



**COMMISSION MEETING NOTICE**  
**Thursday, March 28, 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**

Greg Harper, 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 I

Arthur L. Dao  
Vanessa Lee

Executive Director  
Clerk of the Commission

**AGENDA**

**Copies of individual Agenda items are available online at:**  
**[www.alamedactc.org](http://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. | <a href="#">Minutes of February 28, 2013– Page 1</a>  | <b>A</b> |
| 6B. | <a href="#">I-580 Corridor High Occupancy Vehicle (HOV) Lane Projects Status Update – Page 5</a>  | <b>I</b> |
| 6C. | <a href="#">I-580 Express (HOT) Lane Projects Status Update– Page 17</a>  | <b>I</b> |
| 6D. | <a href="#">I-580 Express (HOT) Lane System Integration Status Update – Page 29</a>   | <b>I</b> |
| 6E. | <a href="#">Congestion Management Program: Summary of the Alameda CTC’s Review and Comments on Environmental Documents and General Plan Amendments– Page 35</a> | <b>I</b> |
| 6F. | <a href="#">Approval of Policy Framework for Planning, Programming and Monitoring at Alameda CTC– Page 41</a>   | <b>A</b> |

- 6G. [Approval of the Final Alameda County Priority Development Area Investment and Growth Strategy](#) – Page 53 A
- 6H. [Review of Complete Streets Local Policy Approvals Update](#) – Page 61 I
- 6I. [Dumbarton Rail Corridor \(ACTIA No. 25\) – Approval of the Deadline Extension for Environmental Clearance and Full Funding for the Measure B Transportation Sales Tax Program Funded Project](#) – Page 65 A
- 6J. [Route 238/Mission-Foothill-Jackson Corridor Improvement Project \(ACTA No. 238\) – Authorization to Execute Amendments to Project Funding Agreements to Transfer Funds from the Right-of-Way to the Construction Phase of the Project](#)– Page 69 A
- 6K. [Approval of an Amendment to the Fiscal Year 2012-2013 Professional Services Agreement with Koff & Associates for Human Resource Consulting Services](#)– Page 75 A
- 6L. [Approval of a Proposed Update to the Fiscal Year 2012-2013 Consolidated Budget for the Alameda CTC](#)– Page 77 A
- 6M. [Approval of Paperless Distribution of Alameda CTC Commission, Committee and Subcommittee Meeting Packets](#) – Page 97 A
- 6N. [Approval of Advisory Committee Appointments](#) – Page 99 A

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

- 7A. [Bicycle and Pedestrian Advisory Committee](#)– Midori Tabata, Chair I  
– Page 101
- 7B. [Citizens Advisory Committee](#) – Barry Ferrier, Chair – Page 103 I
- 7C. [Citizens Watchdog Committee](#) – James Paxson, Chair – Page 109 I
- 7D. [Paratransit Advisory and Planning Committee](#) – Sylvia Stadmire, Chair I  
– Page 143

**8 Planning, Policy and Legislation Committee Action Items**

- 8A. [Metropolitan Transportation Commission \(MTC\) Express Lane Network Update](#) – Page 153
- 8B. [Approval of Legislative Positions and Legislative Update](#) – Page 177 I/A
- 8C. Summary of Alameda CTC Retreat\* I

**9 Programs and Projects Committee Action Items**

- 9A. [Coordinated Call For Projects Update](#)– Page 199 I
- 9B. [Measure B Special Transportation for Seniors and People with Disabilities Program Overview](#) – Page 201 I

**10 Other Business**

- 10A. Recognition of Safe Routes to School Golden Sneaker Award Recipients I

**11 Member Reports (Verbal)****12 Adjournment-Next Meeting- April 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

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**www.alamedactc.org**

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





**ALAMEDA COUNTY TRANSPORTATION COMMISSION  
MINUTES OF FEBRUARY 28, 2013  
OAKLAND, CALIFORNIA**

**1. Call to Order/Pledge of Allegiance**

**2. Roll Call**

Parmelee conducted the roll call. A quorum was confirmed.

**3. Public Comment**

There were no public comments.

**4. Chair/Vice Chair Report**

Chair Haggerty stated that he attended a capital and trade meeting with Supervisor Valle.

**4A. Executive Director Report**

Art Dao stated that the Alameda CTC held a successful Retreat on February 22, 2013. Mr. Dao stated that he and Tess Lengyel would attend a public hearing in Sacramento.

**5. Approval of Consent Calendar**

**5A. Minutes of January 24, 2013– Page 1**

**5B. Congestion Management Program: Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments**

**5C. Approval of State Transportation Improvement Program (STIP) At Risk Report**

**5D. Approval of Federal Surface Transportation/Congestion Mitigation and Air Quality (STP/CMAQ) Program At Risk Report**

**5E. Approval of Transportation Fund for Clean Air (TFCA) Program At Risk Report**

**5F. Approval of Transportation for Clean Air (TFCA) FY 2013/14 Expenditure Plan Application**

**5G. California Transportation Commission (CTC) January 2013 Meeting Summary**

**5H. East Bay Greenway Project – Segment 7A (ACTIA 28) – Approval of Amendment No. 2 to the Professional Services Agreement with HQE Incorporated (Agreement No. A10-0026)**

**5I. I-580 San Leandro Soundwall & Landscape Project (ACTC 774.0) –Approval of Amendment No. 4 to the Professional Services Agreement with Mark Thomas & Company (Agreement No. A06-003)**

**5J. Alameda CTC Fiscal Year 2012-2013 Second Quarter Consolidated Investment Report**

**5K. Approval of the Fiscal Year 2013-2014 Administration Support Professional Services Contracts Plan**

**5L. Approval and Adoption of the Alameda County Transportation Commission HRA Retiree Benefit for the 2013 Calendar Year**

**5M. Update on Office Relocation**

**5N. Approval of Advisory Committee Appointments**

**5O. Approval of the Consolidated FY 2012-13 Second Quarter Financial Report**

Item 5J was removed from the Consent Calendar. Councilmember Atkin wanted to know if money in the ACTA fund could only be spent on ACTA projects. Patricia Reavey stated that ACTA funds could only be expended on ACTA projects. The loan from ACTA to ACTIA mentioned in the investment staff report would not have a negative impact on any ACTA projects. It would be paid back to the ACTA fund once a financing mechanism was put in place by ACTIA and before ACTA needed the funds for projects. Councilmember Atkin then motioned to approve Item 5J. Director Blalock seconded the motion. The motioned passed 27-0.

Director Blalock motioned to approve the remainder of the Consent Calendar. Vice Mayor Reid seconded the motion. The motion passed 27-0.

**6. Community Advisory Committee Reports**

**6A. Bicycle and Pedestrian Advisory Committee (BPAC)**

Midori Tabata, BPAC Chair, stated that BPAC last met on February 7, 2013 and reviewed and received updates on the one Bay Area Grant Program, the coordinated call for projects, and the Safe Routes to Schools program.

**6B. Citizens Advisory Committee (CAC)**

Barry Ferrier, CAC Chair, reported that the CAC has not met since July 2012. He stated that there are vacancies on the Committee that need to be filled as soon as possible.

**6C. Citizens Watchdog Committee (CWC)**

No one was present from the Citizens Watchdog Committee.

**6D. Paratransit Advisory and Planning Committee (PAPCO)**

Sylvia Stadmire, PAPCO Chair, stated that the Committee met on February 25, 2013. PAPCO members created subcommittees for finance, program plan review, Gap Grant review and scoring for the Federal Capital 5310 Grant Program. She stated that PAPCO will begin brainstorming for the annual mobility workshop and concluded with updating the Commission on Committee vacancies.

**7. Planning, Policy and Legislation Committee Action Items**

**7A. Legislative Update and Approval of Legislative Positions**

Tess Lengyel gave an update on state and federal legislative initiatives. On the federal level, Ms. Lengyel updated the Commission on the Department of Transportation activities, the FY 14 Budget, including

sequestration, and gave an overview of the representatives appointed to House and Senate Committees. On the state level, Ms. Lengyel updated the Committee on the newly formed transportation agency and recommended that the Commission take support positions on AB 210 (Wieckowski) and SCA 11 (Hancock).

Councilmember Atkin motioned to approve this item. Councilmember Kaplan seconded the motion. The motion passed 27-0.

**7B. Approval to Release the Draft Alameda County Priority Development Area (PDA) Investment and Growth Strategy for Review and Comment**

Beth Walukas recommended that the Commission approve releasing the Draft Alameda County Priority Development Area (PDA) Investment and Growth Strategy for review and comment. She presented an overview of the Strategy stating that it included the five chapters, including the strategic plan, and summarized comments received to date. Ms. Walukas reviewed the program requirements and the investment and growth strategy process and stated that final PDA Investment and Growth Strategy will be presented at the March Committee and Commission meetings.

Councilmember Capitelli questioned who will spearhead the evaluation process. Ms. Walukas stated that Alameda CTC will play a role in the evaluation process, who collects the data and how it is collected still needs to be worked out with both ABAG and MTC.

A public comment was heard by Lindsey Imai.

Councilmember Kaplan motioned to approve this Item. Supervisor Carson seconded the motion. The motion passed 27-0.

**7C. Approval of Sustainable Communities Technical Assistance Program (SC-TAP) Program Guidelines and Budget**

Beth Walukas recommended that the Commission approve the Program Guidelines (Appendix A) and issuance of a call for projects; Program \$500,000 of Measure B Transit Center Development (TCD) funds for the SC-TAP for FY 2012-13 through FY 2016-17 to support PDA planning and implementation in Alameda County; Program \$50,000 of Measure B Bicycle and Pedestrian Countywide Discretionary Funds for FY 2012-13 through FY 2014-2015 to provide technical, resource, and design and engineering assistance and expertise for complex and/or innovative bicycle and pedestrian projects focused on resolving small-scale bicycle and pedestrian safety, access, and convenience issues; and Authorize the Executive Director, or a designee of the Executive Director, to negotiate and execute one or more professional services agreements with consultants or consultant teams selected as a result of the Request for Qualifications (RFQ) process in accordance with procurement procedures.

Ms. Walukas provided an update on the program description, eligible applicants and activities, funding details and the evaluation criteria and application review process. She concluded by reviewing the programming of funds and a schedule pending approval.

Councilmember Kaplan motioned to approve this Item. Mayor Chiang seconded the motion. The motion passed 27-0.

**8A. Approval of Annual Update to the Alameda CTC Transportation Fund for Clean Air (TFCA) Program Guidelines to Conform to the Air District's TFCA Policies for FY 2013/14**

Matt Todd recommended that the Commission approve the Alameda CTC Transportation Fund for Clean Air (TFCA) Program Guidelines to conform with the Air District's FY 2013/14 TFCA Policies. Mr. Todd stated that statute requires that Program Managers annually review their programming guidelines for the TFCA Program and he concluded by reviewing key changes based on Air District requirements.

Councilmember Atkin wanted to know if shuttles were considered for fund programming. Mr. Todd stated that shuttles were considered transit and would be considered.

Supervisor Haggerty wanted clarification on the duplication of routes. Mr. Dao stated that staff would bring a TFCA item to the Commission in future meetings to that address this issue.

Councilmember Kaplan motioned to approve this Item. Councilmember Chan seconded the motion. The motion passed 27-0.

**8B. 580 PAC Standing Committee & Administrative Code Amendment**

Art Dao recommended the Commission approve an amendment to the Alameda CTC Administrative Code in order to convert the existing I-580 Policy Advisory Committee (I-580 PAC) from an advisory status to a "Standing Committee" of the Board, as authorized under Section 4.1.14 of the Administrative Code, and rename it to the I-580 Policy Committee.

Mayor Marchand motioned to approve this Item. Councilmember Biddle seconded the motion. The motion passed 24-0.

**9. Member Reports**

There were no member reports.

**10. Adjournment: Next Meeting – March 28, 2013**

The next meeting will be held on March 28, 2013 at 2:00pm.

Attest by:



Vanessa Lee  
Clerk of the Commission



## Memorandum

**DATE:** March 14, 2013  
**TO:** Alameda County Transportation Commission  
**FROM:** I-580 Express Lane Policy Committee  
**SUBJECT:** I-580 Corridor High Occupancy Vehicle (HOV) Lane Projects Status Update

### Recommendation

This is an informational item only. No action is required.

