.75	9.75	9.75	13.50	17.00	17.00	17.00
	20 RIDE			75.25	75.25	75.25	107.25	139.25	139.25	139.25
	MONTHLY			137.50	137.50	137.50	197.50	256.25	256.25	256.25
VAR	ONE WAY				3.75	3.75	5.00	8.50	8.50	8.50
	ROUND TRIP				5.00	5.00	9.75	13.50	13.50	13.50
	20 RIDE				42.75	42.75	75.25	107.25	107.25	107.25
	MONTHLY				79.50	79.50	137.50	197.50	197.50	197.50
LVA	ONE WAY					3.75	5.00	8.50	8.50	8.50
	ROUND TRIP					5.00	9.75	13.50	13.50	13.50
	20 RIDE					42.75	75.25	107.25	107.25	107.25
	MONTHLY					79.50	137.50	197.50	197.50	197.50
PLD	ONE WAY						5.00	8.50	8.50	8.50
	ROUND TRIP						9.75	13.50	13.50	13.50
	20 RIDE						75.25	107.25	107.25	107.25
	MONTHLY						137.50	197.50	197.50	197.50
FMT	ONE WAY							5.00	5.00	5.00
	ROUND TRIP							9.75	9.75	9.75
	20 RIDE							75.25	75.25	75.25
	MONTHLY							137.50	137.50	137.50
GAC	ONE WAY									
	ROUND TRIP									
	20 RIDE									
	MONTHLY									
SCC	ONE WAY									
	ROUND TRIP									
	20 RIDE									
	MONTHLY									

Ridership

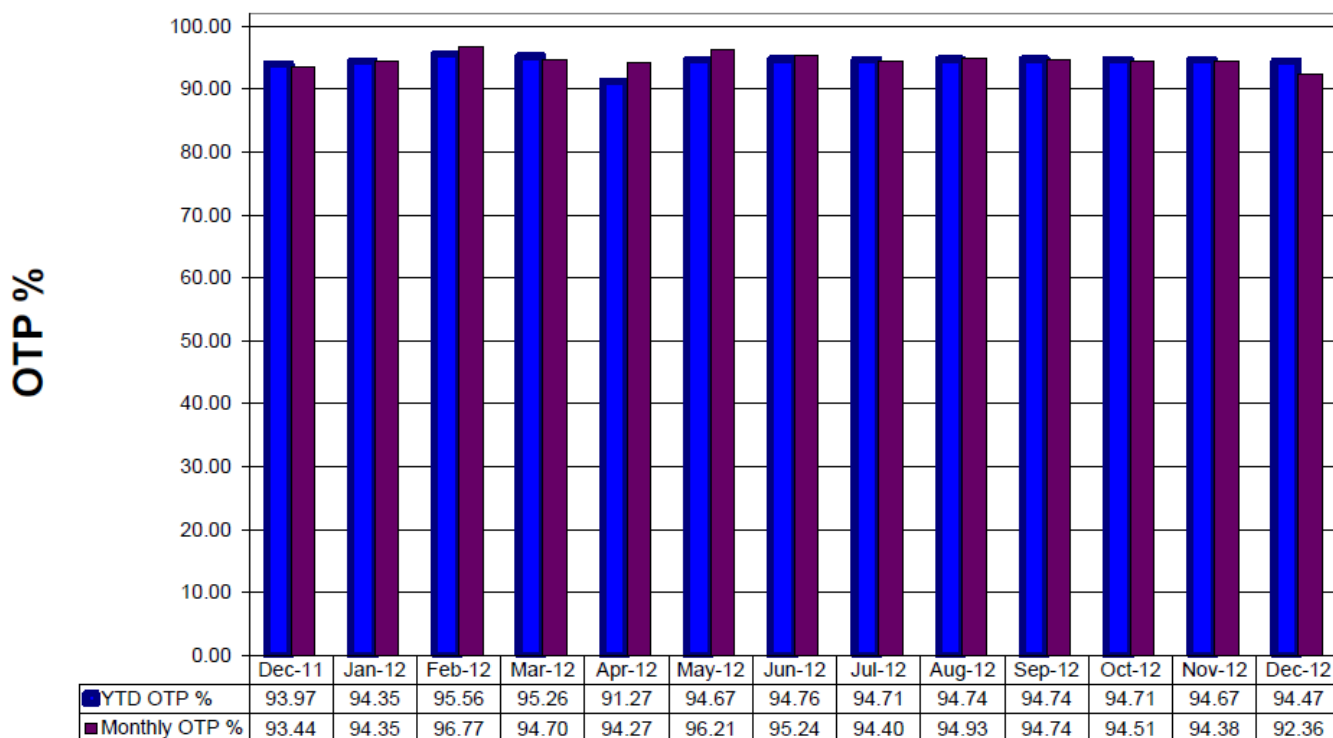
FY 12/13 continues to outperform last fiscal year month over month with October 2012 the highest ridership month in ACE's history. Current fiscal year-to-date trends indicate ridership to grow to just under one million riders – ACE's best year since FY 08/09. This is significant in that FY 08/09 passengers were serviced with four round trips daily and ridership is trending near those levels since the reintroduction of the fourth round trip on October 1st, 2012. While fuel is certainly a factor in riders considering the ACE service, a rebound in East Bay & San Jose employment is clearly attracting passengers.



On-Time Performance

ACE on-time performance for FY 12/13 year to date is 94.47%. Prior FY, on-time performance was 93.96%. It is anticipated that FY 12/13 will exceed last FY's on-time performance as the spring and summer months often yield better times. ACE's on-time performance is calculated based on trains arriving at their final terminal within 5 minutes of the schedule of the train. Since 2007, on-time performance has grown almost 17% - a significant dividend representing SJRRC's commitment to track maintenance and improvement in the ACE corridor.

ACE On Time Performance



Shuttles

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

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

San Joaquin County

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

Alameda County

- Vasco Road – Livermore Lab Shuttle (Not part of ACE operating budget)
- Livermore Station – Connecting service to LAVTA/Wheels Transit system. (Not part of ACE operating budget)

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

Santa Clara County

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

ACE Service Contributions

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

	FY 2008 - 2009	FY 2009 - 2010	FY 2010 - 2011	FY 2011 - 2012	FY 2012 - 2013	FY 2013 - 2014 Dec-Dec CPI
ALAMEDA CTC**	\$1,931,187	\$1,936,981	\$1,983,274	\$2,052,292	\$2,097,443	\$2,145,893
SCVTA	\$2,689,659	\$2,689,659	\$2,689,659*	\$2,689,659*	\$2,921,212**	\$2,988,692
CPI Increase	3.60%	0.30%	2.39%	3.48%	2.20%	2.31%

* Due to economic constraints, SCVTA held the FY 2011 & FY 2012 contribution at the FY 2009 level.

** SCVTA number based off full rate contributions under CPI inflators for FY 2010 forward.

ACE Operations and Maintenance Contributions:

The published FY 2011/2012 December-December CPI is 2.31 percent. Therefore, local contributions are projected to increase 2.31 percent over FY 2012/2013. The table below notes the projected commitment for three trains. The table continues by adding the fractional cost of the fourth train as a supplemental cost to arrive at the total request from Alameda CTC. *SCVTA is not participating in funding the 4th train.*

	FY 2012 - 2012	FY 2013 - 2014	Fourth Train Costs	FY 2013 - 2014 Request with 4 th Train
ALAMEDA CTC	\$2,097,443	\$2,145,893	\$655,997	\$2,801,871
SCVTA	\$2,921,212,	\$2,988,692	0	\$2,988,692

Fourth Train Cost	\$2,116,055	100%
ACTC Contribution	\$655,977	31%
ACE Contribution	\$1,460,078	69%

** Alameda CTC's figure includes \$10,000 for maintenance of the Vasco Road and Pleasanton Stations, but does not include \$20,000 for the Administrative Management of Alameda CTC's contribution.

ACE Shuttle Contributions:

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

The overall shuttle budget for FY 2012/2013 was \$1.12 million. Estimated shuttle budget for FY 2013/2014 is \$1,263,104.

The increase in the Shuttle Budget from 2011/2012 from \$743,000 to the \$1.12 million in FY 2012/2013 was due to the reintroduction on the fourth ACE round trip in October 2012. The Shuttle costs are anticipated to increase by CPI in FY 2013/2104 of 2.31%.

ACE shuttles from the Great America Station are operated by El Paseo Limousine through a competitive selection by a panel of VTA and SJRRRC staff. VTA manages this service and contracts with El Paseo, who utilizes propane clean-air vehicles. Grant revenue depends on award of annual funds from the air district. These funds are awarded on a calendar cycle so the first half of FY 2011/2012 is covered under the current grant.

ACE Capital Projects:

As part of the SJRRC's efforts to provide a safer more reliable and convenient ACE service, projects are mutually agreed upon between ACE and UPRR and must result in either a speed increase on the ACE corridor or improve reliability of the service. Thus far, the Capital program has been funded with State Funds, Federal Section 5307 Funds, Section 5309 Funds, Alameda County Sales Tax Measure B, Santa Clara VTA, and San Joaquin County Sales Tax Measure K revenues. The FY 2013/2014 Capital Project and budget is listed below.

1. Maintenance Layover Facility
\$1,000,000 (re-allocate from Altamont ENV Project – approved in 11/12 Baseline)
\$ 146,774 (STA Allocation)
\$ 81,542 (PTMISEA – transferred from FY 2007/08 Allocation)
2. ACE Station Security Cameras Project
\$ 38,826 (Prop 1 B Transit Security Funds – 2010/11)
\$ 38,826 (Prop 1 B Transit Security Funds – 2011/12)
3. ACE Electronic Fare Collection Project
\$ 38,826 (Prop 1 B Transit Security Funds – 2012/13)

Total Capital Project Expenses for FY 2013/14	\$43,501,938
Total SJRRC Capital Funds Committed for FY 2013/14	\$42,157,144
Total ALAMEDA County Capital Funds Requested for FY 2013/14	\$1,344,794
Total SCVTA Capital Funds Requested for FY 2013/14	\$0

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

ACE Service Improvements Beyond the Baseline Service

SJRRC has begun work on a station track extension that will connect the ACE station with the new maintenance facility and allow for Caltrans San Joaquin trains to access the station platform. Phase I of the project is fully funded with construction completion anticipated in FY 2013/2014. This project in conjunction with the Cabral Station Improvement project will provide a multi-modal station for rail transportation in Stockton and serve as the eastern anchor for the City of Stockton's redevelopment plan.

This page intentionally left blank



Memorandum

DATE: June 18, 2013

TO: Alameda County Transportation Commission

FROM: Programs and Project Committee

SUBJECT: Approval of State Transportation Improvement Program (STIP) At Risk Report

Recommendation

It is recommended the Commission approve the attached STIP At Risk Report, dated May 31, 2013.

Summary

The Report assigns zones of risk to the 36 STIP projects monitored for compliance with the STIP “Timely Use of Funds” provisions. Red zone projects are considered at a relatively high risk of non-compliance with the provisions, Yellow zone projects at moderate risk and Green zone projects at low risk.

Discussion

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

The criteria for determining the project zones are listed near the end of the report. The durations included in the criteria are intended to provide adequate time for project sponsors to perform the required activities to meet the deadline(s). The risk zone associated with each risk factor is indicated in the tables following the report. Projects with multiple risk factors are listed in the zone of higher risk.

The Alameda CTC requests copies of certain documents related to the required activities to verify that the deadlines have been met. Typically, the documentation requested are copies of documents submitted by the sponsor to other agencies involved with transportation funding such as Caltrans, MTC and the CTC. The one exception is the documentation requested for the “Complete Expenditures” deadline which does not have a corresponding requirement from the other agencies. Sponsors must provide documentation supported by their accounting department as proof that the Complete Expenditures deadline has been met.

Attachment

Attachment A: STIP At Risk Report

This page intentionally left blank

STIP At Risk Report
STIP-RIP Locally-Sponsored Alameda County Projects
Status Date: May 31, 2013
Red Zone Projects

Index	PP No. Source	Sponsor Prog'd Amount (\$x 1,000)	Project Title Phase FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone
1	0044C RIP	Alameda CTC \$2,000	I-880 Reconstruction, 29th to 23rd PSE 10/11	Complete Expend	6/30/13	R		Y
2	2100K RIP-TE	Alameda CTC \$400	I-880 Landscape/Hardscape Improvements in San Leandro PSE 09/10	Complete Expend	6/30/13	R	\$400K Allocated 6/30/10 12-Mo Ext App'd April 2012	Y
3	0057J RIP RIP RIP	Caltrans \$400 \$1,100 \$500	SR-24 Caldecott Tunnel 4th Bore Landscaping PSE 12/13 ConSup 13/14 Con 13/14	Allocate Funds Allocate Funds Allocate Funds	6/30/13 6/30/14 6/30/14	R G G	Added in 2012 STIP	Y
4	2014U RIP	GGBHTD \$12,000	SF Golden Gate Bridge Barrier Con 11/12	Allocate Funds	12/31/13	R	18-Mo Ext App'd May 12	G

End of Red Zone
Yellow Zone Projects

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

End of Yellow Zone
Green Zone Projects

Index	PP No. Source	Sponsor Prog'd Amount (\$x 1,000)	Project Title Phase FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone
5	2009N RIP	Alameda \$4,000	Tinker Avenue Extension Con 07/08	Project Being Removed from Report			\$4M Allocated 9/25/08 Final Inv/Report 2/7/13	
6	2009A RIP	AC Transit \$3,705	Maintenance Facilities Upgrade Con 06/07	Final Invoice/Report		NA	\$3,705K Allocated 9/7/06	G
7	2009B RIP	AC Transit \$1,000	SATCOM Expansion Con 06/07	Accept Contract	Note 3	G	\$1,000K Allocated 9/7/06	G
8	2009C RIP	AC Transit \$2,700	Berkeley/Oakland/San Leandro Corridor MIS Env 06/07	Final Invoice/Report	Note 3	NA	\$2,700K Allocated 4/26/07	G

Page 1 of 5

STIP At Risk Report
STIP-RIP Locally-Sponsored Alameda County Projects

Status Date: May 31, 2013

Green Zone Projects (cont.)

Index	PP No. Source	Sponsor Prog'd Amount (\$x 1,000)	Project Title Phase FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone
9	2009D RIP	AC Transit \$4,500	Bus Component Rehabilitation Con 06/07	Accept Contract	Note 3	G	\$4.5M Allocated 7/20/06	G
10	2009Q RIP	AC Transit \$14,000	Bus Purchase Con 06/07	Accept Contract	Note 3	G	\$14M Allocated 10/12/06	G
11	2009L RIP	Alameda Co. \$4,600	Vasco Road Safety Improvements Con 07/08	Project Being Removed from Report			\$4.6M Allocated 2/14/08 Contract Awd 7/29/08 Final Inv/Report 6/6/12	G
12	2100F RIP-TE	Alameda Co. \$1,150	Cherryland/Ashland/Castro Valley Sidewalk Imps. Con 10/11	Accept Contract	11/1/14	G	\$1,150 Allocated 5/12/11 Awarded Nov 2011	G
13	0016O RIP	Alameda CTC \$8,000	I-680 SB HOT Lane Accommodation Con 07/08	Project Being Removed from Report			\$8M Allocated 6/26/08 Final Inv/Report 10/29/12	G
14	0016U RIP	Alameda CTC \$7,315	I-580 Castro Valley I/C Improvements Con 07/08	Project Being Removed from Report			Final Inv/Report 5/1/13	G
15	0062E RIP	Alameda CTC \$954	I-80 Integrated Corridor Mobility Env 07/08	Final Invoice/Report		NA	\$954 Allocated 9/5/07 Contra Costa RIP Expenditures Comp	G
16	0081H RIP RIP-TE	Alameda CTC \$34,851 \$2,179	RT 84 Expressway Widening (Segment 2) Con 16/17 Con 16/17	Allocate Funds Allocate Funds	6/30/17 6/30/17	G G	Added in 2012 STIP	G
17	0139F RIP-TE	Alameda CTC \$350	Rt 580, Landscaping, San Leandro Estudillo Ave - 141st Con 10/11	Accept Contract	7/26/15	G	\$350K Allocated 10/27/11 3-Mo Ext for Awd 5/23/12 Contract Awarded 7/26/12	G
18	2179 RIP RIP RIP RIP	Alameda CTC \$1,563 \$1,947 \$750 \$886	Planning, Programming and Monitoring (Note 2) Con 12/13 Con 11/12 Con 13/14 Con 16/17	Complete Expend Complete Expend Allocate Funds Allocate Funds	6/30/15 6/30/14 6/30/14 6/30/17	G G G G	\$1,563 Allocated 6/28/12 \$1,947 Allocated 8/11/11 Added in 2012 STIP Added in 2012 STIP	G
19	1014 RIP	BART \$38,000	BART Transbay Tube Seismic Retrofit Con 07/08	Project Being Removed from Report			\$38M Allocated 9/5/07 Final Invoice 12/21/12	G

STIP At Risk Report
STIP-RIP Locally-Sponsored Alameda County Projects

Status Date: May 31, 2013

Green Zone Projects (cont.)

Index	PP No. Source	Sponsor Prog'd Amount (\$x 1,000)	Project Title Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone
20	2008B RIP-TE	BART \$954	MacArthur BART renovate & enhance entry plaza Con	10/11	Project Being Removed from Report			\$954 Allocated 6/23/11 Transferred to FTA Grant	G
21	2009P RIP RIP	BART \$3,000 \$248	Alameda County BART Station Renovation Con PSE	07/08 07/08	Project Being Removed from Report			\$3M Allocated 12/11/08 FTA Grant CA-90-Y270 \$248 Allocated 9/5/07 Expenditures Complete	G
22	2009Y RIP-TE	BART \$1,200	Ashby BART Station Concourse/Elevator Imps Con	07/08	Final Invoice/Report		NA	\$1,200 Allocated 6/26/08	G
23	2103 RIP	BART \$20,000	Oakland Airport Connector Con	10/11	Accept Contract	9/1/14	G	App'd into STIP and allocated 9/23/10 Awarded Oct 2010	G
24	9051A RIP-TE	BATA \$3,063	Improved Bike/Ped Connectivity to East Span SFOBB Con	16/17	Allocate Funds	6/30/17	G	Added in 2012 STIP	G
25	2009W RIP RIP	Berkeley \$4,614 \$1,500	Ashby BART Station Intermodal Imps Con Con	07/08 09/10	Final Invoice/Report Final Invoice/Report		NA NA	\$4,614 Allocated 6/26/08 AB 3090 App'd 8/28/08 \$1.5M Allocated 9/10/09	G
26	2100G RIP-TE	Berkeley \$1,928	Berkeley Bay Trail Project, Seg 1 Con	10/11	Accept Contract	5/29/15	G	\$1,928 Allocated 12/15/11 Awarded 5/29/12	G
27	0521J RIP	Caltrans \$0	I-680 Freeway Performance Initiative Project 14/15		Project Being Removed from Report			\$2M Returned to Ala Co RIP Shares June 2012	G
28	2100H RIP-TE	Dublin \$1,021	Alamo Canal Regional Trail, Rt 580 undercrossing Con	10/11	Accept Contract	2/7/15	G	\$1,021 Allocated 8/11/11 Contract Awd 2/7/12	G
29	2140S RIP-TE	LAVTA \$200	Rideo Bus Restoration Project Con	10/11	Accept Contract	8/10/14	G	\$200 Allocated 5/12/11 from SM County Reserve Contract Awd 8/10/11	G

Page 3 of 5

STIP At Risk Report
STIP-RIP Locally-Sponsored Alameda County Projects

Status Date: May 31, 2013

Green Zone Projects (cont.)

Index	PP No.	Sponsor	Project Title	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone
30	2009K	LAVTA	Satellite Bus Operating Facility (Phases 1 & 2)									
				RIP	\$4,000	Con	11/12	Accept Contract	11/7/14	G	Note 3 \$4M Alloc'd 6/23/11 PTA Contract Awd 11/7/11	G
				RIP	\$1,500	Con	06/07	Final Invoice/Report		NA	Contract Accepted	
31	2100	MTC	Planning, Programming and Monitoring ²									
				RIP	\$118	Con	13/14	Allocate Funds	6/30/14	G		
				RIP	\$122	Con	14/15	Allocate Funds	6/30/15	G		
				RIP	\$114	Con	12/13	Complete Expenditures	6/30/15	G	\$114 Allocated 6/27/12	G
				RIP	\$126	Con	15/16	Allocate Funds	6/30/16	G	Added in 2012 STIP	
				RIP	\$131	Con	16/17	Allocate Funds	6/30/17	G	Added in 2012 STIP	
32	1022	Oakland	Rte. 880 Access at 42nd Ave./High St., APD									
				RIP	\$5,990	R/W	07/08	Final Invoice/Report	NA	G	\$5.99M Allocated 12/13/07	R
33	2100C1	Oakland	MacArthur Transit Hub Improvement, 40th St									
				RIP-TE	\$193	Con	07/08	Final Invoice/Report		NA	\$193 Allocated 7/26/07	G
34	2103A	Oakland	Oakland Coliseum TOD									
				RIP-TE	\$885	Con	10/11	Accept Contract	11/10/14	G	\$885 Allocated 6/23/11 Contract Awd 11/10/11	G
35	2110	Union City	Union City Intermodal Station									
				RIP	\$4,600	Con	07/08	Final Invoice/Report		NA	\$4.6M Allocated 9/5/07	G
				RIP	\$720	Con	05/06	Final Invoice/Report		NA	\$720K Allocated 11/9/06	
				RIP-TE	\$5,307	Con	05/06	Final Invoice/Report		NA	\$5,307K Allocated 11/9/06	
				RIP-TE	\$2,000	Con	06/07	Final Invoice/Report		NA	\$2,000K Allocated 11/9/06	
				RIP	\$9,787	Con	06/07	Final Invoice/Report		NA	\$9,787K Allocated 11/9/06 6-Mo Ext App'd 9/23/10 for Accept Contract - Site Imps accepted 11/19/10	
36	2110A	Union City	Union City Intermodal Station, Ped Enhanc PH 2 & 2A									
				RIP-TE	\$3,000	Con	10/11	Project Being Removed from Report			\$3M Allocated 6/23/11 Transferred to FTA Grant	R
				RIP	\$715	Con	11/12				\$715 deleted from project	

End of Green Zone

Notes:

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

STIP At Risk Report**Status Date: May 31, 2013****STIP-RIP Locally-Sponsored Alameda County Projects****2012 STIP -Timely Use of Funds Provisions**

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

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

Zone Criteria

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

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

Other Zone Criteria

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

Notes:

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

This page intentionally left blank



Memorandum

DATE: June 18, 2013

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **Approval of Federal Surface Transportation/Congestion Mitigation and Air Quality (STP/CMAQ) Program At Risk Report**

Recommendation

It is recommended the Commission approve the attached Federal STP/CMAQ Program At Risk Report, dated May 31, 2013.

Summary

The report includes 66 locally-sponsored, federally-funded projects segregated by “zone.” Red zone projects are considered at a relatively high risk of non-compliance with the provisions of MTC’s Resolution 3606, the Regional STP/CMAQ Project Delivery Policy. Yellow zone projects are considered at moderate risk and Green zone projects at low risk.

Discussion

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

The report is intended to identify activities required to comply with the requirements set forth in MTC’s Resolution 3606, the Regional STP/CMAQ Project Delivery Policy–Revised (as of July 23, 2008). Per Resolution 3606, for projects programmed with funding in federal fiscal year (FFY) 2012/13, the obligation deadline was April 30, 2013. For projects programmed with funding in FFY 2013/14, the deadline to submit the request for authorization is February 1, 2014 and the obligation deadline is April 30, 2014.

The criteria for determining the project zones are listed in Appendix A of the report. The durations included in the criteria are intended to provide adequate time for project sponsors to perform the required activities to meet the deadline(s). A project may have multiple risk factors that indicate multiple zones. The zone associated with each risk factor is indicated in the report tables. Projects with multiple risk factors are listed in the zone of higher risk. Appendix B provides details related to the deadlines associated with each of the Required Activities used to determine the assigned zone of risk. The Resolution 3606 deadline for submitting the environmental package one year in advance of the obligation deadline for right of way or construction capital funding is tracked and reported, but is not affiliated with any zone of risk.

Attachment(s)

Attachment A: Federal At Risk Report

This page intentionally left blank

Federal At Risk Report
 Federally-Funded Locally-Sponsored Alameda County Projects

Status Date: May 31, 2013

Red Zone Projects

Index	TIP ID	Sponsor	Project Title	Phase	FY	Required Activity	Date	Zone	Notes	Prev Zone
	Source	Prog'd Amount (\$x 1,000)					Req'd By			
1	HSIP4-04-002	Alameda	Shoreline Dr - Westline Dr - Broadway Improvements							
	HSIP	\$348	Con	11/12	Submit Req for Auth	10/11/13	R	See Note 2		G
					Complete Closeout	01/12/16	G			
	HSIP	\$68	PE	11/12	Liquidate Funds	07/12/15	G	\$68 Obligated 1/18/12		
2	H3R1-04-031	Ala County	Patterson Pass Road - PM6.4 Widen or Improve Shoulder							
	HRRR	\$717	Con	12/13	Submit Req for Auth	09/30/13	R	See Note 2		G
					Liquidate Funds	6/31/15	G			
					Complete Closeout	12/31/15	G			
	HRRR	\$101	PE	Prior	Liquidate Funds	06/30/15	G	\$101 Obligated 12/19/08		
3	HSIP2-04-024	Ala County	Castro Valley Blvd - Wisteria St Intersection and Frontage Improvements							
	HSIP	\$577	Con	11/12	Liquidate Funds	09/30/13	R	See Note 2		G
					Complete Closeout	03/31/14	G	Obligated 9/19/12		
	HSIP	\$59	PE	Prior				Obligated 8/14/09		
	HSIP	\$63	R/W	Prior				Obligated 2/15/11		
4	HSIP2-04-027	Ala County	Remove Permanent Obstacle along Shoulder (Foothill Road)							
	HSIP	\$427	Con	10/11	Submit Req for Auth	Note 1	R	See Note 2		R
					Complete Closeout	09/30/14	G			
	HSIP	\$59	PE	Prior				Obligated 2/23/09		
5	ALA090069	Ala County	Alameda County: Rural Roads Pavement Rehab							
	STP	\$1,815	Con	11/12	Award Contract	Note 1	R	\$1,815 Obligated 4/4/12		R
					Submit First Invoice	Note 1	Y			
					Liquidate Funds	04/04/18	G			
	STP	\$320	PE	10/11	Liquidate Funds	03/16/17	G	\$320 Obligated 3/16/11		
6	ALA110026	Ala County	Alameda Co - Central Unincorporated Pavement Rehab							
	STP	\$1,071	Con	11/12	Award Contract	Note 1	R	\$1,071 Obligated 4/4/12		R
					Submit First Invoice	Note 1	R			
					Liquidate Funds	04/04/18	G			
	STP	\$50	PE	10/11	Liquidate Funds	03/23/17	G	\$50 Obligated 3/23/11		
7	SRTS1-04-001	Ala County	Fairview Elementary School Vicinity Improvements							
	SRTS	\$508	Con	10/11	Liquidate Funds	09/30/13	R	See Note 2		G
					Complete Closeout	03/31/14	G	Obligated 9/19/12		
	SRTS	\$77	PE	Prior				Obligated 1/29/09		

Page 1 of 9

Federally-Funded Locally-Sponsored Alameda County Projects

Red Zone Projects (cont.)

Index	TIP ID	Sponsor	Project Title	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone
8	ALA110007	Berkeley	City of Berkeley Transit Action Plan - TDM	CMAQ	\$10	Con	11/12	Obligate Funds	Note 1	R	Working with Caltrans and MTC to add to PE	R
				CMAQ	\$1,990	PE	10/11	Liquidate Funds	02/22/17	G	\$1,990 Obligated 2/22/11	
9	ALA110022	Berkeley	Berkeley - Sacramento St Rehab - Dwight to Ashby	STP	\$955	Con	10/11	Submit First Invoice	Note 1	R	\$955 Obligated 3/18/11	R
								Liquidate Funds	03/18/17	G	Contract Awd 7/19/11	
10	ALA110024	Dublin	Dublin Citywide Street Resurfacing	STP	\$547	Con	11/12	Award Contract	Note 1	R	\$547 Obligated 3/16/12	R
								Submit First Invoice	Note 1	R		
								Liquidate Funds	03/16/18	G		
11	ALA110034	Dublin	West Dublin BART Golden Gate Drive Streetscape	CMAQ	\$580	Con	11/12	Submit First Invoice	06/01/13	R	\$580 Obligated 6/1/12 Contract Awd 9/18/12	G
				CMAQ	\$67	PE	10/11	Liquidate Funds	03/18/17	G	\$67 Obligated 3/18/11	
12	ALA110012	Fremont	Fremont CBD/Midtown Streetscape	CMAQ	\$1,114	Con	11/12	Award Contract	Note 1	R	\$1,114 Obligated 3/27/12	R
								Submit First Invoice	Note 1	R		
								Liquidate Funds	03/27/18	G		
				CMAQ	\$432	Con	10/11	Project Complete	NA		\$432 Obligated 4/13/11	
				CMAQ	\$54	Con	10/11	Project Complete	NA		\$54 Obligated 6/13/11	
13	HSIP1-04-005	Fremont	Install Median Barrier, Install Raised Median and Improve Delineation (Mowry)	HSIP	\$164	Con	11/12	Obligate Funds	Note 1	R	See Note 2	R
								Complete Closeout	03/31/14	G		
				HSIP	\$35	PE	Prior				Obligated 11/28/07	
14	HSIP2-04-018	Fremont	Replace Concrete Poles with Aluminum in Median (Paseo Parkway)	HSIP	\$299		Prior	Liquidate Funds	09/30/13	R	See Note 2	G
								Complete Closeout	03/31/14	G		
15	HSIP3-04-006	Fremont	Paseo Padre Parkway - Walnut Ave and Argonaut Way	HSIP	\$458	Con	12/13	Submit Req for Auth	Note 1	R	See Note 2	R
								Complete Closeout	12/02/14	G		
				HSIP	\$59	PE	Prior				Obligated 11/22/10	

Federally-Funded Locally-Sponsored Alameda County Projects

Red Zone Projects (cont.)

Index	TIP ID	Sponsor	Project Title	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone
16	HSIP4-04-020	Fremont	Fremont Blvd / Eggers Dr	HSIP	\$275	Con	13/14	Submit Req for Auth	10/11/13	R	See Note 2	G
								Liquidate Funds	07/12/15	G		
								Complete Closeout	01/12/16	G		
					\$41	PE	Prior				Obligated 11/8/11	
17	HSIP4-04-022	Fremont	Fremont Blvd / Alder Ave	HSIP	\$348	Con	13/14	Submit Req for Auth	10/11/13	R	See Note 2	G
								Liquidate Funds	07/12/15	G		
								Complete Closeout	01/12/16	G		
					\$43	PE	Prior				Obligated 11/8/11	
18	ALA110019	Hayward	Hayward Various Arterials Pavement Rehab	STP	\$1,336	Con	10/11	Award Contract	Note 1	R	\$1,336 Obligated 2/23/11	R
								Submit First Invoice	Note 1	R		
								Liquidate Funds	02/23/17	G		
19	ALA110035	Hayward	South Hayward BART Area/Dixon Street Streetscape	CMAQ	\$1,540	Con	11/12	Award Contract	Note 1	R	\$1,264 Obligated 4/4/12	R
								Submit First Invoice	Note 1	R	Amounts per Phase Adjusted	
								Liquidate Funds	04/04/18	G		
				CMAQ	\$260	PE	10/11	Liquidate Funds	01/18/17	G	\$536 Obligated 1/18/11	
20	HSIP2-04-009	Hayward	Carlos Bee Blvd between West Loop Rd and Mission Blvd	HSIP	\$725		Prior	Liquidate Funds	09/30/13	R	See Note 2	G
								Complete Closeout	03/31/14	G	Obligated 6/18/10	
21	HSIP5-04-007	Hayward	West "A" Street between Hathaway and Garden	HSIP	\$22	PE	12/13	Submit Req for Auth	Note 1	R	New Cycle 5 Project	R
								Obligate Funds	Note 1	R	See Note 3	
				HSIP	\$139	CON	13/14	Submit Req for Auth	02/01/14	Y		
								Obligate Funds	04/30/14	G		
22	ALA110037	Livermore	Livermore Village Streetscape Infrastructure	STP	\$2,500	Con	11/12	Award Contract	Note 1	R	\$2,500 obligated 5/16/12	R
								Submit First Invoice	Note 1	R	Pending Re-Obligation Request	
								Liquidate Funds	05/16/18	G	Fed Aid No. (022)	
23	ALA110006	Oakland	Various Streets Resurfacing and Bikeway Facilities	STP	\$3,492	Con	11/12	Submit First Invoice	Note 1	R	\$3,492 Obligated 2/16/12	R
								Liquidate Funds	02/16/18	G	Awd 12/4/12	
				STP	\$560	PE	10/11	Liquidate Funds	02/22/17	G	\$560 Obligated 2/22/11	

Federally-Funded Locally-Sponsored Alameda County Projects

Red Zone Projects (cont.)