### Summary

The Alameda CTC is the sponsor for the I-580 Corridor High Occupancy Vehicle (HOV) Lane Projects, which will construct an HOV lane in both the Eastbound and Westbound directions along I-580 from Pleasanton to Livermore. The projects are designed to 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 construction contracts are being administered by Caltrans; the current status of each is as follows:

- I-580 Eastbound HOV Lane Project (Segments 1 and 2) is complete and the HOV lane was opened to traffic in 2010. The construction contract for auxiliary lanes (Segment 3) was awarded on November 16, 2012.
- I-580 Westbound HOV Lane Project will be constructed in two separate construction contracts: an eastern segment from Greenville Road to Isabel Avenue and a western segment from Isabel Avenue to Foothill/San Ramon Road. The construction contract for the western segment was awarded on October 29, 2012 and the construction contract for the eastern segment was awarded on November 20, 2012.

Attached for the Committee's review, are the monthly status reports for both the I-580 Eastbound HOV Lane Project and the I-580 Westbound HOV Lane Project; each report covers activities through February 28, 2013.

## **Discussion**

### ***I-580 Eastbound HOV Lane***

The I-580 Eastbound HOV Lane Project is comprised of three segments:

- Segment 1 and 2 provided one HOV lane in the eastbound direction from Greenville Road to Hacienda Drive. Construction was completed in 2010.
- Segment 3 limits span from Hacienda Drive to Greenville Road and will construct eastbound auxiliary (AUX) lanes from Isabel Avenue to First Street in Livermore. In addition, the project will widen the eastbound bridges at Arroyo-Las Positas, pave and stripe all lanes in the eastbound direction from Hacienda Drive to Greenville Road and make other improvements to accommodate conversion of the HOV lane to a double express / high occupancy toll (HOT) lane facility.

Design and right-of-way acquisition work for Segment 3 was completed in May 2012. The bids for this segment were opened on October 5, 2012. The apparent low bidder was OC Jones & Sons with a bid 6.22% below the Engineer's Estimate. The contract was awarded to OC Jones & Sons on November 16, 2012.

The total cost of I-580 Eastbound HOV Lane Project is \$137.1M. The project is funded from a combination of local, state and federal funds. The California Transportation Commission allocated \$21.56M CMIA and \$5M SHOPP funds for Segment 3 at their May 2012 meeting. Both CMIA and SHOPP allocations were adjusted to reflect the bid savings at the contract award. See Attachment A for detailed project funding and financial status.

### ***I-580 Westbound HOV Lane***

The I-580 Westbound HOV Lane Project will provide a westbound HOV lane from the Greenville Overcrossing in Livermore to the San Ramon / Foothill Road overcrossing in Dublin / Pleasanton. The project will also provide an auxiliary lane from Vasco Road to First Street; First Street to North Livermore Avenue; North Livermore Avenue to Isabel Avenue; and from Airway Boulevard to Fallon Road and will rehabilitate the existing pavement. The widening of the Arroyo Las Positas Creek Bridges has been included in Segment 3 of Eastbound HOV Lane Project in order to avoid conflict during construction between contractors. The westbound project will be constructed in two separate construction contracts:

- An East Segment from Greenville Road to Isabel Avenue, and
- A West Segment from Isabel Avenue to San Ramon/Foothill Road.

The total cost of the I-580 Westbound HOV Project is \$145.2M. The project is funded from local, state and federal funds. California Transportation Commission allocated \$101.7M CMIA, \$29.4M SHOPP and \$10.0M TCRP funds at their April, May and September 2012 meetings. Both CMIA and SHOPP allocations were adjusted to reflect bid savings at the contract award. See Attachment B for detailed project funding and financial status.

Design and right-of-way acquisition work for both segments was completed in May 2012. The bids for the western segment were opened on August 29, 2012; the apparent low bidder was DeSilva Gates Construction with a bid 23.32% below Engineer's Estimate. The bids for the eastern segment were opened on September 19, 2012; the apparent low bidder was Ghilotti Construction Company with a bid 16.33% below Engineer's Estimate. The west segment contract was awarded October 29, 2012 and the east segment contract was awarded on November 20, 2012.

***Benefits***

The I-580 Eastbound HOV Project has reduced peak period congestion and delay by providing a new HOV lane for carpooling motorists and transit riders. The I-580 Westbound HOV Project will complement the newly completed eastbound HOV lane and provide similar benefits. The new lane aims to encourage ridesharing and transit use and to reduce the number of single occupant vehicles on the mainline. AUX lanes are designed to improve highway operations by separating vehicle on and off movements on the mainline from the faster moving through traffic lanes. This project will support regional air quality attainment goals by reducing the numbers of automobiles in use and idling in traffic. It will also improve safety for motorists and maintenance workers by providing adequate inside and outside shoulders where possible, allowing a refuge area for disabled vehicles and improving accessibility for the California Highway Patrol (CHP) and emergency and maintenance vehicles.

**Fiscal Impact**

This is an informational item and there is no fiscal impact.

**Attachment(s)**

Attachment A: I-580 Eastbound HOV Lane Project Monthly Status Report

Attachment B: I-580 Westbound HOV Lane Project Monthly Status Report

Attachment C: I-580 Corridor HOV Lane Projects – Location Map

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## ATTACHMENT A I-580 Eastbound HOV Lane Monthly Status Report Through February 28, 2013

### PROJECT DESCRIPTION

The Eastbound I-580 HOV Lane Project includes three segments: Segment 1, Segment 2 and Segment 3:

- **Segment 1** - HOV lane construction from Greenville Road to Portola Avenue.
- **Segment 2** - HOV lane construction from Portola Avenue to Hacienda Drive.
- **Segment 3** - Auxiliary (AUX) Lane from Hacienda Drive to 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 1 - The HOV lane from Greenville Road to Portola Avenue was opened to traffic in October 2009. The construction contract of this segment was accepted on February 2, 2010.

Segment 2 - The HOV lane from Hacienda Drive to Portola Avenue was opened to traffic in November 2010. The construction contract was accepted on September 30, 2011.

Segment 3 – The Auxiliary Lane project from Hacienda Drive to Greenville Road was advertised on July 9, 2012 and bids were opened on October 5, 2012. The apparent low bidder was OC Jones & Sons with a bid 6.33% below the Engineer's Estimate. The contract was awarded to OC Jones & Sons by Caltrans on November 16, 2012. Caltrans is reviewing initial submittals and anticipates the contractor starting field work in April 2013.

### SEGMENT 3 ANTICIPATED CONSTRUCTION STAGING & TRAFFIC HANDLING

Construction activities are expected to include both day and night work; final construction staging sequence may change based on contractor's proposed plans. Significant work is involved in rehabilitating the existing pavement which requires closing traffic lanes. Due to heavy day time traffic volumes, closing traffic lanes will create considerable traffic delays. 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. According to the approved lane closure charts by Caltrans, night work will occur

between 9:00 PM and 4:00 AM. Lane closures are expected, but complete freeway closure is not anticipated. 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. In cooperation with Alameda CTC, Caltrans will lead the public outreach effort; which is expected to occur following award of the construction contract.

## **FUNDING AND FINANCIAL STATUS**

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

### **I-580 Eastbound AUX Lane Project Funding Plan - Segment 3**

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

## **SCHEDULE STATUS**

### **I-580 Eastbound AUX Lane Project Schedule - Segment 3**

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)

## **RECENT ACTIVITIES**

Project was awarded on November 16, 2012.

## **UPCOMING ACTIVITIES**

Construction activities are expected to begin April 2013.

**ATTACHMENT B  
I-580 Westbound HOV Lane  
Monthly Status Report  
Through February 28, 2013**

**PROJECT DESCRIPTION**

The Westbound I-580 HOV Lane Project includes three segments: Segment 1, Segment 2 and Segment 3:

- **Segment 1** - East HOV Segment; project limits are Greenville Road to Isabel Avenue.
- **Segment 2** - West HOV Segment; project limits are from Isabel Avenue to San Ramon Road in Dublin.
- **Segment 3** - Eastbound bridge widenings at Arroyo Las Positas Creek. The project scope of this segment has been combined with, and will be delivered as part of, the Segment 3 contract for the Eastbound HOV Lane Project.

**CONSTRUCTION STATUS**

Segment 1(East Segment) – This project was advertised on July 16, 2012 and bids were opened on September 19, 2012. The apparent low bidder was Ghilotti Construction Company, Inc. with a bid 16.33% below Engineer's Estimate. The contract was awarded to Ghilotti Construction Company, Inc. by Caltrans on November 20, 2012. Caltrans is reviewing initial submittals and anticipates the contractor starting field work in April 2013.

Segment 2 (West Segment) – This project was advertised on June 25, 2012 and bids were opened on August 29, 2012. The apparent low bidder was DeSilva Gates Construction with a bid 23.32% below Engineer's Estimate. The contract was awarded to DeSilva Gates Construction by Caltrans on October 29, 2012. Caltrans is reviewing initial submittals and anticipates the contractor starting field work in March 2013.

**ANTICIPATED CONSTRUCTION STAGING & TRAFFIC HANDLING**

Even though final construction staging sequence could change based on contractor's proposed plans, construction activities are expected to include both day and night work. Significant work is involved in rehabilitating the existing pavement which requires closing traffic lanes. Due to heavy day time traffic, closing traffic lanes will create significant traffic delays. As such pavement rehabilitation work can only be done during night time. 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 paving) and electrical work. According to the approved lane closure charts by Caltrans, night work will occur between 9:00 PM and 4:00 AM. Lane closures are expected but complete freeway closure is not anticipated. Work within the median behind k-rail is expected as first order of work and will occur during day time. All bridge work is expected during day time. In cooperation with Alameda CTC, Caltrans will lead the public outreach effort; which is expected to occur following award of the construction contracts.

## 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.

### I-580 Westbound HOV Lane Project Funding Plan Segment 1 (East 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
<b>Total</b>	<b>41.86</b>	<b>9.04</b>	<b>7.51</b>	<b>6.31</b>	<b>13.54</b>	<b>3.91</b>	<b>0.54</b>	<b>0.24</b>	<b>82.95</b>
<b>Total Project Cost: \$82.95 M</b>									

### Segment 2 (West 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
<b>Total</b>	<b>40.48</b>	<b>7.54</b>	<b>2.49</b>	<b>0.10</b>	<b>9.61</b>	<b>1.61</b>	<b>0.46</b>	<b>62.29</b>
<b>Total Project Cost: \$62.29 M</b>								

## SCHEDULE STATUS

### I-580 Westbound HOV Lane Project Schedule:

#### Segment 1 (East Segment):

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 (West Segment):

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)

## RECENT ACTIVITIES

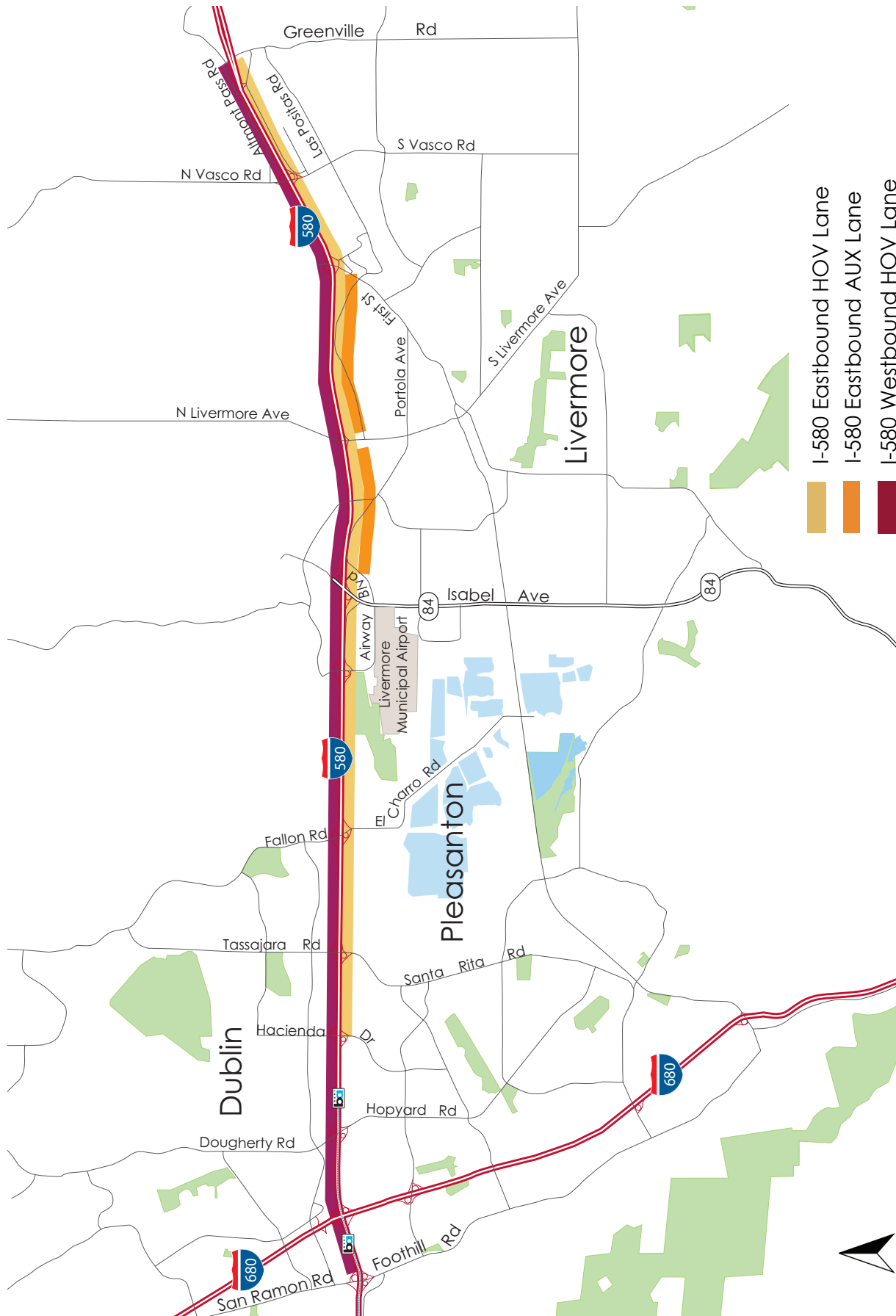
- East Segment: Bids opened on September 19, 2012; construction contract awarded November 20, 2012.
- West Segment: Bids opened on August 29, 2012; construction contract awarded October 29, 2012.

## UPCOMING ACTIVITIES

- East Segment: Construction activities expected to start April 2013.
- West Segment: Construction activities expected to start March 2013.

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# I-580 Corridor HOV Lane Projects - Location Map



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## **Memorandum**

**DATE:** March 14, 2013

**TO:** Alameda County Transportation Commission

**FROM:** I-580 Express Lane Policy Committee

**SUBJECT:** I-580 Express (HOT) Lane Projects Status Update

### **Recommendation**

This is an informational item only. No action is required.

### **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 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 estimated 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.

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

### **Discussion**

#### ***Delivery Strategy***

Staff proposes to combine the I-580 Eastbound Express (HOT) and I-580 Westbound Express (HOT) Projects into one construction project. This will save money in 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. Work under consideration to include by contract change order includes:

- 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” 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 Fallon Road 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 two projects until approximately August 2013. The construction start date will not be delayed and is scheduled to start in 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 is an informational item only and there is no additional fiscal impact.

#### **Attachment(s)**

Attachment A: I-580 Eastbound Express (HOT) Lane Project Monthly Status Report  
Attachment B: I-580 Westbound Express (HOT) Lane Project Monthly Status Report  
Attachment C: I-580 Corridor Express Lane Projects – Location Map

**ATTACHMENT A**  
**I-580 Eastbound Express (HOT) Lane Project**  
**Monthly Status Report**  
**Through February 28, 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 FUNDING**

The I-580 Eastbound Express (HOT) Lane Project is funded through a combination of federal, state and local funds. Staff has recently reconciled RM2 funding on the I-580 corridor and funding that was previously programmed for this project has been used to fund needs on other projects in the corridor. This resulted in a current funding shortfall of approximately \$4.8M for the construction capital phase of the project for the limited access option. An additional shortfall for the “near continuous” access option is \$5.5M. Alameda CTC staff is working with the Metropolitan Transportation Commission (MTC) to identify funding for this shortfall including RM2 savings from already completed projects.

**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 June 2013. A 30 day public circulation period is required in addition to a public meeting.
- The Draft Project Report is pending approval upon Caltrans approval of Design Exceptions for reduced shoulder width and lane widths and refinement of traffic studies for a “near continuous” access configuration. It is anticipated that the Project Report will be finalized in August 2013. Staff continues to work with Caltrans staff to obtain approval of Design Exceptions for reduced inside shoulder width (4’-8’) and reduced lane widths (11’) at locations where right of way is insufficient.
- 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 shortfall (for limited access design) of \$4.8M.
- Funding – Additional funding shortfall of approximately \$5.5M to convert limited access approach to the “near continuous” access approach
- Approval of design exceptions by Caltrans – if Caltrans does not approve the requested Design Exceptions, it could require additional work to increase inside shoulder width to meet standard (10’) such as constructing retaining walls, reconfiguring interchange ramps, relocating environmental mitigation areas to an offsite location, and/or purchasing additional right of way which would increase the project cost. Depending on the solution, the additional cost range is \$5M-\$50M. Additional right of way would also require additional environmental evaluation which would delay completion of the environmental phase of 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. Staff anticipates working on design details for “near continuous” access (location and number of toll gantries, zone tolling requirements) concurrently with completing the overall civil design to avoid delays to the start of construction which is scheduled to start in 2014.

## FUNDING AND FINANCIAL STATUS

### I-580 Eastbound Express (HOT) Lane Project Funding Plan (For Limited Access Design)

Project Phase	Funding Source (\$ x million)						
	ARRA	RM2	TVTC	TCRP Deferred	Local (Meas. B)	TBD	
PA&ED		1.32	0.30	0.12			1.74
PS&E		0.18	0.70	1.15			2.03
Sys. Int.	7.50						7.50
ROW			0.20				0.20
Const. Support		0.60	0.18	0.50			1.28
Construct Cap		1.95		2.23		4.82	9.00
O&M					0.18		0.18
<b>TOTAL</b>	<b>7.50</b>	<b>4.05</b>	<b>1.38</b>	<b>4.0</b>	<b>0.18</b>	<b>4.82</b>	<b>21.93</b>
<b>Total Project Cost: \$21.93 M</b>							

*See Table in Attachment B for Combined Project – “Near Continuous” Access Funding Plan*

## **SCHEDULE STATUS**

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

Project Approval	August 2013
RTL	December 2013
Begin Construction	2014
End Construction	2015

## **RECENT ACTIVITIES**

- Refining traffic studies for “near continuous” access alternative
- Continuing to work with Caltrans for approval of Design Exceptions for reduced shoulder width and lane widths

## **UPCOMING ACTIVITIES**

- Finalize Design Exceptions – Target date March 2013
- 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 June 2013 circulation of document; dependent on approval of design exceptions and 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 August 2013
- Determine items to be added to HOV lane projects via CCO – Target date May 2013

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## ATTACHMENT B

### I-580 Westbound Express (HOT) Lane Monthly Status Report Through February 28, 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 (PM R8.3) to west of the San Ramon Road/ Foothill Road Overcrossing in Dublin/Pleasanton (PM 21.4), a distance of approximately 13.1 miles.

#### PROJECT FUNDING

The I-580 Westbound Express (HOT) Lane Project is partially funded through federal and local funds. A shortfall of \$11.1M remains for the limited access option and an additional \$5.5M for the “near continuous” access option (total \$16.6M); Alameda CTC staff are working with the Metropolitan Transportation Commission (MTC) to identify funding for this shortfall.

#### 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 prepared and environmental studies are underway.
- A Draft Project Report is being prepared.
- This project will require design exceptions, reduced inside shoulder widths and potential lane width reductions (11’). The design exceptions, however, are the same design exceptions previously approved by Caltrans for the I-580 westbound HOV projects. The intent is to request the same design exceptions that Caltrans previously approved. Staff met with Caltrans in December 2012 to present the potential design exceptions and received favorable feed-back.

#### POTENTIAL ISSUES/RISKS

- Funding – there is a current funding shortfall (for limited access design) of \$11.1M.
- Funding – additional funding shortfall of approximately \$5.5M to implement “near continuous” access alternative.
- Approval of design exceptions by Caltrans – although it appears that Caltrans has provided favorable feedback to the proposed design exceptions, if Caltrans does not approve the requested Design Exceptions, additional work could be required to increase inside shoulder width to meet standard (10’).
- Schedule impacts –There are 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. At this time, staff anticipates to work on design details for “near continuous” access (location and number of toll gantries) concurrently with completing the overall civil design to avoid delays to the start of construction which is scheduled for 2014.

## FUNDING AND FINANCIAL STATUS

### I-580 Westbound Express (HOT) Lane Project Funding Plan (For Limited Access)

Project Phase	Funding Source (\$ x million)				
	Fed	TVTC	TCRP LONP Deferred	TBD*	Total
PA&ED	0.78	0.78			1.56
PS&E	0.19	0.25	1.00		1.44
Sys. Int.			1.00	4.50	5.50
ROW		0.17			0.17
Const. Support		0.90			0.90
Construct Cap		1.30		6.60	7.90
<b>TOTAL</b>	<b>0.97</b>	<b>3.40</b>	<b>2.00</b>	<b>11.10</b>	<b>17.47</b>
<b>Total Project Cost: \$17.47M</b>					

\*TBD = funding shortfall

### Combined Eastbound and Westbound Project – “near continuous” Access Funding Plan

Project Phase	Combined EB & WB Project –Near Continuous Access (\$ x million)				
	EB HOT Limited Access	WB HOT Limited Access	Sub Total – Limited Access (Combined EB & WB)	Addt'l Cost – Near Continuous (Combined EB & WB)	<i>Revised Total</i>
PA&ED	1.74	1.56	3.30	0.00	3.30
PS&E	2.03	1.44	3.47	0.30	3.77
Sys. Int. <sup>1</sup>	7.50	5.50	13.00	4.30	17.30
ROW	0.20	0.17	0.37	0.00	0.37
Const. Support	1.28	0.90	2.18	1.10	3.28
Construct Cap <sup>1</sup>	9.00	7.90	16.90	5.00	21.90
O&M	0.18	-	0.18	0.30	0.48
<b>TOTAL</b>	<b>21.93</b>	<b>17.47</b>	<b>39.40</b>	<b>11.00</b>	<b>50.40</b>
<b>Current Shortfall</b>	<b>5.00</b>	<b>11.1</b>	<b>16.10</b>		
<b>Addt'l Cost – Continuous Access</b>				<b>11.00</b>	
<b>Total Revised Shortfall</b>					<b>27.10</b>

Note 1: System integration work will transfer nearly \$5 million in roadway work to Civil- HOT



## **SCHEDULE STATUS**

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

Project Approval	July 2013
RTL	December 2013
Begin Construction	October 2014
End Construction	November 2015

## **RECENT ACTIVITIES**

- Environmental technical studies and completion of traffic studies (including “near continuous” access configuration) are underway
- Draft geometrics and Draft Project Report (including Design Exceptions) are underway

## **UPCOMING ACTIVITIES**

- Complete Traffic Studies – Target date April 2013
- Draft Design Exceptions – Target date March 2013
- Draft Project Report – Target date May 2013
- Draft Environmental Document (CE) – Target date May 2013
- Final environmental clearance – Target date July 2013

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# I-580 Corridor Express Lane Projects - Location Map



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## Memorandum

**DATE:** March 14, 2013

**TO:** Alameda County Transportation Commission

**FROM:** I-580 Express Lane Policy Committee

**SUBJECT:** I-580 Express (HOT) Lanes Systems Integration Status Update

### Recommendation

This is an informational item only. No action is required.

### Summary

This staff report provides a status update of current and planned project development activities associated with the I-580 (Toll) Systems Integration work; including the implementation of the new “near continuous” (aka “near open”) access express lane operating concept.

As presented in previous meetings, the project staff is preparing a single design package for converting the High Occupancy Vehicle (HOV) Lanes to HOV/Express Lane facility in both directions of I-580. The project limits spans from Hacienda Drive to Greenville Road in the eastbound direction and from Greenville Road to San Ramon Road/Foothill Road in the westbound direction. The systems integration work is the last component of express lane implementation; which typically follows the express lane civil/roadway infrastructure improvements. For efficiency purposes, the civil/roadway portion of the express lane construction will include the installation of some elements of the systems integration work, such as procuring and installing sign gantries for the dynamic message signs; overhead gantries for the FasTrak® antennas and toll readers (aka “toll zones,” toll collection via transponder reads); constructing barriers for protecting the toll equipment and conduits for providing power and communication connections; installing poles for CCTV cameras and remote traffic monitoring stations.

The system integration work will involve tolling hardware design and software development, factory testing of design, equipment and system installation, and road geometry and toll system integration. In addition, it will 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. As required, the systems integration work will be closely coordinated with the I-580 Express Lane civil/roadway design and construction.

## **Discussion**

The systems integration is a specialized field that 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. ETC's system design progressed based on a limited access configuration; which is comprised of a total of five access locations: three exclusive ingress/egress and two combined ingress/egress locations. As discussed at the I-580 PAC meetings in November 2012 and January 2013, 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. The civil/roadway work described above will be removed from the systems integration work. 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.