Index	TIP ID	Sponsor	Project Title							
	Source	Prog'd Amount	Phase	FY	Required Activity	Date	Zone	Notes	Prev	
		(\$x 1,000)				Req'd By			Zone	
24	ALA110029	Oakland	Oakland Foothill Blvd Streetscape							
	CMAQ	\$2,200	Con	11/12	Award Contract	Note 1	R	\$2,200 Obligated 4/4/12	R	
					Submit First Invoice	Note 1	R			
					Liquidate Funds	04/04/18	G			
25	HSIP4-04-011	Oakland	Bancroft Ave - 94th Ave Improvements							
	HSIP	\$398	Con	13/14	Submit Req for Auth	10/11/13	R	See Note 2	G	
					Liquidate Funds	07/12/15	G			
					Complete Closeout	01/12/16	G			
		\$87	PE	Prior				Obligated 1/23/12		
26	HSIP4-04-012	Oakland	Hegenberger Rd Intersections							
	HSIP	\$738	Con	13/14	Submit Req for Auth	10/11/13	R	See Note 2	G	
					Liquidate Funds	07/12/15	G			
					Complete Closeout	01/12/16	G			
		\$162	PE	Prior				Obligated 1/25/12		
27	HSIP5-04-011	Oakland	W. MacArthur Blvd. between Market & Telegraph							
	HSIP	\$125	PE	12/13	Submit Req for Auth	Note 1	R	New Cycle 5 Project	R	
					Obligate Funds	Note 1	R	See Note 3		
	HSIP	\$574	CON	13/14	Submit Req for Auth	02/01/14	Y			
					Obligate Funds	04/30/14	G			
28	HSIP5-04-012	Oakland	98th Avenue Corridor							
	HSIP	\$99	PE	12/13	Submit Req for Auth	Note 1	R	New Cycle 5 Project	R	
					Obligate Funds	Note 1	R	See Note 3		
	HSIP	\$558	CON	13/14	Submit Req for Auth	02/01/14	Y			
					Obligate Funds	04/30/14	G			
29	HSIP5-04-013	Oakland	Market Street between 45th & Arlington							
	HSIP	\$103	PE	12/13	Submit Req for Auth	Note 1	R	New Cycle 5 Project	R	
					Obligate Funds	Note 1	R	See Note 3		
	HSIP	\$541	CON	13/14	Submit Req for Auth	02/01/14	Y			
					Obligate Funds	04/30/14	G			
30	SRTS1-04-014	Oakland	Intersection Improvements at Multiple School (5 Elem. + 1 Middle)							
	SRTS	\$700		Prior	Liquidate Funds	09/30/13	R	See Note 2	G	
					Complete Closeout	03/31/14	G	PE Obligated 3/2/08 Con Obligated 8/18/11		

Federally-Funded Locally-Sponsored Alameda County Projects

Red Zone Projects (cont.)

Index	TIP ID	Sponsor	Project Title	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone
31	SRTS2-04-007	Oakland	Multiple School (5 Schools) Improvements Along Major Routes									
	SRTS	\$802	Con	11/12	Liquidate Funds	09/30/13	R	See Note 2		G		
					Complete Closeout	03/31/14	G	\$753 Obligated 2/3/12				
	SRTS	\$118	PE	Prior				\$118 Obligated 1/26/10				
32	ALA110010	Port	Shore Power Initiative									
	CMAQ	\$3,000	Con	11/12	Award Contract	Note 1	R	\$3,000 Obligated 2/16/12		R		
					Submit First Invoice	Note 1	R					
					Liquidate Funds	02/16/18	G					
33	ALA110027	San Leandro	San Leandro Downtown-BART Pedestrian Interface									
	CMAQ	\$4,298	Con	11/12	Award Contract	Note 1	R	\$4,298 Obligated 2/28/12		R		
					Submit First Invoice	Note 1	R	Advertised				
	CMAQ	\$312	PE	10/11	Liquidate Funds	12/21/16	G	\$312 Obligated 12/21/10				
34	HSIP5-04-019	San Leandro	Bancroft Ave/ Sybil Ave									
	HSIP	\$69	PE	12/13	Submit Req for Auth	Note 1	R	New Cycle 5 Project		R		
					Obligate Funds	Note 1	R	See Note 3				
	HSIP	\$380	CON	13/14	Submit Req for Auth	02/01/14	Y					
					Obligate Funds	04/30/14	G					
35	ALA110028	Union City	Union City Blvd Corridor Bicycle Imp. Phase 1									
	CMAQ	\$860	Con	11/12	Submit First Invoice	Note 1	R	\$860 Obligated 3/22/12		R		
					Liquidate Funds	03/22/18	G	Contract Awd 6/12/12				
36	HSIP5-04-030	Union City	Alvarado Road between Decoto & Mann									
	HSIP	\$62	PE	12/13	Submit Req for Auth	Note 1	R	New Cycle 5 Project		R		
					Obligate Funds	Note 1	R	See Note 3				
	HSIP	\$288	CON	13/14	Submit Req for Auth	02/01/14	Y					
					Obligate Funds	04/30/14	G					

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

Index	PP No.	Sponsor	Project Title	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone
37	HSIP4-04-010	Alameda	Park Street Operations Improvements									
	HSIP	\$607	Con	11/12	Submit Req for Auth	01/12/14	Y	See Note 2		G		
					Complete Closeout	04/12/16	G					
	HSIP	\$126	PE		Liquidate Funds	10/12/15	G	\$126 Obligated 1/18/12				

Federally-Funded Locally-Sponsored Alameda County Projects

Yellow Zone Projects (cont.)

Index	PP No.	Sponsor	Project Title							
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone	
38	HSIP4-04-005	Oakland	San Pablo Ave - West St - W. Grand Ave Intersections							
			HSIP	\$345	Con	13/14	Submit Req for Auth	12/13/13	Y	See Note 2
							Liquidate Funds	09/13/15	G	
							Complete Closeout	03/13/16	G	
				\$71	PE	Prior				Obligated 1/23/12
39	ALA110031	Pleasanton	Pleasanton - Foothill/I-580/IC Bike/Ped Facilities							
			CMAQ	\$709	Con	12/13	Award Contract	02/01/14	Y	\$709 Obligated 5/1/13
							Liquidate Funds	05/01/19	G	
40	HSIP4-04-015	San Leandro	Washington Ave / Monterey Blvd							
			HSIP	\$307	Con	13/14	Submit Req for Auth	01/12/14	Y	See Note 2
							Liquidate Funds	10/12/15	G	
							Complete Closeout	04/12/16	G	
				\$66	PE	Prior				Obligated 12/15/11

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

Index	TIP ID	Sponsor	Project Title							
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone	
41	ALA110025	Alameda	Alameda - Otis Drive Rehabilitation							
	STP	\$837	Con	10/11	Accept Contract	05/17/14	G	\$837 Obligated 3/8/11	G	
					Liquidate Funds	03/08/17	G	Awarded 5/17/11		
42	ALA030002	Ala County	Vasco Road Safety Improvements Phase 1A							
	STP	\$235	ROW	14/15	Submit Req for Auth	02/01/15	G	TIP Amend Pending	G	
					Obligate Funds	04/30/15	G			
	STP	\$1,785	Con	09/10	Liquidate Funds	08/31/16	G	\$1,785 Obligated 8/31/10		
								Contract awarded 6/7/11		
	STP	\$478	PE	12/13	Liquidate Funds	04/17/19	G	\$478 Obligated 4/17/13		
43	SRTS1-04-002	Ala County	Marshall Elementary School Vicinity Improvements							
	SRTS	\$450	Con	12/13	Liquidate Funds	11/01/14	G	See Note 2	G	
					Complete Closeout	04/01/15	G	Obligated 9/19/12		
	SRTS	\$50	PE	Prior			G	Obligated 12/7/10		

Federally-Funded Locally-Sponsored Alameda County Projects

Green Zone Projects (cont.)

Index	TIP ID	Source	Sponsor Prog'd Amount (\$x 1,000)	Project Title Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone
44	ALA110033		Alameda CTC	Alameda County Safe Routes to School						
		CMAQ	\$2,289	Con	10/11	Liquidate Funds	03/29/17	G	\$2,689 Obligated 3/29/11	G
		STP	\$400	Con	10/11	Liquidate Funds	03/29/17	G	Obligated w/ALA110009	
45	ALA110009		Alameda CTC	Bikemobile - Bike Repair and Encouragement Vehicle						
		CMAQ	\$500	Con	10/11	Liquidate Funds	03/29/17	G	\$500 Obligated 3/29/11 Obligated w/ALA110033	G
46	ALA110030		Albany	Albany - Buchanan Bicycle and Pedestrian Path						
		CMAQ	\$1,702	Con	11/12	Liquidate Funds	06/01/18	G	\$1,702 Obligated 6/1/12 Contract Awd 10/15/12 1st Invoice dated 5/14/13 Fed-Aid No. 5178(012)	Y
47	ALA110039		Albany	Albany - Pierce Street Pavement Rehabilitation						
		STP	\$117	Con	10/11	Liquidate Funds	05/02/17	G	Contract Awd 7/12/11 \$117 Obligated 5/2/11	G
48	ALA090068		BART	MacArthur BART Plaza Remodel						
		CMAQ	\$626	Con	10/11				\$626 Obligated 3/16/11 Transferred to FTA Grant	G
49	ALA110032		BART	Downtown Berkeley BART Plaza/Transit Area Imps.						
		CMAQ	\$706	PE	10/11				\$706 Obligated 3/16/11	G
		CMAQ	\$1,099	Con	10/11				\$1,099 Obligated 3/16/11 Transferred to FTA Grant	
50	ALA110038		BART	BART - West Dublin BART Station Ped Access Imps						
		CMAQ	\$21	PE	10/11				\$21 Obligated 2/2/11	G
		CMAQ	\$839	Con	10/11				\$839 Obligated 2/2/11 Transferred to FTA Grant	
51	SRTS3-04-007		Emeryville	San Pablo Avenue 43rd to 47th Pedestrian Safety						
		SRTS		Con	13/14	Submit Req for Auth	03/07/14	G	See Note 2	G
						Complete Closeout	06/07/16	G		
		SRTS	\$52	PE	11/12			G	\$52 Obligated 5/4/12	
52	ALA110018		Fremont	Fremont Various Streets Pavement Rehabilitation						
		STP	\$2,707	Con	10/11	Project Being Removed from Report			\$2,707 Obligated 2/22/11 Final Inv/Report 3/30/12	G
53	HSIP3-04-005		Fremont	Paseo Padre Parkway - Walnut to Washington - Replace Poles						
		HSIP	\$120	Con	12/13	Complete Closeout	12/02/14	G	\$120 Obligated 2/16/12	
		HSIP	\$23	PE	Prior				Obligated 11/18/10	

Federally-Funded Locally-Sponsored Alameda County Projects

Green Zone Projects (cont.)

Index	TIP ID	Sponsor	Project Title							
		Source	Prog'd Amount (\$x 1,000)	Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone
54	ALA110013	Livermore	Iron Horse Trail Extension in Downtown Livermore							
		CMAQ	\$1,566	Con	11/12	Liquidate Funds	04/04/18	G	\$1,241 Obligated 4/4/12 Contract Awd 7/23/12 First Invoice Dated 2/8/13 TLC Project Fed Aid (025)	Y
55	ALA110015	Livermore	Livermore Downtown Lighting Retrofit							
		CMAQ	\$176	Con	10/11	Liquidate Funds	04/04/17	G	\$176 Obligated 4/4/11 Billing 1 dated 2/22/12 Fed Aid (024)	G
56	ALA110023	Livermore	Livermore - 2011 Various Arterials Rehab							
		STP	\$1,028	Con	10/11	Liquidate Funds	03/21/17	G	\$1,028 Obligated 3/21/11 Billing 1 dated 2/22/12 Fed Aid (023)	G
57	ALA110016	Newark	Newark - Cedar Blvd and Jarvis Ave Pavement Rehab							
		STP	\$682	Con	11/12	Liquidate Funds	02/17/18	G	\$682 Obligated 2/17/12 1st Invoice 11/28/12	G
58	ALA110014	Oakland	Oakland - MacArthur Blvd Streetscape							
		CMAQ	\$1,700	Con	10/11	Liquidate Funds	04/27/17	G	\$1.7M Obligated 4/27/11 Contract Dated 8/19/11	G
59	HSIP2-04-004	Oakland	West Grand at Market, Macarthur at Fruitvale & Market at 55th Improvements							
		HSIP	\$223	Con	11/12	Liquidate Funds	03/30/14	G	See Note 2	G
						Complete Closeout	09/30/14	G	Obligated 6/30/11	
60	HSIP2-04-005	Oakland	Various Intersections Pedestrian Improvements							
		HSIP	\$81	Con	11/12	Liquidate Funds	03/30/14	G	See Note 2	G
						Complete Closeout	09/30/14	G	Obligated 7/8/11	
61	ALA110021	Pleasanton	Pleasanton Various Streets Pavement Rehab							
		STP	\$876	Con	10/11	Liquidate Funds	04/14/17	G	\$876 Obligated 4/14/11 Final Inv/Rep 10/30/12 Final Rep returned Prog Billing Dated 4/30/13	G
62	ALA110020	San Leandro	San Leandro - Marina Blvd Rehabilitation							
		STP	\$807	Con	10/11	Liquidate Funds	03/29/17	G	\$807 Obligated 3/29/11 Contract Awd 5/5/11	G
63	HSIP1-04-001	San Leandro	Washington Ave - Estabrook St Intersection							
		HSIP	\$409	Prior		Project Being Removed from Report			Revised FROE 10/25/10	G

Federally-Funded Locally-Sponsored Alameda County Projects

Green Zone Projects (cont.)

Index	TIP ID	Sponsor	Project Title							
		Source	Prog'd Amount (\$x 1,000)	Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone
64	SRTS3-04-017	San Leandro	Multiple Schools Bicycle and Pedestrian Safety							
		SRTS	\$410	Con	11/12	Liquidate Funds	03/06/16	G	See Note 2	G
						Complete Closeout	09/06/16	G	\$410 Obligated 3/22/12	
65	ALA110017	Union City	Union City - Dyer Street Rehabilitation							
		STP	\$861	Con	10/11	Liquidate Funds	04/13/17	G	\$861 Obligated 4/13/11 Contract Awd 6/14/11	G
66	ALA110036	Union City	Union City BART East Plaza Enhancements							
		CMAQ	\$4,450	Con	10/11	Liquidate Funds	02/02/17	G	\$4,450 Obligated 2/2/11 Contract Awd 6/28/11 FTA CA-95-X157	G

End of Green Zone**Notes:**

- 1 MTC Reso 3606 deadline or the Safety Program Monitoring date is before the status date of this report. Sponsor is working with Caltrans, MTC and Alameda CTC to expedite/complete the required activity.
- 2 HSIP, SRTS and HRRR projects may have different timely use of funds provisions than the MTC Reso 3606 requirements. The values for "Date Req'd By" shown in this report are based on the Safety Program Delivery Status Reports - Complete Project Listing available from Caltrans Local Programs at www.dot.ca.gov/hq/LocalPrograms/HSIP/delivery_status.htm. For the purposes of this monitoring report, the Submit Request for Authorization dates are set to three months prior to the date shown for authorization in the Safety Program Delivery Status Reports, and the Liquidate Funds dates are set to six months prior to the date shown for Complete Closeout shown by Caltrans.
- 3 HSIP Cycle 5 projects are not yet included in an adopted TIP. Sponsors cannot request obligation until included in TIP. Projects with Cycle 5 programming requested in FY12/13 are shown in report with the same "Required Activity" and "Dates Required By" as other projects with FY 12/13 funding while they wait for the TIP approval.

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

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

Other Zone Criteria

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

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

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

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

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

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

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

Index	Definition	Deadline
8a	Inactive Projects	
	Per MTC Resolution 3606-Revised, "Most projects can be completed well within the state's deadline for funding liquidation or FHWA's ten-year proceed-to-construction requirement. Yet it is viewed negatively by both FHWA and the California Department of Finance for projects to remain inactive for more than twelve months. It is expected that funds for completed phases will be invoiced immediately for the phase, and projects will be closed out within six months of the final project invoice. Funds that are not invoiced and reimbursed at least once every 12 months are subject to de-obligation by FHWA. There is no guarantee the funds will be available to the project once de-obligated."	Funds must be invoiced and reimbursed against once every 12 months to remain active.
9	Liquidate Funds	
	Per MTC Resolution 3606-Revised, "Funds must be liquidated (fully expended, invoiced and reimbursed) within six years of obligation. California Government Codes 16304.1 and 16304.3 places additional restrictions on the liquidation of federal funds. Generally, federal funds must be liquidated (fully expended, invoiced and reimbursed) within 6 state fiscal years following the fiscal year in which the funds were appropriated. Funds that miss the state's liquidation/ reimbursement deadline will lose State Budget Authority and will be de-obligated if not re-appropriated by the State Legislature, or extended (for one year) in a Cooperative Work Agreement (CWA) with the California Department of Finance. This requirement does not apply to FTA transfers."	Funds must be liquidated within six years of obligation.
10	Estimated Completion Date/Project Closeout	
	Per MTC Resolution 3606-Revised, "Implementing Agencies must fully expend federal funds on a phase one year prior to the estimated completion date provided to Caltrans. At the time of obligation, the implementing agency must provide Caltrans with an estimated completion date for that project phase. Any un-reimbursed federal funds remaining on the phase after the estimated completion date has passed, is subject to project funding adjustments by FHWA. Projects must be properly closed out within six months of final project invoice. Projects must proceed to construction within 10 years of federal authorization of the initial phase. Federal regulations require that federally funded projects proceed to construction within 10 years of initial federal authorization of any phase of the project. Furthermore, if a project is canceled, or fails to proceed to construction in 10 years, FHWA will de-obligate any remaining funds, and the agency is required to repay any reimbursed funds. If a project is canceled as a result of the environmental process, the agency does not have to repay reimbursed costs for the environmental activities. However, if a project is canceled after the environmental process is complete, or a project does not proceed to construction within 10 years, the agency is required to repay all reimbursed federal funds. Agencies with projects that have not been closed out within 6 months of final invoice will have future programming and OA restricted until the project is closed out or brought back to good standing by providing written explanation to Caltrans Local Assistance, the applicable CMA and MTC."	Est. Completion Date: For each phase, fully expend federal funds 1 year prior to date provided to Caltrans. Project Close-out: Within 6 months of final project invoice.
Notes:		
¹ Approval in the TIP: For administrative/ minor TIP Amendments it is the date of Caltrans approval. For formal TIP Amendments, it is the date of FHWA approval. ² Per DOT letter from Caltrans Local Assistance to MPOs, regarding "Procedural Changes in Managing Obligations", dated 9/15/05.		

This page intentionally left blank



Memorandum

DATE: June 18, 2013

TO: Alameda County Transportation Commission

FROM: Programs and Project Committee

SUBJECT: Approval of Fiscal Year 2013/2014 Measure B Paratransit Program Plans

Recommendation

It is recommended that the Commission approve the Measure B Special Transportation for Seniors and People with Disabilities (Paratransit) program plans for the fourteen (14) agencies that are projected to receive \$10.3 million of Measure B pass-through funds in fiscal year 2013-2014.

Summary

Each year, all agency based paratransit programs that receive Measure B pass-through funds are required to submit a paratransit program plan and budget for the forthcoming fiscal year. The program plan outlines each agency's plan to provide ADA mandated and/or non-mandated services, the proposed budget to provide these services, and projected reserve fund balances at the conclusion of the fiscal year. The Alameda CTC's Paratransit Advisory and Planning Committee (PAPCO) annually reviews and provides a recommendation on Measure B recipients' paratransit program plans regarding services provided and funding. PAPCO advocates for the best overall service for seniors and people with disabilities in Alameda County through coordination, a focus on cost effectiveness, public/consumer involvement, and their own experiences (as users of paratransit services). PAPCO reviews Measure B recipients' program plans and makes recommendations to the Commission for funding approval. Attachment A includes a detailed summary of PAPCO's recommendations for the individual paratransit programs.

Background

The 2000 Measure B Transportation Expenditure Plan (TEP) provides funds for services mandated by the Americans with Disabilities Act (ADA), non-mandated services to improve transportation for individuals with special transportation needs, and discretionary grant funds to reduce differences that might occur based on the geographic residence of individuals needing services.

The 2000 Measure B TEP allocates 10.45% of net revenues for special transportation for seniors and people with disabilities (Paratransit). Of that amount, 1.43% is designated as discretionary grant funds to fill gaps in paratransit services.

The Alameda CTC projects that approximately \$10.3 million will be distributed to the fourteen (14) agencies in Alameda County that provide ADA mandated and/or non-mandates paratransit services in fiscal year 2013-2014 (FY 13/14). These funds are distributed to recipients based on a formula developed by PAPCO and approved by the Commission.

PAPCO members reviewed all Measure B paratransit program plans for FY 13/14 in five subcommittee meetings which were held over a two day period. Thirteen (13) PAPCO members participated in the subcommittee meetings. At the subcommittee meetings, the agencies' paratransit program managers presented an overview of their program, budget highlights, planning process overview, and challenges faced by the program. When combining all the agencies' paratransit program plans, it is estimated that approximately 963,000 Measure B funded rides will be provided to paratransit users in Alameda County in FY 13/14. The PAPCO subcommittees made comments/suggestions to the individual program managers and recommendations for approval. The subcommittee's recommendations were presented to the entire PAPCO at the April 22, 2013 meeting. Subsequently, PAPCO approved the subcommittees' recommendations of all mandated and non-mandated program plans and base funding. PAPCO recommends approval by the Alameda CTC Commission of the paratransit program plans for FY 13-14.

Fiscal Impacts

The agencies' paratransit program plans are funded by Measure B pass-through funds, and/or local funds, and are within the estimated Measure B pass-through projections for FY 13/14.

Attachment(s)

Attachment A: Measure B Paratransit PAPCO Program Plan Review Fiscal Year 2013/14

Measure B Paratransit PAPCO Program Plan Review

Fiscal Year 2013/14

The table below summarizes PAPCO's recommendation to the Commission for approval of the fourteen (14) agencies' Measure B paratransit program plan expenditures for fiscal year 2013/14 (FY 13/14).

Paratransit Programs Approved April 2013	Measure B Funding Allocation FY 13/14	Other Measure B Funding for FY 13/14¹	Other Funding for FY 13/14²	Total Budget FY 13/14	Projected Trips (Door-to-Door, Shuttle, and Taxi)
City of Alameda	\$160,095	\$9,905	\$9,000	\$179,000	10,500
City of Albany	\$31,032	\$4,500	\$5,800	\$41,332	4,600
City of Berkeley	\$252,178	\$1,928	\$120,000	\$374,106	11,200
City of Emeryville	\$23,147	\$0	\$280,317	\$303,464	7,650
City of Fremont	\$779,649	\$42,363	\$38,000	\$860,012	20,700
City of Hayward	\$729,950	\$35,000	\$14,000	\$778,950	23,000
City of Newark	\$157,057	\$12,964	\$13,000	\$183,021	4,800
City of Oakland	\$947,481	\$27,421	\$126,000	\$1,100,902	30,000
City of Pleasanton	\$91,914	\$42,772	\$469,802	\$604,488	14,000
City of San Leandro	\$279,603	\$107,848	\$6,220	\$393,671	15,200
City of Union City	\$271,980	\$0	\$584,980	\$856,960	21,000
LAVTA	\$147,543	\$0	\$1,344,305	\$1,491,848	46,350
East Bay Paratransit	\$6,419,720 ³	\$0	\$30,618,126	\$37,037,846	754,313
TOTALS	\$10,291,349	\$284,701	\$33,629,550	\$44,205,600	963,313

¹ Programs may also receive funding from Measure B gap grant funding, Measure B reserves, or other Measure B revenue sources

² Programs may also receive funding from fares, local General Fund, and other sources

³ AC Transit allocated \$4,720,718 and BART allocated \$1,699,002 for East Bay Paratransit. AC Transit and BART administer this program jointly

Measure B Paratransit PAPCO Program Plan Review

Fiscal Year 2013/14

PAPCO Review Process

PAPCO members reviewed all Measure B paratransit program plans for FY 13/14 in five subcommittee meetings which were held over a two day period. Thirteen (13) PAPCO members participated in subcommittee meetings. At the subcommittee meetings, the agencies' paratransit program managers presented an overview of their program, budget highlights, planning process overview and challenges faced by the program. The PAPCO subcommittees made comments/suggestions to the individual program managers and made recommendations for approval which were forwarded to the entire PAPCO on April 22, 2013. At the April 22nd meeting, PAPCO approved the subcommittees' recommendations of all mandated and non-mandated program plans and base funding. PAPCO recommends approval by the Alameda CTC Commission of the paratransit program plans for FY 13-14.

Overall Trends Noted by Subcommittee Members and Alameda CTC Staff:

- More programs have operating reserves.
- Noticed more transparency in financial information.
- Ridership is slightly down.
- Programs are trying to improve each year.
- New (to PAPCO) city and/or agency staff demonstrated a depth of knowledge of the programs and were helpful in presentations.
- Higher level of group trip offerings.
- More participation from consumers in group trip planning.

City of Alameda – Measure B Paratransit Program Plan for FY 13/14 is \$160,095

Overview of Services provided for FY 13/14

- Shuttle
- Taxi program
- Group Trips
- Scholarship

Subcommittee's Comments:

- The Subcommittee commended the work the City had performed to date and recommended approval of the proposed plan for next year.
- The Subcommittee looks forward to seeing how the City's proposal to open the shuttle to the general public will perform in the next fiscal year.
- The Subcommittee encouraged the City to research additional benches and installing signs at shuttle stops.

City of Albany – Measure B Paratransit Program Plan for FY 13/14 is \$31,032

Overview of Services provided for FY 13/14

- Shuttle
- Group Trips
- Meal delivery

Subcommittee's Comments:

- The Subcommittee commended the work the City had performed to date and recommended approval of the proposed plan for next year.

City of Berkeley – Measure B Paratransit Program Plan for FY 13/14 is \$252,178

Overview of Services provided for FY 13/14

- Taxi program
- Wheelchair van program
- Scholarship

Subcommittee's Comments:

- The Subcommittee commended the work the City had performed to date and recommended approval of the proposed plan for next year.
- The Subcommittee was interested in seeing the results of the city's research into utilizing an electronic fare system for taxi payment.

City of Emeryville – Measure B Paratransit Program Plan for FY 13/14 is \$23,147

Overview of Services provided for FY 13/14

- Taxi program
- Group Trips
- Travel Training
- Scholarship
- Meal delivery

Subcommittee's Comments:

- The Subcommittee commended the work the City had performed to date and recommended approval of the proposed plan for next year.
- The Subcommittee encouraged the City's group trip policy that allowed non-residents to participate in their program.
- The Subcommittee was encouraged to hear that senior volunteers lead group trips and that the City provided training of the volunteers.

City of Fremont – Measure B Paratransit Program Plan for FY 13/14 is \$779,649

Overview of Services provided for FY 13/14

- Pre-scheduled door-to-door program
- Group Trips
- Meal delivery

Subcommittee's Comments:

- The Subcommittee commended the work the City had performed to date and recommended approval of the proposed plan for next year.
- The Subcommittee appreciated the City of Fremont's efforts to provide service to customers beyond Fremont city limits.
- The Subcommittee commended the City's efforts to incorporate user's comments into the planning of the paratransit program.

City of Hayward – Measure B Paratransit Program Plan for FY 13/14 is \$729,950

Overview of Services provided for FY 13/14

- Pre-scheduled door-to-door program
- Taxi program
- Group Trips
- Travel Training
- Meal delivery

Subcommittee's Comments:

- The Subcommittee commended the work the City had performed to date and recommended approval of the proposed plan for next year.
- The Subcommittee encouraged further development of the new taxi policy on distribution to patrons and payment of vouchers by patrons.
- The Subcommittee commended the City's efforts to incorporate user's comments into the planning of the taxi program and the City's outreach efforts to promote the taxi program.

City of Newark – Measure B Paratransit Program Plan for FY 13/14 is \$157,057

Overview of Services provided for FY 13/14

- Pre-scheduled door-to-door program
- Meal delivery

Subcommittee's Comments:

- The Subcommittee commended the work the City had performed to date and recommended approval of the proposed plan for next year.
- The Subcommittee regretted the need to end Sunday service, but understood the financial justification due to low rider utilization on Sundays.

City of Oakland – Measure B Paratransit Program Plan for FY 13/14 is \$947,481

Overview of Services provided for FY 13/14

- Taxi program
- Wheelchair van program

Subcommittee's Comments:

- The Subcommittee commended the work the City had performed to date and recommended approval of the proposed plan for next year.
- The Subcommittee encouraged the City to explore more accessible cabs if funding becomes available.
- The Subcommittee commended the unique service the Grocery Return Improvement Program (GRIP) provides Oakland patrons.

City of Pleasanton – Measure B Paratransit Program Plan for FY 13/14 is \$91,914

Overview of Services provided for FY 13/14

- Pre-scheduled door-to-door program
- Group Trips

Subcommittee's Comments:

- The Subcommittee commended the work the City had performed to date and recommended approval of the proposed plan for next year.
- The Subcommittee was encouraged to hear shuttle transfer between LAVTA fixed routes and the Pleasanton Downtown Route Shuttle will be free and no longer require a transfer fare.

City of San Leandro – Measure B Paratransit Program Plan for FY 13/14 is \$279,603

Overview of Services provided for FY 13/14

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

Subcommittee's Comments:

- The Subcommittee commended the work the City had performed to date and recommended approval of the proposed plan for next year.
- The Subcommittee commended the City's efforts to incorporate user's comments into the planning of the taxi program and the City's outreach efforts to promote the taxi program.

City of Union City – Measure B Paratransit Program Plan for FY 13/14 is \$271,980

Overview of Services provided for FY 13/14

- Pre-scheduled ADA door-to-door program
- Premium door-to-door program
- Group Trips

Subcommittee's Comments:

- The Subcommittee commended the work the City had performed to date and recommended approval of the proposed plan for next year.

Livermore Amador Valley Transit Authority (LAVTA) – Measure B Paratransit Program Plan for FY 13/14 is \$147,543

Overview of Services provided for FY 13/14

- Pre-scheduled ADA door-to-door program
- Travel Training

Subcommittee's Comments:

- The Subcommittee commended the work that LAVTA had performed to date and recommended approval of the proposed plan for next year.
- The Subcommittee members who utilize the service commended the improved customer service that LAVTA's contractor has provided. LAVTA attributes the improved service to a Project Manager being located in East County.
- The Subcommittee encouraged LAVTA to work with consumers to be prepared to depart at the pre-set time to avoid the perception of drivers leaving too soon for their next scheduled pickup.

East Bay Paratransit – Measure B Paratransit Program Plan for FY 13/14 is \$6,419,720 (AC Transit allocated \$4,720,718 and BART allocated \$1,699,002)

Overview of Services provided for FY 13/14

- Pre-scheduled ADA door-to-door program

Subcommittee's Comments:

- The Subcommittee commended the work that East Bay Paratransit (EBP) had performed to date and recommended approval of the proposed plan for next year.
- The Subcommittee members who used EBP noted pick up time has improved and regretted seeing sedan services being phased-out.
- The Subcommittee encouraged EBP to research a new stand-by policy.
- The Subcommittee members who used EBP found drivers to be cordial and well trained.



Memorandum

DATE: June 18, 2013

TO: Alameda County Transportation Commission

FROM: Programs and Project Committee

SUBJECT: **I-880 North Safety and Operational Improvements at 23rd and 29th Avenues (ACTC PN 717.0) – Authorization to Advertise and Award a Construction Contract for EBMUD Facilities Relocation**

Recommendation

It is recommended that the Commission authorize the Executive Director to advertise and award a construction contract to the lowest, responsive, and responsible bidder for the relocation of the EBMUD facilities to facilitate the construction of the I-880 North Safety and Operational Improvements at 23rd and 29th Avenues Project.

Summary

The Alameda CTC is the sponsor of the I-880 North Safety and Operational Improvements at 23rd and 29th Avenues Project. The Alameda CTC is responsible for the relocation of utilities in advance of construction of the project, including the EBMUD facilities. Therefore, Alameda CTC will advertise, award and administer (AAA) the construction contract for the relocation of the EBMUD facilities to facilitate construction of the project. The detailed design plans, specifications, and estimates (PS&E) documents for the relocation of the EBMUD facilities have been completed. The relocation of the EBMUD facilities will be funded with a Measure B funding.

The project is expected to be advertised in July 2013 with bids to open and the contract awarded to the lowest responsible bidder in August 2013, and construction to start in September 2013.

Discussion

The Alameda CTC is the sponsor of the I-880 North Safety and Operational Improvements at 23rd and 29th Avenues Project. The Project proposes to 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 replacing three freeway overcrossing structures, improvements to the northbound on and off ramps as well as the freeway mainline. The Project is funded in part with \$73 million from the Trade Corridor Improvements Fund (TCIF) of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, which was approved by the voters as Proposition 1B in November 2006.

The relocation of the EBMUD facilities is required to facilitate the construction of the I-880 North Safety and Operational Improvements at 23rd and 29th Avenues Project and is estimated to cost \$1,300,000 and will be funded with a Measure B funding.

The Alameda CTC is also responsible for the AAA construction component of the relocation of the EBMUD facilities. The Project is expected to be advertised in July 2013 with bids to open and the contract awarded to the lowest responsible bidder in August 2013 and construction to start in September 2013.

The Commission will be informed of the bid opening outcome, bids received and the successful bidder at their September 2013 meeting.

Fiscal Impact

Measure B funding will be used to cover the cost of relocation of the EBMUD facilities, which is estimated at \$1,300,000.



Memorandum

DATE: June 18, 2013

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: East 14th Street/Hesperian Boulevard/150th Avenue Intersection Improvements (ACTIA 19) - Allocation of 2000 Measure B Capital Funding and Amendments to the Project Specific Funding Agreements with the City of San Leandro

Recommendation

It is recommended that the Commission approve the following actions related to the East 14th Street/Hesperian Boulevard/150th Avenue Intersection Improvements (ACTIA 19):

1. Allocation of \$2,188,000 of the 2000 Measure B capital funding from the Programmed Balance commitment to the East 14th Street/Hesperian Boulevard/150th Avenue Intersection Improvements;
2. Authorize the execution of Amendment No. 3 to the Project Specific Funding Agreement (PSFA) with the City of San Leandro for the Right of Way Capital and Support Phases (Agreement No. A07-0064) to encumber \$ 1,930,000 of the allocated funds, to encumber the \$374,460 remaining balance from the previously allocated amount, to include the construction phase and to extend the termination date of the PSFA to December 31, 2017 to allow for project completion and close out;
3. Authorize the execution of Amendment No. 2 to the Project Specific Funding Agreement (PSFA) with the City of San Leandro for the Plans, Specifications and Estimates (PS&E) Phase (Agreement No. A09-0012) to encumber \$258,000 of the allocated funds and to extend the termination date of the PSFA to December 31, 2015 to allow for completion and close out of the phase.

Summary

The East 14th Street/Hesperian Boulevard/150th Avenue Intersection Improvements Project (ACTIA 19) is one the 27 capital projects included in the 2000 Measure B Expenditure Plan. The intersection improvements will include adding turn lanes, bus stop pockets and reconfiguration of the existing lanes. Construction is expected to begin in early 2015. At the request of the City of San Leandro, the funding balance from the Westgate Parkway Project (ACTIA 18B) was transferred to the East 14th Street/Hesperian Boulevard/150th Avenue Intersection Improvements Project. The funding transfer totaled \$2.188 million and is included in the FY 2012/13 Strategic Plan Update, June 2012.

Discussion

The total Measure B commitment to the project and the allocated amount is summarized in the table below.

Table 1: Summary of 2000 Measure B Commitment and Allocations		
Description	Allocation Amount	Remaining 2000 MB Programmed Balance
Total Measure B Commitment (FY12/13 Dollars)	NA	\$3,218,000
Previously Allocated Amount	\$1,030,000	\$2,188,000
Recommended Allocation (this Agenda Item)	\$2,188,000	\$ 0
Remaining Measure B Programmed Balance		\$ 0

The allocated 2000 Measure B capital funds are made available for expenditure through Project Specific Funding Agreements with the project sponsor.

The City of San Leandro requests that \$1,930,000 from the Allocated Balance and \$374,460 from the remaining balance from the previously allocated amount be encumbered to the PSFA A07-0064 - Right of Way Capital and Support Phase. In addition, the City requests that the PSFA be amended to include the Construction Capital Phase and be extended to December 31, 2017 to allow for the project completion and close-out.

Table 2 below summarizes the encumbrances for PSFA A07-0064 and amendments approved to date.

Table 2: Summary of Project Specific Funding Agreement No. A07-0064		
Description	Amendment Amount	Total Amount Encumbered
Original PSFA - Dated 10/27/07	NA	\$279,700
Amendment No. 1 - Dated 12/16/09	N/A ¹	\$279,700
Amendment No. 2 - Dated 1/26/12	N/A ²	\$279,700
Recommended Amendment No. 3 (this Agenda Item)	\$2,304,460	\$2,584,160
Total Amount Encumbered		\$2, 584,160
Notes:		
1. Amendment No. 1 revised the amounts per fiscal year without adding new capacity.		
2. Amendment No. 2 extended the termination date without adding new capacity.		

The City of San Leandro requests that \$258,000 from the Allocated Balance be encumbered to the PSFA A09-0012 – Plans, Specifications & Estimate and the PSFA be extended to December 31, 2015 to allow for the project completion and close-out.

Table 3 below summarizes the encumbrances for PSFA A09-0012 and amendments approved to date.

Table 3: Summary of Project Specific Funding Agreement No. A09-0012		
Description	Amendment Amount	Total Amount Encumbered
Original PSFA - Dated 01/22/09	NA	\$306,000
Amendment No. 1 - Dated 01/18/12	N/A ¹	\$306,000
Recommended Amendment No. 2 (this Agenda Item)	\$258,000	\$564,000
Total Amount Encumbered		\$564,000
Notes:		
1. Amendment No. 1 extended the termination date without adding new capacity.		

Fiscal Impact

Approval of the recommended action will result in \$2,188,000 of 2000 Measure B capital funding being made available for encumbrance and subsequent expenditure. The recommended action is consistent with the 2000 Measure B Allocation Plan approved in the FY 2012/13 Strategic Plan Update.

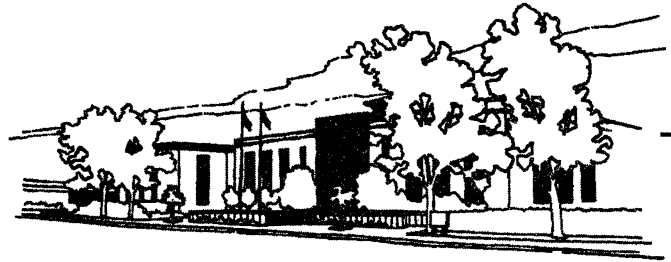
Attachment(s)

Attachment A: City of San Leandro letter dated May 31, 2013.

This page intentionally left blank

City of San Leandro

Civic Center, 835 E. 14th Street
San Leandro, California 94577
www.sanleandro.org



May 31, 2013

Hank Haugse
Alameda County Transportation Commission
1333 Broadway, Suite 300
Oakland, CA 94612

RE: Allocation of Funding and Time Extension Request for the Project Specific Funding Agreements for the East 14th Street/Hesperian Boulevard/150th Avenue Intersection Improvements project, City of San Leandro

Dear Mr. Haugse:

We request the allocation of \$2,188,000 from the remaining 2000MB Programmed Balance, and \$374,460 from the unencumbered programmed fund balance, into the existing Project Specific Funding Agreements (PSFA) for the East 14th St/Hesperian Blvd/150th Ave Intersection Improvements project (ACTIA 19) as shown in the following table.

Project Specific Funding Agreements (PSFA)	Encumbrance			
	Previous Allocation	New Allocation	Unencumbered Balance	Combined Allocation
Plans, Specifications and Estimates (PS&E)	\$306,000.00	\$ 258,000.00	\$0	\$ 564,000.00
Right of Way Capital and Support (ROW)	\$279,700.00	\$1,930,000.00	\$374,460	\$2,584,160.00
		\$2,188,000.00		

We further request that the termination dates be extended to December 31, 2015 for the PS&E PSFA, and to December 31, 2017 for the ROW PSFA to allow for project completion and close out. Additionally, we request that the ROW PSFA be amended to include the construction phase.

Should you have any questions, please contact our Project Manager, Nelson Lam at (510)577-3375.

Sincerely,

Uche Udemezue
Director of Engineering and Transportation
uudemezue@sanleandro.org

UU/NL/lis:

Stephen H. Cassidy, Mayor

City Council:

Pauline Russo Cutter

Jim Prola

Michael J. Gregory

Ursula Reed

Benny Lee

Diana M. Souza



This page intentionally left blank



Memorandum

DATE: June 18, 2013

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **East Bay Greenway Project – Segment 7A (ACTC No. 635.1) – Authorization to Award and Execute a Contract for Construction of the Project**

Recommendation

It is recommended that the Commission approve the following actions related to the East Bay Greenway Project Segment 7A (ACTC 635.1):

1. Authorize the Executive Director, or his designee, to award and execute a contract with the lowest, responsive, and responsible bidder, GradeTech Inc., in the amount of \$1,561,354, for construction of the Project, contingent on the approval of the proposed funding plan to award the contract (corresponding programming authorization requested under Agenda Item 6H).
2. Authorize the Executive Director, or his designee, to execute any necessary agreements for the commitment of any additional funds.

Summary

Alameda CTC is the sponsor for the construction of the East Bay Greenway Project between Coliseum BART Station and 85th Avenue in Oakland (Segment 7A). As the project sponsor, Alameda CTC is also responsible for advertise, award and administration (AAA) of the construction contract for the project.

The project was initially advertised for bids on March 8, 2013 and bids were received and opened on April 16, 2013. Alameda CTC received one bid from Ray's Electric in the amount of \$1,928,010.00. Alameda CTC staff reviewed the bid documents and determined that the bid was non-responsive. After the bid opening, the Engineer's Estimate, in the amount of \$1,061,598.10, was reviewed with the project designer and construction management consultants. It was determined that the engineer's estimate reflected the current trend for bid prices of similar items and did not need to be adjusted.

The project was re-advertised on April 22, 2013 and bids were received and opened on May 13, 2013. Three bids were received as follows:

1. GradeTech Inc. - \$1,561,354.00
2. Redgwick Construction Company – \$1,688,206.30
3. McGuire/Hester - \$1,939,364.00

The apparent low bidder, GradeTech, Inc., submitted a bid \$499,756 over the Engineer's Estimate.

Since the low bid exceeds the current available funding, two options are available:

Option 1: Identify funds needed to award the contract. An additional \$600,000 is needed to cover the increased bid price, construction contingency and oversight inspection fees being required by the City of Oakland and BART.

Option 2: Do not pursue the construction of the Project.

Staff has been working with the project partners, East Bay Regional Park District (EBRPD) and City of Oakland to identify additional funding and has developed a proposed funding plan as follows:

Proposed Funding:

\$190,000	TFCA funding for the East Bay Greenway
\$180,000	TFCA funding for Iron Horse Trail Project/EBRPD Bond funds
	\$180,000 of EBRPD Bond funding will be made available to the East Bay Greenway project contingent on approval of \$180,000 of TFCA programmed to the EBRPD's Iron Horse Trail project (See Note 1)
\$230,000	EBRPD Bond funds (See Note 1)
\$600,000	Total proposed funding

Notes:

- (1) The \$180,000 of EBRPD bond funds from the Iron Horse Trail project and \$230,000 of additional EBRPD bond funds included in this proposal is scheduled to be considered by the EBRPD Board on June 18, 2013

Discussion

Alameda CTC is the sponsor of the East Bay Greenway Project. 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 alignment generally runs under the BART tracks and the Greenway will ultimately connect five BART stations. A federal stimulus TIGER II grant has been obtained to build a one half-mile segment of the project (Segment 7A, between Coliseum BART Station and 85th Avenue in Oakland). FHWA has authorized the project and Caltrans issued an E-76 Authorization to Proceed with Construction on September 17, 2012.

In order to position the East Bay Greenway (beyond Segment 7A) for outside funding, Alameda CTC has used discretionary bicycle/pedestrian Measure B funds for preliminary engineering and CEQA analysis of the full 12-mile project (adopted at the October 25, 2012 Commission meeting). To date, Alameda CTC has expended \$1,080,937 in Measure B funds to complete the environmental and design phases of the project.

On January 24, 2013, the Commission granted authorization for the Executive Director, to execute a contract with the lowest, responsive, and responsible bidder for the construction of the East Bay Greenway Project – Segment 7A.

The project was initially advertised for bids on March 8, 2013 and bids were received and opened on April 16, 2013. Alameda CTC received one bid from Ray's Electric in the amount of \$1,928,010.00. Alameda CTC staff reviewed the bid documents and determined that the bid was non-responsive.

After the bid opening, the Engineer's Estimate, in the amount of \$1,061,598.10, was reviewed with the project designer and construction management consultants. It was determined that the engineer's estimate reflected the current trend for bid prices of similar items and did not need to be adjusted.

The project was re-advertised on April 22, 2013 and bids were received and opened on May 13, 2013. Three bids were received as follows:

4. GradeTech Inc. - \$1,561,354.00
5. Redgwick Construction Company – \$1,688,206.30
6. McGuire/Hester - \$1,939,364.00

The apparent low bidder, GradeTech, Inc., submitted a bid \$499,756 over the Engineer's Estimate.

Since the low bid exceeds the current available funding, two options are available:

Option 1: Identify funds needed to award the contract. An additional \$600,000 is needed to cover the increased bid price, construction contingency and oversight inspection fees being required by the City of Oakland and BART.

Option 2: Do not pursue the construction of the Project.

The construction support and capital phases of the project are funded with a combination of TIGER funds (\$1,078,400) and an East Bay Regional Park District (EBRPD) Measure WW bond match (\$269,400). The TIGER funds require that project construction begins by July 31, 2013.

Re-advertising was considered and ruled out as there was insufficient time to attempt another procurement and meet the time requirements of the TIGER funds. Additionally, without considerable scope reduction, it is unlikely that re-advertising the same package would yield lower bids. Scope reduction may not occur until after the award of a low-bid procured contract. As such, sufficient funds must still be identified to pursue scope reductions as an option for project savings.

In order to award the contract, it is estimated that an additional \$600,000 is needed. The \$600,000 includes the increased bid price, construction contingency and oversight inspection fees being required by the City of Oakland and BART. Alameda CTC staff is requesting that the City of Oakland waive \$41,000 in oversight construction inspection fees and that BART waive

its permit/inspection fees, estimated to be \$15,000. If both agencies agree to waive the inspection/oversight fees, the estimated amount needed would be reduced to \$544,000.

Staff has been working with the project partners, East Bay Regional Park District (EBRPD) and City of Oakland, to determine how to fund the short fall. With the TIGER time requirement of construction to begin by July 31, 2013, a June Alameda CTC action is required to allow staff sufficient time to finalize the contract and award before the July 31, 2013 deadline. EBRPD is pursuing a concurrent action relative to this item to the EBRPD Board to ensure sufficient funding is available to allow for the issuance of the Notice of Intent to Award. The next EBRPD Board meeting is on June 18, 2013.

A maximum amount of additional funds of \$600,000 is needed in order to award the project to the lowest responsible bidder. Staff has developed the following proposed funding plan as follows:

Proposed Funding:

\$190,000	TFCA funding for the East Bay Greenway
\$180,000	TFCA funding for Iron Horse Trail Project/EBRPD Bond funds \$180,000 of EBRPD Bond funding will be made available to the East Bay Greenway project contingent on approval of \$180,000 of TFCA programmed to the EBRPD's Iron Horse Trail project (See Note 1)
<u>\$230,000</u>	<u>EBRPD Bond funds (See Note 1)</u>
\$600,000	Total proposed funding

Notes:

- (1) The \$180,000 of EBRPD bond funds from the Iron Horse Trail project and \$230,000 of additional EBRPD bond funds included in this proposal is scheduled to be considered by the EBRPD Board on June 18, 2013

Staff is seeking the Commission's approval to award the contract to the lowest responsible bidder in the amount of \$1,561,354, contingent on the approval of the proposed funding plan noted above.

Fiscal Impact

Approval of additional funding would require an amendment to the fiscal year 13/14 budget.



Memorandum

DATE: June 18, 2013

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **BART Warm Springs Extension Project (ACTC 602.0) -
Approval of Exchange of State Local Partnership Program Funding and
Amendments to Measure B Project Specific Funding Agreements**

Recommendations

It is recommended that the Commission approve the following actions related to the BART Warm Springs Extension Project (ACTIA No. 02):

1. Approve a revision to the list of Advances/Exchanges and Loans included in the FY 2013/14 Measure B Capital Program Strategic Plan Update to include the exchange of \$6.042 million of 2000 Measure B capital funding from the Stage 2 construction capital obligation for an equivalent amount of funding from the State Local Partnership Program (SLPP) Account created by Proposition 1B in November 2006; and
2. Authorize the execution of Amendment No. 2 to the Project Specific Funding Agreement (PSFA) with the Bay Area Rapid Transit District (BART) for the Stage 1 Construction Phase (Agreement No. A09-0013), and of Amendment No. 1 to the PSFA with BART for the Stage 2 Construction Phase (Agreement No. A10-0047) to reflect revisions to the Measure B funding obligations based on the closeout of Stage 1 and the SLPP exchange.

Summary/Discussion

The BART Warm Springs Extension Project (ACTIA 02): is one of the 27 capital projects included in the 2000 Measure B Expenditure Plan. The project is currently under construction. The construction phase is divided into Stage 1 and Stage 2 to correspond with the two major construction contracts awarded for the project. Stage 1 consists of the subway tunnel under Lake Elizabeth in Fremont's Central Park area, and Stage 2 includes the remainder of the work along the length of the extension including the Line, Track, Station and Systems improvements.

Funding for the BART Warm Springs Extension includes a combination of state, regional, 2000 Measure B, and other local funding. In preparation for advertising, and subsequently awarding, the construction contract for Stage 1, a funding package totaling \$890 million was agreed upon by BART, the Metropolitan Transportation Commission, and the Alameda CTC (acting as the ACTIA and ACCMA individually at the time). The funding package included commitments of two types of available funding by the Alameda CTC: 1) \$220.5 million from the 2000 MB

Capital Program; and 2) \$30 million from the Alameda CTC share of the Prop 1B State Local Partnership Program (SLPP) Account. The amount of SLPP funding that would be available for the Alameda CTC share was not known at the time, so the amount committed was based on estimates. The PSFA for Stage 2 includes a provision that if more than \$30 million from the Alameda CTC share of SLPP is made available to the project, an amount of 2000 Measure B capital funding equivalent to the amount of SLPP funding in excess of \$30 million will be deducted from the Measure B obligation amount. A total of \$36.042 million of Alameda CTC SLPP funding has now been provided to the project, so the Measure B obligation for the Stage 2 construction capital phase should be reduced by \$6.042 million.

The Stage 2 PSFA also includes a provision that states the \$6.042 million of Measure B funding exchanged for the additional SLPP funding will not be removed from the project until the project is complete. The project defined in the PSFA consists of the Stage 1 and Stage 2 project development, right of way, and construction capital and support phases. The recommended actions will not remove the funding from the project, but will acknowledge that the \$6.042 million of Measure B capital funding exchanged with the additional SLPP funding is beyond the \$890 million funding package. The \$6.042 million of exchanged Measure B funding will not be used for any purposes, Warm Springs Extension related or otherwise, without a separate approval by the Commission.

The \$890 million package also included a commitment by the Alameda CTC for \$69 million of future Alameda County STIP funding that is not expected to be available before the end of the Stage 1 and Stage 2 construction phases. The \$890 million also included \$54 million from BART's SFO Net Operating Surplus fund which is also not expected to be available before the end of the Stage 1 and Stage 2 construction phases. The future Alameda County STIP funding combined with the SFO Net Operating Surplus funding represents \$123 million of future funding considered a project reserve included in the \$890 million lined up for project development, right of way, and construction capital and support phases of the Warm Springs Extension Project. The \$767 million of available funding (i.e. \$890 million less the \$123 million) represents the available funding for the project. The \$767 million total for Stage 1 and Stage 2 is currently considered sufficient to complete Stage 1 and Stage 2 construction capital and support phases, however the Stage 2 construction contract is still ramping up and the contingencies are considered on the low end of the typical range. The \$767 million amount of available funding was pieced together by the funding agencies to allow for the initiation of the construction phase, and the Stage 2 contingency afforded by the \$767 million total was less than desirable given the magnitude and complexity of the project.

The Stage 1 contract is ready for closeout and savings in the \$7 - \$10 million range are anticipated. The recommended actions include authority to move any Measure B share of Stage 1 savings to the Stage 2 commitment. Approval to allow the Stage 1 savings to carry over to Stage 2 will bolster the Stage 2 contingencies.

The recommended actions will allow for amendments to the Stage 1 and Stage 2 PSFA's to reflect the transfer of Stage 1 savings to Stage 2, and the exchange of \$6.042 million of Measure B funding for Prop 1B SLPP funding.

Fiscal Impact

Approval of the recommended actions will not have a significant fiscal impact since the total Measure B commitment will not change, and is currently accounted for in the Measure B Capital Program financial model.

This page intentionally left blank



Memorandum

DATE: June 18, 2013

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: Various Projects - Approval of Amendments to the Architectural and Engineering (A&E) Professional Services Agreements for Time Extensions

Recommendation

It is recommended the Commission approve time extensions and authorize the Alameda CTC Executive Director to execute amendments for requested time extensions to various A&E Professional Services Agreements in support of Alameda CTC's Capital Projects delivery commitments.

Summary

Alameda CTC contracts with vendors to provide A&E services to deliver the Capital Projects program of projects. Contracts are procured and executed based upon estimated known project needs for scope, cost, and schedule.

As part of the quarterly review process to identify potential new contracting opportunities, agreements that will expire within the following six months timeframe are evaluated. In the current review, contracts set to expire on or before December 31, 2013, in need of a time extension have been identified and summarized in Attachment A.

Discussion

Through the life of a contract, 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

Staff recommends that the Commission authorize the Executive Director of Alameda CTC to amend the listed agreements for additional time as shown in Attachment A.

Fiscal Impact

There is no fiscal impact.

Attachment(s)

Attachment A: Summary of Amendments

This page intentionally left blank

Attachment A: Summary of Amendments

Contract Number	Prime Vendor	Project/Services	Contract Amendment History	Time Request	Reason Code(s)
A09-006	TJKM	Webster Street SMART Corridor	A1: Additional scope A2: Additional time	1 year	1, 3
A10-010	Harris & Associates	Webster Street SMART Corridor Construction Management	A1: Additional time A2: Additional time	6 months	3
A10-013	RBF Consulting	I-880 23rd & 29th Avenue Interchange Design Services	A1: Additional scope and time A2: Additional budget A3: Additional budget A4: Additional budget	1 year	1, 3
A10-012	PB Americas, Inc.	Gilman Interchange Design Services	A1: Additional scope A2: Additional time	9 months	3

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

This page intentionally left blank



Memorandum

DATE: June 18, 2013

TO: Alameda County Transportation Commission

FROM: Finance and Administration Committee

SUBJECT: Approval of the Fiscal Year 2013-2014 Consolidated Budget for the Alameda County Transportation Commission

Recommendations

It is recommended that the Commission approve the attached Consolidated Budget for fiscal year 2013-14. The Consolidated Budget for which approval is being requested is identical to draft proposed budget that the full Commission had approved last month, in May 2013.

Summary

The Alameda County Transportation Commission's (Alameda CTC) FY2013-14 Proposed Consolidated Budget demonstrates a sustainable, balanced budget utilizing projected revenues and fund balance to fund total expenditures. A budget is considered balanced when (1) total revenues equal total expenditures, (2) total revenues are greater than total expenditures, or (3) total revenues plus fund balance are greater than total expenditures. The Alameda CTC budget should fit into this third category over the next few years, as the accumulation of Measure B and Vehicle Registration Fee (VRF) funds are utilized to fund capital projects and programs in Alameda County.

The proposed budget has been prepared based on the modified accrual basis of accounting, which is consistent with the basis utilized to prepare our audited financial statements. It has been segregated by fund type and includes an adjustment column to eliminate interagency revenues and expenditures on a consolidated basis. The fund types are comprised of General Funds, Special Revenue Funds, Exchange Fund, and Capital Project Funds.

The proposed budget contains projected revenues totaling \$165.3 million of which sales tax revenues comprise \$120.0 million, or 73 percent, and VRF revenues comprise \$11.5 million, or 7 percent. In addition, the proposed budget also includes the projected FY2012-13 ending fund balance of \$96.3 million for total available resources of \$261.5 million. The projected revenues are offset by \$168.5 million in anticipated expenditures of which \$65.4 million, or 39 percent, are allocated for capital projects. These revenue and expenditure totals constitute a net reduction in fund balance of \$3.2 million and a projected consolidated ending fund balance of \$93.0 million. The reduction in fund balance is mostly due to the Alameda County Transportation

Improvement Authority's (ACTIA) capital program and will be funded through accumulated Measure B sales tax revenues.

Approval for the Proposed Capital budgets is requested for the amounts found in the "Proposed FY2013-14 Capital Budget with Estimated Roll Over" column on each of the capital budget sheets for the Congestion Management function, ACTIA 2000 Measure B and Alameda County Transportation Authority (ACTA) 1986 Measure B. This column includes both the additional capital budget amount requested for FY2013-14 as well as the roll over balance from FY2012-13. The capital amount carried forward to the consolidated Alameda CTC Proposed Budget does not include the roll forward balances because these amounts are still included in the projected roll forward fund balance from the FY2012-13 adopted budget. During the mid-year budget update process, the roll forward fund balance will be updated to actual based on the audited financial statements. Therefore the capital budget amount on the consolidated budget spreadsheet for the mid-year budget update will be for the full capital budget including both the actual roll forward balance from FY2012-13 and any additional requested capital budget for FY2013-14. This methodology is required to ensure accurate and reliable fund balance information in Alameda CTC budgets.

The proposed budget incorporates the effort required to address One Bay Area Grant (OBAG) requirements over the next fiscal year and includes revenues and expenditures necessary to provide the following vital programs and planning projects for Alameda County:

- Transportation and Land Use Planning
- Safe Routes to School (SR2S)
- SR2S Capital Technical Assistance Program
- Countywide Transportation Plan
- Community Based Transportation Program
- Congestion Management Programs
- SR2S BikeMobile Program
- Travel Model Support
- Guaranteed Ride Home Program
- Vehicle Registration Fee Programs
- Transportation For Clean Air Programs
- Pass-Through Funding Programs

In addition to the planning projects and programs listed above, the proposed budget also contains revenues and expenditures necessary to fund and deliver significant capital projects that expand access and improve mobility in Alameda County consistent with the FY2013-14 Strategic Plan also being considered this month by the Commission. Some of the most significant projects included in the proposed budget are as follows:

- BART Warm Springs Extension Project
- I-880 to Mission Blvd. and East-West Connector Project
- BART Oakland Airport Connector Project
- I-80 Integrated Corridor Mobility Project

- Isabel Avenue – Route 84/I-580 Interchange Project
- Route 84 Expressway Project in Livermore
- Route 92 Clawiter-Whitesell Interchange
- I-880 Southbound HOV Lane Project
- I-580 Corridor Improvement Projects

The proposed budget allows for an additional inter-fund loan from the ACTA Capital Fund to the Alameda County Congestion Management Agency (ACCMA) General Fund of \$5 million, if and when necessary during FY2013-14, which would bring the total authorized loan amount to \$15 million. The loan program was adopted by the Commission in March, 2011 to help cash flow the ACCMA Capital Projects Fund. It also assumes an inter-fund loan of \$36.6 million from the ACTA Capital Fund to the ACTIA Capital Fund, which will delay the need for external financing to the second quarter of FY2014-15 based on the most recent cash flow projections.

Discussion/ Background

The proposed budget for FY2013-14 was developed with a focus on the mission and core functions of the Alameda CTC as defined in the Strategic Business Plan and enables the Alameda CTC to plan, fund and deliver transportation programs and projects that expand access and improve mobility in Alameda County. The proposed budget helps meet these goals by assigning available resources in the budget in order to formulate strategies and solutions for transportation opportunities and needs identified in the planning process; assigning the funding necessary to evaluate, prioritize, and finance programs and projects; and programming funds in order to deliver quality programs and projects on schedule and within budget.

Major Line Item Detail

Sales Tax Revenues – Increase of \$1 million, or about 1 percent, over the FY2012-13 Revised Budget of \$119.0 million being proposed today to \$120.0 million. The \$119.0 million budget adjustment being proposed for FY2012-13 exceeds the historical peak level of \$116.3 million collected in FY2007-08 by ACTIA for Measure B.

Vehicle Registration Fee (VRF) Revenues – Increase of \$0.8 million, or 7.2 percent, over the FY2012-13 Revised Budget of \$10.7 million to \$11.5 million. This projection is based on revenues received since the beginning of the program as we now have more than one whole year's worth of collection data to use as a basis for projections.

Grant Revenues – Decrease of \$31.5 million, or 63 percent, from the FY2012-13 Revised Budget to \$18.7 million due to capital project roll forward balances accounted for in the budgeted fund balance rolled forward from FY2012-13. Approximately 93 percent of grant revenues in the FY2013-14 budget come from local sources, 1 percent from regional sources, 4 percent from state sources and 2 percent from federal sources.

Salaries and Benefits – Remain unchanged from FY2012-13 Revised Budget of \$4.2 million. The proposed budget for FY2013-14 provides funding for 25 of the 27 approved Full Time Equivalent (FTE) positions in compliance with the approved salary and benefit structure.

General Office Expenses – Increase of \$0.3 million, or 12 percent, from the FY2012-13 Revised Budget to \$2.7 million due to one-time office relocation costs.

Other Administration – Decrease of \$1.4 million, or 46 percent, from the FY2012-13 Revised Budget to \$1.6 million related to an overall cost cutting effort for annually renewed contracts and capital items accounted for in the capital projects budget.

Planning Costs – Increase of \$0.4 million, or 14 percent, over the FY2012-13 Revised Budget of \$2.4 million to \$2.8 million mostly to support the Priority Development Areas (PDA) as defined by the Commission adopted PDA investment and growth strategy and to meet OBAG requirements.

Programs Costs - Increase of \$7.7 million over the FY2012-13 Revised Budget to \$97.8 million mostly due to an increase in Exchange Program activity and in the projection for sales tax revenues. Pass-through funding is based on a calculation of sales tax receipts as prescribed in the 2000 Measure B Transportation Expenditure Plan.

Capital Projects Expenditures – Decrease of \$165.8 million, or 74 percent, from the FY2012-13 Revised Budget of \$224.7 million to \$58.9 million due to the capital budget rolled from FY2012-13 included in the roll forward fund balance from the FY2012-13 Revised Budget.

Limitation Ratios

The ACTIA Salary and Benefits Limitation ratio of 0.58 percent and the Administrative Cost Limitation ratio of 2.68 percent were calculated based on the proposed budgeted expenditures and were found to be in compliance with the 1.00 percent and 4.5 percent limitation requirement, respectively.

Fiscal Impacts

The fiscal impact of the FY2013-14 Proposed Consolidated Budget would be to provide resources of \$165.3 million and authorize expenditures of \$168.5 million with an overall decrease in fund balance of \$3.2 million for a projected ending fund balance of \$93.0 million.