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***

As discussed in Agenda Item 4B, 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. Final location of all of the express lanes related equipment will be determined based on Caltrans/Agency approval of project geometry. 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***

On January 24, 2013 the URS Corporation's consultant services agreement was amended to include a task for revising the toll revenue forecasts in both directions of the I-580 express lanes facility, based on 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. The traffic demand and revenue forecast model are being updated.

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 (formerly Wilbur Smith Associates) staff is operating as an extension of agency staff and have previously developed a concept of operations (Con Ops) plan for eastbound I-580 project that defined the toll pricing strategies, software and hardware needs and enforcement concepts. CDM Smith has also developed a system engineering management plan (SEMP) for the I-580 eastbound project that outlined 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. CDM Smith staff will revise the Con Ops and SEMP to reflect the changes described above. 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.

MTC is currently reviewing these options, as documented in its draft Con Ops; which was prepared for its Tier 1 Express Lane projects. The MTC Con Ops discussed increased implementation of “continuous access” within the Bay Area Express Lane Network, automated toll violation enforcement and a requirement that HOV users need to carry either switchable toll transponders or register (license) as carpool users. LA Metro implemented switchable transponders when it opened its express lanes on I-10 and I-110 in November 2012, to accommodate the customers from the Greater LA Region. However, the I-680 Express Lane does not employ automated violation enforcement. The I-580 Express Lanes likely will accommodate both of these requirements for electronic toll system implementation with near continuous access.



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.).

Furthermore, for consistent customer experience, MTC may follow the Golden Gate Bridge Authority's lead and implement another payment option, payment through pay-by-plate. The Single Occupant Vehicle (SOV) user can use the pay-by-plate option by registering their license plate(s). 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 is currently under development and will include 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 PAC and Alameda CTC Board 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.

### **Fiscal Impact**

This is an informational item only.

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## **Memorandum**

**DATE:** March 14, 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. No action is requested.

### **Summary**

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

Since the last monthly update on February 11, 2013, staff reviewed three NOPs and no DEIRs. Comments were submitted for one of them. The comment letter is attached.

### **Attachments**

Attachment A: Comment letter for City of Newark General Plan Tune-Up

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February 12, 2013

Terrence Grindall  
Community Development Director  
City of Newark  
Community Development Department  
37101 Newark Blvd  
Newark, CA 94560

**SUBJECT:** Comments on the Notice of Preparation of an Environmental Impact Report for the Newark General Plan Tune Up Project

Dear Mr. Grindall,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Newark General Plan Tune Up.

The Project is contained within the City of Newark boundaries. The Project is designed to update the policy framework and land use designations that will guide future development in Newark through 2035; to comprehensively incorporate recent planning efforts, including the completed and adopted Dumbarton Transit Oriented Development Specific Plan (2010), Area 3 and 4 Specific Plan (2009), 2009-2014 Housing Element (2010) and Climate Action Plan into the General Plan so as to ensure Citywide policy consistency; and to address and satisfy new State and regional regulations that have come into force since the General Plan was last updated including Assembly Bill (AB) 162, Senate Bill (SB) 5, the Complete Streets Act of 2008, and the greenhouse gas (GHG) reduction goals of AB 32 and SB 375. The General Plan Tune Up will include updates to the following State-mandated elements: Land Use, Transportation, Open Space and Conservation, and Safety and Noise. The State-mandated Housing Element will continue to stand on its own as a separate document. Additionally, the optional Parks and Recreation Element will be updated, and three new optional elements will be added: Economic Development, Sustainability, and Health.

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

- The City of Newark adopted Resolution No. 6585 on October 8, 1992 establishing guidelines for reviewing the impacts of local land use decisions consistent with the Alameda County Congestion Management Program (CMP). It appears that the proposed project will generate at least 100 p.m. peak hour trips over existing conditions, and therefore the CMP Land Use Analysis Program requires the City to conduct a traffic analysis of the project using the

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

- The CMP was amended on March 26<sup>th</sup>, 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 Newark and the Alameda CTC signed a Countywide Model Agreement on April 1, 2008. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request.

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

- The DEIR should address all potential impacts of the project on the Metropolitan Transportation System (MTS) roadway and transit systems. The MTS roadway network includes both the CMP roadway network and additional routes of local significance. The MTS roadway network is depicted in the attached map, and the MTS network in the proposed project study area is depicted in in 2011 CMP Figure 2. The MTS transit system to consider for this study includes AC Transit, ACE, Capitol Corridor, and BART. The MTS roads in the project study area are Interstate 880 (I-880), Decoto Road, Thornton Avenue, Newark Boulevard, Mowry Avenue, and Stevenson Boulevard.
  - Potential impacts of the project must be addressed for 2020 and 2035 conditions.
  - Please note that the Alameda CTC has *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see chapter 6 of 2011 CMP for more information).
  - For the purposes of CMP Land Use Analysis, 2000 Highway Capacity Manual is used.
- The adequacy of any project mitigation measures should be discussed. On February 25, 1993, the Alameda CTC Board adopted three criteria for evaluating the adequacy of DEIR project mitigation measures:
  - Project mitigation measures must be adequate to sustain CMP service standards for roadways and transit;
  - Project mitigation measures must be fully funded to be considered adequate;
  - Project mitigation measures that rely on state or federal funds directed by or influenced by the CMA must be consistent with the project funding priorities established in the Capital Improvement Program (CIP) section of the CMP or the Regional Transportation Plan (RTP).

The DEIR should include a discussion of the adequacy of proposed mitigation measures relative to these criteria. In particular, the DEIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and what

would be the effect on LOS if only the funded portions of these projects were assumed to be built prior to project completion.

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

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

Sincerely,



Beth Walukas  
Deputy Director of Planning

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

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## Memorandum

**DATE:** March 14, 2013

**TO:** Alameda County Transportation Commission

**FROM:** Policy, Planning and Legislation Committee

**SUBJECT:** **Approval of Policy Framework for Planning, Programming and Monitoring at Alameda CTC**

### Recommendation

It is recommended that the Commission adopt a policy framework to guide the integration of how planning, systems performance evaluation and programming of funds will be developed and implemented in Alameda County for the investment of federal, state, regional and local funds that are under Alameda CTC's purview. This process will guide identification and programming of funds for capital infrastructure projects, operations and programs to support the diverse and multi-modal needs of the County.

### Summary

Alameda CTC's transportation vision supports investing in infrastructure and programs to expand mobility choices and fuel the economy by creating jobs. Planning for capital improvements, operations and maintenance is an on-going process and requires the integration of both short and long-range planning as well as feedback loops from system monitoring and performance evaluations. Over time, the County's infrastructure and operational needs will change and capital and programmatic investments must focus on addressing a combination of new construction to meet increased demand, as well as maintenance, operations and educational efforts to enhance the use of the County's existing investments.

The purpose of an overall transportation planning and programming policy is to develop a comprehensive approach for allocating federal, state, regional and local funds in a manner that provides both short- and long-term solutions for transportation that are cost effective, supportive of sustainable development, enhance economic development through expanded transportation access and mobility, increase safety and improve transportation system efficiencies to meet Alameda CTC's vision for transportation as established in its long-range transportation plan, the Countywide Transportation Plan, as shown in Attachment A. In addition, this policy framework addresses the need for integration of data collection, evaluation and monitoring of system performance (in part, collected through the Congestion Management Program) that will provide important system performance feedback loops into transportation planning and programming efforts on a regular basis as shown in Attachment B.

This policy framework will allow Alameda CTC to:

- fully integrate its practices to further streamline agency planning, programming and delivery efforts,
- ensure effective feedback loops into decision-making through planning, data collection and partnerships,

- improve the public understanding of the benefits of projects and programs delivered by Alameda CTC; and
- support an on-going process of contracting opportunities that will support local jobs and economic development in Alameda County.

## Discussion

The Alameda CTC is responsible for programming on average approximately \$160 million per year in federal, state, regional and local funds. These policies aim to integrate planning, programming and monitoring through a systematic process, including feedback loops to address system performance to support development and implementation of projects and programs to meet the vision and goals established for the county's transportation system.

This framework will bring together all disciplines at Alameda CTC to further integrate how projects and programs are developed and implemented in the County, and how the data collected at Alameda CTC and through partner agencies can be best utilized in Alameda CTC's planning and programming activities.

This proposed system integrates current practices as well as defines new structures to systematically link these elements together. The following summarizes four sections of the policy framework that define a proposed system for planning, programming, implementation and monitoring.

The policy framework recommendation begins with a section on *Planning* that will expand the County's assessment of its multi-modal systems to facilitate greater capacity to identify needs and priorities. Planning is followed by a *Strategic Investments* section which focuses on how to translate the long-range transportation plan, including its vision and goals, into documents that are integrated with the Congestion Management Program (CMP), as well as link all funding sources together that are under Alameda CTC's programming authority. In addition, this section proposes the development of an allocation plan that identifies a two-year programming effort for all projects and programs at Alameda CTC. The third section focuses on *Implementation* and links the programming efforts of the Alameda CTC with its procurement and contracting policies as well as reporting procedures to ensure that the public is kept well informed on the use and benefits derived from the transportation investments in Alameda County. The final section, *Monitoring, Data Collection and Feedback Loops*, expands on how the annual performance monitoring, LOS monitoring and other data collection efforts performed at Alameda CTC should link directly into future cycles of long- and short-range transportation planning and programming. All of these efforts are also linked into the Regional Transportation Plan and regional funding actions. An overview of the policy framework is below:

- *Planning*: Long-range planning is the cornerstone of project and program identification and prioritization to meet the county's transportation vision and goals. The Countywide Transportation Plan is the document that establishes the county's vision for transportation and all programming efforts must reflect the vision and priorities of the CWTP. Future proposed policies regarding implementation of this element will focus on strengthening current transportation planning efforts through the development of more specific modal plans to help identify and prioritize needs.

- *Strategic Investments*: Strategic investments in Alameda County will be consistent with the long-range CWTP and further define a set of short-range transportation planning and programming documents to ensure that projects and programs can move effectively into implementation. The proposed policies for this element will focus on improving the coordination of planning, monitoring and programming by better aligning both programmatic and capital investment programming processes, including the work completed to support the CMP. In addition, policies will focus on linking the selection of projects and programs to the performance measures adopted in the CWTP, as well as defining specific programming policies. This effort will take into account all fund sources on which the Alameda CTC takes action as shown in Attachment C.
- *Implementation*: Project and program implementation will be done through Alameda CTC professional contracting efforts or via contracts with partner agencies. When done through Alameda CTC contracting, Alameda CTC will maximize the amount of contracts that will go to Alameda County businesses to perform the work. The policies in this element are linked with the Alameda CTC procurement and contracting policy under development and which will come before the Commission in spring 2013. In addition, future policies that will be brought to the Commission will focus on aligning monitoring and reporting timelines for all fund sources as well as expanding the overall reporting on benefits of the projects and programs implemented throughout the County.
- *Monitoring, Data Collection and Feedback Loops*: The CMP requires on-going monitoring of Alameda County's roadway performance through Levels of Service reporting, an Annual Performance Report on all modes of transportation and how they are performing in relation to the adopted vision and goals of the CWTP, and a land use analysis which addresses how all types of development in Alameda County affect the transportation system. In addition to data being collected to meet the CMP requirements, Alameda CTC also performs annual bicycle and pedestrian counts, on-going monitoring of the Safe Routes to Schools Program and its capital projects, annual program compliance reports for Measure B and Vehicle Registration Fee funds, and reviews MTC's annual Pavement Condition Report of Bay Area Jurisdictions and Caltrans data. Future policy recommendations will support using data collected through these monitoring and reporting processes to provide feedback into the evaluation and selection of projects and programs for funding at Alameda CTC through the CWTP, and capital and program investment plans.

Future policies will be brought before the Commission in the coming months to address implementation of each of the above policy framework elements.

### **Fiscal Impact**

There is no fiscal impact at this time.