Attachment(s)

Attachment A:	Alameda CTC FY2013-14 Proposed Consolidated Budget
Attachment B:	Congestion Management FY2013-14 Proposed Capital Projects Budget
Attachment C:	2000 Measure B Sales Tax FY2013-14 Proposed Capital Projects Budget
Attachment D:	1986 Measure B Sales Tax FY2013-14 Proposed Capital Projects Budget
Attachment E:	ACTIA FY2013-14 Budget Limitations Calculations

**Alameda County Transportation Commission
Fiscal Year 2013-2014 Proposed Budget**

Attachment A

	General Funds	Special Revenue Funds	Exchange Fund	Capital Project Funds	Inter-Agency Adjustments/ Eliminations	Total
Projected Beginning Fund Balance	\$ 18,562,712	\$ 13,686,045	\$ 1,830,442	\$ 62,176,976	\$ -	\$ 96,256,175
Revenues:						
Sales Tax Revenues	5,400,000	68,645,400	-	45,954,600	-	120,000,000
Investment Income	-	-	-	472,000	-	472,000
Member Agency Fees	1,394,819	-	-	-	-	1,394,819
VRF Funds	-	11,500,000	108,108	1,145,000	(1,253,108)	11,500,000
Other Revenues	582,749	1,928,821	11,212,797	(674,190)	141,441	13,191,618
Grants	9,633,377	116,628	-	14,588,813	(5,619,891)	18,718,927
Total Revenues	17,010,945	82,190,849	11,320,905	61,486,222	(6,731,558)	165,277,363
Expenditures:						
<u>Administration</u>						
Salaries and Benefits	1,659,103	-	-	221,046	-	1,880,149
General Office Expenses	2,705,365	48,000	-	345,874	(367,000)	2,732,238
Other Administration	942,666	340,594	87,000	215,362	-	1,585,622
Commission and Community Support	234,875	33,000	-	20,125	(33,000)	255,000
Contingency	175,000	-	-	25,000	-	200,000
<u>Planning</u>						
Salaries and Benefits	809,459	-	-	-	-	809,459
Countywide Transportation Plan	1,150,000	-	-	-	(1,100,000)	50,000
Congestion Management Program	250,000	-	-	-	-	250,000
Other Planning Projects	2,511,850	-	-	-	-	2,511,850
<u>Programs</u>						
Salaries and Benefits	397,322	705,086	49,941	-	(294,317)	858,033
Programs Management	1,056,543	791,955	11,492	92,842	-	1,952,831
Safe Routes to School Programs	3,101,500	-	-	-	-	3,101,500
VRF Programming and Other Costs	-	10,764,968	-	-	(108,108)	10,656,860
Measure B Pass-Through	-	64,231,409	-	-	-	64,231,409
Grant Awards	-	5,307,392	-	-	(614,093)	4,693,299
Other Programming	125,000	2,094,673	11,064,363	-	(120,000)	13,164,036
<u>Capital Projects</u>						
Salaries and Benefits	-	-	-	1,213,856	(556,206)	657,650
Capital Project Expenditures	-	-	-	63,281,987	(4,376,608)	58,905,380
<u>Indirect Cost Recovery/Allocation</u>						
Indirect Cost Recovery from Capital, Spec Rev & Exch Funds	(837,774)	-	-	-	837,774	-
Total Expenditures	14,280,909	84,317,077	11,212,797	65,416,091	(6,731,558)	168,495,316
Net Change in Fund Balance	2,730,036	(2,126,228)	108,108	(3,929,869)	0	(3,217,953)
Projected Ending Fund Balance	\$ 21,292,748	\$ 11,559,817	\$ 1,938,550	\$ 58,247,107	\$ 0	\$ 93,038,222

This page intentionally left blank

**Alameda County Congestion Management Function
Fiscal Year 2013-2014
Proposed Capital Project Budget**

Project Name	Project #	Estimated FY 2012-13 Rollover to FY 2013-14	Proposed FY 2013-14 Capital Budget	Proposed FY 2013-14 Capital Budget w/ Estimated Rollover	Funding Sources				
					Total Local	Total Regional	Total State	Total Federal	
									Funding Sources
I-580 San Leandro Soundwall/Landscape	774.0-1	\$ 817,533	\$ (237,685)	\$ 579,848	\$ 229,847	\$ -	\$ -	\$ 350,000	-
Grand MacArthur	702.0	-	-	-	2,730,354	-	-	-	-
I-680 HOT Lane	710.0-5	3,939,152	199,285	4,138,437	3,107,534	-	1,000,000	408,083	-
I-680 Northbound HOV / Express Lane	721.0	2,381,211	726,323	3,107,534	248,000	-	-	-	-
I-80 Gilman Interchange Improvements	765.0	1,787,621	(939,423)	848,198	-	-	-	600,198	-
I-580 PSR at 106th Eastbound Off-Ramp	735.0	126,380	(126,380)	-	1,201,860	-	-	-	-
Smart Corridors Operation and Maintenance	945.0	156,860	1,045,000	1,201,860	47,145	-	-	-	-
Smart Corridors Operation and Maintenance/Tri-Valley	945.1	47,145	-	47,145	1,400,000	-	-	-	-
Caldecott Tunnel	917.0	1,150,000	250,000	1,400,000	-	-	-	-	-
Center to Center	715.0	553,183	-	553,183	-	-	-	553,183	-
I-880 North Safety & Op Improv 23rd&29th	717.0	3,666,632	200,000	3,866,632	1,032,605	822,796	2,011,231	-	-
I-580 Eastbound HOV Lane	720.0	-	-	-	-	-	-	-	-
I-580 Environmental Mitigation	720.3	76,635	-	76,635	-	-	-	-	-
I-580 Eastbound Express (HOT) Lane	720.4	1,697,396	550,000	2,247,396	51,522	555,000	656,646	984,228	-
I-580 Eastbound Auxiliary (AUX) Lane	720.5	4,801,482	(793,955)	4,007,527	2,365,000	1,567,527	-	75,000	-
I-580 Right of Way Preservation	723.0	643,818	279,122	922,940	669,508	-	253,432	-	-
I-580 Westbound HOV Lane	724.0, 4-5	2,309,316	4,553,223	6,862,539	3,292,123	1,511,000	1,000,000	1,059,416	-
I-580 Westbound HOT Lane	724.1	3,185,509	-	3,185,509	1,138,590	-	973,090	1,073,829	-
Altamont Commuter Express Operations	725.0	17,593	-	17,593	-	-	-	-	-
Altamont Commuter Express	725.1	4,623,084	-	4,623,084	4,230,665	-	392,419	-	-
I-880 Southbound HOV Lane	730.0-2	2,977,231	4,267,211	7,244,442	7,052,363	-	-	192,079	-
I-880 Southbound HOV Lane Landscaping/Hardscaping	730.3	344,351	672,382	1,016,733	53,656	-	23,077	940,000	-
Webster Street Smart Corridor	740.0-2	1,936,002	(1,236,374)	699,628	83,628	-	-	616,000	-
Marina Boulevard/I-880 PSR	750.0	205,144	144,856	350,000	350,000	-	-	-	-
East Bay Greenway - Segment 7A	760.0-1	-	1,577,417	1,577,417	499,017	-	-	-	-
I-680/880 Cross Connector PSR	770.0	351,814	-	351,814	351,814	-	-	1,078,400	-
I-680 SB HOV Lane	772.0	131,002	-	131,002	24,486	-	33,296	73,220	-
I-80 Integrated Corridor Mobility	791.0-6	10,431,613	2,438,620	12,870,233	875,641	-	11,903,617	90,975	-
		\$ 48,357,706	\$ 13,569,622	\$ 61,927,328	\$ 31,052,951	\$ 4,532,958	\$ 18,246,808	\$ 8,094,611	

This page intentionally left blank

**2000 Measure B Sales Tax
Fiscal Year 2013-2014
Proposed Capital Project Budget**

Project Name	Project #	Estimated FY 2012-13 Rollover to FY 2013-14	Proposed FY 2013-14 Capital Budget	Proposed FY 2013-14 Capital Budget w/ Estimated Rollover	Funding Sources		
					2000 Measure B	Regional RM2	State TCRP
ACE Capital Improvements	601.0	\$ 4,230,665	\$ -	\$ 4,230,665	\$ -	\$ -	
BART Warm Springs Extension	602.0	19,548,197	15,000,000	34,548,197	-	-	
BART Oakland Airport Connector	603.0	-	20,000,000	20,000,000	-	-	
Downtown Oakland Streetscape	604.0	3,782,700	-	3,782,700	-	-	
Fruitvale Transit Village	605.0	-	-	-	-	-	
Union City Intermodal Station	606.0	-	-	-	-	-	
Telegraph Avenue Bus Rapid Transit	607.1	2,521,467	2,000,000	4,521,467	-	-	
San Pablo Avenue Corridor Transit	607.2	-	-	-	-	-	
Telegraph Avenue Rapid Bus Service	607.3	-	-	-	-	-	
I-680 Express Lane	608.0	5,641,578	-	5,641,578	-	-	
Iron Horse Trail	609.0	500,000	500,000	1,000,000	-	1,340,000	
I-880/Broadway-Jackson Interchange	610.0	2,527,324	-	2,527,324	-	-	
I-880/Washington Ave I/C	611.0	-	-	-	-	-	
I-580/Castro Valley Interchanges Improvements	612.0	1,627,243	-	1,627,243	-	-	
Lewelling/East Lewelling	613.0	650,000	-	650,000	-	-	
I-580 Auxiliary Lanes	614.0	-	-	-	-	-	
I-580 Auxiliary Lanes - Westbound Fallon to Tassajara	614.1	712,000	-	712,000	-	-	
I-580 Auxiliary Lanes - Westbound Airway to Fallon	614.2	2,174,729	-	2,174,729	-	-	
I-580 Auxiliary Lanes - E/B El Chorro to Airway	614.3	45,000	-	45,000	-	-	
Rte 92/Clawiter-Whitesell Interchange	615.0	3,973,246	4,000,000	7,973,246	-	-	
Oakland Local Streets	616.0	-	-	-	-	-	
Hesperian/Lewelling Widening	617.1	599,622	-	599,622	-	-	
Westgate Extension	618.1	2,173,850	(1,573,850)	600,000	-	-	
E. 14th/Hesperian/150th Improvements	619.0	2,104,806	-	2,104,806	-	-	
Newark Local Streets	620.0	-	-	-	-	-	
I-238 Widening	621.0	198,077	-	198,077	-	-	
I-680/I-880 Cross Connector Study	622.0	492,517	-	492,517	-	-	
Isabel - Route 84/I-580 Interchange	623.0	5,749,463	4,525,537	10,275,000	-	-	
Route 84 Expressway	624.0	6,441,953	2,600,000	9,041,953	-	-	
Dumbarton Corridor	625.0	3,281,098	-	3,281,098	150,000	-	
I-580 Corridor/BART to Livermore	626.0	3,115,243	384,757	3,500,000	-	-	
Congestion Relief Emergency Fund - Unallocated	627.0	-	-	-	-	-	
Congestion Relief Emergency Fund - Vasco Road	627.1	-	-	-	-	-	
I-80 Integrated Corridor Mobility	627.2	590,844	-	590,844	-	-	
I-880 Corridor Improvements in Oakland and San Leandro	627.3	934,769	438,249	1,373,018	-	-	
CWTP/TEP Development	627.4	50,000	-	50,000	-	-	
Studies at Congested Segments/Locations on CMP	627.5	800,000	-	800,000	-	-	
Project Closeout	600.0	-	795,609	795,609	-	-	
		\$ 74,466,390	\$ 48,670,302	\$ 123,136,693	\$ 121,646,693	\$ 1,340,000	

Attachment C

This page intentionally left blank

**1986 Measure B Sales Tax
Fiscal Year 2013-2014
Proposed Capital Project Budget**

Project Name	Project #	Estimated FY 2012-13 Rollover to FY 2013-14	Proposed FY 2013-14 Capital Budget	Proposed FY 2013-14 Capital Budget w/ Estimated Rollover
I-880 to Mission Blvd. Route 262 Interchange Reconstruction	501.0	\$ 497,357	\$ 102,643	\$ 600,000
I-880 to Mission Blvd. and East-West Connector	505.0	23,141,578	-	23,141,578
Route 238/Mission-Foothill-Jackson Corridor Improvement	506.0	1,497,419	1,502,581	3,000,000
I-580 Interchange Improvements Project in Castro Valley (for ACTIA 12/612.0)	507.0	1,793,036	-	1,793,036
Central Alameda County Freeway System Operational Analysis	508.0	1,000,000	100,000	1,100,000
Castro Valley Local Area Traffic Circulation Improvement	509.0	1,669,496	330,504	2,000,000
Project Closeout	500.0	186,967	313,033	500,000
		<u>\$ 29,785,854</u>	<u>\$ 2,348,761</u>	<u>\$ 32,134,614</u>

This page intentionally left blank

Alameda County Transportation Improvement Authority
Fiscal Year 2013-2014
Proposed Budget Limitation Calculations

Net Sales Tax	\$	120,000,000	A
Investments & Other Income		<u>2,123,628</u>	B
Funds Generated	\$	122,123,628	C
Administrative Salaries & Benefits	\$	693,181	D
Other Administration Costs		<u>2,517,007</u>	E
Total Administration Costs	\$	3,210,189	F

Gross Salaries & Benefits to Net Sales Tax 0.5777% = D/A

Gross Salaries & Benefits to Funds Generated 0.5676% = D/C

Total Administration Costs to Net Sales Tax 2.6752% = F/A

This page intentionally left blank



Memorandum

DATE: June 18, 2013

TO: Alameda County Transportation Commission

FROM: Finance and Administration Committee

SUBJECT: **Approval of the Creation of an Alameda CTC 457 Deferred Compensation Plan with ICMA-Retirement Corporation with the Permission for Loans**

Recommendation

It is recommended that the Commission approve the creation of an Alameda CTC 457 Deferred Compensation Plan with ICMA-Retirement Corporation (ICMA-RC) which permits employees to take loans from the Plan.

Summary

As one of the final steps in the consolidation of the Alameda County Transportation Improvement Authority (ACTIA) and the Alameda County Congestion Management Agency (ACCMA), Alameda CTC created a new 457 deferred compensation plan through CalPERS and is working through the process to ensure that active employees funds are transferred to the new CalPERS Alameda CTC 457 Deferred Compensation Plan ("Alameda CTC 457 Plan") and that all future 457 deferred compensation deductions are contributed to the new CalPERS Alameda CTC 457 Plan.

However this is not possible for employees with current loans outstanding from the ACCMA ICMA-RC 457 Deferred Compensation Plan ("ACCMA 457 Plan"). These employees are required to keep at least the balances due on the loans in an ICMA-RC 457 deferred compensation plan or the loan balances will be deemed distributed and reported as a taxable event for the individuals. Retired and terminated employees also have balances remaining in the ACCMA 457 Plan. Therefore, for current employees with loans and terminated and retired employees, the Alameda CTC needs to create a new 457 deferred compensation plan under its new tax ID number with ICMA-RC.

Discussion

ACTIA's 457 Deferred Compensation Plan ("ACTIA 457 Plan") was created with CalPERS, and ACCMA's 457 Plan was created with ICMA-RC. As one of the steps in the consolidation of the ACTIA and the ACCMA, Alameda CTC has established the new Alameda CTC 457 Plan with CalPERS under its new tax ID number and transferred the balances from ACTIA's 457 Plan. The final steps required in the process are to create this additional Alameda CTC 457 deferred compensation plan with ICMA-RC and to transfer the balances from the ACCMA's 457 Plan to either the new CalPERS Alameda CTC 457 Plan, or for employees with outstanding loans and terminated and retired employees, the new ICMA-RC Alameda CTC 457 Plan.

Fiscal Impact

There is no fiscal impact to the approval of this item.

Attachment(s)

Attachment A: Suggested Resolution For a Legislative Body Relating to a 457 Deferred Compensation Plan

Attachment B: Suggested Resolution For a Legislative Body Relating To Amending a Retirement Plan To Permit Loans

SUGGESTED RESOLUTION FOR A LEGISLATIVE BODY RELATING TO A 457 DEFERRED COMPENSATION PLAN

Account Number 30-_____

Name of Employer: Alameda County Transportation CommissionState: CaliforniaTitle of Program Coordinator: Director of Finance
(see definition below for duties of Program Coordinator)

Resolution of the above named Employer ("Employer")

WHEREAS, the Employer has employees rendering valuable services; and

WHEREAS, the establishment of a deferred compensation plan for such employees serves the interests of the Employer by enabling it to provide reasonable retirement security for its employees, by providing increased flexibility in its personnel management system, and by assisting in the attraction and retention of competent personnel; and

WHEREAS, the Employer has determined that the establishment of a deferred compensation plan to be administered by the ICMA Retirement Corporation serves the above objectives; and

WHEREAS, the Employer desires that its deferred compensation plan be administered by the ICMA Retirement Corporation, and that some or all of the funds held under such plan be invested in the VantageTrust Company, a trust established by public employers for the collective investment of funds held under their retirement and deferred compensation plans;

NOW THEREFORE BE IT RESOLVED that the Employer hereby adopts the deferred compensation plan (the "Plan") in the form of: (Select one)

☒ The ICMA Retirement Corporation Deferred Compensation Plan and Trust, referred to as Appendix A☐ The plan provided by the Employer (executed copy attached hereto).

BE IT FURTHER RESOLVED that the Employer hereby executes the Declaration of Trust of the VantageTrust Company, attached hereto as Appendix B, intending this execution to be operative with respect to any retirement or deferred compensation plan subsequently established by the Employer, if the assets of the plan are to be invested in the VantageTrust Company.

BE IT FURTHER RESOLVED that the assets of the Plan shall be held in trust, with the Employer serving as trustee, for the exclusive benefit of the Plan participants and their beneficiaries, and the assets shall not be diverted to any other purpose.

BE IT FURTHER RESOLVED that the Employer hereby agrees to serve as trustee under the Plan.

BE IT FURTHER RESOLVED that the Director of Finance (use title of official, not name) shall be the coordinator for this program; shall receive necessary reports, notices, etc. from the ICMA Retirement Corporation or the VantageTrust Company; shall cast, on behalf of the Employer, any required votes under the VantageTrust Company; Administrative duties to carry out the plan may be assigned to the appropriate departments, and is authorized to execute all necessary agreements with ICMA Retirement Corporation incidental to the administration of the Plan.

I, Vanessa Lee, Clerk of the City of Alameda, do hereby certify that the foregoing resolution, proposed by the Commission, in the Council Member, Trustee, etc. of _____ was duly passed and adopted in the Council, Board, etc. of the City, County, etc. of _____ at regular meeting thereof assembled this 27th day of June, 2013, by the following vote:

AYES:

NAYS:

ABSENT:

(Seal)

Clerk of the City of Alameda Commission

This page intentionally left blank

**SUGGESTED RESOLUTION FOR A LEGISLATIVE BODY
RELATING TO AMENDING A RETIREMENT PLAN TO PERMIT LOANS**

Section 401 Money Purchase Plan or
Section 401 Profit-Sharing Plan
ICMA-RC Plan # 10 _____

Section 457 Deferred Compensation Plan
ICMA-RC Plan # 30 _____

Name of Employer: Alameda County Transportation Commission State: California

Resolution of the above named Employer ("Employer")

WHEREAS, the Employer has employees rendering valuable services; and

WHEREAS, the Employer has established a retirement plan (the "Plan") for such employees which serves the interest of the Employer by enabling it to provide reasonable retirement security for its employees, by providing increased flexibility in its personnel management system, and by assisting in the attraction and retention of competent personnel; and

WHEREAS, the Employer has determined that permitting participants in the retirement plan to take loans from the Plan will serve these objectives;

NOW THEREFORE BE IT RESOLVED that the Plan will permit loans.

I, Vanessa Lee, Clerk of the (City, County, etc.) of Alameda County Transportation, do hereby certify that the foregoing resolution, proposed by ~~(Council Member, Trustee, etc.)~~ _____, was duly passed and adopted in the ~~(Council, Board, etc.)~~ of the ~~(City, County, etc.)~~ of Commission at a regular meeting thereof assembled this 27th day of June, 2013, by the following vote:

AYES:

NAYS:

ABSENT:

(seal)

Clerk of the ~~(City, County, etc.)~~ Commission

This resolution should be returned to:

New Business Analyst
ICMA Retirement Corporation
777 N. Capitol St., NE
Washington, DC 20002-4240
Phone 800-326-7272

This page intentionally left blank



Memorandum

DATE: June 18, 2013

TO: Alameda County Transportation Commission

FROM: Finance and Administration Committee

SUBJECT: **Approval of a Four Month Extension to the Bicycle and Pedestrian Coordination Services Contract**

Recommendations

It is recommended that the Commission approve a four month extension to the Bicycle and Pedestrian Coordination Services Contract from July 1, 2013 through October 31, 2013 for continued services in FY 2013-14 in the not to exceed amount of \$75,000.

Summary

The Alameda CTC contracts on an annual basis with various professional services consultant firms to assist staff in administering the Measure B sales tax and Vehicle Registration Fee programs and to provide a range of general administrative services. The Bicycle and Pedestrian Coordination Services contract with Wheeler Pedestrian and Bicycle Planning will reach its 5-year term limit at the end of this fiscal year. The bicycle and pedestrian coordination services include administrative and professional support for the Measure B Bicycle and Pedestrian Safety Program. Since 2003, these services have been provided by Wheeler Pedestrian and Bicycle Planning, an ACTIA certified VSLBE consultant firm. The services included development and implementation of a Countywide Bicycle Plan and Countywide Pedestrian Plan, administration and support of the Measure B Bicycle and Pedestrian grant program, development and oversight of the Bicycle and Pedestrian Advisory Committee, development and implementation of a complete streets policy, development of information and outreach materials, and the provision of technical support.

Staff has reviewed the bicycle and pedestrian coordinator functions and responsibilities and determined that there is in-house capacity to accomplish them using existing agency staff resources. Since the merger in July 2010 to form Alameda CTC, a number of functions of the coordinator position are being performed by in-house staff in an effort to streamline planning, programming and public outreach efforts. Therefore, it is recommended that the bicycle and pedestrian coordinator services be transitioned from consultant to in-house staff and that the professional services contract with Wheeler Pedestrian and Bicycle Planning be extended for four months from July 1, 2013 through October 31, 2013 in the not to exceed amount of \$75,000 to allow staff to bring the remaining bicycle and pedestrian coordinator services in-house.

Fiscal Impacts

Funding for this action is included in the proposed Fiscal Year 2013-14 budget.

This page intentionally left blank



MEMORANDUM

DATE: June 18, 2013

TO: Alameda County Transportation Commission

FROM: Finance and Administration Committee

SUBJECT: **Approval of Revised Alameda CTC's Staffing Classifications and Salary Ranges for Fiscal Year 2013-14**

Recommendation

It is recommended that the Commission approve and adopt the attached Revised Alameda County Transportation Commission (Alameda CTC) staffing classifications and salary ranges for FY2013-14.

Discussion

The Administrative Code calls for the Executive Director to submit, annually for the Commission's approval, a resolution establishing the agency's staffing positions, salary ranges, and benefits. The salaries and benefits staff report and resolution which incorporated staffing positions, salary ranges, and benefits was adopted in January 2013. The agency currently has 27 approved positions filled by 25 employees, including the Executive Director, in 21 approved classifications. No change is recommended to the number of approved positions. This recommended revision would increase the number of classifications from 21 to 23 as follows:

1. Add the Contract, Administration, and Fiscal Resources Manager classification. This change has been incorporated into the attached schedule of staffing classifications and salary ranges and is expected to help reorganize the administrative aspects of the agency to be more efficient and conducive to actual work flow. There are no changes being recommended to the salaries and benefits resolution adopted in January.
2. Add the classification of Accounting Technician to reflect the current actual position on board.

Fiscal Impact

The recommended salary range change has been included in the Proposed FY2013-14 budget being brought before the Commission concurrently with this staff report.

Attachments

- Attachment A: Revised Fiscal Year 2013-14 Staff Classifications and Salary Ranges for Alameda CTC
- Attachment B: Contract, Administration, and Fiscal Resources Manager Job Description

This page intentionally left blank



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
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
<i>Contract, Administration, and Fiscal Resources Manager</i>	<i>\$93,906</i>	<i>\$107,992</i>	<i>\$122,077</i>
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
<i>Accounting Technician</i>	<i>\$69,824</i>	<i>\$80,298</i>	<i>\$90,772</i>
Clerk of the Board/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

This page intentionally left blank



JUNE 2013
FLSA: Exempt

CONTRACT, ADMINISTRATION, AND FISCAL RESOURCES MANAGER

DEFINITION

Under general direction, plans, organizes, oversees, coordinates, and reviews the work of fiscal and administrative staff performing difficult and complex professional, administrative and technical support related to the development and maintenance of the Commission's operating and capital budgets, procurement and contract administration, financial and internal controls, and overall agency administration and office management; performs professional budgetary, procurement, contract administration, and financial control work to ensure compliance with governmental accounting and Commission standards; administers, manages, and maintains the Invoice Cost Tracking System (ICTS) and other assigned financial systems; administers current and long-term budgetary planning activities; manages the effective use of departmental and agency fiscal and administrative resources to improve organizational productivity; provides highly complex and responsible support to the Director of Finance in areas of expertise; and performs related work as required.

SUPERVISION RECEIVED AND EXERCISED

Receives general direction from the Director of Finance. Exercises direct and general supervision over supervisory, professional, technical, and in-house and consultant administrative and clerical office support staff.

CLASS CHARACTERISTICS

This is a management classification that manages and supervises the overall agency administrative and office support activities, budgetary, procurement and contract administration, and financial control activities for the Commission. The incumbent organizes and oversees day-to-day fiscal resources processing, reporting, and record keeping activities. Responsibilities include performing diverse, specialized, and complex work involving significant accountability and decision-making responsibility. The incumbent organizes and oversees day-to-day activities and is responsible for providing professional-level support to the Director of Finance in a variety of areas. Successful performance of the work requires an extensive professional background as well as skill in coordinating departmental work with other departments, administrative and clerical staff and consultants, and outside agencies.

EXAMPLES OF ESSENTIAL JOB FUNCTIONS (Illustrative Only)

Management reserves the rights to add, modify, change, or rescind the work assignments of different positions and to make reasonable accommodations so that qualified employees can perform the essential functions of the job.

- Plans, manages, and participates in the operations and activities of the Commission's fiscal resources and administrative programs and functions, including budgeting, procurement and contract administration, financial and internal controls, overall agency administration, and office support.
- Participates in the development and implementation of goals, objectives, policies, and priorities for the assigned programs; recommends within departmental policy, appropriate service and staffing levels; recommends and administers policies and procedures.

- Develops and standardizes procedures and methods to improve and continuously monitor the efficiency and effectiveness of assigned programs, service delivery methods, and procedures; assesses and monitors workload, administrative and support systems, and internal reporting relationships; identifies opportunities for improvement and makes recommendations to the Director.
- Participates in the selection of, trains, motivates, and evaluates assigned personnel; works with employees on performance issues; recommends discipline to the Director and works with human resources to address deficiencies.
- Coordinates the preparation and administration of the annual budget for the Commission; calculates cost distribution and provides financial forecasting and planning; prepares periodic budget updates for submission to the Board of Commissioners.
- Formulates, prepares, and communicates budget completion schedules, calendars, and deadlines; coordinates the entire budget process and ensures timely completion; prepares preliminary budget estimates, including salary and benefits projections, conducts meetings with the Executive Director and department heads to evaluate revenue and expenditure requests and keeps all parties apprised of issues, challenges, and resolution thereof; reviews all departmental budget submittals for completeness, accuracy, the appropriate use of funding sources, and adherence to Commission policies.
- Participates in, reviews, and monitors long-term goals, budget objectives, and performance measures, as well as multi-year forecasts of revenues, expenditures, and fund balances.
- Monitors current-year budget; balances expenditures and revenues and identifies funding gaps; manages budgetary control system; recommends and processes budget amendments.
- Manages and participates in the evaluation of proposals; develops evaluation criteria and materials; performs price/cost analyses and assesses the quality and suitability of proposed services and purchases; summarizes proposal responses and prepares documentation; participates in the selection of contractors and vendors; develops reports for approval of contract awards.
- Oversees the drafting of contracts to ensure legal requirements are incorporated and enforced; develops negotiation strategies and negotiates contract terms and provisions; coordinates review of contract documents with legal counsel; maintains related files.
- Manages, implements, and administers the Commission's contract/labor compliance and local, small, women- and minority-owned business outreach programs.
- Manages the Local Business Contract Equity Coordination team; monitors performance of contract.
- Manages all insurance requirements, including liability, workers' compensation, asset insurance, and other risk management functions.
- Manages, administers, and maintains the ICTS; oversees reconciliation of the financial systems and ICTS; oversees project, budget, revenue and expenditure data and ensures integrity of data and proper controls.
- Plans and coordinates the development of project controls and reporting systems with departmental management and staff, including the consolidation of various project control systems; coordinates and administers the Commission's project account and cost coding system; generates project budgets and expenditures, reimbursements, invoice status, and contract reports as requested.
- Plans and coordinates the development of the time card management system.
- Researches, compiles, and analyzes information from various sources on financial transactions, processes, and operations; prepares written reports outlining findings and recommendations.
- Participates in the development, revision, and maintenance of policy and procedure manuals governing budgetary, procurement and contract, and project control matters.
- Provides information to Commission departments regarding budgetary, procurement and contract, and project control policies and procedures; interprets policies and procedures for departments.
- Manages and oversees the administration of the Commission's benefits program for all employees.
- Ensures compliance with various federal and state labor laws, including EEOC, Affirmative Action, FLSA, OSHA, and others.
- Coordinates the Injury and Illness Prevention Program.

- Manages and oversees the Commission's information technology and network security consultant; coordinates the maintenance of the Commission's website; and coordinates the maintenance and improvements to the phone/voicemail and security systems.
- Oversees the physical presentation, organization and safety of the office, and serves as the liaison to the landlord and office related service providers, personally or through subordinate staff; ensures adequate levels of office equipment and supply inventories.
- Supervises in-house and consultant administrative support staff.
- Ensures that administrative staff provides a high degree of customer service to both internal and external customers that supports achieving the administrative office's and the Commission's mission, values, goals, and objectives.
- Evaluates the operations and activities of the office; recommends and implements improvements and modifications to facilities and office workflow; prepares various reports on operations and activities; considers resource availability; negotiates timelines as needed.
- Plans, organizes, and delegates administrative support of a sensitive and confidential nature to the Executive Director and other managers; attends management staff meetings, coordinates the taking of minutes, and performs related duties.
- Provides highly complex staff assistance to the Director of Finance; develops and reviews staff reports and other necessary correspondence related to assigned activities and services; presents reports to various commissions, committees, and boards.
- Conducts a variety of organizational studies, investigations, and operational studies; recommends modifications to assigned programs, policies, and procedures, as appropriate.
- Attends and participates in professional group meetings; stays abreast of new trends and innovations in the field of budgetary, procurement and contract, and project control; researches emerging products and enhancements and their applicability to Commission needs.
- Monitors changes in regulations and technology that may affect assigned functions and operations; implements policy and procedural changes after approval.
- Receives, investigates, and responds to difficult and sensitive problems and complaints in a professional manner; identifies and reports findings and takes necessary corrective action.
- Performs other duties as assigned.

QUALIFICATIONS

Knowledge of:

- Administrative principles and practices, including goal setting, program development, implementation, evaluation, and project management.
- Principles and practices of public agency budget development and administration, procurement and contract administration programs, and sound financial management policies and procedures.
- Principles, practices, and techniques of administering procurement contracts and enforcing contract provisions.
- Principles and practices of project control program including monitoring project/contract funding, budgets, and expenditures.
- Principles and practices of employee supervision, including work planning, assignment, review and evaluation, and the training of staff in work procedures.
- Applicable federal, state, and local laws, regulatory codes, ordinances, and procedures relevant to assigned area of responsibility.
- Organization and management practices as applied to the development, analysis, and evaluation of programs and operational needs of the assigned division.
- Recent and on-going developments, current literature, and sources of information related to the operations of the assigned programs.
- Record keeping principles and procedures.

- Modern office practices, methods, and computer equipment and applications related to the work, including financial systems and databases.
- English usage, grammar, spelling, vocabulary, and punctuation.
- Techniques for effectively representing the Commission in contacts with governmental agencies, various business, professional, educational, and regulatory organizations, and with contractors and the public.
- Techniques for providing a high level of customer service by effectively dealing with the public, vendors, contractors, and Commission staff.

Ability to:

- Recommend and implement goals, objectives, and practices for providing effective and efficient services.
- Manage and monitor complex projects, on-time and within budget.
- Plan, organize, assign, review, and evaluate the work of staff; train staff in work procedures.
- Interpret, apply, explain, and ensure compliance with federal, state, and local policies, procedures, laws, and regulations.
- Evaluate and develop improvements in operations, procedures, policies, or methods.
- Prepare clear and concise reports, correspondence, policies, procedures, and other written materials.
- Analyze, interpret, summarize and present technical information and data in an effective manner.
- Conduct complex research projects, evaluate alternatives, make sound recommendations, and prepare effective technical staff reports.
- Effectively represent the Commission in meetings with governmental agencies, community groups, and various businesses, professional, and regulatory organizations, and in meetings with individuals.
- Establish and maintain a variety of filing, record keeping, and tracking systems.
- Organize and prioritize a variety of projects and multiple tasks in an effective and timely manner; organize own work, set priorities, and meet critical time deadlines.
- Operate modern office equipment including computer equipment and specialized software applications programs.
- Use English effectively to communicate in person, over the telephone, and in writing.
- Use tact, initiative, prudence, and independent judgment within general policy and legal guidelines in politically sensitive situations.
- Establish, maintain, and foster positive and effective working relationships with those contacted in the course of work.

Education and Experience:

Any combination of training and experience that would provide the required knowledge, skills, and abilities is qualifying. A typical way to obtain the required qualifications would be:

Equivalent to graduation from an accredited four-year college or university with major coursework in accounting, finance, business or public administration, or a closely related field and five (5) years of increasingly responsible budgetary, fiscal, purchasing and contract administration, and/or projects control program experience, including two (2) years of lead or supervisory experience.

Licenses and Certifications:

- Possession of, or ability to obtain, a valid California Driver's License by time of appointment.

PHYSICAL DEMANDS

Must possess mobility to work in a standard office setting and use standard office equipment, including a computer; vision to read printed materials and a computer screen; and hearing and speech to communicate in person and over the telephone. This is primarily a sedentary office classification although standing in and walking between work areas may be required. Finger dexterity is needed to access, enter, and retrieve data using a computer keyboard or calculator and to operate standard office equipment. Positions in this classification occasionally bend, stoop, kneel, reach, push, and pull drawers open and closed to retrieve and file information. Employees must possess the ability to lift, carry, push, and pull materials and objects up to 25 pounds.

ENVIRONMENTAL ELEMENTS

Employees work in an office environment with moderate noise levels, controlled temperature conditions, and no direct exposure to hazardous physical substances. Employees may interact with upset staff and/or public and private representatives in interpreting and enforcing departmental policies and procedures.

This page intentionally left blank

Immediate Past President
STEPHEN H. CASSIDY
Mayor of San Leandro

President
JOHN MARCHAND
Mayor of Livermore

Vice President
MARIE GILMORE
Mayor of Alameda

Alameda County Mayors' Conference

Alameda
Marie Gilmore

Albany
Peggy Thomsen

Berkeley
Tom Bates

Dublin
Tim Sbranti

Emeryville
Kurt Brinkman

Fremont
Bill Harrison

Hayward
Mike Sweeney

Livermore
John Marchand

Newark
Al Nagy

Oakland
Jean Quan

Piedmont
John Chiang

Pleasanton
Jerry Thorne

San Leandro
Stephen H. Cassidy

Union City
Carol Dutra-Vernaci

Executive Director
Nancy Ortenblad

June 13, 2013

Ms. Angie Ayers
ACTC
1333 Broadway, Suite 300
Oakland, CA 94612

Dear Ms. Ayers:

At its regular meeting of June 12, the Alameda County Mayors' Conference appointed Ben Schweng (District 2) to serve a two-year term on ACTC's BPAC.

Sincerely,

Nancy Ortenblad

Nancy Ortenblad
Executive Director

Application for the Alameda CTC Bicycle and Pedestrian Advisory Committee (BPAC)



The Alameda CTC invites Alameda County residents to serve on its **Bicycle and Pedestrian Advisory Committee**, which meets on the second Thursday of the month, six to eight times per year, from 5:30 to 7:30 p.m. Each member is appointed for a two-year term.

Name: Ben Schweng
Home Address: 2137 Lincoln Ave, Alameda CA 94501
Mailing Address (if different): 22510 Foothill Blvd., Hayward CA 94541
Phone: (home) 510-847-5657 (work) 510-881-5177 (fax) _____
Email: ben@cyclepathhayward.com

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 BPAC 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. **Specific Bicycle and/or Pedestrian Experience:** List any specific interest, involvement or expertise you have related to bicycle and/or pedestrian issues, including access to transit.

To avoid a conflict of interest:

Members may not be public agency employees responsible for bicycle and pedestrian projects and/or programs, and work for an agency that is eligible and likely to submit an application for the Countywide Discretionary Fund.

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

Signature  Date May 31, 2013

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: _____

Date: _____

Section I. Commission/Committee Experience

Downtown Hayward Business Improvement Area Advisory Board, 2010- Present, Board member and current Chair

The board sets budget for administering revenue from downtown business assessments and post-redevelopment monies, and engages in other business concerns such as safety, transportation and cleanliness downtown.

Koreatown Northgate Community Benefit District, Board Member, 2007-2010

The district consists largely of properties in Oakland from 24th and Telegraph Ave, to 34th and Telegraph Ave. It is a self-assessment district, and as a board member we administered funds, engaged in district branding and community building. Safety was the primary concern of the district and board, and we took measures to increase lighting, reduce graffiti, and increase use of street ambassadors.

Section II. Statement of Qualifications

I have a civil engineering background, have worked in road construction, and have experience working on an advisory board.

I currently own and operate Cyclepath, a bicycle shop in downtown Hayward. I regularly walk and ride my bicycle in the area, and the majority of my staff rides to work. I am involved in the community, and am an advocate for the local cycling community. I know more people would ride if we could address their safety and security concerns.

A couple times a month, I hear from customers who have been hit by cars while cycling, and usually the cars do not even stop. Every week I hear from customers who have had their bicycle stolen. I understand the problems and would like to address them.

My shop is on the Hayward Downtown Loop, and I have seen what problems automobile-centric design can cause. While Hayward has addressed some concerns, many of the decisions were made long before my involvement with the city and the new safety issues will persist for years. I believe we can do better for pedestrians and cyclists.

Section III. Relevant Work or Volunteer Experience

Owner and general Manager of Cyclepath. 22510 Foothill Blvd, Hayward. 2009-Present
I currently own and operate Cyclepath, a 10,000 sq ft bicycle shop in downtown Hayward.

Bike to Work Day, Downtown Hayward BART Station Energizer Station, 3 years

Primavera Century, volunteer mechanic and ride support, 3 years

CHP Castro Valley bicycle rodeo, volunteer safety inspections and support, 3 years

City of Hayward Bicycle Rodeo Safety Fair, volunteer safety inspections and support, 3 years

San Leandro Bicycle Safety Fair 2011 (Safe routes to schools)

Field Engineer, MCM Construction, 1997-1999. MCM Construction is the largest bridge builder in California. Worked as a field engineer on Oakland Cypress projects A and G, and Albany 580/80 Interchange. Helped to run the community meetings, address safety concerns, provide field surveys and jobsite management.

Section IV. Specific Bicycle and/or Pedestrian Experience

Worked with City of Hayward on bicycle safety issues related to the 238 Downtown Loop, addressed problem intersections and possible remedies. Due to my involvement, the city is installing 10 downtown bike racks, each resembling a bicycle to remind drivers of bicycles. New signage and lane markers are being installed as well.

Application for the Alameda CTC Paratransit Advisory and Planning Committee (PAPCO)



The Alameda CTC invites Alameda County residents to serve on its **Paratransit Advisory and Planning Committee**, which meets on the fourth Monday of the month, from 1 to 3:30 p.m. Each member is appointed for a two-year term.

Name: Dianne Richards-Reiss
Home Address: 6123 Thornton Ave Unit A Newark, Ca 94560
Mailing Address (if different): N/A
Phone: (home) 510-72-7271 (work) 510-372-6262 (fax) _____
Email: Kitty@aaf510@aol.com

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 PAPCO 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. **Paratransit Experience:** List any specific interest, involvement or expertise you have related to special transportation or paratransit issues. Please also include the name(s) of any paratransit services you use.

To avoid a conflict of interest:

Members may need to recuse themselves from discussing and voting on certain funding recommendations to the Alameda CTC board.

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

Signature Dianne Richards-Reiss Date 4/14/13

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

Appointing Commissioner:

Signature: [Signature]
Date: 6/13/2013

Dianne Richards-Reiss

6123A Thornton Ave., Newark, CA 94560

Telephone: (510) 372 – 6262

kittyloaf 510@aol.com

Objective: To be an integral part and team member of a Community Business or Organization

Summary of Qualifications

6-2006 to Present Teaching private drama and public speaking classes to both children and adults.

6-2001 to 6-2006 Worked as an Administrative Assistant II to the manager of Kaiser Permanente's SNF (skilled nursing facility). Wrote reports, arranged training, set up conferences, delegated different work to various units, heavy communication between management and doctors. Managed a number of databases for both Kaiser employees and Kaiser patients. Arranged appointments and meetings for my manager between staff and potential SNF employees.

7-2000 to 6-2001 Cal State Hayward-Coordinator of Teaching Credential Program. Served as an Administrative Assistant II for Mary Maze processing applications of potential credential program candidates. Worked extensively with staff, students and faculty, which required organization, team member concepts, excellent communication, diplomacy, good written and verbal skills, patience and flexibility. Managed the credential program training for potential teaching credential students.

1-2000 to 6-2000 Worked as an Administrative Assistant in the Sales Division of Oatey Company, 6600 Smith Ave., Newark, CA. for Vice President of Sales, Mayor David W. Smith. Made travel arrangements, maintained a calendar, databases, published monthly newsletter, had extensive contact with both public and company officials as well. Prepared many monthly, weekly and quarterly fiscal and inventory reports. Worked with accounts payable to issue rebate checks. Job was temporary, filling in for the AA on leave.

1969 to 1990 Worked as an Eligibility Worker and as an Eligibility Worker Supervisor I and II, for San Mateo County Department of Welfare, Redwood City, California. Supervised between 12 and 16 eligibility workers who determined AFDC public assistance and did information and referral from housing and health to the District Attorney.

I am a good manager who is excellent at coordination, event planning, problem solving, delegating, counseling, supervising and training. I excel at public relations and working with

all kinds of people. I am detailed, timely and extremely team oriented. I am a self initiating employee who, once familiar with what is expected, needs minimal supervision. I am computer literate and know word processing programs as well as spreadsheet programs. I am familiar with doing research on the Internet.

I created the working program of the federal program called "Special Circumstances" for San Mateo County Welfare Department and for three years enhanced and coordinated the program. This program assisted SS I recipients with moving expenses and minor home repairs and gave limited financial assistance in eviction situations. I worked very closely with homeless shelters, San Mateo County Housing and Community Development, HUD and local community organizations, finding Band-Aids for homeless clients. I am good at networking and finding community resources. I worked with GAIN social workers, finding work and educational programs for homeless clients.

I am a very people oriented person with many organizations I worked with, administratively, and with the people I work with both clients and colleagues alike. I give 150% of my time and of myself and take pride in my work. I am conscientious, responsible, mature and honest.

1964-1968 Department of State, Washington DC, Foreign Service employee working for the federal government. Worked as Administrative Assistant in CU/NEA (Cultural Affairs/Near East Asia). I traveled extensively and had a top security clearance. I also worked in the Protocol and in the Visa Office. I supervised a pool of 26 employees who wrote letters from politicians in response to people seeking help with family members in trouble outside the country.

EDUCATION

1963 to 1965 AA degree in Business and Secretarial Science, Robert Morris University, Pittsburgh, Pennsylvania

1969 to 1974 Studied Telecommunications. I received my FCC License in 1974 as preparation for radio work. Telecommunications classes were studied at the College of San Mateo, San Mateo California

Additional Extracurricular Activities

in addition to the work I did with L O V Newark and Stage I I worked with the junior high on a program called Odyssey of the Mind and I served as a problem-solver. I have always worked on the mayor's political races. I also have worked for many of our communities city Council members on their political campaigns. I worked my local polls on election days and drive seniors need transportation to the polls. I was to service the coordinator in Redwood City, scheduling and training counselors two counts of prisoners in the Redwood City jail. I also served 2 1/2 years as a volunteer counselor, counseling both male and female prisoners.

AWARDS

I received many awards from San Mateo County Welfare Department and from Stage I for contribution and ability. It was nominated for volunteer of the year in 1999 in the City of Newark, California. I received the 1999 Board of Directors award from Stage I for my 1999 contribution in finding a new home for Stage I at the Newark Memorial high school and being instrumental in the partnership agreement.

REFERENCES

See drama and acting resume

Dianne Richards-Reiss—Drama and Acting Resume

6123A Thornton Ave.
Newark, CA. 94560-5700

Phone: 510-372-6262

E-mail: kittyloaf510@aol.com

Objective

To continue to work as a Drama Coach, and to teach drama and public speaking to both children and adults.

Education

AA degree in Business and Secretarial Science from Robert Morris University in Pittsburgh. Pa. 1963-1965

Turner and Young School of Acting Pittsburgh, Pa. 1963-1965

Bailey's Acting School Washington, D.C. 1965-1967

Department of State Little Theatre Group 1965-1968

Improv and Standup classes Holy City Zoo Comedy Club—San Francisco, Ca. 1978-1980

Awards

Best Actress Award for lead in Prisoner of Second Avenue—Chanticleers Theatre Castro Valley, Ca. 2001-2002

Work Experience

President of Stage 1 Theatre 1998-2001. I was a member of this organization for 11 years. I performed in approximately 9-12 plays, one, One Woman Show, Shirley Valentine, I produced and was Assistant Director in 3 plays during this period. Also during that time as President, I was the integral person from Stage 1 to work with the City of Newark to form a partnership with Newark Memorial High School when Stage 1 lost their theatre location, and prevented the theatre from closing. I have been teaching drama privately to both children and adults. I specialize in character development improv. I directed and produced the play Steel Magnolias, with a cast and crew of 13 girls ranging in age from 9 to 13. I rented the small black-box theatre at our local high school. They performed 6 productions and were "sold-out" every performance. They were nothing short of WONDERFUL!

Volunteer Work

I did a One Woman Show, Shirley Valentine, with 6 performances, and this was a fund raiser for Stage 1. I volunteered many hours in performing as well as teaching at LOV NEWARK, a community organization that helps the homeless, under privileged and children of Newark, CA.

I volunteered at both Newark Junior High and at Newark Memorial High School teaching drama, improve, public speaking and stage presence. At the high school I assisted both drama teachers on numerous productions. 1998-2001

References

Mrs. June Griffin	510-656-7970
Ms. Nikki Victor	510-606-3504
Mrs. Lorraine Hsi	408-896-0688
Mrs. Marilyn McHugh	510-468-2377

This page intentionally left blank

Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee
Roster and Attendance Fiscal Year 2012/2013

	Suffix	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since Jul '12*
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	2
3	Mr.	Ansell	Mike	Livermore	Alameda County Mayors' Conference, D-1	Sep-12		Sep-14	1
4	Mr.	Bucci	Mike	Newark	Alameda County Supervisor Richard Valle, District 2	Sep-12		Sep-14	2
5	Mr.	Chen	Alexander	Fremont	Alameda County Supervisor Scott Haggerty, District 1	Oct-09	Jan-12	Jan-14	3
6	Ms.	Gigli	Lucy	Alameda	Alameda County Supervisor Wilma Chan, District 3	Jan-07	Oct-12	Oct-14	3
7	Mr.	Johansen	Jeremy	San Leandro	Alameda County Mayors' Conference, D-3	Sep-10	Oct-11	Oct-13	1
8	Mr.	Jordan	Preston	Albany	Alameda County Supervisor Keith Carson, District 5	Oct-08	Sep-12	Sep-14	2
9	Mr.	Maddox	Heath	Berkeley	Transit Agency (Alameda CTC)	Sep-12		Sep-14	1
10	Ms.	Zimmerman	Sara	Berkeley	Alameda County Mayors' Conference, D-5	Feb-12		Feb-14	3
11		Vacancy			Alameda County Mayors' Conference, D-2				

This page intentionally left blank



Alameda CTC Citizens Watchdog Committee Meeting Minutes
Monday, March 11, 2013, 6:30 p.m., 1333 Broadway, Suite 300, Oakland

Attendance Key (A = Absent, P = Present)

Members:

<u>P</u> James Paxson, Chair	<u>P</u> Mike Dubinsky	<u>P</u> Bill Klinke
<u>P</u> Harriette Saunders, Vice Chair	<u>A</u> Arthur Geen	<u>P</u> Jo Ann Lew
<u>A</u> Petra Brady	<u>P</u> James Haussener	<u>P</u> Deborah Taylor
	<u>P</u> Steve Jones	<u>P</u> Hale Zukas

Staff:

<u>P</u> Arthur L. Dao, Executive Director	<u>P</u> Patricia Reavey, Director of Finance
<u>P</u> John Hemiup, Senior Transportation Engineer	<u>P</u> Matt Todd, Principal Transportation Engineer
<u>P</u> Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation	<u>P</u> Angie Ayers, Acumen Building Enterprise, Inc.
	<u>P</u> John Nguyen, Hatch Mott MacDonald

1. Welcome and Introductions

James Paxson, CWC Chair, called the meeting to order at 6:30 p.m. The meeting began with introductions and meeting outcomes. James welcomed new members Bill Klinke and Deborah Taylor to the committee.

2. Public Comment

There were no public comments.

3. Approval of January 14, 2013 Minutes

Mike Dubinsky moved to approve the minutes as written. Steve Jones seconded the motion. The motion carried 7-0 with two abstentions: Bill Klinke and Deborah Taylor.

4. Compliance Summary Report to CWC

Matt Todd explained that Alameda CTC staff and CWC members submitted comments on jurisdictions and the agencies' financial audits and Program Compliance Reports for fiscal year (FY) 11-12. Staff submitted the comments to the agencies and the responses to the comments from the agencies are in Attachment 04A. John Hemiup reviewed the draft Pass-through Fund Compliance Summary Report in detail.

The CWC will receive the final Compliance Summary Report in June, and some of the information in the report will be used in the CWC's annual report to the public.

Questions/feedback from the members:

Generally, the CWC members believed that the agencies complied with providing the Alameda CTC with accurate and thorough information. The members discussed the vagueness of some of the agencies' responses in regards to spending the Measure B funds in a timely manner. Staff mentioned that requiring the agencies to comply with the timely use of funds policy is new, and Alameda CTC will continue to monitor and work with the agencies to ensure this policy is implemented appropriately.

The members also discussed the validity of the East Bay Paratransit (EBP) statement that the Americans with Disability Act (ADA) population is by definition fragile. Harriette Saunders and Hale Zukas explained the EBP rules for allowing people with disabilities and a companion/caregiver to ride on EBP buses, which is that an attendant can ride for free if accompanying a paying patron.

Additional questions and comments:

- It was noted that AC Transit and BART had a zero balance for Measure B funds. CWC members stated that the agencies need to include balance sheets even if the balance is zero.
- Members suggested staff clarify the numbers in the Executive Summary when other Measure B funds, in particular capital funds, are explained.
- A suggestion was made to include all numbers in the spreadsheet on page 5 of the Executive Summary.
- A suggestion was made to change local streets and roads on the Executive Summary to local transportation to make it more accurately depict the eligible uses of these funds.
- Does Alameda CTC have an understanding of how each agency will spend their Measure B funds, including the current and future funds? Yes, staff stated that the itemized descriptions each agency provides cover the ending balance for FY 11-12 and Alameda CTC gave the agencies a set of standard assumptions for revenue for FY 12-13.
- Can the Alameda CTC remind the agencies to spend down the Measure B funds and state the consequences if they do not in the quarterly e-newsletter? Staff stated that the purpose of the quarterly e-newsletter is to keep the public informed about Alameda CTC activities, projects and programs. Staff also reported that Alameda CTC meets with the jurisdictions and agencies monthly in the Alameda County Technical Advisory Committee meeting and staff can use that meeting as a mechanism to monitor the Compliance Report and remind agencies of the policies in the Master Program Funding Agreements.

To streamline the presentation of comments in the future, James Paxson requested staff to show initial comments, the agency response, Alameda CTC response and CWC responses side by side in a large spreadsheet.

5. Establishment of CWC Annual Report Subcommittee

James Paxson suggested that the CWC Annual Report Subcommittee generate a draft report and bring it back to the full CWC committee at the next meeting. A recommendation was made earlier to change the format of the report or make it a quarterly report. He suggested the subcommittee deal with how the report will be crafted. The following five CWC members volunteered for the subcommittee:

- Mike Dubinsky
- Jo Ann Lew
- James Paxson
- Harriette Saunders
- Hale Zukas

James stated that staff will contact the subcommittee members with a meeting date. He requested the CWC members submit any new ideas for the annual report they may have via email to him and Tess Lengyel.

6. Mid-Year Budget Update

Patricia Reavey gave an update on the Alameda CTC mid-year budget for FY 12-13. She mentioned that the budget revenue is \$113.8 million of which \$112 million is from sales tax revenues. Patricia stated that the Finance and Administration Committee approved the mid-year budget update for FY 12-13.

Questions/feedback from members:

Patricia explained the items that generated the budget numbers on pages 201, 203 and 205 in the agenda packet.

- On page 201 in the agenda packet, change the heading “Projected Beginning Fund Balance” to “Actual Beginning Fund Balance.”

7. Quarterly Investment Report: FY 12-13 First Quarter Report

Patricia reviewed the Alameda CTC Consolidated FY 12-13 First Quarter Investment Report with the committee. She stated the two key points are that the investments are in compliance with the adopted investment policies and the Alameda CTC has sufficient cash flow to meet expenditure requirements over the next six months as required by law. A member inquired as to the status of the long-term investments: When they mature will the Alameda CTC be able to reinvest at the same favorable interest rate?? Staff said that the Alameda CTC will not be able to reinvest at those favorable rates for two reasons: 1) The market has changed since those investments were made so the current investment returns are lower, and 2) Alameda CTC plans to use the investment funds for projects in the near term so investments are kept very short-term which also limits the return available on new investments.

8. CWC Member Reports/Issues Identification

James Paxson explained the Issues Identification process detailed on page 222 of the agenda packet.

9. Staff Responses to CWC Requests for Information

James Paxson requested staff to move this agenda item before the CWC Member Reports/Issues Identification going forward.

Mike Dubinsky submitted written comments on the Compliance and Audit Reports dealing with the Paratransit Pass-through fund. Alameda CTC staff provided Mike with a response via email. Both the comments from Mike and the response from staff are in the agenda packet on pages 225 and 226.

Matt informed the committee that some of the questions raised by Mike were included in the Compliance Report Request for Information Letter sent to AC Transit and BART. He also mentioned that Alameda CTC staff met with representatives from both agencies. Matt gave the committee an overview of ADA paratransit services and EBP. He stated that the ADA mandates that a direct substitute for transit is needed for people who are unable to use regularly scheduled transit services (also called fixed-route services) because of a disability or a disabling health condition.

EBP provides ADA services that are comparable to the fixed-route service in the areas where AC Transit and/or BART operate. EBP transports riders from their origin to their destination in vehicles equipped to handle wheelchairs or in a sedan. EBP was established by AC Transit and BART to meet the requirements of the ADA. EBP services are provided during the hours of AC Transit's bus and BART's rail operations. Service is limited to areas within three-quarters of a mile of an operating bus route or BART station. EBP cannot charge more than twice the amount of the fixed-route trip and they can't prioritize the trips.

Matt explained in detail the relationship among East Bay Paratransit and AC Transit and BART. He stated that EBP is one of the largest ADA paratransit providers in the area. Matt mentioned that EBP operates in areas of Alameda County, and some areas of West Contra Costa County, where AC Transit and BART operate. Within each city there are Measure B-funded programs, also known as city-based programs, and these Measure B-funded programs are non-ADA mandated. The city-based programs provide services for seniors and people with disabilities using shuttles, taxi programs, volunteer drivers programs (door through door services) and shopping programs. Matt informed the committee that the total number of paratransit trips in Alameda County is 948,000 of which EBP handles 754,000. Measure B funds \$6.1 million of a \$34 million budget for EBP.

Questions/feedback from the members:

- Does BART perform the audits? Staff stated BART audits the EBP rates to confirm they are in the correct range. Alameda CTC does not have copies of those audits.

- Is there an agency to fine the paratransit agency if it is not in compliance? AC Transit and BART are responsible for the service and are responsible for monitoring the contractor.

10. Staff Reports/Board Actions

A. Projects and Programs Watchlist Update

Tess Lengyel stated the projects and programs watchlist is in the agenda packet for information and the CWC members will sign up in June to watch projects and programs. James Paxson informed the committee that the watch list is an opportunity for members to watch projects and programs that are of interest to them. He encouraged the members to review the list on pages 229 and 230 and submit any applicable updates to Angie Ayers.

B. One Bay Area Grant Program Update

Matt Todd gave an update on the One Bay Area Grant (OBAG) Funding Program. Alameda County's estimated share of the OBAG funding is \$63 million of federal funds over four fiscal years. For Alameda County, 70 percent of the OBAG funding must be used for transportation projects that support Priority Development Areas and 30 percent of the OBAG funds may be programmed for transportation projects anywhere else in the county. Matt informed the committee that a call for projects was issued in February and the applications were due on Friday, March 15. He noted the projects will need to comply with OBAG and federal funding requirements as well as the local criteria that Alameda CTC will use to evaluate projects in Alameda County.

A member inquired if Alameda CTC will partially fund as many projects as possible or fully fund the best projects? Staff stated that Alameda CTC will fully fund the best projects completely in order to make a difference for the entire county.

Tess Lengyel stated that as an OBAG requirement all jurisdictions must adopt a Complete Streets Policy. The OBAG Program is also included in the Alameda CTC Master Program Funding Agreements. The 15 jurisdictions must finalize and adopt their Complete Streets Policy by April 1 to be eligible for the OBAG Program.

C. General Items

James Paxson suggested the members review the annual calendar and submit recommendations to him and Tess Lengyel before the next meeting.

A member inquired if Alameda CTC has tours to view completed projects and/or projects in progress? Staff stated in the past the agency has done bus tours to view projects. The other thing the agency has done is to have a Transportation Forum in each planning area of the county on a quarterly basis with the Citizens Advisory Committee (CAC). Staff explained that the attendance has greatly decreased for the Transportation Forums and Alameda CTC is reassessing what will be done next.

A member inquired if anyone has reviewed the pre- and post-traffic data when projects are completed on major corridors to determine the actual return on the money? Art Dao stated that Alameda CTC conducts Level of Service (LOS) Monitoring studies every other year which and studies freeway segments and counts the number of cars in real time to review congestion on major highways. A report is generated every other year for this process. He noted Alameda CTC is not required by regulations to do a benefit-to-cost analysis after the fact.

11. Adjournment/Next Meeting

The meeting adjourned at 8:30 p.m. The next meeting is scheduled for June 10, 2013 at the Alameda CTC offices.

Alameda County Transportation Commission
Citizens Watchdog Committee
Roster - Fiscal Year 2012-2013

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '12*
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	Ms.	Brady	Petra Olivia	Oakland	Alameda County Mayors' Conference, D-4	Oct-11		Oct-13	3
4	Mr.	Dubinsky	Peter "Mike"	Fremont	Alameda County Supervisor Richard Valle, D-2	Oct-10	Mar-13	Mar-15	0
5	Mr.	Geen	Arthur B.	Oakland	Alameda County Taxpayers Association	Jan-01		N/A	4
6	Ms.	Hamlat	Sandra	Oakland	East Bay Bicycle Coalition	Apr-13		N/A	0
7	Mr.	Haussener	James	Castro Valley	Alameda County Supervisor Nate Miley, D-4	Feb-10	Sep-12	Sep-14	0
8	Mr.	Jones	Steven	Dublin	Alameda County Mayors' Conference, D-1	Dec-12		Dec-14	0
9	Mr.	Klinke	William	Berkeley	Alameda Labor Council AFL-CIO	Feb-13		N/A	0
10	Ms.	Lew	Jo Ann	Union City	Alameda County Mayors' Conference, D-2	Oct-07	Oct-11	Oct-13	0
11	Ms.	Taylor	Deborah	Oakland	Alameda County Supervisor Wilma Chan, D-3	Jan-13		Jan-15	0
12	Mr.	Zukas	Hale	Berkeley	Alameda County Supervisor Keith Carson, D-5	Jun-09	Apr-12	Apr-14	0
13		Vacancy			Alameda County Mayors' Conference, D-3				
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				

This page intentionally left blank



Paratransit Advisory and Planning Committee Meeting Minutes Monday, March 25, 2013, 1 p.m., 1333 Broadway, Suite 300, Oakland

Attendance Key (A = Absent, P = Present)

Members:

<u>P</u> Sylvia Stadmire, Chair	<u>P</u> Sandra Johnson- Simon	<u>P</u> Carmen Rivera- Hendrickson
<u>P</u> Will Scott, Vice-Chair	<u>P</u> Gaye Lenahan	<u>P</u> Michelle Rousey
<u>P</u> Aydan Aysoy	<u>P</u> Jane Lewis	<u>P</u> Harriette Saunders
<u>P</u> Larry Bunn	<u>P</u> Jonah Markowitz	<u>P</u> Esther Waltz
<u>P</u> Shawn Costello	<u>P</u> Rev. Carolyn Orr	<u>P</u> Hale Zukas
<u>P</u> Herb Hastings	<u>P</u> Suzanne Ortt	
<u>A</u> Joyce Jacobson	<u>P</u> Sharon Powers	
	<u>P</u> Vanessa Proee	

Staff:

<u>A</u> Matt Todd, Principal Transportation Engineer	<u>A</u> John Nguyen, Hatch Mott MacDonald
<u>P</u> John Hemiup, Senior Transportation Engineer	<u>P</u> Krystle Pasco, Paratransit Coordination Team
<u>P</u> Naomi Armenta, Paratransit Coordinator	<u>P</u> Margaret Strubel, Acumen Building Enterprise, Inc.
<u>A</u> Cathleen Sullivan, Nelson/Nygaard	

1. Welcome and Introductions

Sylvia Stadmire called the meeting to order at 1 p.m. The meeting began with introductions and a review of the meeting outcomes.

Guests Present: Jennifer Cullen, Senior Support Program of the Tri-Valley; Reba Knickerbocker, BORP; Kim Huffman, AC Transit; Hakeim McGee, City of Oakland Paratransit; Ben McMullen, Center for Independent Living; Leslie Simon, Center for Independent Living

2. Public Comment

There were no public comments.

3. Approval of February 25, 2013 PAPCO and Joint Meeting Minutes

Herb Hastings moved to approve the February 25, 2013 PAPCO and Joint PAPCO/TAC meeting minutes. Esther Waltz seconded the motion. The motion carried unanimously (18-0-1).

4. Finance Subcommittee Status Report

Sylvia Stadmire gave a status report on the Fiduciary Training and Finance Subcommittee that met on Friday, March 22, 2013. The committee discussed their fiduciary responsibilities in the current expenditure plan and the bylaws. They reviewed the reports collected and the new reserve guidelines in the new agreements. The subcommittee reviewed the summary information from the FY 11-12 Annual Compliance Reports and the FY 13-14 Program Plans. Programs are expecting to finish next fiscal year with revenue amounts expended or balances within the allowed reserve guidelines. The subcommittee identified questions for TAC members and will be receiving answers during Program Plan Review.

5. HDTS/WSBTS Update

Krystle Pasco gave an update on the Hospital Discharge Transportation Service and the Wheelchair Scooter Breakdown Transportation Service. She stated that the Alameda CTC administers two specialized mobility programs that are available to seniors and persons with disabilities in Alameda County. First, the HDTS service provides accessible rides home or to a nursing facility upon discharge from a participating hospital and is free to riders. Secondly, the WSBTS service provides rides home or to a repair facility for stranded individuals and is also free to riders.

Krystle announced that Alameda CTC recently enrolled Alameda Hospital into the HDTS program. She conducted staff training with the Alameda Hospital on March 11th and anticipates that our transportation provider will start receiving discharge ride requests from Alameda Hospital soon. Staff is also working on a Memorandum of Understanding (MOU) with Alta Bates Summit Medical Center, both for the Alta Bates Campus and Summit Campuses in Berkeley and Oakland, to begin new service.

Krystle reported staff expects to see an expected increase in HDTS ridership this fiscal year. She noted ridership has increased from 31 requests in December 2012 to 40 in January 2013. She also highlighted the HDTS ridership by facility data that was requested from TAC members in the last meeting. Similarly, staff also expects to see an increase in WSBTS ridership this fiscal

year, given there were 8 rides provided in December and sixteen rides provided in January.

6. Member Reports on PAPCO Mission, Roles, and Responsibilities Implementation

Vanessa Proee reported that the Hayward Library is interested in distributing the discount senior and disabled Clipper Card.

Carmen Rivera-Hendrickson attended conferences on February 26th and 27th. She will also be attending a conference in March on developmental disabilities. During one of the conferences, a speaker stated that transportation is an important issue especially around the areas where fixed route transit ends and paratransit begins. They also mentioned the lack of funding coming down to the local/county levels. Lastly, LAVTA's Atlantis bus and wash yard for repairs and maintenance will be having a ribbon cutting ceremony on April 1st at 3:00 p.m.

Michelle Rousey attended the Developmental Disabilities Council Transition Information Faire at the College of Alameda on Saturday, March 16, 2013. She attended one of the disability workshops and enjoyed it.