### **Attachments**

Attachment A:	Alameda CTC Adopted Transportation Vision and Goals from 2012 Countywide Transportation Plan
Attachment B:	Alameda CTC Planning, Programming and Monitoring Feedback Loop Process
Attachment C:	Funding Sources Programmed by Alameda CTC

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**Attachment A: Alameda CTC Adopted Transportation Vision and Goals from 2012 Countywide Transportation Plan**

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

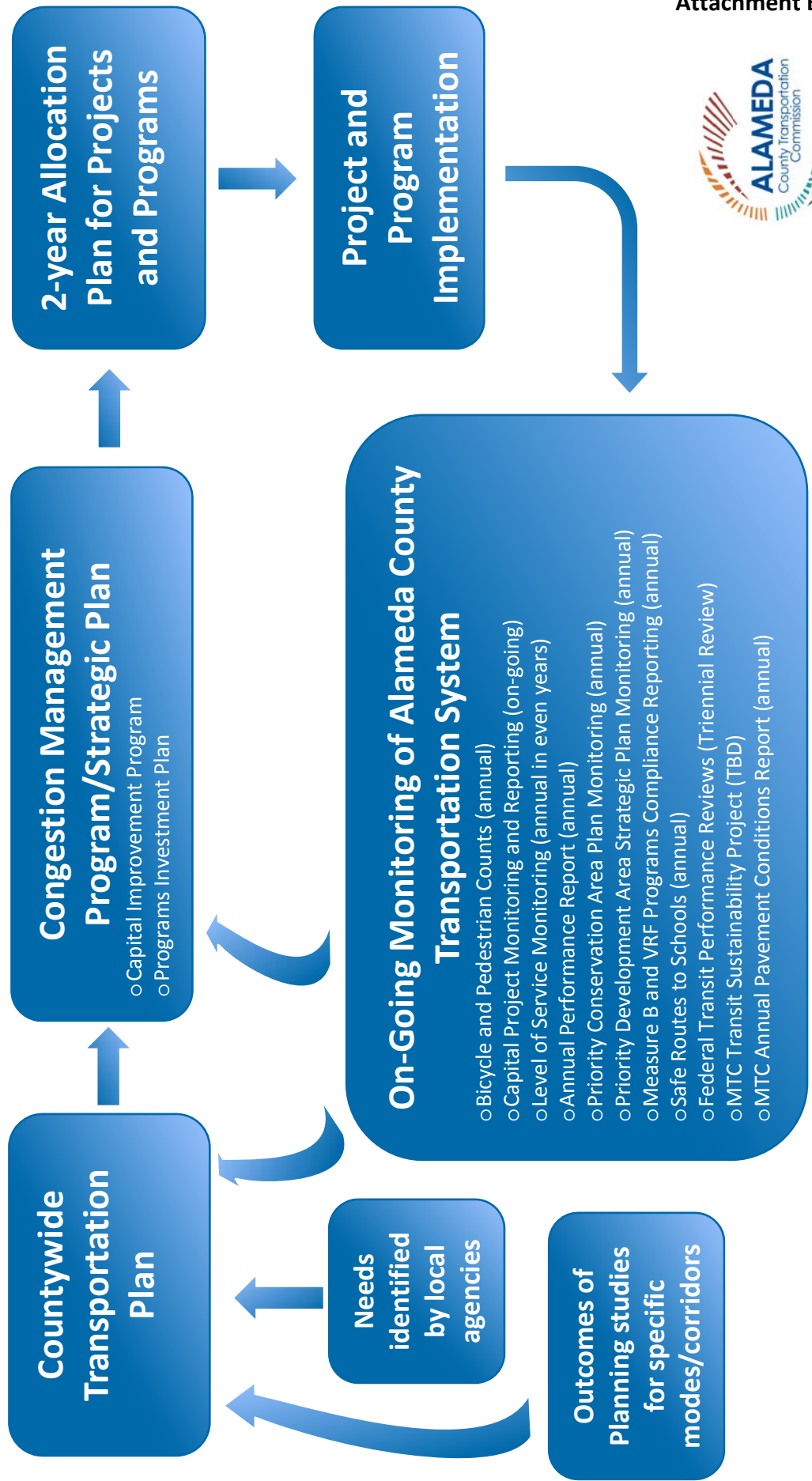
*Our vision recognizes the need to maintain and operate our existing transportation infrastructure and services while developing new investments that are targeted, effective, financially sound and supported by appropriate land uses. Mobility in Alameda County will be guided by transparent decision-making and measureable performance indicators and will be supported by these goals:*

*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”*

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# Alameda CTC Policy Framework for Planning, Programming and Monitoring Feedback Loop Process



*This flowchart only illustrates Alameda CTC's process, which will integrate into the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (TIP)*

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## **Attachment C: Funding Sources Programmed by Alameda CTC**

### **Federal:**

**Surface Transportation Program.** The Alameda CTC, as Alameda County's congestion management agency, is responsible for soliciting and prioritizing projects in Alameda County for a portion of the federal Surface Transportation Program (STP). The STP is provided through funding from the reauthorization of federal funding for surface transportation, the legislation by which the Alameda CTC receives federal monies. MTC's One Bay Area Grant Program is how these funds will be allocated in the coming years.

**Congestion Mitigation & Air Quality Program.** The Alameda CTC is responsible for soliciting and prioritizing projects in Alameda County for a portion of the federal Congestion Mitigation & Air Quality Program (CMAQ). These funds are used on projects that will provide an air quality benefit. MTC's One Bay Area Grant Program is how these funds will be allocated in the coming years.

### **State and Regional:**

**State Transportation Improvement Program.** Under state law, the Alameda CTC works with project sponsors, including Caltrans, transit agencies and local jurisdictions to solicit and prioritize projects that will be programmed in the State Transportation Improvement Program (STIP). Of the STIP funds, 75 percent are programmed at the county level and earmarked as "County Share." The remaining 25 percent are programmed at the state level and are part of the Interregional Transportation Improvement Program. Each STIP cycle, the California Transportation Commission adopts a Fund Estimate (FE) that serves as the basis for financially constraining STIP proposals from counties and regions.

**Transportation Fund for Clean Air Program (TFCA).** State law permits the BAAQMD to collect a fee of \$4/vehicle/ year to reduce air pollution from motor vehicles. Of these funds, the District programs 60 percent; the remaining 40 percent are allocated annually to the designated overall program manager for each county—the Alameda CTC in Alameda County. Of the Alameda CTC's portion, 70 percent are programmed to the cities and county and 30 percent are programmed to transit-related projects.

**Lifeline Transportation Program (LTP).** Alameda CTC is responsible for soliciting and prioritizing projects in Alameda County for the LTP. The LTP provides funds for transportation projects that serve low income communities using a mixture of state and federal fund sources. The current program is made up of multiple fund sources including: State Transit Account, Job Access Reverse Commute and State Proposition 1B funds. The make-up of this program will likely change due to the passage of MAP-21 and most of the Proposition 1B funds already allocated.

## **Local:**

**Measure B Program Funds:** These include 60% of the sales tax dollars that are allocated to 20 separate organizations via direct pass-through funds or discretionary grant programs. In April 2012, the Alameda CTC entered into new Master Program Funding Agreements with all recipients, which require more focused reporting requirements for fund reserves. Agreements were executed Alameda-Contra Costa Transit District (AC Transit), Water Emergency Transportation Authority (WETA), Altamont Commuter Express (ACE), the Livermore Amador Valley Transit Authority (LAVTA), and the Bay Area Rapid Transit District (BART); cities include Alameda, Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, Pleasanton, San Leandro, and Union City (same agreement as for Union City Transit); and Alameda County.

The funds allocated to jurisdictions through the Master Program Funding Agreements include the following:

- Local Transportation, including local streets and roads projects (22.33 percent)
- Mass Transit, including express bus service (21.92 percent)
- Special Transportation (Paratransit) for seniors and people with disabilities (10.5 percent)
- Bicycle and Pedestrian Safety (5 percent)
- Transit-Oriented Development (0.19 percent)

**Measure B Capital Funds:** These include 40% of the sales tax dollars that are allocated to specific projects as described in the voter approved November 2000 Expenditure Plan, as amended. Each recipient has entered into a Master Projects Funding Agreement and Project-Specific Funding Agreements for each project element. Funds are allocated through the project strategic planning process which identifies project readiness and funding requirements on an annual basis. Project-specific funding allocations are made via specific recommendations approved by the Commission.

**Vehicle Registration Fee:** The Alameda County Vehicle Registration Fee (VRF) Program will be allocated in part through the Alameda CTC Master Program Funding Agreements as pass-through funds, and others through discretionary programs, as noted below:

- Local streets and roads (60 percent, allocated through MPFA)
- Transit (25 percent, allocated through discretionary program)
- Local transportation technology (10 percent, allocated through discretionary program)
- Bicycle and pedestrian projects (5 percent, allocated through discretionary program)

**Local Exchange Program.** Under this program, the Alameda CTC can exchange state and federal funds for local monies, giving project sponsors the flexibility to streamline and expedite project delivery. The local funds also allow agencies to begin projects that would otherwise have been delayed due to the lack of available STIP funding. The program includes projects such as bus purchases, overpasses, intermodal facilities, local road improvements and arterial management projects.

### **Other Funding Sources**

There are numerous other funding programs that fund transportation investments in Alameda County, but the Alameda CTC does not have a direct role in programming these fund, including, but not limited to:

- Federal Disaster Assistance
- Federal Transit Sections 5300 series
- State Interregional Transportation Improvement Program
- State Environmental Enhancement and Mitigation Program
- State Transportation Development Act (transit, paratransit and bicycle/pedestrian)
- State Transit Assistance
- State Highway Operations and Protection Program
- Local BART Sales Tax
- Local Bridge Tolls (Regional Measure 2) – sometimes Alameda CTC may have a role in identifying projects for these funds
- Local Gas Tax (Highway Users Tax Account)

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## Memorandum

**DATE:** March 14, 2013

**TO:** Alameda County Transportation Commission

**FROM:** Planning, Policy and Legislation Committee

**SUBJECT:** Approval of the Final Alameda County Priority Development Area (PDA) Investment and Growth Strategy

### Recommendation

It is recommended that the Commission approve the Final Priority Development Area (PDA) Investment and Growth Strategy and direct staff to submit it to MTC by the May 2013 deadline. A list of comments and responses is included in Attachment A.

### Summary

The Draft PDA Investment and Growth Strategy was released for public comment on February 1, 2013 and comments were due on March 11, 2013. Comments were received from Committee members, ABAG and MTC staff and Urban Habitat and are shown along with responses in Attachment A. The Draft Final PDA Investment and Growth Strategy is available on the Alameda CTC web site at [http://www.alamedactc.org/app\\_pages/view/10385](http://www.alamedactc.org/app_pages/view/10385).

### Fiscal Impacts

There are no fiscal impacts.

### Attachment

Attachment A: Summary of Comments and responses on the Draft Alameda County PDA Investment and Growth Strategy and changes to be incorporated into the Final Draft

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## Summary of Comments and Responses on the Draft Alameda County Priority Development Area (PDA) Investment and Growth Strategy

No.	Chapter	Commenter	Comment	Response
1	1	ABAG	Clarify the definitions of “Planned” and “Potential” PDAs.	Comment was incorporated.
2	2	ABAG	In the section that provides an overview of Alameda County’s PDAs, clarify that the regional PDA program was designed to work for a wide range of cities and towns rather than prescribe a specific development program. Consequently, jurisdictions took a variety of approaches to designating PDA boundaries.	Comment was incorporated.
3	2	ACTAC	In Figures 2-5, 2-7, 2-9, and 2-11, PDA Status (Planned vs. Potential) should be consistent with the classification of PDAs Figure 3-5 with regard to Planning Readiness.	The information on PDA Status was compared with the PDA classifications in Chapter 3 and any discrepancies were corrected.
4	2	ACTAC	In Figures 2-5, 2-7, 2-9, and 2-11, the current population density for several PDAs is listed as “n/a” or as “0”. It is unclear as to how current population density was calculated for the PDAs.	The “Current Population Density” column was removed from these figures due to lack of comprehensive and consistent information on PDA geographic areas and populations. Staff will evaluate data related to measuring PDA densities and will include more information on PDA population and/or residential densities in the next update of the PDA Investment and Growth Strategy.
5	2	ABAG	Under “Transportation Policies”, add that parking reductions or maximums in urban areas can make pedestrian-oriented real estate development possible where it might not be in more auto-oriented locations.	Comment was incorporated.

6	2	ABAG	<p>Under “Affordable Housing and Community Stabilization Policies”, consider adding that low-income residents are more likely to use transit investments, so affordability is also a ridership issue (per the Bay Area Travel Survey). Households that can locate close to transit can save \$5000 a year in transportation costs, a significant amount of low income households.</p> <p>Also, consider adding a clarifying sentence such as: "Because the rate of housing production is often less than the demand, community stabilization policies are aimed at creating sufficient engagement, asset-building and affordable housing options to minimize the displacement of low income renters from growing transit-oriented neighborhoods."</p>	Comment was incorporated.
7	2	ACTAC	For Figures 2-13 through 2-16, specify that growth projections are for 2040.	Comment was incorporated.
8	2	ABAG	Under “Designating New PDAs” note that PDA boundary changes can sometimes be approved at a staff level.	Comment was incorporated.
9	2	ACTAC	Delete Figure 2-19: Community Receptiveness to Growth in PDAs by Geographic Area. Because this information is based on jurisdiction staff’s general perception rather than a more thorough community survey, it may be inaccurate.	Comment was incorporated and Figure 2-19 was removed.
10	2	PPLC	In Figures 2-20 through 2-23, more clearly specify that these maps are showing Growth Opportunity Areas (GOAs) as opposed to PDAs.	Comment was incorporated.