Herb Hastings also attended the Developmental Disabilities Council Transition Information Faire at the College of Alameda on Saturday, March 16, 2013. He will also be attending the ribbon cutting ceremony for the new bus stop at the Shadow Cliffs Regional Park on April 13th at 11:00 a.m.

Harriette Saunders attended the Developmental Disabilities Council Transition Information Faire at the College of Alameda on Saturday, March 16, 2013. She also attended the USOAC Annual Convention on Thursday, March 21st. She especially liked the information regarding crisis prevention during disasters.

Sandra Johnson-Simon also attended the USOAC Annual Convention on Thursday, March 21st.

Shawn Costello noted the elevator buttons are not currently working at the Dublin/Pleasanton BART station. He reported the ongoing elevator issues to BART staff but wanted to bring the issue to PAPCO's attention as well.

Hale Zukas suggested reporting the BART elevator issues to the BART Access Committee. This committee will be meeting at 2:30 p.m. this Thursday in

Room 171 at MTC. One of the agenda items will be focused on the ongoing elevator issues.

Sylvia Stadmire attended a conference in Sacramento to address senior issues around emergency transportation. She will also be attending the California Public Utilities meeting as the senior representative.

Jonah Markowitz reported his concerns using East Bay Paratransit. He experienced two incidents in which one trip was very late and the other was extremely unsanitary. He will work with East Bay Paratransit to resolve these issues.

Sharon Powers volunteered to be on the Gap Grant Review Subcommittee but was not able to attend the first meeting. Sharon noted that she called East Bay Paratransit to make arrangements to come to the subcommittee but they put her on standby. She told them that she needed to be at the Alameda CTC offices at 9:30 a.m. but they could not pick her up until 9 a.m. so she would be late. Sharon has also mentioned this to Mark Weinstein but wanted to share this information with PAPCO members. Sharon further expressed her concern with getting dropped off at the Alameda CTC offices. She noted the difficulty of getting dropped off at the appropriate location due to the bus and taxi stops in downtown Oakland. Naomi stated the Alameda CTC will be moving to a new location and will work on a paratransit waiting area for drop offs and picks ups. More information will be available soon.

Vanessa Proee asked if you are permanently disabled, why do you have to recertify your eligibility for East Bay Paratransit? Naomi asked Vanessa to hold her question for Program Plan Review.

7. Committee Reports

A. East Bay Paratransit Service Review Advisory Committee (SRAC)

Reverend Carolyn Orr reported that the SRAC meeting was short and they discussed some complaints regarding East Bay paratransit. They also received ethics training and certificates for participation. Lastly, East Bay Paratransit is moving forward with the Interactive Voice Response system and will have more updates soon. They are also moving forward with having all of their paratransit dispatchers under one roof and discontinuing the sedans in their fleet.

B. Citizens Watchdog Committee (CWC)

Harriette Saunders gave a report on the last CWC meeting which took place on March 11th at 6:30 p.m. at the Alameda CTC offices. They discussed the new guidelines for funding reserves. She noted that Alameda CTC staff made it very clear to the committee that programs have to spend down their reserves. The next meeting will take place on June 10th.

8. Mandated Program and Policy Reports

PAPCO members were asked to review these items in their packets.

9. Information Items

A. Mobility Management

Naomi went over the excerpt from the MTC draft Coordinated Plan. She highlighted the information regarding the origins of mobility management and the definitions. She also noted the websites and resources available on mobility management.

B. Paratransit Gap Grant Cycle 5 Program Update

Naomi gave an update on the Gap Grant Cycle 5 program. Staff received 17 applications requesting over \$3.5 million from the approximately \$2.0 million available in this grant cycle. The first subcommittee met on March 15th and will be meeting again on March 27th and April 12th. Members submitted questions to the applicants during the first subcommittee meeting and will review the answers at the next subcommittee meeting. The subcommittee will make a final recommendation for the April PAPCO meeting.

Hale Zukas mentioned that the Gap Grant Cycle 5 applications were primarily for existing programs and not new services or programs.

Naomi also gave an update on the 5310 grant. She reported there were four applications that were submitted, including Alzheimer's Services of the East Bay, Bay Area Outreach and Recreation Program (BORP), Center for Elders' Independence and Friends of Children with Special Needs. Friends of Children with Special Needs was a new applicant this year. She noted the overall scores from the subcommittee look good and staff will report back on the final grant recipients.

C. Annual Mobility Workshop Update

Naomi gave an update on the Mobility Workshop which will take place July 1, 2013. Staff is working on finalizing the details for the workshop but

would like to start the workshop with a welcome and state of the system update. The current theme of the workshop is “Building Healthy, Mobile, and Independent Communities.” The workshop will also feature an adaptive and accessible technology panel. During lunch there will be an opportunity to participate in a self-guided universal tour of the Ed Roberts Campus, the resource fair and the bingo activity. In the afternoon, there will be a panel on facilitating mobility with various bay area mobility management partners.

Reverend Carolyn Orr suggested having wheelchair and scooter repair service information available at the resource fair.

D. One Bay Area Grant Program Update

John Hemiup gave an update on the One Bay Area Grant program. He noted there were 69 applications that were submitted during the call for projects that requested over \$122 million of program funding. Staff is currently reviewing the applications and will come to a recommendation to the board in June.

E. Outreach Update

Krystle Pasco gave an update on the following upcoming outreach events:

- 4/23/13 – North Berkeley Senior Center Health Fair, North Berkeley Senior Center from 1 p.m. to 4 p.m.
- 4/25/13 – Albany Senior Center Senior Resource Fair, Albany Senior Center from 10 a.m. to 1 p.m.
- 5/1/13 – Pleasanton Senior Center Transit Fair, Pleasanton Senior Center from 10 a.m. to 1 p.m.
- 5/2/13 – 7th Annual Senior Health and Wellness Resource Fair, Kenneth C. Aitken Senior and Community Center from 9 a.m. to 1 p.m.
- 5/19/13 – Asian American Heritage Festival/Older American Month Celebration, Hayward City Hall from 10 a.m. to 5 p.m.

F. Other Staff Updates

No other staff updates.

10. Draft Agenda Items for April 22, 2013 PAPCO/Joint Meeting

- A. Base Program Recommendation
- B. Paratransit Gap Grant Cycle 5 Program Recommendation
- C. Quarterly Report from Livermore Amador Valley Transit Authority

- D. TAC Report
- E. Annual Mobility Workshop Update
- F. One Bay Area Grant Program Update

11. Adjournment

The meeting adjourned at 2:20 p.m.

This page intentionally left blank



Paratransit Advisory and Planning Committee Meeting Minutes

Monday, April 22, 2013, 1 p.m., 1333 Broadway, Suite 300, Oakland

Attendance Key (A = Absent, P = Present)

Members:

<u>P</u> Sylvia Stadmire, Chair	<u>P</u> Sandra Johnson- Simon	<u>P</u> Carmen Rivera- Hendrickson
<u>P</u> Will Scott, Vice-Chair	<u>P</u> Gaye Lenahan	<u>P</u> Michelle Rousey
<u>P</u> Aydan Aysoy	<u>P</u> Jane Lewis	<u>P</u> Harriette Saunders
<u>P</u> Larry Bunn	<u>A</u> Rev. Carolyn Orr	<u>P</u> Esther Waltz
<u>P</u> Shawn Costello	<u>P</u> Suzanne Ort	<u>P</u> Hale Zukas
<u>A</u> Herb Hastings	<u>P</u> Sharon Powers	
<u>P</u> Joyce Jacobson	<u>P</u> Vanessa Proee	

Staff:

<u>P</u> Matt Todd, Principal Transportation Engineer	<u>P</u> John Nguyen, Hatch Mott MacDonald
<u>P</u> John Hemiup, Senior Transportation Engineer	<u>P</u> Krystle Pasco, Paratransit Coordination Team
<u>P</u> Naomi Armenta, Paratransit Coordinator	<u>A</u> Margaret Strubel, Acumen Building Enterprise, Inc.
<u>P</u> Cathleen Sullivan, Nelson/Nygaard	

1. Welcome and Introductions

Sylvia Stadmire called the meeting to order at 1 p.m. The meeting began with introductions and a review of the meeting outcomes.

Guests Present: Jennifer Cullen, Senior Support Program of the Tri-Valley; Reba Knickerbocker, Bay Area Outreach and Recreational Program; Michelle Silva, City of San Leandro; Kadri Klm, Livermore Amador Valley Transit Authority; Shawn Fong, City of Fremont; Marisa Hackett, City of Fremont; Margaret Walker, Paratransit consumer; Macheryl Franklin, Paratransit consumer

2. Public Comments

There were no public comments.

3. Approval of March 25, 2013 Meeting Minutes

Jonah Markowitz moved to approve the March 25, 2013 PAPCO meeting minutes. Shawn Costello seconded the motion. The motion carried unanimously (18-0).

4. Base Program Recommendation

Naomi Armenta gave an overview of the base program recommendations. She noted that all programs were recommended for funding, and conditional funding was recommended for the City of San Leandro based on a clarification on the taxi program. The City of San Leandro's staff explained in a follow-up their taxi program permits the pickup of individuals outside of the city limits. However, San Leandro encourages all program users to check in with the taxi company directly to ensure that there are taxi drivers available for pickup at the requested time.

Naomi noted as part of the Gap Grant Cycle 5 program, Alameda CTC programmed about \$50,000 separately for FY 13-14 and FY 14-15 to assist eligible city-based programs deliver critical paratransit services to meet the implementation guidelines. The only applicant was the City of San Leandro's paratransit program. Staff recommended that PAPCO approve the implementation guidelines assistance funding for the City of San Leandro for \$50,000 for FY 13-14. If not given the funding, San Leandro's medical door-to-door transportation service would be discontinued.

Questions and feedback from PAPCO members:

- What will happen to the current users if the medical door-to-door service is discontinued? Naomi responded users will have the option of using the taxi voucher program or the FLEX Shuttle. This will impact about 1,200 rides that San Leandro projected for the next fiscal year, and the program's 300 riders.

Michelle Rousey moved to approve San Leandro's request for implementation guidelines assistance funding. Jonah Markowitz seconded the motion. The motion carried unanimously (16-0).

Jonah Markowitz moved to approve the base program funding recommendation. Shawn Costello seconded the motion. The motion carried unanimously (16-0).

5. Paratransit Gap Grant Cycle 5 Program Recommendation

Sylvia Stadmire gave a report on the Gap Grant Review Subcommittee. Sylvia noted the subcommittee received 17 applications for review requesting over \$3.5 million in funding. First the subcommittee developed questions for the grant applicants to clarify the proposed programs' scopes and whether an applicant could implement their programs with only partial funding. All applicants submitted responses and the subcommittee reviewed the information at the second meeting. Through the second and third meetings, the subcommittee finalized their scores and examined geographic data to determine the recommendation.

The Gap Grant Program Cycle 5 recommended recipients are as follows:

- Alzheimer's Services of the East Bay, Special Transportation Services for Individuals with Dementia
- Center for Independent Living, Inc., Mobility Matters Project
- Bay Area Outreach & Recreation Program, Accessible Group Trip Transportation for Youth and Adults with Disabilities
- City of Fremont/Human Services Department, Tri-City Mobility Management and Travel Training Program
- Senior Support Program of the Tri Valley, Volunteer Assisted Senior Transportation Program
- City of Pleasanton, Downtown Route Shuttle (DTR)
- City of Fremont/Human Services Department, Tri-City Volunteer Driver Programs
- City of Fremont/Human Services Department, Tri-City Taxi Voucher Program
- City of Emeryville, 8-To-Go: A Demand Response, Door to Door Shuttle
- Senior Helpline Services, Rides for Seniors
- Central County Taxi Program/City of Hayward, Central County Taxi Program
- City of Oakland/Department of Human Services, Taxi-Up & Go Project

Questions and feedback from PAPCO members:

- Why did some applications not receive funding? The total funding requested through the 17 applications was twice as much as what was

- available. Funding is limited and this grant cycle was fairly competitive. Projects/programs recommended for funding best suited the focus of the Cycle 5 program guideline's criteria of meeting mobility management needs, and serving individuals in multiple planning areas.
- What could applicants have done to improve their application? Staff is open to discussing how applicants can improve their applications for future grant cycles after this current process is finalized.
 - Kadri Klm, LAVTA's Paratransit Coordinator noted their WHEELS Para-taxi service will not be able to operate at its current level of service without Gap Grant funding. LAVTA will be limiting their service at the end of the fiscal year if no other alternative funding source is found.
 - The Tri-City received a lot of funding during this grant cycle.
 - Staff and the review subcommittee members put a lot of time and effort into scoring these applications. The proposed funding recommendations reflect projects and programs that best met the program's criteria, and are distributed fittingly to meet geographic equity in the County.

Michelle Rousey moved to approve the Gap Grant Cycle 5 funding recommendation. Sandra Johnson Simon seconded the motion. The motion carried unanimously (16-0).

6. Livermore Amador Valley Transit Authority Quarterly Report

Kadri Klm, Paratransit Coordinator of the Livermore Amador Valley Transit Authority (LAVTA), gave the quarterly report for their agency. She reported that total ridership is approximately 4,000 per month, and on time performance is around 95%.

Kadri reported that the agency has updated their operating policy which included defining late cancellations, updating the timeline for the appeals process as well as updating their sanction policy. LAVTA also created a "Do Not Leave Alone" policy to accommodate individuals who are not able to be dropped off without a receiving individual.

7. Member Reports on PAPCO Mission, Roles, and Responsibilities Implementation

Jonah Markowitz requested information on East Bay Paratransit regarding the amount of trips they receive where the passenger is not present.

Sylvia Stadmire did a presentation on transportation with the UC Berkeley Department of Wellness in Millbrae, CA. She is also very pleased with the new

AC Transit buses. She noted they have clear ADA signage, are very clean and are made in California. The fare box is also in a more convenient and efficient location on the bus.

Sandra Johnson-Simon attended the Alzheimer's conference last Saturday at the North Oakland Senior Center. It was well attended.

Shawn Costello had a bad experience on the new AC Transit bus. His foot got caught on the door and his wheelchair did not have traction on the lift. He does not like the design of the new buses.

Michelle Rousey reported that Transform is having a conference in Sacramento in the next couple of days. It is focused on walkable communities.

Will Scott reported that he is on the AC Transit committee and echoed what Shawn mentioned regarding AC Transit's bus design.

Hale Zukas stated that most of the seats on the AC Transit buses are still inaccessible and require you to take two steps to get to them.

8. Committee Reports

A. East Bay Paratransit Service Review Advisory Committee (SRAC)

No report.

B. Citizens Watchdog Committee (CWC)

Harriette Saunders reported that at the last CWC Meeting they discussed the One Bay Area Grant program. The next meeting is on June 10, 2013 at 6:30 p.m.

9. Mandated Program and Policy Reports

PAPCO members were asked to review these items in their packets.

10. Information Items

A. Mobility Management

Naomi referred to the Easter Seals Project Action (ESPA) attachment in the agenda packet titled, *Mobility Management: Connecting People to Transportation Services*. She noted that United We Ride defines mobility management as a strategic approach to service coordination and customer service which enhances the ease of use and accessibility of transportation networks. ESPA recently conducted surveys and found that 60% of human

service organizations are interested in becoming more involved in national mobility management activities but lack the information and resources.

B. Outreach Update

Krystle Pasco gave an update on the following upcoming outreach events:

- 4/23/13 – North Berkeley Senior Center Health Fair, North Berkeley Senior Center from 1 p.m. to 4 p.m.
- 4/25/13 – Albany Senior Center Senior Resource Fair, Albany Senior Center from 10 a.m. to 1 p.m.
- 5/1/13 – Transit Fair, Pleasanton Senior Center from 10 a.m. to 1 p.m.
- 5/2/13 – 7th Annual Senior Health and Wellness Resource Fair, Kenneth C. Aitken Senior and Community Center from 9 a.m. to 1 p.m.
- 5/4/13 – Cinco de Mayo Celebration, Ashland Community Center from 10 a.m. to 1 p.m.
- 5/19/13 – Asian American Heritage Festival/Older American Month Celebration, Hayward City Hall Plaza from 10 a.m. to 5 p.m.
- 6/7/13 – Four Seasons of Health Expo, Fremont Multi-Service Senior Center and Central Park from 9:30 a.m. to 1:30 p.m.
- 6/20/13 – Senior Day at the Alameda County Fair, Alameda County Fairgrounds from 12:00 p.m. to 5:00 p.m.
- 6/27/13 – Senior Day at the Alameda County Fair, Alameda County Fairgrounds from 12:00 p.m. to 5:00 p.m.

C. Other Staff Updates

No other staff updates.

11.Draft Agenda Items for May 20, 2013 PAPCO Meeting

- A. One Bay Area Grant Program Update
- B. Establish Bylaws Subcommittee Membership
- C. 2013 Annual Mobility Workshop Update

12.Adjournment

The meeting adjourned at 2:20 p.m.



Alameda CTC Joint Paratransit Advisory and Planning Committee and Paratransit Technical Advisory Committee Meeting Minutes

Monday, April 22, 2013 at 2:30 p.m., 1333 Broadway, Suite 300, Oakland

Attendance Key (A = Absent, P = Present)

TAC Members:

<u> A </u> Beverly Bolden	<u> A </u> Drew King	<u> A </u> Gail Payne
<u> P </u> Dana Bailey	<u> A </u> Jackie Krause	<u> A </u> Mary Rowlands
<u> A </u> Pam Deaton	<u> P </u> Kadri Klm	<u> P </u> Michelle Silva
<u> A </u> Shawn Fong	<u> P </u> Kevin Laven	<u> A </u> Tammy Siu
<u> P </u> Marisa Hackett	<u> A </u> Isabelle Leduc	<u> A </u> Mia Thibeaux
<u> A </u> Brad Helfenberger	<u> A </u> Wilson Lee	<u> A </u> Laura Timothy
	<u> P </u> Hakeim McGee	<u> A </u> Leah Talley
<u> A </u> Karen Hemphill	<u> A </u> Cindy Montero	<u> A </u> Mark Weinstein
<u> P </u> Kim Huffman	<u> A </u> Mallory Nestor	<u> A </u> David Zehnder

PAPCO Members:

<u> P </u> Sylvia Stadmire, Chair	<u> P </u> Sandra Johnson- Simon	<u> P </u> Carmen Rivera- Hendrickson
<u> P </u> Will Scott, Vice-Chair	<u> P </u> Gaye Lenahan	<u> P </u> Michelle Rousey
<u> P </u> Aydan Aysoy	<u> P </u> Jane Lewis	<u> P </u> Harriette Saunders
<u> P </u> Larry Bunn	<u> P </u> Jonah Markowitz	<u> P </u> Esther Waltz
<u> P </u> Shawn Costello	<u> A </u> Rev. Carolyn Orr	<u> P </u> Hale Zukas
<u> A </u> Herb Hastings	<u> P </u> Suzanne Ortt	
<u> P </u> Joyce Jacobson	<u> P </u> Sharon Powers	
	<u> A </u> Vanessa Proee	

Staff:

<u> P </u> Matt Todd, Principal Transportation Engineer	<u> P </u> Cathleen Sullivan, Nelson/Nygaard
<u> P </u> John Hemiup, Senior Transportation Engineer	<u> P </u> Krystle Pasco, Acumen Building Enterprise, Inc.
<u> P </u> Naomi Armenta, Paratransit Coordinator	<u> A </u> Margaret Strubel, Acumen Building Enterprise, Inc.

P John Nguyen, Hatch Mott
MacDonald

1. Welcome and Introductions

Paratransit Coordinator Naomi Armenta called the meeting to order at 2:30 p.m. The meeting began with introductions and a review of the meeting outcomes.

Guests Present: Jennifer Cullen, Senior Support Program of the Tri-Valley; Reba Knickerbocker, Bay Area Outreach and Recreational Program ; Margaret Walker, Paratransit consumer; Macheryl Franklin, Paratransit consumer

2. Public Comment

There were no public comments.

3. Joint Discussion

Naomi introduced the topic for the Joint Discussion. She noted that at the last TAC meeting, members discussed coordination and communication with PAPCO and our efforts around mobility management. The TAC members wanted to use the Joint meetings as an opportunity to have a “working” session on a different topic each meeting. This meeting they wanted to talk about how to better improve information about the Hospital Discharge Transportation Service and its ridership.

Krystle Pasco went over the basics of the Hospital Discharge Transportation Service including an overview of the program, participating hospitals and user eligibility. She also went over challenges with enrolling new hospitals and encouraging hospital staff to utilize the service more.

Feedback from PAPCO and TAC members:

- A member suggested the creation of an in-service training video or other formats to share information.
- A member recommended increasing education and outreach efforts so more people know about the program.
- A member suggested the hospital staff should be encouraged to share program information at intake.
- A member suggested inviting more facilities to participate such as the

- Children's Hospital of Oakland
- Alameda County Medical Center and its associated hospitals (including John George Medical Center)
- VA Medical Center in Livermore
- A member suggested inviting local Paratransit program managers to participate in annual in service trainings to share information with hospital discharge staff.

4. Discuss Alameda CTC's New Paperless Meeting Packets

Naomi noted that the Commission discussed a new paperless meeting packet policy at their last meeting. The Commission and the agency as a whole are making an effort to go paperless for our public meetings moving forward; however, the process for the PAPCO meeting packets will stay the same unless otherwise indicated by PAPCO members. Krystle will be checking in with all members on their packet preferences in the following weeks. Wireless internet is also available for members who would like to use it for their electronic devices during the meetings.

5. One Bay Area Grant Program Update

Matt Todd gave an update on the One Bay Area Grant Program and noted that these funds, approximately \$65 million, are federal funds that are available for Alameda County projects. The Coordinated Funding Program combines these federal funds along with Measure B and VRF funds to be used towards bicycle and pedestrian improvements, and local streets and roads enhancements. Staff received 69 total applications requesting over \$121 million. Staff will provide a more in depth update including a draft list of programs at the next PAPCO meeting. The Commission will review the final list of programs in June and the recommendation will then be forward to MTC.

Questions and feedback from PAPCO and TAC members:

- How much revenue are we generating from the Vehicle Registration Fee? Matt stated in November 2010, Alameda County voters approved a Vehicle Registration Fee of \$10.00 per vehicle. Alameda CTC is currently receiving about \$11 million per year from this fee.
- When is this list of programs due to MTC? The final list of programs is due to MTC by June 30, 2013.

- Will PAPCO have any input on the proposed list of programs? Yes, PAPCO will have an opportunity to provide their comments on this list of programs once it is made public.

6. 2013 Annual Mobility Workshop Update

Cathleen Sullivan gave an update on the Annual Mobility Workshop that will take place on July 1, 2013. Currently, the workshop will be featuring a paratransit hot topic presentation on accessible parking policies in the City of San Francisco. The workshop will also provide a presentation on dynamic ride sharing and the use of technologies in enhancing mobility for seniors and people with disabilities, and a mobility management panel. Staff is also incorporating a self guided tour of the Ed Roberts Campus facility that will be integrated into the interactive bingo activity during the resource fair.

7. Draft Agenda Items for June 11, 2013 TAC Meeting

- A. PAPCO Base Program and Gap Grant funding update
- B. Update on HDTS/WSBTS
- C. Community Based Transportation Provider
- D. Technical Exchange - Recurring Items

8. Adjournment

The meeting adjourned at 3:40 p.m.

**Alameda County Transportation Commission
Paratransit Advisory and Planning Committee
Roster - Fiscal Year 2012/2013**

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July-12
1	Ms. Stadmire, Chair	Sylvia J.	Will	Oakland	Alameda County Supervisor Wilma Chan, D-3	Sep-07	Jan-13	Jan-15	1
2	Mr. Scott, Vice Chair	Will	Will	Oakland	Alameda County Supervisor Keith Carson, D-5	Mar-10	Apr-12	Apr-14	1
3	Ms. Aysoy	Aydan	Aydan	Berkeley	City of Berkeley Councilmember Laurie Capitelli	Jul-09	Jan-12	Jan-14	2
4	Mr. Bunn	Larry	Larry	Union City	Union City Transit Wilson Lee, Transit Manager	Jun-06	Jan-12	Jan-14	2
5	Mr. Costello	Shawn	Shawn	Dublin	City of Dublin Mayor Tim Sabranti	Sep-08	Apr-12	Apr-14	1
6	Mr. Hastings	Herb	Herb	Dublin	Alameda County Supervisor Scott Haggerty, D-1	Mar-07	Jan-12	Jan-14	3
7	Ms. Jacobson	Joyce	Joyce	Emeryville	City of Emeryville Councilmember Ruth Atkin	Mar-07	Jan-12	Jan-14	3
8	Ms. Johnson-Simon	Sandra	Sandra	San Leandro	BART Director Tom Blalock	Sep-10	Jan-12	Jan-14	1
9	Ms. Lenahan	Gaye	Gaye	Piedmont	City of Piedmont Mayor John Chiang	May-11	Jan-12	Jan-14	0
10	Ms. Lewis	Jane	Jane	Dublin	City of Livermore Mayor John Marchand	Sep-09	Jan-12	Jan-14	0
11	Mr. Markowitz	Jonah	Jonah	Berkeley	City of Albany Mayor Peggy Thomsen	Dec-04	Oct-12	Oct-14	0
12	Rev. Orr	Carolyn M.	Carolyn M.	Oakland	City of Oakland Councilmember Rebecca Kaplan	Oct-05	Jan-12	Jan-14	3
13	Ms. Ortt	Suzanne	Suzanne	Union City	City of Union City Mayor Carol Dutra-Vernaci	Sep-12		Sep-14	1
14	Ms. Powers	Sharon	Sharon	Fremont	City of Fremont Councilmember Suzanne Chan	Dec-07	Jan-12	Jan-14	1

**Alameda County Transportation Commission
Paratransit Advisory and Planning Committee
Roster - Fiscal Year 2012/2013**

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July-12
15	Ms. Proee		Vanessa	Hayward	City of Hayward Councilmember Marvin Peixoto	Mar-10	Jan-12	Jan-14	1
16	Ms. Rivera-Hendrickson		Carmen	Pleasanton	City of Pleasanton Mayor Jerry Thorne	Sep-09	Jan-12	Jan-14	2
17	Ms. Rousey		Michelle	Oakland	Alameda County Supervisor Richard Valle, D-2	May-10		May-12	0
18	Ms. Saunders		Harriette	Alameda	City of Alameda Vice Mayor Marilyn Ezzy Ashcraft	Jun-08	Oct-12	Oct-14	2
19	Ms. Waltz		Esther Ann	Livermore	LAVTA Executive Director Paul Matsuoka	Feb-11	Jan-12	Jan-14	0
20	Mr. Zukas		Hale	Berkeley	A. C. Transit Director Greg Harper	Aug-02	Jan-12	Jan-14	0
21	Vacancy				Alameda County Supervisor Nate Miley, D-4				
22	Vacancy				City of Newark Councilmember Luis Freitas				
23	Vacancy				City of San Leandro Vice Mayor Michael Gregory				



Memorandum

DATE: June 18, 2013

TO: Alameda County Transportation Commission

FROM: Planning, Policy and Legislation Committee

SUBJECT: Approval of Legislative Positions and Update

Recommendations

Staff recommends approval of legislative positions and the legislative update.

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

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

Federal Update

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

Federal Budget: Both the Senate and House Appropriations Committees are addressing the federal budget for Fiscal Year 2014. The House Appropriations Committee is adhering to an overall discretionary budget cap of \$967 billion, while the Senate is using an overall cap of \$1.058 trillion. The House Budget generally assumes that sequestration will remain in effect for FY14, while the Senate budget assumes sequestration will be repealed, consistent with the President's proposed budget assumptions. The differences between the House and the Senate budget levels will have to be reconciled before FY14 spending can be finalized.

Expediting Infrastructure Project Review Times: Consistent with President Obama's support for infrastructure as a critical component to economic strength, the President signed a Presidential Memorandum intended to modernize federal infrastructure review and permitting regulations, policies, and procedures to significantly reduce the aggregate time required by the Federal Government to make decisions in the review and permitting of infrastructure projects, while improving environmental and community outcomes. This effort is intended to significantly reduce the time it takes the federal government to review and approve major infrastructure projects. According to the Administration, this means that states, local governments, and private developers will be able to start construction sooner, create jobs earlier, and fix the nation's infrastructure faster.

Secretary of Transportation Nomination: The nomination for a new Secretary of Transportation, Charlotte, North Carolina Mayor Anthony Foxx, is underway and it is anticipated that he will secure bi-partisan support for this position. The first Senate confirmation hearing went smoothly in May and he is expected to be confirmed by the full Senate and could begin as the new Secretary of Transportation in June 2013.

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.

Budget

Senate and Assembly budget committees have completed their independent work on the State budget, addressing Governor Brown's May Revise released on May 14, 2013, and will now move into conference committees to adopt a final budget by the June 15, 2013 deadline. The May Revise reflected an increase in funds over the original January budget projections, estimating that revenues will be \$2.8 billion higher than projected in the current fiscal year, but \$1.3 billion lower in the Budget year, with a \$1.1 billion reserve. This multi-year budget is balanced at this time, however, there are many potential risks that could affect it including uncertainty around the pace of economic recovery, prison costs and federal court actions, rising health care costs, federal court actions on redevelopment and Medi-Cal provider rates, and sequestration.

The current fiscal year increases over the January estimates are a result of higher than expected personal income tax receipts. The May Revise estimates personal income tax attributed to fiscal year 2012-13 will be \$3.3 billion higher than prior estimates due an assumption that individuals shifted income from 2013 to 2012 to avoid federal tax hikes and as a result of modest growth. The assumption for fiscal year 2013-2014 is that due to the elimination of the federal payroll tax holiday and sequestration, revenues will be lower than originally estimated in January.

Transportation

For the most part, transportation remained relatively stable in the May Revise with the most significant changes including a decrease in funding for Caltrans staff as a result of an anticipated decrease in workload due to the expiration of temporary American Recovery and Reinvestment Act (ARRA) funds and the declining amount of Proposition 1B funds. In addition, due to a requirement in MAP-21 that requires short distance Amtrak services to be funded by 100% by states, the May Revise augments funding for Amtrak service by \$18.6 million.

Cap & Trade: The May Revise did not contain any funds for greenhouse gas reduction programs. The Governor proposed loaning \$500 million in anticipated funds from the Greenhouse Gas Reduction Fund to the general fund. This amount reflects the amount of cap and trade auction proceeds for 2012-13 and 2013-14. The loan is intended to be short term and to be repaid with interest, primarily to increase the state's reserve. In addition, the Department of Finance and the California Air Resources Board (CARB) noted that this action will provide additional time for the agencies to develop an expenditure that is more consistent with the amount of auction revenue anticipated. In order to comply with state law, the Department of Finance released the same expenditure plan as adopted by CARB in late April, which reflected Governor Brown's priorities as defined in the January Budget proposal, including funding for three areas with the largest amount for sustainable communities and clean transportation:

- Sustainable Communities & Clean Transportation
- Energy Efficiency & Clean Energy, and
- Natural Resources & Water Diversion.

During budget committee hearings, the Assembly adopted a compromise measure that would authorize a loan of up to \$400 million to the general fund. The remaining \$100 million would be un-appropriated, but its allocation would be subject to future legislation such as AB 574, or AB 416, or incorporation of components of these bills as part of the budget bill language. The Senate adopted the Governor's May Revise general fund loan proposal and the difference will be addressed during conference committee actions. Both AB 574 and AB 416 which address possible allocation methods for Cap & Trade funds were held in Assembly Appropriations.

Policy

Working Groups: The State has established two working groups to address freight and goods movement as well as to address transportation finance and project implementation policies.

California Freight Advisory Committee (CFAC): The California Department of Transportation (Caltrans) assembled a freight advisory committee consisting of a representative cross-section of public and private sector freight stakeholders in response to the reauthorization of the federal surface transportation bill, Moving Ahead for Progress in the 21st Century Act (MAP-21). The CFAC will initially play a key role in the identification of a national freight network and the development of a California Freight Mobility Plan, and will also serve as a standing committee that will advise the state on freight issues beyond those required by MAP-21. The CFAC will advise the state on freight-related priorities, issues, projects, and funding needs, as well as to serve as a forum for discussion for state transportation decisions affecting freight mobility. The next meeting of this group in in Southern California on June 12, 2013.

California Transportation Infrastructure Priorities Working Group: The Business, Transportation & Housing Agency convened the first meeting of the Transportation Finance Working Group. This first meeting was attended by about 60 individuals representing a wide range of organizations and state agencies, but it does not include a representative from the legislature.

The goal of this group is to explore long-term funding options and evaluate the best ways to deliver transportation needs in California. At the first meeting four subgroups were formed to examine highways, mass transit, local roads, and active transportation. These subgroups are expected to start meeting in May. The entire working group will meet periodically, and be informed by the work of subgroups. In addition, a status reports will also be provided during the

California Transportation Commission's monthly meetings.

Key outcomes for the group will include prioritizing infrastructure needs, identifying funding options, identifying the appropriate level of government for delivery of projects, and establishing performance measures. Integrating into all of these issues will be the implementation of SB 375. The results or findings made by this group are not expected to be completed until much later this year, and will likely not influence the budget or legislation until next year at the earliest. Alameda CTC does not have a seat on this committee; however, two members of the Self-Help Counties Coalition (SHCC) sit on this committee and provide updates to the SHCC.

Recommended Legislative Positions

The 2013 Legislative Program is divided into five sections: Transportation Funding, Project Delivery, Multi-Modal Transportation and Land Use, Climate Change, and Partnerships. The following recommendation is related to Alameda CTC's transportation funding element in the legislative program and reflects the adopted program. Staff recommends a position on the following bill:

AB 466 (Quark-Silva) Federal Transportation Funds. This bill would statutorily define the distribution factors for the federal Congestion Mitigation and Air Quality (CMAQ) Program and include those that were used to allocate funds prior to the enactment of MAP 21, which removed the distribution factors and allocated the funds in a lump sum to states. During fiscal year 2012-2013, CMAQ funds were distributed to metropolitan planning organizations (MPOs) consistent with the distribution factors in the previous federal surface transportation bill to provide stability and assurance of funding for projects and programs in the development and implementation pipeline during the transition period into MAP-21. AB 466 is necessary to define distribution factors to ensure that the fiscal year 2013-2014 allocations of CMAQ funds are distributed to the regions, rather than by Caltrans discretion to non-attainment areas as allowed in MAP-21. CMAQ funds are a critical element of the One Bay Area Grant program and AB 466 will provide certainty in funding amounts to the regions for allocation. Alameda CTC's legislative program supports protecting funding for transportation and this bill will ensure continued funding levels of CMAQ funds to the regions per their proportional share. Staff recommends a **SUPPORT** position on this bill.

Update on AB 210

AB 210 (Wieckowski with coauthors: Bonta, Buchanan, Quirk, and Skinner) Transactions and use taxes: County of Alameda and the County of Contra Costa Update: Alameda CTC's bill to allow the Commission to exceed the 2% limit on local sales taxes passed out of the Assembly is scheduled for a hearing in the Senate Governance and Finance Committee on June 5, 2013. Alameda CTC staff will testify in support of the bill.

Legislative coordination efforts

Alameda CTC leads and participates in many legislative efforts at the local, regional, state and federal levels, including both on 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

No direct fiscal impact

Attachment(s)

Attachment A: Alameda CTC Legislative Program and Actions Summary

This page intentionally left blank



2013 Alameda County Legislative Priorities

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

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

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

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

Issue	Priority	Strategy	Actions	Legislation	Status
Transportation Funding	Increase transportation funding	<ul style="list-style-type: none">• Support efforts to lower the two-thirds-voter threshold for voter-approved transportation measures.• Support legislation that increases the buying power of the gas tax• Support efforts to increase transportation revenues through vehicle license fees, vehicle miles traveled or other reliable means.• Support legislation for alternative financing methods such as high-occupancy toll lanes, and allow funds collected on the HOT lanes by the California Highway Patrol to be reinvested within that corridor.	<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	<ul style="list-style-type: none">•
	Protect and enhance voter-approved funding	<ul style="list-style-type: none">• Support legislation that provides increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring and improving transportation infrastructure and operations.• Support legislation that protects against transportation funding diversions to the General Fund.• Support increases in federal, state and regional funding to expedite delivery of Alameda CTC projects and programs.• Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures.• Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems.• Seek, acquire and implement grants to advance project and program delivery.• Support Alameda County as the recipient of funds to implement pilot programs with innovative project implementation or transportation-funding mechanisms.	<ul style="list-style-type: none">• 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 spaces• AB 791: Oppose changes to current methods for adjusting the excise fuel tax	<ul style="list-style-type: none">•
Project Delivery	Advance innovative project delivery	<ul style="list-style-type: none">• Support legislation and policies that improve environmental streamlining and project reviews to expedite project delivery.• Support legislation that improves the ability to deliver projects and programs in a timely, cost effective manner using contracting flexibility.• Support innovative project delivery methods.• Support HOT lane expansion in Alameda County and the Bay Area.• Support policies that allow local agencies to advertise, award and administer state highway system contracts largely funded by locals	<ul style="list-style-type: none">• On-going monitoring	<ul style="list-style-type: none">•	<ul style="list-style-type: none">•
	Ensure cost-effective project delivery	<ul style="list-style-type: none">• Support legislation that reduces project and program implementation costs by reducing or eliminating the requirements for state or other agency reimbursements to implement projects on state/regional systems.• Support legislation that accelerates funding for transportation infrastructure projects that create jobs and economic growth in Alameda County.	<ul style="list-style-type: none">• 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">•	<ul style="list-style-type: none">•

Issue	Priority	Strategy	Actions	Legislation	Status
Multimodal Transportation and Land Use	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none"> Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing and jobs. Support local flexibility and decision-making on land-use for transit oriented development and priority development areas. Support innovative financing opportunities to fund TOD and PDA implementation that will increase mobility and jobs and reduce GHGs. 	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none">
	Expand multimodal systems and flexibility	<ul style="list-style-type: none"> Support policies that provide multimodal transportation systems with multiple choices and better access for all kinds of transportation users. Support policies that provide increased flexibility for transportation service delivery through innovative, flexible programs that address the needs of commuters, youth, seniors, people with disabilities and low-income people. Support flexibility in transportation delivery to address climate change, senior population growth and transit maintenance and security, without creating unfunded mandates or dramatically increasing costs. Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs and education. Support parity in pre-tax fringe benefits for public transit/vanpooling and parking. 	<ul style="list-style-type: none"> On-going work with agency coordination, grant development and legislative advocacy 	<ul style="list-style-type: none"> 	<ul style="list-style-type: none">
Climate Change	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"> 	<ul style="list-style-type: none">
	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 	<ul style="list-style-type: none"> .
Partnerships	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"> 	<ul style="list-style-type: none">
	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 	<ul style="list-style-type: none">

Memorandum

DATE: June 18, 2013

TO: Alameda County Transportation Commission

FROM: Planning, Policy and Legislation Committee

SUBJECT: **Approval of Transportation Expenditure Plan Ad Hoc Committee Formation and Implementation Schedule**

Recommendation

It is recommended that the Commission form an ad hoc committee to address the next steps in Alameda County's transportation expenditure plan development and placement on the ballot, and approve a proposed schedule for immediate next steps.

Summary

Formation of an ad hoc committee of the Commission will enable a focused discussion on reauthorization of the current transportation sales tax program, a determination on the appropriate time to place another sales tax measure on the ballot, a framework for which a transportation expenditure plan could be developed and what should be included, and the duration of the new sales tax program. Per the Alameda CTC Administrative Code, Section 4.1.14, the Commission may form ad hoc committees to accomplish necessary activities of the Commission which do not fall under regular Standing Committee activities.

The ad hoc committee will be charged with discussing TEP options, strategies and next steps for moving forward with reauthorization of Measure B, including determining if it will be placed on the Alameda County ballot in November 2014 or November 2016, or during other election cycles. This committee will review draft polling questions for a late summer 2013 poll which will be used as a guide for determining when to go before voters. If it is determined that a TEP will move forward on the 2014 ballot, the committee will be responsible for finalizing a TEP to recommend for approval by the full Commission. The committee will also review the outcome of the failed Measure B1, including 2012 voter turnout and demographics by city.

Composition of the ad hoc committee will include Commission members from the Board of Supervisors and cities representing all areas of the County. The Alameda CTC chair will designate members to participate on the ad hoc committee to ensure equitable representation.

In addition, the Alameda CTC will seek a consultant team to perform a poll in summer 2013 that is within the executive director's contracting authority. The purpose of the poll will be to provide feedback into the decision making process regarding when to place another measure on the

ballot. This memo seeks approval of the ad hoc committee formation and the schedule for immediate next steps as described in more detail below. It is anticipated that the first meeting of the ad hoc committee will be in July 2013.

Background

Alameda County has benefited from more than twenty-five years of local transportation sales tax funding, which far exceeds annual amounts from either state or federal funds.

From 2010 to 2012, the Alameda CTC performed a highly inclusive public and technical process to develop the county's long-range Countywide Transportation Plan (CWTP) and a new Transportation Expenditure Plan (TEP) to place on the 2012 ballot. A \$7.8 billion TEP was crafted that included increased funding for all pass-through programs to local jurisdictions, investments in transit, highways, goods movement infrastructure, roads, bicycle and pedestrian infrastructure and programs, as well as new technologies, senior and disabled transportation and investments that link transportation, housing and jobs. The TEP was crafted based upon increasing the existing transportation sales tax measure by half a penny in perpetuity and included specific timeframes for bringing a new expenditure plan before voters to direct how future sales tax dollars would be spent. On November 6, 2012, the Alameda County measure that included the TEP and sales tax augmentation, Measure B1, did not achieve the 2/3 voter approval required by state law, failing by 721 votes.

During the two year development process for crafting the TEP, the Alameda CTC worked with involved almost 2,000 residents and groups representing seniors, people with disabilities, bicycle advocates, environmental, education and faith-based groups, businesses and local agency jurisdictions. The TEP development was guided by a Steering Committee of Alameda CTC Commission members that received input from a 27-member Community Advisory Working Group (CAWG) and a 35-member Technical Advisory Working Group (TAWG). In addition, a significant outreach effort to seek public input on needs and priorities was performed throughout the County.

Once the TEP was finalized in early 2012, it was presented to and approved by every city in the County and the Board of Supervisors. In July 2012, the Board of Supervisors voted to place a measure on the ballot that would augment the sales tax to fund the projects and programs listed in the TEP. On November 6, 2012, Measure B1 was on the Alameda County ballot to continue a steady stream of local funding for important transportation projects and programs throughout Alameda County. The measure received 66.53% of voter support, not enough to surpass the state's two-thirds requirement (66.67%) for passage of voter-approved taxes. Alameda County's existing sales tax, Measure B, was first approved by voters in 1986, and reauthorized in 2000 with the support of 81.5% of Alameda County voters.

While the current Measure B, which provides almost \$120 million per year in local sales tax funds, does not expire until March 31, 2022, there are only two presidential elections available for the County to pursue a ballot measure prior to cessation of the current measure, and four general elections in total, if non-presidential elections are included: 2014, 2016, 2018, 2020. The Commission may also consider placement of a measure on June ballots.

To allow pursuit of reauthorization and augmentation of the existing sales tax measure, the Alameda CTC sponsored legislation, carried by Assemblymember Wieckowski and co-authored by the Alameda County state delegation, to allow placement of another measure on the ballot. This bill, AB 210, is moving through the current legislative session.

Ad Hoc Committee Immediate Schedule and Activities

The following summarizes initial ad hoc committee activities to address the next steps on the TEP.

- June 2013: Formation of Ad Hoc Measure B Reauthorization Committee
- July 2013: Hold first meeting of Ad Hoc Measure B Reauthorization Committee to review 2012 election results and provide feedback on draft polling questions
- September 2013:
 - Review polling outcomes
 - Review schedules for placement of a TEP on different ballot measures
 - Make a recommendation to the full Commission regarding placement of a new measure on the ballot in 2014 or at a future date, including adoption of an implementation schedule for TEP development and placement on the ballot.

If the Commission determines that the TEP should be included on the November 2014 ballot, the following schedule details the next steps necessary to do so:

- October through November 2013: Evaluate and make a determination on any changes to the existing TEP, including projects and policies included in the current TEP, as well as determine the length and value of anticipated revenues from an augmented sales tax, and determine when collection of the sales tax would begin.
- December 2013: Alameda CTC adopts a final TEP
- January through June 2014: Alameda CTC presents and seeks City Council, Board of Supervisors and transit operator approvals the TEP
- July 2014: Request the Alameda County Board of Supervisors approval to place a new sales tax measure and approved TEP on the November 4, 2014 ballot
- July through November 2014: On-going agency outreach and education
- November 4, 2014: Election Day

If the Commission determines that the TEP should be placed on a ballot beyond November 2014, a separate implementation schedule will be developed for adoption by the Commission that will detail the TEP developmental and approvals steps necessary to complete the document and place a measure on the ballot.

Fiscal Impact

For the immediate next steps, a poll will be commissioned that will fall under the executive director's contracting authority not to exceed \$50,000. When a determination is made on when to place a new measure on the ballot, the fiscal impact will be developed and a recommendation will be brought before the Commission for approval.

This page intentionally left blank



Memorandum

DATE: June 18, 2013

TO: Alameda County Transportation Commission

FROM: Planning, Policy and Legislation Committee

SUBJECT: **Approval of Goods Movement Collaborative and Authorization to Release a Request for Proposals for Development of an Alameda Countywide Goods Movement Plan**

Recommendation

It is recommended that the Commission approve the establishment of an Alameda Countywide Goods Movement Collaborative, which will serve as an organized structure for policy, planning and advocacy efforts for Goods Movement, and authorize release of a Request for Proposals for development of an Alameda Countywide Goods Movement Plan.

Summary

Freight and goods movement is 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 will develop a two pronged, integrated approach to address the goods movement needs in the County. This will be done through 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. The Alameda CTC goods movement planning activities will be developed with a timeline that will directly feed into state and federal freight planning efforts and will build on regional and local goods movement work that has already been done. This memo summarizes the approach and schedules for developing a Goods Movement Collaborative and a Goods Movement Plan.

The Planning, Policy and Legislative Committee recommended approval of this item with several comments:

- Clarification on the timing, meeting schedule and identification of members for the collaborative efforts, specifically the Committee identified the following stakeholders that should be included in the process: jurisdictions, particularly Public Works staff and jurisdictions with major freight facilities, labor representatives, trucking industry representatives, and Alameda County Public Health department staff.

- The development of the Collaborative and the Plan should reflect all areas of the County that are impacted by freight and goods movement, including local streets, as well as the impact of trucks and truck parking.
- More details on the process and what the milestones are particularly for the identification of short term priorities.

The scope of work for the Collaborative and the Plan have been modified to address the Committee's comments.

Background

The movement of goods to and from markets underpins economic activity and supports job creation, retention and expansion. On the West Coast, three seaports are primary gateways for goods movement and serve approximately 45 percent of all cargo entering the United States: the Ports of Long Beach, Los Angeles and Oakland. In Alameda County, the Port of Oakland is a major job creator and a large contributor of tax revenue in the Bay Area as a result of direct and indirect Port jobs that support the movement of goods, including air cargo through the Oakland Airport. In addition, Alameda County is home to four nationally designated freight corridors, including I-80, I-880, I-238, and I-580.

The ability to move goods and services throughout the region is critical for supporting economic activity, innovation and vibrant communities. The movement of goods, however, is hindered by:

- aging infrastructure (outdated interchanges and freeways),
- lack of freight supportive infrastructure, including truck parking,
- congestion,
- land use policy and development that result in higher prices for goods and/or loss of industrial zoned uses,
- increased trucks on the roadways due to increased demand for goods locally and to freight entering Southern California ports being transported on trucks to the Bay Area, which results in a reduction in goods and air cargo moving through the Port of Oakland, and
- emissions and environmental impacts to local communities.

Planning initiatives for goods movement have occurred on the federal, state, regional, and local levels, yet many of these plans are outdated or are in need of consolidation, especially at the regional and local level, to demonstrate a comprehensive approach to improving goods movement in the Bay Area. Also, funding for transportation infrastructure improvements has declined considerably, with no new, stable funding sources to support the infrastructure needs of transportation, including goods movement. Creating a plan, identifying priorities and advocating for them will become more important as the transportation industry competes for scarce funding, as well as to meet policy objectives at the federal and state levels.

The current national surface transportation authorization, known as Moving Ahead for Progress in the twenty-first Century (MAP-21), enacted in October 2012 as a two-year bill through September 2014, requires the development of new freight initiatives including the establishment of a national primary freight network comprised of 27,000 centerline freeway miles and rural roads, as well as development of freight policies to support freight and goods movement needs in

the United States. In addition, MAP-21 requires that each state develop a state freight plan, performance measures, an inventory of freight infrastructure and identification of how the state will address its freight needs. California established a statewide freight advisory committee in April 2013 to work on the update of the state's freight plan which will include identification of freight needs, policies, performance measures, a freight infrastructure inventory and strategies to address freight needs in compliance with MAP-21. The Alameda CTC has a seat on this committee, known as the California Freight Advisory Committee, and all planning efforts done at Alameda CTC will be on a timeline that will feed into the state and federal planning processes and will build on regional and local goods movement planning work that has already been done in the Bay Area.

A Goods Movement Collaborative and Plan

To meet increasing demands for goods movement with limited funding available for transportation infrastructure improvements, and to address policy requirements, environmental impacts and concerns about transporting freight within and across communities, Alameda CTC will establish a Goods Movement Collaborative and develop a Countywide Goods Movement Plan to create an organized structure for identifying, planning and advocating for goods movement projects and programs in Alameda County and the region. Further, the Goods Movement Collaborative and Plan will create the opportunity for development of a long range vision and documentation of the benefits Goods Movement brings to Alameda County's competitiveness on a global, national, statewide, and regional level. A long range plan serves as the guide to developing the transportation infrastructure needed to support goods movement goals in a systematic and measured way, so that funding can be obtained. A collaborative creates an organized structure to bring goods movement interests to the table and to ensure effective advocacy for goods movement needs in Alameda County.

Many areas around the country have already established comprehensive approaches to bringing public, private, regulatory and elected officials together to plan, prioritize and implement goods movement investments to support their economies and communities. Collaboration and planning in Northern California is critical to ensure efficient goods movement in and out of the state and beyond, expand job opportunities, attract investments, support local economies (through jobs and tax revenues) and to enhance development that is supportive of clean/green goods movement and vibrant, healthy communities.

Goods Movement Collaborative and Plan Guiding Principles

Establishing strong partnerships and effective planning throughout the Northern California region, beginning initially with Alameda County, will improve goods movement efficiency, attract investments and support local community development. The Alameda CTC will develop a Goods Movement Collaborative and Plan that will be guided by the following principles:

- **Advance economic competitiveness on a global, national and regional level by establishing partnerships** throughout Northern California, to improve goods movement efficiency, attract investments and support community development, including land use development that embraces the needs of freight and goods movement, such as manufacturing and warehousing, as well as linking Priority Development Areas in a way that also supports jobs and transportation access to goods movement industries;
- **Ensure an integrated, reliable, efficient, and effective use of the existing and future**

transportation systems to support goods movement by identifying funding priorities in Alameda County that will inform the 2016 Countywide Transportation Plan and the next Alameda County Transportation Expenditure Plan, as well as regional, state and national goods movement plans. The Alameda CTC is embarking on development of three countywide planning efforts: goods movement, transit and arterial corridor mobility. The goods movement plan will include coordination with the development of the other two plans as well as the already adopted countywide transportation plan and bicycle and pedestrian plans;

- **Develop a sustainable goods movement system that supports a clean, healthy environment through safe movement of goods** through and within the region and within local jurisdictions by establishing policies and planning efforts consistent with and non-duplicative of other planning efforts to improve the condition and performance of freight-related transportation assets in Alameda County, enhance economic competitiveness, promote job creation and complete and livable communities, and meet our goals regarding congestion relief, safety, performance, productivity, environment and equity; and;
- **Identify short and long term goods movement priorities and establish advocacy methods to implement projects** including an initial short list of freight related projects and priorities developed from existing plans and programming documents and from initial input from stakeholders that can immediately be used to inform current state and national processes.

The following describes the proposed structure and process and scope of work for the creation of a first Alameda Countywide Goods Movement Collaborative and Plan.

Goods Movement Collaborative and Plan Structure and Process

Because of its location and being home to the Port of Oakland and regional warehousing and distribution centers, Alameda County functions as a gateway for freight movement in the Bay Area. While many studies have been conducted about and projects developed to promote freight and goods movement in the Bay Region and the State, freight related transportation needs and priorities and their relationship to the Bay Area economy have not been documented in Alameda County in a comprehensive way. In addition, there has not been an on-going effective government, private, public and legislative structure to advance the needs and priorities of not only Alameda County, but also the Bay Area. Creating a unified approach for keeping goods movement forefront in planning, policy, land use and legislative activities will ensure that Alameda County and the Bay Area as a whole are supported by a reliable, efficient and safe transportation system.

The following outlines the proposed approach to establishing a Goods Movement Collaborative and a Countywide Goods Movement Plan. Both address two focus areas for goods movement:

- **Infrastructure:** freeway, roads, rail, grade separations, intermodal connections, port infrastructure, including maritime and airport access, clean fueling, vehicle technologies and other freight and goods movement supportive infrastructure, including truck parking.

- **Economy, community and environment:** economic strategies to attract financing; economic development through working with partners such as East Bay Economic Development Alliance (East Bay EDA), Silicon Valley Leadership Group, Bay Area Council, and others to attract businesses that support goods movement; link goods movement efforts with existing efforts such as the Green Corridor along I-80 and I-880 which focuses on green manufacturing, and I-Gate along the I-580 corridor to support green transportation technology; land use planning to support the needs of goods movement, warehousing, manufacturing that also supports clean and vibrant local communities; environmental opportunities to reduce GHG and particulate matter and support clean technologies.

Multiple partners could be at the table for each of these goods movement areas and creating the right structure for effective goods movement planning and collaboration is essential to ensure success. The following are potential partners for this process and a proposed structure for partner participation:

Potential Partners

Goods movement collaborators may include, but are not limited to, the following public agencies, owner/operators, business supportive organizations, freight supportive businesses, regulatory agencies and environmental and community based organizations:

Public

- Alameda County Transportation Commission
- Alameda County jurisdictions public works and planning departments
- Alameda County Public Health
- Port of Oakland
- Metropolitan Transportation Commission
- Contra Costa Transportation Authority
- San Joaquin Council of Governments
- Santa Clara Valley Transportation Authority
- Solano Transportation Authority
- Caltrans
- California Business, Transportation and Housing Agency
- Federal Highway Administration
- Federal Rail Administration
- Federal Maritime Administration
- Federal Aviation Administration

Owner/Operator

- Union Pacific Railroad
- Burlington Northern Santa Fe Railroad
- Marine Terminal Operators
- Capital Corridor (also public)
- ACE (also public)

Business Supportive Organizations

- East Bay Economic Development Alliance
- Contra Costa Economic Council
- Silicon Valley Leadership Group
- Bay Area Council
- Chambers of Commerce

Goods Movement Businesses

- Warehousing
- Logistics
- Manufacturing
- Transportation/Trucking, shipping, air
- Beneficial Cargo Owners

Regulatory Agencies

- California Air Resources Board (cap and trade funding opportunities and freight studies),
- Bay Area Air Quality Management District
- Bay Conservation and Development Commission
- US Army Corps of Engineers
- US Fish and Wildlife Agency
- Environmental Protection Agency

Labor

- Alameda CTC will work with partners to identify labor representatives related to goods movement efforts to participate in the Goods Movement Collaborative and Plan processes.

Environmental and Community Based Organizations

- Alameda CTC will work with MTC, the Port of Oakland and other public agencies to identify environmental and community based organizations and representatives that have been interested and engaged in previous goods movement efforts to participate in the Goods Movement Collaborative and Plan processes.

Proposed collaborative structure

The proposed structure to create a collaborative includes different levels of leadership, expertise and methods of involvement. Leadership by elected officials will be through the Alameda County Transportation Commission and its partner agency elected and appointed officials.

Leadership Team: This team will include Executive Directors, or their designees, from organizations listed below as a core non-elected leadership team to develop the collaborative and advance its agenda in an on-going process. The Leadership Team will begin with a focus on Alameda County and potentially broaden to the region and San Joaquin County:

Alameda County focus

- Alameda County Transportation Commission

- Port of Oakland
- Metropolitan Transportation Commission
- Caltrans
- East Bay EDA

Expanded focus

- Contra Costa Transportation Authority
- San Joaquin Council of Governments
- Santa Clara Valley Transportation Authority
- Solano Transportation Authority
- Contra Costa Economic Council
- Silicon Valley Leadership Group

Technical Team: This team will include staff that represents each of the Leadership Team agencies, as well as specific cities along freight route corridors that will have influence in land use decision-making that could affect freight. This team will also include regulatory agency staff, Caltrans, FHWA, Capital Corridor, ACE, and other technical staff related to Goods Movement.

Focus Groups: The Alameda CTC will conduct a series of focus group meetings with goods movement supportive businesses, owner/operators, private industry, special interests and environmental and community based organizations to identify issues, needs, priorities and strategies for addressing goods movement in Alameda County. The information from these focus groups will feed into the work of the Leadership and Technical Teams and will be brought into the discussions at the goods movement roundtables, as described below.

Goods Movement Roundtable: The purpose of the Goods Movement Roundtable is to establish a platform for engagement and participation in the Goods Movement Collaborative and Plan by all interested parties. The roundtable will meet quarterly and will provide a forum for input on Collaborative and Plan development tasks, educational and partnering opportunities, and strategic advocacy efforts for advancing Goods Movement in Alameda County. In addition, the Roundtable will offer participation in the policy, planning, prioritizing and financing discussions around Goods Movement.

Goods Movement Collaborative Scope of Work, Deliverables and Schedule

The following deliverables will support the development of an Alameda CTC Goods Movement Collaborative and will set the stage for future collaboration, policy development and advocacy with partners to improve freight and goods movement in Northern California and to protect the environment and communities. It will also serve as the governance structure for the development of the Countywide Goods Movement Plan.

1. Define Collaborative Purpose and Roles and Establish Leadership and Technical Teams, Conduct Focus Group work

The first step in developing the Alameda CTC Goods Movement Collaborative is to create the purpose and need for a collaborative, get buy in and create the Leadership and Technical Teams

Deliverables:

- Create Collaborative Purpose and Needs that defines the importance and significance of this effort for Alameda County and the region.
- Establish Leadership and Technical Teams and get buy in from all partner agency boards
- Establish full implementation timeline that includes the Collaborative establishment, planning schedule, legislative timelines and needs, and integration with future planning (Goods Movement Plan, Countywide Transit Plan, Intermodal Corridor Arterial Mobility Plan, Countywide Bicycle and Pedestrian Plans, Countywide Transportation Plan, Transportation Expenditure Plan, and Regional Transportation Plan) and funding (TEP, the next iteration of MAP-21, Cap and Trade)
- Conduct focus group meetings with stakeholders to inform Leadership and Technical Teams

Schedule:

- June/July: Working with partner agencies, clearly define purpose, roles and goals for Collaborative
- July-September: Adoption of Goods Movement Collaborative and approach by each agency for Leadership and Technical Teams
- July-September: Adoption of implementation timeline for Collaborative effort
- Early 2014, initiate first round of focus group meetings. More than one set of focus group meetings will occur throughout the development of the Goods Movement Plan
- On-going meetings throughout the development of the Goods Movement Plan

2. Establish and Support Goods Movement Roundtable

Establish a Goods Movement Roundtable that will participate in all the Collaborative and Plan development efforts on a quarterly basis. The aim of this group is to ensure that they are involved, have a formal way of input, can advocate and support investments for goods movement.

Deliverables:

- Create strategic list of Roundtable participants with Leadership and Technical Teams
- Create “making the case materials” to inspire participation, engagement and advocacy
- Conduct quarterly Roundtable meetings

Schedule:

- July: Identify Roundtable participants
- August - September: Create collaborative materials
- November: Hold first Roundtable meeting
- On-going Roundtable meetings throughout development of Goods Movement Plan and post plan development to implement strategic policy and advocacy efforts

3. Develop Goods Movement Policy and Advocacy

Development of goods movement policies that can influence, local, regional, state and federal efforts can be used to address the growing freight movement needs and address environmental and community concerns.

In addition, policies can be used as advocacy pieces for funding and a range of other policy initiatives that could support freight.

Deliverables:

- Integrate goods movement into partner agency strategic planning and legislative activities
- Develop goods movement strategic advocacy plan
- Develop countywide goods movement policies in conjunction with the development of the Goods Movement Plan
- Deploy strategic advocacy plan with partner agencies and stakeholders

Schedule:

- Fall 2013 – integrate goods movements as priority into Alameda CTC and partner agency work plans and legislative programs
- Fall 2013/Winter 2014 – create a strategic advocacy approach for legislative, funding and education for Goods Movement needs and priorities
- Fall 2013 through 2015 – develop goods movement policies as part of Goods Movement Plan and integrate into advocacy efforts

Goods Movement Plan Scope of Work, Deliverables and Schedule

Development of a Goods Movement Plan is paramount for establishing a long range vision and articulating the benefits that goods movement brings for on-going competitiveness on a global, national, statewide, and regional level and for promoting vital and vibrant communities. A long range plan serves as the guide to developing the transportation infrastructure needed to support goods movement goals in a systematic and measured way, so that funding can be obtained. In addition, a shorter range identification of priorities based on regional and local planning work already done in the Bay Area is also needed to provide early input into the State's Freight and MAP-21 processes. The Countywide Goods Movement Plan development is tied to deliverables needed to inform the development of the State's Freight Plan as described below.

Developing a long-range countywide Goods Movement Plan will address and deepen our understanding of the importance, benefits and relationship of goods movement to the vitality of Alameda County, the San Francisco Bay Area, California and the nation and will allow us to identify the following:

- System infrastructure and service inventory needs for roads, rail, air (passenger and cargo), and maritime;
- Existing and future demographics trends, including freight flows, freight growth, freight demand, infrastructure capacity needs, and employment needs;
- Port infrastructure to increase economic competitiveness;
- Economic, Environmental and Community needs, benefits and impacts;

- Strategies for improving freight mobility at the local, region, state and national/global level and on modal systems (road, rail, air, maritime);
- Strategies for maximizing economic and community growth opportunities while also mitigating/minimizing the impacts and effects of good movement;
- Freight priorities and companion mitigation measures that should be funded in Alameda County;
- Opportunities to improve the condition and performance of goods movement in Alameda County and support investment in freight transportation projects; and
- Additional strategies for building partnerships/alliances with all levels of government and businesses and community.

In addition, a Goods Movement Plan will allow the Alameda CTC to establish project and funding priorities that will:

- **Inform and nest within existing and future plans**, including the State Freight Mobility Plan (draft currently scheduled to be completed by December 2013 and final by August 2014) and future updates to regional and local goods movement studies and plans.
- **Compete successfully in future federal funding opportunities** through active contribution of project priorities in the State of California plan development and future regional plans.
- **Leverage funding opportunities through project readiness to successfully compete** for new sources of funding (Cap and Trade, Measure B,)
- **Enhance economic competitiveness, improve freight and overall mobility, allow for expansion through operational improvements while enhancing communities and neighborhoods.**

The following tasks summarize the scope of services needed for development of a countywide Goods Movement Plan in Alameda County. The schedule by task and deliverable is found in Attachment A. The first two tasks are already underway in order to be ready with early input into the State's freight planning process, which will be required by Fall 2013. The remaining tasks represent longer range planning efforts that are tied to the next update of the Regional Transportation Plan and Countywide Transportation Plan.

1. Inventory of Existing Plans and Programming Documents

Inventory existing plans and programming documents to identify goods movement related projects and policies, including Port of Oakland and Capitol Corridor priorities. This task includes a summary of existing policies and project descriptions, status and costs. Because of the Alameda CTC membership on the State Freight Advisory Committee, the inventory should also include policies and projects from Bay Area counties.

Deliverables:

- Technical memorandum documenting inventory process, projects and policies

2. Initial Prioritized 5-year List of Goods Movement Infrastructure Projects

Using the inventory results in Task 1, develop an initial prioritized 5-year list of goods movement infrastructure projects as well as project screening criteria consistent with State and

Federal goals, strategies, policies and performance measures from which to prioritize the projects. Seek input from stakeholders and work with Alameda CTC to prepare a submittal to the State for inclusion in California Freight Planning process and include in the Congestion Management Program Capital Improvement Program/Program Improvement Program, if appropriate. This task also includes the development of cost estimates and fact sheets.

Deliverables:

- Technical Memorandum documenting prioritization process and project priorities

3. Inventory of Existing Freight System Infrastructure and Service Assets and Analysis of Existing and Future Demographic Trends

Conduct an inventory of existing freight and goods movement infrastructure and service assets in Alameda County, including roads, rail, air (passenger and cargo), maritime assets and analyze existing and future demographics trends, including population, housing, freight flows, freight growth, freight demand, freight movement in the region, infrastructure capacity needs, employment needs/job creation, industries and commodity flows. This task includes the development of network maps and demographic profiles.