11	3	ABAG	<p>The Portland METRO case study at the end of the document talks about aiming between weak market areas and strong market areas where development does not need an incentive. Please address this issue when describing the proposal to invest in "stronger markets."</p>	<p>The Portland Metro TOD Strategic Plan was cited as a potential approach for future PDA data collection and monitoring. The investment priorities of the Portland Metro TOD Strategic Plan are different from those of the current Alameda County PDA Investment and Growth Strategy due to the fact that Portland Metro is investing directly in land development,<sup>1</sup> whereas the Alameda CTC (and other CMAAs) is investing in supportive transportation capital improvements.</p> <p>Portland Metro can help catalyze weaker development markets because of its direct investment in land development; consequently, its strategy is focused on weaker TOD markets that have some development potential. The types of transportation capital improvements that will be funded by the OBAG Program are far less direct in terms of catalytic potential. Consequently, the Alameda CTC has prioritized those PDAs with stronger real estate markets where advance planning has been completed in order to maximize the likelihood that transportation capital investments will result in additional housing and job growth within these PDAs in the near term.</p> <p>Once additional information is available and we have a better understanding of the types of investments or improvements that are needed in order to catalyze development in Alameda County PDAs with weaker development markets, we will be able to refine our PDA Investment and Growth Strategy accordingly.</p>
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<sup>1</sup> According to the Metro TOD Strategic Plan, "The TOD Program is designed to provide incentives, primarily in the form of modest funding grants, to private developers to build higher-density, mixed-use projects located near transit." [http://library.oregonmetro.gov/files/tod\\_final\\_report.pdf](http://library.oregonmetro.gov/files/tod_final_report.pdf), p. 5

12	4	ABAG	In the section “Future Activities to Support PDA Development”, What about favoring affordable housing development or jurisdictions that have strong affordable housing policies, consistent with the earlier criteria?	<p>The current OBAG project selection criteria shown at the end of Chapter 3 provide up to 9 out of 100 points for projects located in jurisdictions with affordable housing preservation and creation strategies. It is also important to note that 80% of Alameda County jurisdictions have some type of inclusionary housing policy and that nearly all jurisdictions have policies aimed at preserving rental and/or affordable housing (see Chapter 2 for a more detailed discussion).</p> <p>The section in Chapter 4 titled “Future Activities to Support PDA Development” discusses the kinds of transportation-related activities (projects or planning) that may be most appropriate for different types of PDAs based on their current development markets and level of planning readiness. It is not a ranking or prioritization of PDA investments. Future prioritization of PDA investments will be informed by more detailed data collection and monitoring that will enable a better understanding of how transportation investments (particularly in areas where high quality transit service already exists) can support efforts to create and preserve affordable housing.</p>
13	4	ACTAC	Clarify that additional funding is needed for catalyst improvements in PDAs that are near active or need additional support.	Comment was incorporated.
14	4	MTC	Under Advocacy Efforts, include regional advocacy efforts.	Comment was incorporated.
15	4	ACTAC	Include traffic- and transit-related data in data collection and monitoring efforts.	Comment was incorporated.
16	4	ACTAC	Develop a data collection and monitoring strategy that builds on existing efforts and doesn’t create redundancies.	Comment was incorporated. Text will be revised to emphasize the need to build on existing data collection efforts and not create redundancies.

17	4	MTC	Under Policies, include complete streets policies in the discussion.	Comment was incorporated.
18	4	ABAG	Figure 4-1 Summary of Potential PDA Monitoring Data: These are very good. Please also note the regional indicator data available at <a href="http://www.onebayarea.org/pdf/SCS_Indicators_v3.pdf">http://www.onebayarea.org/pdf/SCS_Indicators_v3.pdf</a> and see if you want to include any of these. Regional data will be updated regularly.	Comment noted.
19	4	Urban Habitat	The PDA Strategic Plan should approach PDAs more holistically by looking beyond market readiness as the main driver for how funding is allocated and which PDAs are prioritized for development. Specifically, Alameda CTC should be considering the housing needs within the PDAs and which PDAs are at greatest risk of gentrification and the displacement of low-income residents, among other things. (See the report “Mapping Susceptibility to Gentrification: The Early Warning Toolkit”, <a href="http://communityinnovation.berkeley.edu/reports/Gentrification-Report.pdf">http://communityinnovation.berkeley.edu/reports/Gentrification-Report.pdf</a> ). Other considerations could include pedestrian/bicyclist safety, air quality, impacts of freight movement, and parks and open space.	Future data collection and monitoring for PDAs will be coordinated with regional efforts to monitor implementation of the Sustainable Communities Strategy as well as with the Alameda CTC’s existing performance monitoring efforts. As more detailed information on Alameda County’s PDAs becomes available, it will be integrated into the PDA Investment and Growth Strategy.

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## **Memorandum**

**DATE:** March 14, 2013

**TO:** Alameda County Transportation Commission

**FROM:** Planning, Policy and Legislation Committee

**SUBJECT: Review of Complete Streets Local Policy Approvals Update**

### **Recommendation**

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

### **Summary**

Local jurisdictions in Alameda County are required to adopt complete streets policies, or demonstrate that their general plan is compliant with the state Complete Streets Act, by April 1, 2013 in order to meet the Metropolitan Transportation Commission's (MTC's) One Bay Area Grant (OBAG) requirement. In October 2012, the Alameda CTC Commission approved ten policy elements that are required for local jurisdictions in Alameda County to be compliant with both the Alameda CTC's Master Program Funding Agreements (MPFAs) requirement for a local complete streets policy, and also the OBAG requirement. To date, all 15 jurisdictions in the county have met, or are scheduled to meet, the complete streets requirement for adopting a local policy or having a compliant general plan, by April 1st. Alameda CTC staff has provided local jurisdictions with resources and assistance to support them in adopting these complete streets policies. Staff is currently reviewing adopted policies and will provide an update to the Commission in April regarding whether all local policies meet Alameda CTC's policy element requirements.

### **Background**

Complete streets are generally defined as streets that are safe, convenient and inviting for all users of the roadway, including pedestrians, bicyclists, motorists, persons with disabilities, seniors, children, movers of commercial goods, users and operators of public transit, and emergency services. A complete street is the result of comprehensive planning, programming, design, construction, operation, and maintenance, and should be appropriate to the function and context of the street.

The Alameda CTC MPFAs, adopted by Alameda CTC in December 2011, require that all local jurisdictions adopt a complete streets policy by June 30, 2013. Five months after Alameda CTC's adoption of the MPFAs, the MTC, via OBAG, established a requirement for local jurisdictions to adopt a complete streets policy or to have a general plan that complies with the California Complete Streets Act of 2008 (AB1358) by January 31, 2013, five months before the Alameda CTC requirement. In October 2012, Alameda CTC staff requested that the MTC grant jurisdictions within Alameda County an administrative deadline extension for adoption of

complete streets policies. In December 2012, the administrative extension was approved and extended to June 30, 2013. However, in order for Alameda CTC to ensure that it only considers and programs OBAG funds to jurisdictions that have met the OBAG requirements, jurisdictions that wish to apply for OBAG funds must have adopted their complete streets policy or submit a letter stating that the jurisdiction's general plan is compliant with the California Complete Streets Act by April 1, 2013. Jurisdictions that do not wish to apply for OBAG funds must still adopt a complete streets policy by June 30, 2013 to comply with the MPFAs requirement.

In October 2012, the Alameda CTC Commission approved the ten policy elements required for local jurisdictions in Alameda County to be compliant with the MPFAs requirement. Alameda CTC staff developed the policy elements to incorporate the MTC required elements, so that local jurisdictions may adopt one resolution that meets both agency requirements. To support local jurisdictions in adopting a complete streets policy resolution, staff developed a sample resolution, sample staff report and sample PowerPoint presentation that provides an overview of complete streets. In addition, Alameda CTC staff invited jurisdictions to submit their draft policies to Alameda CTC for staff to review and comment on their compliance with the required policy elements.

As of early March, twelve of the fifteen jurisdictions in the county have adopted complete streets policies; two jurisdictions (Newark and Hayward) are scheduled to adopt policies in March; and one jurisdiction (Fremont) submitted a letter stating that their general plan is compliant with the state Complete Streets Act, thus meeting the OBAG requirement (see summary table below). (In order to be compliant with the MPFA requirement, Fremont will also adopt a complete streets policy by June 30, 2013.) Alameda CTC staff reviewed and provided comments on the eight draft policies and letter (from Fremont) that were submitted for review.

<b>Status: Adopted Local Complete Streets Policy Resolutions</b>			
<b>Jurisdiction</b>	<b>Expected Date of final Adoption</b>	<b>Date Resolution Adopted</b>	<b>Policy Posted to Jurisdiction Website</b>
<b>Alameda County</b>		<b>12/4/2012</b>	
<b>Alameda (City)</b>		<b>1/14/2013</b>	✓
<b>Albany</b>		<b>1/22/2013</b>	
<b>Berkeley</b>		<b>12/11/2012</b>	✓
<b>Dublin</b>		<b>12/4/2012</b>	✓
<b>Emeryville</b>		<b>1/15/2013</b>	✓
<b>Fremont</b>		<b>1/7/2013</b> (date of letter indicating General Plan compliance)	✓
<b>Hayward</b>	<b>3/19/2013</b>		
<b>Livermore</b>		<b>1/28/2013</b>	
<b>Newark</b>	<b>3/14/2013</b>		
<b>Oakland</b>		<b>2/5/2013</b>	✓
<b>Piedmont</b>		<b>11/19/2012</b>	✓
<b>Pleasanton</b>		<b>12/4/2012</b>	✓
<b>San Leandro</b>		<b>2/4/2013</b>	
<b>Union City</b>		<b>11/27/2012</b>	

Alameda CTC is asking all jurisdictions to post their final adopted policy to their website, and has created a webpage on Alameda CTC's website to link to these policies: [www.alamedactc.org/app\\_pages/view/9753](http://www.alamedactc.org/app_pages/view/9753). To date, eight cities have provided links, as shown in the above table.

### **Next Steps**

Alameda CTC staff is currently in the process of reviewing all adopted resolutions to ensure that they meet the intent of the required policy elements, and will report to the Commission in April on this topic. Now that most jurisdictions have adopted complete streets policies, Alameda CTC staff and MTC are developing resources and technical assistance for policy implementation. MTC is developing a workshop on complete streets design and implementation, scheduled for early May (date still to be formally announced). Alameda CTC staff will be providing resources, such as workshops, a speaker series and a half-day conference, on implementation.

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## Memorandum

**Date:** March 14, 2013

**To:** Alameda County Transportation Commission

**From:** Programs and Projects Committee

**Subject:** **Dumbarton Rail Corridor (ACTIA No. 25) – Approval of the Deadline Extension for Environmental Clearance and Full Funding for the Measure B Transportation Sales Tax Program Funded Project**

### Recommendation

It is recommended that the Commission approve a Deadline Extension for Environmental Clearance and Full Funding for the Dumbarton Rail Corridor Project in the ACTIA Measure B Transportation Sales Tax Program as described below:

1. Approve two one-year extensions to the Environmental Clearance and Full Funding deadlines from March 31, 2013 to March 31, 2015, with the requirement that the Project Sponsor, the San Mateo County Transportation Authority, provide a status update on the project to the Alameda County Transportation Commission and its Programs and Projects Committee after the first one-year extension has elapsed (March 31, 2014).

### Summary

The ACTIA Measure B Transportation Sales Tax Program, approved by the voters in 2000, includes a set of “Implementing Guidelines” for the administration of the Measure B fund. These guidelines include a deadline requirement for each Measure B capital project to secure environmental approvals and full funding in a timely manner. The guidelines also include a provision for project sponsors to appeal to the Alameda CTC for one or more one-year extensions to one or both of the deadlines.

### Background

The Alameda County Transportation Improvement Authority (“ACTIA”) and San Mateo County Transportation Authority (“SPONSOR”), entered into Project Funding Agreement No. A05-0007, dated March 24, 2005 (“AGREEMENT”) for the Preliminary Engineering/Environmental Phase of ACTIA No. 25, Dumbarton Corridor Project (“PROJECT”). The deadline in the AGREEMENT for the project achieving Environmental Clearance and Full Funding was April 1, 2007, with provisions for one-year extensions to the deadline, if approved by the ACTIA Board.

In December 2006, the ACTIA Board authorized two one-year extensions of the Environmental Clearance and Full Funding deadline to April 1, 2009.

On March 24, 2010, the ACTIA Board extended both the Environmental Clearance and Full Funding deadlines to March 31, 2011.

On June 24, 2010, by resolutions adopted by the ACTIA Board and the Board of the Alameda County Congestion Management Agency (“ACCMA”), ACTIA and ACCMA took the final actions to create the ALAMEDA CTC, a joint powers authority, with all of ACTIA and ACCMA’s functions and responsibilities. ACCMA and ACTIA were terminated as of the close of business on February 29, 2012, with Alameda CTC designated as the successor entity. All of its predecessors’ functions and responsibilities have been assigned to, and accepted by, Alameda CTC.

On March 15, 2011, the Alameda County Transportation Commission extended both the Environmental Clearance and Full Funding deadlines to March 31, 2013.

A summary of the current environmental approvals and full funding deadlines for projects with approved extensions is provided in Table 1 below. The recommended extensions are noted in the table.

<b>Table 1: Summary of Current Deadlines for Projects with Approved Extensions</b>				
<b>ACTIA Project No.</b>	<b>Project Name</b>	<b>Sponsor</b>	<b>Board Approved Extension</b>	
			<b>Environmental Clearance Deadline</b>	<b>Full Funding Deadline</b>
ACTIA 25	Dumbarton Rail Corridor	SMCTA	3/31/2013 Requesting two one-year extensions to 3/31/2015	3/31/2013 Requesting two one-year extensions to 3/31/2015

### **Fiscal Impacts**

There are no fiscal impacts at this time.

### **Attachment(s)**

Attachment A: Request for a Time Extension for the Environmental Approval and Full Funding  
Dumbarton Rail Corridor Project- ACTIA Project 25



March 5, 2013

BOARD OF DIRECTORS 2013  
**Attachment A**  
CAROLE GROOM, CHAIR  
KARYL MATSUMOTO, VICE CHAIR  
DAVID CANEPA  
ROSANNE FOUST  
DON HORSLEY  
TERRY NAGEL  
NAOMI PATRIDGE  
  
MICHAEL J. SCANLON  
EXECUTIVE DIRECTOR

Mr. Arthur Dao  
Executive Director  
Alameda County Transportation Commission  
1333 Broadway, Suite 300  
Oakland, CA 94612

Re: Request for a Time Extension for the Environmental Approval and Full Funding  
Dumbarton Rail Corridor Project- ACTIA Project 25

Dear Mr. Dao:

The San Mateo County Transportation Authority (TA) requests an extension to the Environmental Approval and Full Funding as prescribed in the Implementation Guidelines of the voter-approved Measure B Expenditure Plan.

The Dumbarton Rail Corridor Project, ACTIA No. 25 will not meet the March 31, 2013 deadline for Environmental Approval or be fully funded by that date. The TA is requesting the Authority Board to approve a two one- year extensions to those requirements.

Additional efforts to update environmental studies, apply new environmental regulations and update the communities through public involvement meetings were necessary to comply with the CEQA and NEPA processes. These efforts resulted in extending the time needed to prepare and finalize an updated administrative draft EIS/EIR prior to proceeding with the full environmental process.

The following is estimated to be accomplished within the next two years as recommended by the project's stakeholders and funding partners:

- Assessment of current funding viability
- Research other transportation alternatives in the East Bay and the Peninsula
- Assessment of the Bus Alternative as potential solution in lieu of the rail alternatives
- Coordination with MTC and FTA in regards to the project's Admin Draft EIS/EIR

If you have any questions regarding the time extension, please do not hesitate to contact me. We look forward to working with ACTC to further this important transportation improvement program.

Sincerely,

A handwritten signature in cursive script, appearing to read 'April Chan', is written over the typed name.

April Chan  
San Mateo County Transportation Authority

cc: Joseph Hurley, TA  
Hilda Lafebre, JPB

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**  
1250 San Carlos Ave. – P.O. Box 3006  
San Carlos, CA 94070-1306 (650)508-6219

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**Memorandum**

**DATE:** March 14, 2013

**TO:** Alameda County Transportation Commission

**FROM:** Programs and Projects Committee

**SUBJECT:** **Route 238/Mission-Foothill-Jackson Corridor Improvement Project (ACTA No. 238) – Authorization to Execute Amendments to Project Funding Agreements to Transfer Funds from the Right-of-Way to the Construction Phase of the Project**

**Recommendation**

It is recommended that the Commission authorize the Executive Director to execute amendments to project funding agreements with the City of Hayward for the Route 238/Mission-Foothill-Jackson Corridor Improvement Project (ACTA No. 238) to transfer funds from the Right-of-Way to the Construction phase of the project.

**Summary**

On February 26, 2013, staff received a letter from the City of Hayward (Attachment A) requesting amendments to two existing Project Funding Agreements with the Alameda CTC for the Route 238/Mission-Foothill-Jackson Corridor Improvement Project (ACTA No. 238). The recommended action will allow the project sponsor (City of Hayward) to use remaining, previously allocated Right-of-Way phase funds to complete the Construction phase of the project.

Table 1 below summarizes the Measure B commitment to this project.

<b>Table 1: Summary of Measure B Commitment Route 238/Mission-Foothill-Jackson Corridor Improvement Project (ACTA No. 238)</b>		
<b>Description</b>	<b>Amount (\$ x 1,000)</b>	<b>Balance (\$ x 1,000)</b>
Total Measure B Commitment (from Adopted 2011-12 Strategic Plan)	NA	\$ 80,000
Previously Allocated Total	\$ 80,000	\$ 0
<b>Remaining Programmed Balance</b>		<b>\$ 0</b>

**Background**

The Route 238/Mission-Foothill-Jackson Corridor Improvement project in the City of Hayward is included in the amended 1986 Measure B Expenditure Plan and in the adopted 2012-13 Strategic Plan. The Plan identifies \$80 million in Measure B funds for this project.

On February 26, 2013, staff received a letter from the City of Hayward (Attachment A) requesting amendments to two existing Project Funding Agreements with the Alameda CTC for the Route 238/Mission-Foothill-Jackson Corridor Improvement project to transfer funds from the Right-of-Way to the Construction phase of the project. The project is sponsored by the City of Hayward and is funded by Measure B, local sources and future State Local Alternative Transportation Improvement Program (LATIP) funds.

The project was advertised and awarded by the City of Hayward and is currently under construction by Top Grade Construction Inc. The project is expected to be completed and open to traffic by July 2013.

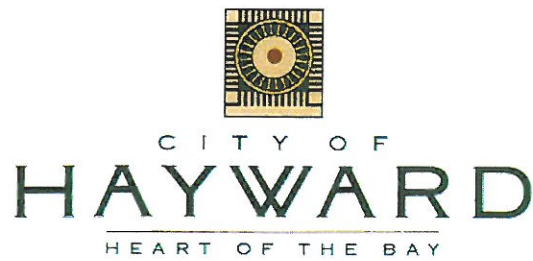
Staff recommends approval of the proposed action to authorize the administrative actions and agreement amendments necessary to transfer funds, as requested.

**Fiscal Impact**

Approval of the recommended action is fiscally neutral, as the requested action reassigns existing allocation authority to other eligible project phases.

**Attachment(s)**

Attachment A: City of Hayward letter dated February 26, 2013



February 26, 2013

Alameda County Transportation Improvement Authority  
1333 Broadway, Suite 300  
Oakland, CA 94612

Attention: Hank Haugse  
ACTA – PROJECT SPECIFIC FUNDING AGREEMENTS  
No. A08-0001 and No. A09-0002  
CITY OF HAYWARD (MB 238) MISSION/FOOTHILL CORRIDOR PROJECT

Dear Mr. Haugse,

In accordance with our Project Specific Funding Agreements for the Mission/Foothill Corridor Project (MB 238), we are requesting a redistribution of funds within and between the ROWS/ROWC agreements to the Construction Capital agreement. We have attached two documents entitled Exhibit I that detail our request to modify the Measure B Funding Obligation distribution within each agreement's project phases.

The City concurs with ACTS's accounting of the remaining project Phase fund balance amounts. This request will decrease project Phase funding amounts by those remaining balance amounts as follows:

- Right-of-Way Support .....\$237,531.85
- Right-of-Way Capital .....\$684,918.85
- Construction Support .....\$385,704.58

The Construction Capital Phase fund increase of \$1,308,155.28 will correspond to the decreased amounts in the four funds noted above.

There is no change to the overall project funding obligation.

Any questions should be directed to our Project Manager, Kevin Briggs. You may contact Mr. Briggs at 510-583-4760.

Sincerely,

MORAD FAHKRAI  
Director of Public Works - Engineering & Transportation

KB/jc  
Enclosures

cc: Kevin Briggs  
Yaw Owusu  
Chron File

DEPARTMENT OF PUBLIC WORKS  
ENGINEERING & TRANSPORTATION

777 B STREET, HAYWARD, CA 94541-5007  
TEL: 510/583-4730 • FAX: 510/583-3620 • TDD: 510/247-3340

Exhibit I

The tables in Section I (6) of ACTA A09-0002 are replaced with the following tables:

CONSTRUCTION SUPPORT PHASE	Measure B Funding Obligations			
	Prior Years	10/11	11/12	TOTAL
Contracts		\$ 2,445,000.00	\$ 169,295.42	\$ 2,614,295.42
SPONSOR Staff		\$ 1,200,000.00	\$ 1,200,000.00	\$ 2,400,000.00
PHASE TOTAL		\$ 3,645,000.00	\$ 1,369,295.42	\$ 5,014,295.42

CONSTRUCTION CAPITAL PHASE	Measure B Funding Obligations			
	Prior Years	10/11	11/12	TOTAL
Contracts	\$ 6,700,000.00	\$ 21,025,000.00	\$ 14,983,155.28	\$ 42,708,155.28
PHASE TOTAL	\$ 6,700,000.00	\$ 21,025,000.00	\$ 14,983,155.28	\$ 42,708,155.28

ALL PHASES	Measure B Funding Obligations			
	Prior Years	10/11	11/12	TOTAL
FUNDING AGREEMENT TOTAL	\$ 6,700,000.00	\$ 24,670,000.00	\$ 16,352,450.70	\$ 47,722,450.70



The Tables in Section I (6) of ACTA A08-0001 are replaced with the following tables:

PS&E PHASE	Measure B Funding Obligations		
	07/08*	08/09	09/10
Contracts	\$ 100,000.00	\$ 6,608,869.00	\$ 6,708,869.00
SPONSOR Staff	\$ 100,000.00	\$ 500,000.00	\$ 247,899.00
PHASE TOTAL	\$ 200,000.00	\$ 7,108,869.00	\$ 7,556,768.00

RIGHT-OF-WAY SUPPORT PHASE	Measure B Funding Obligations		
	07/08*	08/09	09/10
Contracts	\$ 140,000.00	\$ 290,000.00	\$ 178,103.61
SPONSOR Staff	\$ 80,000.00	\$ 180,000.00	\$ 294,364.54
PHASE TOTAL	\$ 220,000.00	\$ 470,000.00	\$ 1,162,468.15

RIGHT-OF-WAY CAPITAL PHASE	Measure B Funding Obligations		
	07/08*	*08/09	09/10
Contracts		\$ 22,058,313.15	\$ 22,058,313.15
SPONSOR Staff			
PHASE TOTAL	\$ -	\$ 22,058,313.15	\$ 22,058,313.15

ALL PHASES	Measure B Funding Obligations		
	07/08*	08/09	09/10
FUNDING AGREEMENT			
PHASE TOTAL	\$ 420,000.00	\$ 29,637,182.15	\$ 720,367.15
			\$ 30,777,549.30

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## **Memorandum**

**DATE:** March 14, 2013

**TO:** Alameda County Transportation Commission

**FROM:** Finance and Administration Committee

**SUBJECT:** **Approval of an Amendment to the Fiscal Year 2012-2013 Professional Services Agreement with Koff & Associates for Human Resource Consulting Services**

### **Recommendation**

It is recommended that the Commission approve an amendment to the existing professional services agreement with Koff & Associates to increase the agreement budget in a not-to-exceed amount of \$4,610 for additional human resource services required through June 30, 2013.

### **Summary**

Human resource services in the categories of recruitment and onboarding support, finalizing employee benefit consolidation, and benefits administration were greater than what was mutually projected for FY2012-13 at the end of the last fiscal year. Due to the increased HR services in the categories mentioned, the remaining contract amount is not enough to complete all of the tasks planned for the fiscal year. An augmentation of \$4,610 to the current Koff & Associates contract is recommended. Approval of this action will allow Koff & Associates to provide the required human resource services for the remainder of fiscal year 2012-2013.