Deliverables:

- Technical Memorandum documenting inventory of freight assets by mode and existing and future demographic and freight trends

4. Document the Importance and Benefits of Goods Movement

Document the importance and benefits, including economic and community benefits, of goods movement to Alameda County, the Bay Area, California and the US/Pacific Rim. Establish a long range Goods Movement vision with strategic goals and objectives and recommended policies and define Alameda County and the region's function as a gateway for the import and export of goods and services, including how surrounding Bay Area counties interact with Alameda County for the movement of goods and services and the economic impact Alameda County has in the region. This task should also identify issues and constraints to moving goods and services that should be discussed and addressed in the collaborative approach and plan.

Deliverables:

- Technical Memorandum documenting benefits of goods movement and long range vision, goals and objectives as well as issues and constraints

5. Develop Multi-modal Performance Measures and Targets

Develop multi-modal performance measures consistent with federal, state and regional efforts and develop project selection methodology and criteria.

Deliverables:

- Technical Memorandum documenting performance measures and project selection methodology

6. Develop Freight Forecasts and Future Growth in Freight Demand

Using trend data developed in Task 3, develop datasets and models to forecast future freight demand and growth in Alameda County. The approach in this task should build on existing data and models and does not include developing a new freight model.

Deliverables:

- Technical Memorandum and associated datasets and models to forecast future freight growth

7. Evaluate the Impact of Goods Movement Activities on the Existing and Future Transportation System

Using a performance based analysis and the information developed in previous tasks, analyze the existing and future impact of goods movement on the Alameda County transportation system. This task will identify existing and future physical, operational, and institutional impacts, needs, opportunities and constraints for all modes including roads, rail, air (passenger and cargo), maritime.

Deliverables:

- Technical Memorandum documenting impacts and freight system infrastructure needs, opportunities and constraints

8. Evaluate the Effects of Goods Movement on the Economy, Environment and Community.

This task will identify the benefit and impact of goods movement on Alameda County and the region's economy, environment and local communities, including addressing air quality, sea-level rise, light and noise pollution, congestion, safety, land use, and increased costs to maintain the transportation and other infrastructure systems. In addition to identifying impacts, this task will also address the benefits the goods movement system contributes to economic growth and community vibrancy in Alameda County.

Deliverables:

- Technical Memorandum documenting the results of the evaluation on the effects of goods movement on the economy, environment and community

9. Identify and Evaluate Strategies for Improving Goods Movement

Identify and evaluate strategies for improving goods movement that results in a prioritized list of infrastructure projects, including both physical and operational projects to improve the flow of goods and services to Alameda County and the region. Because this is a long range plan and process, the role of new technologies should also be included as well as policies to promote freight infrastructure needs in Alameda County and the region at the State and Federal level. Preliminary project cost estimates and fact sheets will also be developed. This task includes development of an implementation plan and identification of funding sources.

Deliverables:

- Technical Memorandum documenting strategies for improving goods movement, including a list of prioritized projects and policies to promote Alameda County infrastructure needs and an implementation plan

10. Identify and Evaluate Strategies for Minimizing the Impact and Maximizing the Benefit of Goods Movement on Communities, the Environment, and the Economy

This task includes identifying economic, environmental and community strategies to attract financing and businesses that support goods movement, promote green technologies to support healthy communities and support land use development that balances the need for jobs and housing. This task also includes identification of ways to minimize the impact and maximize the benefit of a vibrant goods movement system in Alameda County and the region.

Deliverables:

- Technical Memorandum documenting strategies for minimizing the impact and maximizing the benefit on the economy, the environment and communities

11. Stakeholder input, governance and public outreach, including coordinating the Plan's development with the on-going Countywide Transit and Multi-modal Arterial Corridor Plans and developing a region wide partnership/alliance to champion county and regional goods movement needs and to remain competitive and communicate the imperative need to improve access to the Port of Oakland.

Deliverables:

- Technical and meeting support for the implementation of the Goods Movement Collaborative, including meeting preparation, presentations, summaries, and information materials for up to 100 Commission, technical, focus group and Roundtable meetings

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. Twenty hard copies of each plan and an electronic version of each document should be assumed.

Deliverables:

- Twenty hard and one electronic copies of Administrative, Draft and Final Documents

13. Coordination with Other Countywide Planning Efforts.

The Alameda CTC is embarking on development of three countywide planning efforts: goods movement, transit and arterial corridor mobility. The development of the goods movement plan will include a task for coordination with the development of the other two plans.

Deliverables:

- Project coordination with other studies

Fiscal Impact

Funding for this action is included in the proposed Fiscal Year 2013-14 budget.

Attachment

Attachment A: Proposed schedule for Goods Movement Plan Development

This page intentionally left blank



Memorandum

DATE: June 18, 2013

TO: Alameda County Transportation Commission

FROM: Planning, Policy and Legislation Committee

SUBJECT: Review of Sustainable Communities Technical Assistance Program Call for Projects

Recommendation

This item is for information only.

Summary

The SC-TAP provides significant support to Alameda County jurisdictions in the form of on-call consultant expertise for Priority Development Area (PDA) and Growth Opportunity Area (GOA) planning and implementation, complete streets policy implementation, and bicycle and pedestrian planning and engineering technical support. Areas outside of PDAs and GOAs are also eligible for bicycle and pedestrian planning and engineering technical support.

Discussion

In February 2013, the Commission approved the program guidelines and the allocation of funds for the SC-TAP. An RFQ was released in March 2013 to solicit statements of qualifications from consultants, and a list of qualified consultants is being finalized and will be made available to potential applicants. Staff is also working to finalize authorization from Caltrans for expenditure of the federal funds that will be used for the program. The earliest that these funds would be available is October 1, 2013.

Alameda CTC is issuing the call for projects now in order to enable jurisdictions and potential project partners adequate time to develop work scopes and budgets. The types of planning projects and studies supported by SC-TAP may require coordination between internal departments or divisions, or may require coordination between multiple jurisdictions. Once project applications are submitted, Alameda CTC staff will score projects using the criteria in the Program Guidelines (Attachment A). Alameda CTC will then work with project sponsors to select consultants from the qualified list using an RFP process.

Project applications will be due by 5:00 p.m. on Tuesday, September 17, 2013. Alameda CTC will host a workshop on Tuesday, July 16th from 1:30-3:30 p.m. for potential applicants. Program details and requirements are provided in the Program Guidelines (Attachment A), and additional information is provided in the Call for Projects Notice (Attachment B).

Fiscal Impact

There is no fiscal impact at this time.

Attachment(s)

Attachment A: Program Guidelines for the Sustainable Communities Technical Assistance Program

Attachment B: June 2013 Sustainable Communities Technical Assistance Program Call for Projects Notice

Program Guidelines for the Sustainable Communities Technical Assistance Program (SC-TAP)

Adopted by the Alameda County Transportation Commission on February 28, 2013

Program Description

The Alameda CTC is creating an expanded technical assistance program for Alameda County jurisdictions that will provide significant support in the form of on-call consultant expertise for Priority Development Area (PDA) planning and implementation, complete streets policy implementation, and bicycle and pedestrian planning and engineering technical support. The SC-TAP has been designed to be consistent with OBAG requirements per MTC Resolution 4035 as well as with MTC's PDA Planning Program and ABAG's FOCUS Technical Assistance Program.

The SC-TAP will provide direct support to Alameda County jurisdictions via on-call consultant contracts similar to the existing Transit Oriented Development Technical Assistance Program (TOD TAP). Jurisdictions may apply for consultant services for specific projects or for consultant in-house support for a fixed amount of time in order to complete a specific planning, environmental review or project development task. The selected consultant(s) will perform work directly for project sponsors; however, the Alameda CTC will assume all contract administration and oversight responsibilities. The Alameda CTC will be responsible for approving all consultant invoices and will closely monitor project budgets, scopes and schedules.

As part of the project wrap-up for SC-TAP projects, the consultant and/or project sponsors may be required to develop and provide to Alameda CTC a "best practices" design guide and simple fact sheet to be shared with other local jurisdictions on the Alameda CTC website, as a way to share knowledge and experience and help build a local best practices resource for Alameda County jurisdictions. The consultant and the project sponsor may also be required to make a short presentation to the Alameda CTC Committees and/or Commission on the design, implementation or planning challenges addressed and the solutions or approaches developed.

The funding of specific elements, such as in-house planning support, will depend on the eligibility requirements of SC-TAP funding sources. For this current funding cycle, the primary source of funding for the program is federal Surface Transportation Program (STP) funds, which require a transportation nexus (please see the section describing "Eligible Activities" for further details). The SC-TAP has been designed to accommodate the possible addition of more flexible funding sources in the future, however.

PDA Planning and Implementation

Consistent with the Alameda CTC's PDA Investment and Growth Strategy, the SC-TAP provides local jurisdictions with assistance in planning and implementing the vision for Alameda County's PDAs, namely, creating vibrant places with adequate housing for all income levels, a mix of uses, access to jobs, and multi-modal transportation infrastructure. Additionally, PDAs play a critical role in the region's Sustainable Communities Strategy (SCS) which seeks to

coordinate land use and transportation so as to reduce greenhouse gas emissions for cars and light-duty trucks.

For those jurisdictions that have not yet completed PDA-specific planning activities, the SC-TAP program will provide resources to complete specific or area plans, zoning code updates, and required CEQA analyses (e.g., programmatic EIRs). The SC-TAP may also support projects to update and implement existing community-based transportation plans and incorporate them into PDA planning and implementation efforts.

Many jurisdictions have already completed specific or area plans for their PDAs, however additional technical studies or analyses may still be needed to facilitate implementation of those plans. The SC-TAP will provide a broad range of consultant skills and expertise that jurisdictions can use to implement already completed plans in order to increase the number of housing units, including affordable housing, and jobs located within PDAs and transit corridors as well as improve multi-modal access and mobility.

Complete Streets Policy Implementation

As stipulated in MTC Resolution 4035, a jurisdiction must have an adopted complete streets policy to be eligible for OBAG funds. The SC-TAP will support implementation of complete streets policies, including the development of internal agency protocols and communications for complete streets implementation, technical assistance for developing performance measures for complete streets, or technical assistance with development of local design standards, or other technical assistance to facilitate the implementation of complete streets.

Bicycle and Pedestrian Planning and Engineering Support

Technical, resource and design and engineering assistance and expertise for complex and/or innovative bicycle and pedestrian projects for resolving small-scale bicycle and pedestrian safety, access, and convenience issues will also be eligible under the SC-TAP.

Eligible Applicants

Local governments (cities and counties) are eligible for SC-TAP consultant assistance and should partner with the transit providers serving the PDA or GOA for any project that potentially affects transit service or facilities. Partnerships with local non-profit groups and community-based organizations are also encouraged. Multiple jurisdictions, transit agencies, or the Alameda CTC may also submit project applications. In the case of multiple jurisdiction applications, each jurisdiction must be a co-applicant.

Eligible Project Locations

Eligible planning areas for PDA Planning and Implementation projects include:

- Areas approved as planned or potential PDAs as part of the ABAG FOCUS program;
- MTC Resolution 3434 station areas; and
- Alameda County PDA Investment and Growth Strategy PDAs and GOAs and locations that provide proximate access to PDAs and GOAs.

For bicycle and pedestrian planning and engineering projects, eligible locations include:

- Any project that is identified in countywide or local bicycle or pedestrian plans.

Eligible Activities

The following types of activities will be eligible for the SC-TAP. Other activities not specifically listed here but consistent with the overall program goals and objectives and other funding requirements may be considered on a case-by-case basis.

PDA Planning and Implementation

Comprehensive planning activities and studies as well as smaller, “ready-to-go” projects that will advance PDA implementation will be eligible. The latter should be discrete planning projects designed to overcome specific policy or planning challenges to the adoption or implementation of PDA-related plans. They should be focused on providing creative, forward-thinking solutions for addressing typical barriers to the development of successful TODs or PDAs, and that can help to build a higher level of support for development of complete communities within Alameda County. The SC-TAP will also provide expert consultant staff to work in-house at a jurisdiction or agency for a fixed amount of time in order to complete a specific planning, environmental review or project development task that meets other SC-TAP guidelines.

For this funding cycle, the primary source of funds for this program is Federal Surface Transportation Program (STP) funds. Consequently, eligible activities are restricted to those that have a transportation nexus. Eligible land use-related activities that support transportation objectives (or are specifically related to transportation investments) include:

- Planning for mixed-income housing near transit that improves housing affordability through location efficiency
- Station Area or PDA Planning (i.e., a specific or area plan and completed CEQA review)
- Transit and employment
- Transit corridors and TOD
- Families and TOD – creating complete communities
- Expanding housing opportunities near transit
- Parking management and pricing connected to new land uses
- Bicycle and pedestrian planning connected to new land uses

Ineligible activities are those that do not support the surface transportation system. For example, CEQA clearance for a single development project and staffing assistance for general planning and permitting functions are not eligible. For examples of land use-related projects that support transportation as well as MTC’s Station Area Planning Manual, please see http://mtc.ca.gov/planning/smart_growth/stations/.

Potential activities related to SC-TAP studies and plans for TODs, PDAs and GOAs include the following:

1. Prepare or provide assistance preparing planning documents (specific plans, area plans, general plan amendments, etc.) and associated technical studies;¹

¹ PDA specific and area plans should be consistent with MTC’s PDA Planning Program Guidelines provided in

2. Corridor planning that integrates one or more PDAs, TODs or GOAs;
3. Develop design guidelines for residential, commercial and mixed-use development;
4. Study multimodal access and complete streets needs, such as transit, bike, walk, automobile and goods movement, and develop design solutions;
5. Develop streetscape design plans, including wayfinding, landscaping, street furniture, etc.;
6. Develop alternative parking solutions (policies and demand analysis) to meet multiple needs and facilitate infill development;
7. Prepare and/or advise on zoning code amendments related to development in TODs, PDAs and GOAs (i.e., TOD-supportive zoning such as form-based codes, smart growth urban design guidelines to address building form and scale, urban character, connectivity and accessibility, and placemaking);
8. Prepare and conduct civic engagement, community outreach and education regarding TODs, PDAs, and GOAs;
9. Development of visualization, web-based, or other technical tools, such as GIS mapping or photo simulations to reflect building types associated with adopted plans
10. Develop a Community Risk Reduction Plan that uses Bay Area Air Quality Management District guidelines to address air pollutant emissions;
11. Develop Adaptive Management plans or Risk Assessments that assess and identify ways to address potential sea level rise to protect TODs, PDAs and GOAs per San Francisco Bay Area Conservation and Development Commission (BCDC) guidelines;
12. Develop creative design solutions to address storm water or sewer needs at TOD sites, including green infrastructure and low-impact development approaches;
13. Neighborhood/PDA-wide infrastructure planning and design, emphasizing green infrastructure and low-impact development for energy efficiency, storm water management, etc.;
14. Perform economic analyses for various topics related to development in TODs, PDAs and GOAs, including but not limited to development feasibility and market analyses, financing strategies for infrastructure capital and maintenance costs, and construction and maintenance of affordable housing;
15. Municipal financing mechanisms (both standard and innovative) for TOD, including public and private infrastructure, housing, parks and open space improvements, and other related TOD improvements;
16. Analysis of strategies to promote equitable development and minimize displacement, including comprehensive and targeted affordable housing strategies;
17. Station access improvements for new and existing development, emphasizing and prioritizing the needs of pedestrians, persons with disabilities, bicycles, shuttles, transit, drop-off, and local circulation.
18. Complete CEQA review activities, including the preparation of required CEQA documents and technical studies; and
19. Others, as needed.

Complete Streets Policy Implementation

Complete streets policy implementation tasks may include assistance in the development of internal agency policy and/or protocol development and communications for complete streets

Attachment B. More information about MTC's PDA Planning Program is available here:
http://www.mtc.ca.gov/planning/smart_growth/stations/.

implementation, technical assistance for developing performance measures for complete streets, or technical assistance with development or update of local design standards, or other technical assistance to facilitate the implementation of complete streets.

Bicycle and Pedestrian Planning and Engineering Support

Bicycle and pedestrian planning and engineering support tasks may include developing preliminary and conceptual designs and conducting feasibility studies for complex and/or innovative bicycle and pedestrian projects for resolving small-scale bicycle and pedestrian safety, access, and convenience issues. The public agency project sponsor who will be responsible for construction of any recommended improvements must accept the final work products.

Examples of the types of activities eligible for SC-TAP assistance include:

1. Preliminary design and engineering support/expertise for innovative designs. For bike projects, this likely would include expertise on new bikeway designs (such as those in the NACTO Urban Bikeway Design Guide, <http://nacto.org/cities-for-cycling/design-guide/>) like cycle tracks, bike boxes, and bike boulevard treatments;
2. Designing bicycle and/or pedestrian improvements for complex intersections or roadway crossings;
3. Designing facilities for bicyclists and pedestrians within limited rights-of-way (especially at intersections);
4. Designing interchange improvements that make them safer and more convenient for bicyclists and pedestrians;
5. Designing bicycle and transit facilities within the same right-of-way;
6. Designing improvements at the intersections of trails and roadways;
7. Bike parking recommendations for transit stops/stations where rights-of-way are limited; and
8. Setting up and meeting federal and state experimentation process requirements, in order to test innovative facility designs, signage, or markings.

Funding Details

Following is a description of the funding available for the different components of the SC-TAP. Projects for which project sponsors can provide a local match will receive additional points, however a local match is not required for SC-TAP eligibility.

Projects must be completed within 30 months from the date the consultant or consultant team is issued a notice to proceed. All projects selected for the SC-TAP will have a final project scope, budget and schedule that will be agreed upon by the project sponsor, the consultant, and the Alameda CTC. The Alameda CTC will require regular progress reports and will carefully track the project scope, schedule and budget. Any exceptions to the agreed upon scope, schedule or budget will require Alameda CTC staff approval.

PDA Planning and Implementation

Up to \$3.905 million of federal STP funds and \$795,700 of Measure B Transit Center Development funds may be available for the SC-TAP. As stated previously, all PDA planning and implementation projects must meet STP funding eligibility requirements. For this current funding cycle, the primary source of funding for the program is federal Surface Transportation

Program (STP) funds, which require a transportation nexus (please see the section describing “Eligible Activities” for further details). The SC-TAP has been designed to accommodate the possible addition of more flexible funding sources in the future, however, enabling additional PDA-related planning activities to become eligible.

Because PDA planning and implementation projects may either be larger planning efforts or smaller projects focused on plan implementation, there is no minimum or maximum grant size being recommended at this time so that a broad range of projects may be considered for the initial call for projects of the expanded program.

Complete Streets Policy Implementation

Funding details for complete streets policy implementation are the same as those described for PDA planning and implementation.

Bicycle and Pedestrian Planning and Engineering Support

Bicycle and pedestrian planning and engineering support will be funded with \$50,000 of Measure B Bicycle and Pedestrian Safety discretionary funds for the first two years of the SC-TAP. Bicycle and pedestrian projects that fall within the boundaries of a PDA will be covered by PDA planning and implementation funds. There will not be a minimum amount for bicycle and pedestrian planning and engineering support grants, however, due to limited funds, projects outside of PDAs will be limited to a maximum project budget of \$25,000.

Evaluation Criteria and Application Review Process

The Alameda CTC will issue a call for SC-TAP projects on a regular basis and/or as funding is available. The first call is anticipated in Spring or Summer 2013 depending on the timeline for completion of the process to authorize the expenditure of federal funds. The Alameda CTC staff will host a workshop prior to the submission of project applications to answer questions and provide guidance to project sponsors.

Upon receipt, Alameda CTC staff will assess applications for completeness and eligibility. A selection panel will be convened to evaluate applications based on the criteria listed below. If necessary, additional information may be requested from project sponsors. Alameda CTC staff will make a final determination of awards and will bring the list of recommended projects to the Commission for final approval. Once awards are made, project sponsors will work with Alameda CTC staff to select the appropriate consultant or consultant team and finalize the project scope, budget and schedule.

The proposed project selection and scoring criteria for each area of the SC-TAP are described below. The criteria are based on OBAG requirements per MTC Resolution 4035 as well as criteria from MTC’s PDA Planning Program and ABAG’s FOCUS Technical Assistance Program.

PDA Planning and Implementation Project Evaluation Criteria	Points
1. Project Location <ul style="list-style-type: none"> Location in a planned or potential PDA or GOA (per the Alameda County PDA Investment and Growth Strategy) or providing proximate access to a PDA or GOA, or contains a Resolution 3434 transit station 	Required
2. Communities of Concern – Project area includes a Community of Concern as defined by MTC’s Lifeline Transportation Program.	5
3. Location within a CARE or freight area – Project area overlaps or is co-located with populations exposed to outdoor toxic air contaminants as identified in the Air District’s Community Air Risk Evaluation (CARE) Program or is in the vicinity of a major freight corridor <u>and</u> the local jurisdiction employs best management practices to mitigate particulate matter and toxic air contaminants exposure.	5
4. Existing Policies – the jurisdiction has demonstrated a commitment to provide an increase in housing and transportation choices demonstrated through existing policies such as innovative parking policies, TOD zoning, transportation demand management strategies, existing citywide affordable housing policies and approved projects, supportive general plan policies, sustainability policies, including green building policies and alternative energy policies, etc.	15
5. Project Performance and Impact – extent to which the project or its implementation will help achieve OBAG program goals and objectives and facilitate PDA implementation.	20
6. Project Approach/Scope of Work and Timeline – project has a well-defined scope of work and timeline identifying key purpose and objectives, all necessary tasks and subtasks, the roles of all involved partners, as well as expected deliverables and meetings; or, there is a clear and detailed description of the project, its purpose and objectives, and its expected outcomes (in cases where consultant assistance/involvement may be needed in developing the specific project scope and timeline).	20
7. Local Commitment and Community Support – jurisdiction demonstrates local commitment to implementation of relevant plans or studies; demonstration of community, major property owner(s), City Council, Board of Supervisors, and relevant transit operator(s) support for the project (i.e., public involvement to date, letters of support, etc.).	20
8. Matching Funds – project leverages other funding or current or past planning efforts.	5
9. Commitment to Implementation – project sponsor has a commitment to and a clear approach and timeframe for plan or project implementation once planning and/or studies are completed.	10

Complete Streets Policy Implementation Project Evaluation Criteria	Points
1. Adoption of a Complete Streets Policy	Required
2. Project Need, Benefit and Effectiveness – there is a clear description of the current problem or need with regard to complete streets implementation, as well as the final outcome or objective to be accomplished by the project. Sponsors should describe how the project is expected to facilitate creation of complete streets within the community.	35
3. Project Approach/Scope of Work and Timeline – project has a well-defined scope of work and timeline identifying key purpose and objectives, all necessary tasks and subtasks, as well as expected deliverables and meetings.	35

4. Level of Innovation and Replicability – project has the potential to demonstrate innovative and effective techniques for implementing complete streets policies and/or will provide a useful model for other Alameda County jurisdictions	10
5. Commitment to Implementation– project sponsor has a clear approach and timeframe for plan, policy or project implementation.	15
6. Matching Funds – project leverages other funding or current or past efforts to implement a complete streets policy.	5

Bicycle and Pedestrian Planning and Engineering Support Project Evaluation Criteria	Points
1. Project Location <ul style="list-style-type: none"> Project or segment is included in local or countywide bicycle and/or pedestrian plan 	Required
2. Project Need, Benefit and Effectiveness – clear description of project need (collision data, demand data, or other documentation of the need for improvements) and its potential benefit in terms of improving safety, accessibility and/or mobility for bicyclists and/or pedestrians.	25
3. Project Approach/Scope of Work and Timeline – project has a well-defined scope of work and timeline identifying key purpose and objectives, all necessary tasks and subtasks, as well as expected deliverables and meetings.	20
4. Level of Innovation and Replicability – project has the potential to demonstrate innovative and effective techniques for addressing bicycle and pedestrian safety, access and mobility and/or will provide a useful model for other Alameda County jurisdictions	25
5. Commitment to Implementation – project sponsor has a commitment to and a clear approach and timeframe for project implementation.	25
6. Matching Funds – project leverages other funding.	5

**Commission Chair**

Scott Haggerty, Supervisor - District 1

Commission Vice ChairRebecca Kaplan,
City of Oakland Councilmember**AC Transit**

Elsa Ortiz, Director

Alameda CountySupervisors
Richard Valle - District 2
Wilma Chan - District 3
Nate Miley - District 4
Keith Carson - District 5**BART**

Thomas Blalock, Director

City of Alameda

Marilyn Ezzy Ashcraft, Vice Mayor

City of Albany

Peggy Thomsen, Mayor

City of Berkeley

Laurie Capitelli, Councilmember

City of Dublin

Tim Sbranti, Mayor

City of Emeryville

Ruth Atkin, Councilmember

City of Fremont

Suzanne Chan, Councilmember

City of Hayward

Marvin Peixoto, Councilmember

City of Livermore

John Marchand, Mayor

City of Newark

Luis Freitas, Councilmember

City of Oakland

Larry Reid, Vice Mayor

City of Piedmont

John Chiang, Mayor

City of Pleasanton

Jerry Thorne, Mayor

City of San Leandro

Michael Gregory, Vice Mayor

City of Union City

Carol Dutra-Vernaci, Mayor

Executive Director

Arthur L. Dao

June 4, 2013

Subject: Alameda CTC Sustainable Communities Technical Assistance Program (SC-TAP) Call for Projects

To All Interested Parties:

The Alameda County Transportation Commission (Alameda CTC) is pleased to announce a Call for Projects for the Sustainable Communities Technical Assistance Program (SC-TAP). Application materials are available for download from the Alameda CTC's website at: http://www.alamedactc.org/app_pages/view/4000.

Applications are due to the Alameda CTC no later than **5:00 p.m. on Tuesday, September 17, 2013**.

The Alameda CTC has created an expanded technical assistance program for Alameda County jurisdictions that will provide significant support in the form of on-call consultant expertise for Priority Development Area (PDA) planning and implementation, complete streets policy implementation, and bicycle and pedestrian planning and engineering technical support. The SC-TAP has been designed to be consistent with OBAG requirements per MTC Resolution 4035 as well as with MTC's PDA Planning Program and ABAG's FOCUS Technical Assistance Program.

The SC-TAP will provide direct support to Alameda County jurisdictions via on-call consultant contracts similar to the existing Transit Oriented Development Technical Assistance Program (TOD TAP). Jurisdictions may apply for consultant services for specific projects or for consultant in-house support for a fixed amount of time in order to complete a specific planning, environmental review or project development task. The selected consultant(s) will perform work directly for project sponsors; however, the Alameda CTC will assume all contract administration and oversight responsibilities. The Alameda CTC will be responsible for approving all consultant invoices and will closely monitor project budgets, scopes and schedules.

As part of the project wrap-up for SC-TAP projects, the consultant and/or project sponsors may be required to develop and provide to Alameda CTC a "best practices" design guide and simple fact sheet to be shared with other local jurisdictions on the Alameda CTC website, as a way to share knowledge and experience and help build a local best practices resource for Alameda County jurisdictions. The consultant and the project sponsor may also be required to make a short presentation to the Alameda CTC Committees and/or Commission on the design, implementation or planning challenges addressed and the solutions or approaches developed.

The funding of specific elements, such as in-house planning support, will depend on the eligibility requirements of SC-TAP funding sources. For this current funding cycle, the primary source of funding for the program is federal Surface Transportation Program (STP) funds, which require a transportation nexus (please see the Program Guidelines for further details).

Eligible Applicants

Local governments (cities and counties) are eligible for SC-TAP consultant assistance and should partner with the transit providers serving the PDA or Growth Opportunity Area (GOA) for any project that potentially affects transit service or facilities. Partnerships with local non-profit groups and community-based organizations are also encouraged. Multiple jurisdictions, transit agencies, or the Alameda CTC may also submit project applications. In the case of multiple jurisdiction applications, each jurisdiction must be a co-applicant.

Eligible Project Locations

Eligible planning areas for PDA Planning and Implementation projects include:

- Areas approved as planned or potential PDAs as part of the ABAG FOCUS program;
- MTC Resolution 3434 station areas; and
- Alameda County PDA Investment and Growth Strategy PDAs and GOAs and locations that provide proximate access to PDAs and GOAs.

For bicycle and pedestrian planning and engineering projects, eligible locations include:

- Any project that is identified in countywide or local bicycle or pedestrian plans.

PDA Planning and Implementation

Consistent with the Alameda CTC's PDA Investment and Growth Strategy, the SC-TAP provides local jurisdictions with assistance in planning and implementing the vision for Alameda County's PDAs, namely, creating vibrant places with adequate housing for all income levels, a mix of uses, access to jobs, and multi-modal transportation infrastructure. Additionally, PDAs play a critical role in the region's Sustainable Communities Strategy (SCS) which seeks to coordinate land use and transportation so as to reduce greenhouse gas emissions for cars and light-duty trucks.

For those jurisdictions that have not yet completed PDA-specific planning activities, the SC-TAP program will provide resources to complete specific or area plans, zoning code updates, and required CEQA analyses (e.g., programmatic EIRs). The SC-TAP may also support projects to update and implement existing community-based transportation plans and incorporate them into PDA planning and implementation efforts.

Many jurisdictions have already completed specific or area plans for their PDAs, however additional technical studies or analyses may still be needed to facilitate implementation of those plans. The SC-TAP will provide a broad range of consultant skills and expertise that jurisdictions can use to implement already completed plans in order to increase the number of housing units, including affordable housing, and jobs located within PDAs and transit corridors as well as improve multi-modal access and mobility.

Complete Streets Policy Implementation

As stipulated in MTC Resolution 4035, a jurisdiction must have an adopted complete streets policy to be eligible for OBAG funds. The SC-TAP will support implementation of complete streets policies, including the development of internal agency protocols and communications for complete streets implementation, technical assistance for developing performance measures for complete streets, or

technical assistance with development of local design standards, or other technical assistance to facilitate the implementation of complete streets.

Bicycle and Pedestrian Planning and Engineering Support

Technical, resource and design and engineering assistance and expertise for complex and/or innovative bicycle and pedestrian projects for resolving small-scale bicycle and pedestrian safety, access, and convenience issues will also be eligible under the SC-TAP.

Schedule

June 4, 2013:	Call for Projects
July 16, 2013:	Application Workshop at 1:30 p.m.
September 17, 2013:	Applications due to the Alameda CTC by 5:00 p.m.
November 2013:	Alameda CTC review and adopt final program
December 2013/January 2014:	Alameda CTC to work with project sponsors to select consultants and finalize work scopes and budgets

To Apply

Further information, including application and reference materials are available to view and download from the Alameda CTC's website at: http://www.alamedactc.org/app_pages/view/4000. Potential applicants are encouraged to contact Alameda CTC staff (listed below) with any questions they may have about the eligibility of potential projects.

An Application Workshop for interested applicants will be held on **Tuesday, July 16th from 1:30-3:30 p.m** at the Alameda CTC offices.

Completed applications (applications and any attachments) are due to the Alameda CTC no later than **5:00 p.m. on Tuesday, September 17, 2013**. Applicants should provide an electronic copy of the application and attachments either by mailing a CD or emailing the electronic files to: kvuicich@alamedactc.org.

Questions

If you have any questions, please contact the following Alameda CTC Planning staff:

- Kara Vuicich, phone: (510) 208-7410 or email: kvuicich@alamedactc.org
- Beth Walukas, phone: (510) 208-7405 or email: bwalukas@alamedactc.org

This page intentionally left blank



Memorandum

DATE: June 18, 2013

TO: Alameda County Transportation Commission

FROM: Arun Goel, Project Controls Engineer

SUBJECT: Update on Office Relocation

Recommendation

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

Summary

At the December 6, 2012 Commission meeting, staff presented a proposed schedule and relocation budget and a draft floor plan. Staff also received approval to send a Letter of Intent (LOI) to OCC Venture, LLC / CBRE Group Inc., the landlord of 1111 Broadway, Oakland, CA 94612, indicating our intent to enter into a lease agreement. The final lease agreement was fully executed on February 21, 2013.

Per the lease agreement, the landlord entered into the construction and other related contracts with the selected firms. Construction commenced on June 6, 2013 by the General Contractor, Charles Pankow Builders, Ltd., an Oakland based firm.

Relocation expenditures are currently running approximate 3 percent over the originally anticipated budget, however they are still within the overall budget authority approved by the Commission for the relocation effort.

The agency move is being coordinated with staff and is currently scheduled for the last week of August. Staff is expected to report to the new office location at 1111 Broadway 8th Floor, Oakland, CA 94612 on September 3, 2013. In addition, the board room is expected to be fully functional for the multiple committee meetings scheduled for September 9, 2013.

Fiscal Impact

There is no fiscal impact.

This page intentionally left blank