### **Discussion/Background**

The existing contract with Koff & Associates consists of five tasks:

1. Employee benefit consolidation
2. Transition of benefits administration to the Office Supervisor
3. HR administration and employee relations services
4. Job classification and compensation support
5. Recruitment and onboarding support

Tasks 1, 4 and 5 have all been completed. On Task 5, the current contract assumed only one recruitment for this fiscal year. However, vacancies occurred due to retirement and resignation of staff which resulted in the recruitment of four positions: Senior Accountant, Senior Transportation Engineer, Senior Transportation Planner and Assistant Transportation Planner. Consequently, more time were spent on onboarding support and benefits administration for new hires and retirees.

The annual Alameda CTC performance evaluation cycle starts in March and ends in mid-May. Supervisors submit Draft Performance Evaluation Forms and Employee Workplans to the human

resource consultant for review of language and consistency before the supervisors meet with their staff. The human resource consultant also attends performance evaluation meetings when necessary. These activities fall under Task 3. The recommended amendment is intended to provide these services.

**Fiscal Impact**

Approval of the recommended amendment to the Koff & Associates professional services contract of a not-to-exceed amount of \$4,610 would bring the new total contract amount to \$66,210. Funding for this amendment has been accounted for in the mid-year budget update which is being brought to the Commission for approval concurrently at the March Meeting.



## Memorandum

**DATE:** March 14, 2013

**TO:** Alameda County Transportation Commission

**FROM:** Finance and Administration Committee

**SUBJECT:** Approval of a Proposed Update to the Fiscal Year 2012-2013 Consolidated Budget for the Alameda CTC

### Recommendations

It is recommended that the Commission approve the attached Proposed Update to the Consolidated Budget for FY2012-13.

### Summary

The proposed update to the FY2012-13 budget was developed to reflect changes in projects and programs since the original budget was developed, as well as to reflect how actual revenues and expenditures are being realized as the year progresses. Similarly to the originally adopted budget, this update has been segregated by fund type and includes an adjustment column to eliminate interagency revenues and expenditures on a consolidated basis. The fund types are comprised of General Funds, various Special Revenue Funds, the Exchange Fund and Capital Project Funds.

The proposed budget update contains revenues totaling \$182.5 million of which sales tax revenues comprise \$112.0 million, or 61 percent. The proposed budget also includes an update to actual audited FY2011-12 fund balances rolled forward by fund into FY2012-13 of \$241.1 million for total available resources of \$423.6 million. The total revenue amount proposed is an increase of \$8.0 million over the currently adopted budget. The revenues are offset in the budget update by \$327.3 million in total expenditures of which \$262.9 million, or 80 percent, are allocated for capital project expenditures. The total expenditure amount is an increase of \$99.9 million over the currently adopted budget. This significant increase is due to the correction of the capital roll forward balance from FY2011-12 which was included in the approved FY2012-13 budget on the capital spreadsheets, but not pulled forward to the consolidated Alameda CTC budget spreadsheet. These revenue and expenditure totals constitute a net reduction in fund balance of \$144.9 million and a projected consolidated ending fund balance of \$96.3 million. The reduction in fund balance is primarily due to Alameda County Transportation Improvement Authority's (ACTIA) capital program and will be funded through accumulated Measure B sales tax revenues.

The budget update includes revenues and expenditures necessary to implement and produce the following vital programs and planning projects in Alameda County:

- Countywide Transportation Plan (CWTP)
- Congestion Management Program
- Transportation and Land Use Plans
- Travel Model Support
- Safe Routes to School Programs
- Lifeline Transportation Program
- 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 budget also contains revenues and expenditures necessary to fund and deliver significant capital projects that can expand access and improve mobility in Alameda County consistent with the FY2012-13 Measure B Capital Program Strategic Plan approved by the Commission in June 2012. Some of the key projects included in the proposed budget are as follows:

- I-880 to Route 238 East-West Connector Project (formerly the Route 84 Historic Parkway Project) Fremont and Union City
- Route 238 Mission-Foothill-Jackson Corridor Improvements Project in Hayward
- BART Warm Springs Extension Project
- BART Oakland Airport Connector Project
- I-680 Sunol Express Lane Project
- Route 84 Expressway Project in Livermore
- I-880 North Safety & Operational Improvements Project at 23<sup>rd</sup> & 29<sup>th</sup> Avenues in Oakland
- I-580 Eastbound High Occupancy Vehicle/High Occupancy Toll Lane Projects
- I-580 Westbound High Occupancy Vehicle/High Occupancy Toll Lane Projects
- I-80 Integrated Corridor Mobility Project
- I-880 Southbound High Occupancy Vehicle Lane Project
- Isabel-Route 84/I-580 Interchange
- Altamont Commuter Express Projects

Similarly to the originally adopted budget for FY2012-13, the proposed budget update allows for an additional inter-fund loan from the Alameda County Transportation Authority (ACTA) Capital Fund to the Alameda County Congestion Management Agency (ACCMA) General Fund of \$5 million, if and when necessary, during FY2012-13, 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 Improvement Program. Per the adopted loan program, ACCMA is expected to repay ACTA the principal balance when it is in a position to do so, which is expected to be in 2015 when their Capital Improvement Program is expected to wind down. It also assumes an inter-fund loan of \$35.4 million from the ACTA Capital Fund to the ACTIA Capital Fund, which would delay the need for external financing to the second quarter of FY2014-15 based on the most recent cash flow projections.

## **Discussion/ Background**

Development of the FY2012-13 budget and this proposed budget update were centered on the mission and core functions as defined in the Agency Strategic Business Plan which was endorsed by the Commission. The objective was to develop a budget that would enable the Alameda CTC to plan, fund and deliver transportation programs and projects that expand access and improve mobility in Alameda County. This was accomplished by devoting available resources to identify transportation needs and opportunities in the County and formulate strategies and solutions; by providing the funding necessary to evaluate, prioritize, and fund programs and projects; and by funding the delivery of quality programs and projects so they could be completed on schedule and within budget.

## **Significant Budget Adjustment Detail**

### *General Fund*

- **Revenues** have decreased \$1.9 million mostly related to the decrease in funding for the Countywide Transportation Plan as this work winds down, the Congestion Management Program which has been streamlined to include revenues related only to work expected to be completed in this fiscal year and the Capital Technical Assistance Program (CAP TAP) which was deferred from the Safe Routes to School Program until next fiscal year.
- **Expenditures** have decreased \$3.5 million including a decrease in:
  - Planning costs of \$2.1 million primarily due to the winding down of the Countywide Transportation Plan and the Transportation Expenditure Plan and the streamlining of the Congestion Management Program to reflect work expected to be completed in this fiscal year;
  - Programs costs of \$1.2 million mostly related to the elimination of the CAP TAP program from the Safe Routes to School Program budget in this fiscal year. The CAP TAP Program will be funded and administered by Alameda CTC, but sponsored by other agencies next fiscal year; and
  - General Administration costs of \$0.2 million which reflects some expected savings in the budget and the transfer of some legal costs to the capital project budgets.

### *Special Revenue Funds*

- **Revenues** have increased \$70.6 thousand due to the availability of additional grant revenues, as well as the redistribution of revenues from the Measure B 4.5 percent administration funding to cover the Programs administrative costs such as the Paratransit Advisory and Planning Committee and Bicycle and Pedestrian Advisory Committee meeting fees.
- **Expenditures** have increased \$4.8 million to reflect updated Vehicle Registration Fee (VRF), Transportation For Clean Air (TFCA), and Measure B programming and grant awards.

### *Exchange Fund*

- **Expenditures** have increased \$5.2 million to reflect the programming of CMA TIP funds related to exchanges, loans and other agreements previously approved by the Commission.

### *Capital Projects Funds*

#### **ACCMA**

- **I-680 High Occupancy Toll Lane** decreased \$0.6 million because the capital portion of this project is complete.
- **Smart Corridors Operations and Management/Tri-Valley** increased \$32.8 thousand to reflect a refinement of actual costs expected to be incurred in this fiscal year.

- **Center to Center Programs Communications Hub for the Tri-Valley SMART Corridor** increased \$0.5 million to reflect additional federal funds made available to this project to be used for closeout claims as this project has recently been completed.
- **I-880 North Safety & Operations Improvements 23<sup>rd</sup> & 29<sup>th</sup>** increased \$0.4 million due to a change in the timing of when utility relocation work is anticipated to be completed.
- **I-580 Eastbound High Occupancy Vehicle Lane** decreased \$5.2 million because this project is complete.
- **I-580 Eastbound Express High Occupancy Toll Lane** decreased \$2.5 million related to costs which are to be administered by Caltrans.
- **I-580 Westbound High Occupancy Vehicle Lane** increased \$0.2 million to reflect an increased level of effort required for design work.
- **I-580 Westbound High Occupancy Toll Lane** decrease \$2.1 million related to costs which are to be administered by Caltrans.
- **Altamont Commuter Express** increased \$1.0 million related to the project sponsor's timing changes on project efforts.
- **I-880 Southbound High Occupancy Vehicle Lane Landscaping/Hardscaping** increased \$0.4 million to reflect the segregation of the landscape/hardscape portion of the project from the balance of the I-880 Southbound High Occupancy Vehicle Lane project.
- **Webster Street Smart Corridor** decreased \$0.3 million to reflect a refinement of actual project needs through project completion.
- **Marina Boulevard/I-880 PSR** increased \$0.1 million due to a state funding requirement to complete design work by the end of this fiscal year.
- **I-680 Southbound High Occupancy Vehicle Lane** increased \$0.9 million to fund design work originally budgeted in the I-680 Southbound High Occupancy Toll Lane project.

#### **ACTIA**

- **I-580 Castro Valley Interchange** increased \$0.1 million for required follow-up on plant maintenance contract.
- **Lewelling/East Lewelling** increased \$0.9 million to reflect final project need through this fiscal year for project closeout.
- **I-580 Auxiliary Lanes – Eastbound El Charro to Airway** decreased \$46.0 thousand to reflect final project need through this fiscal year for project closeout.
- **I-238 Widening** increased \$0.5 million for final claim resolution.

#### **ACTA**

- Miscellaneous project close out funds increased by \$0.1 million.

### **Fiscal Impacts**

The proposed update to the approve FY2012-13 Consolidated Budget would provide additional resources of \$8.0 million and authorize additional expenditures of \$99.9 million, reflecting an overall decrease in fund balance of \$144.9 million for a projected ending fund balance of \$96.3 million.

### **Attachment(s)**

Attachment A:	Alameda CTC FY2012-13 Proposed Budget Update
Attachment B:	Alameda CTC FY2012-13 Currently Adopted Budget
Attachment C:	Alameda CTC FY2012-13 Proposed Budget Adjustments
Attachment D:	ACCMA FY2012-13 Proposed Capital Projects Budget Update
Attachment E:	ACTIA FY2012-13 Proposed Capital Projects Budget Update



Attachment F: ACTA FY2012-13 Proposed Capital Projects Budget Update  
Attachment G: ACTIA FY2012-13 Proposed Budget Update Limitation Calculations

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**Alameda County Transportation Commission  
Fiscal Year 2012-2013 Proposed Budget Update**

	General		Special	Exchange	Capital	Inter-Agency	
	Funds Proposed		Revenue	Fund	Project	Adjustments/ Eliminations	Total
			Proposed	Proposed	Funds Proposed	Proposed	Proposed
<b>Projected Beginning Fund Balance</b>	\$	18,321,401	\$	4,762,721	\$	-	\$ 241,110,265
<b>Revenues:</b>							
Sales Tax Revenues	5,040,000		64,069,040	-	42,890,960	-	112,000,000
Investment Income	-		-	-	1,205,000	-	1,205,000
Member Agency Fees	1,394,819		-	-	-	-	1,394,819
VRF Funds	-		10,729,500	-	1,056,860	(1,056,860)	10,729,500
Other Revenues	432,000		1,888,455	4,950,000	7,545,141	(7,945,741)	6,869,855
Grants	4,539,713		74,981	-	72,170,134	(26,530,556)	50,254,272
<b>Total Revenues</b>	11,406,532		76,761,976	4,950,000	124,868,095	(35,533,157)	182,453,446
<b>Expenditures:</b>							
<u>Administration</u>							
Salaries and Benefits	2,768,643		675,447	51,346	1,625,520	(911,394)	4,209,563
General Office Expenses	2,354,955		26,100	-	308,179	(256,100)	2,433,134
Other Administration	1,369,711		14,490	-	1,564,222	-	2,948,422
Commission and Community Support	268,363		34,500	-	24,695	(34,500)	293,058
Contingency	175,000		-	-	25,000	-	200,000
<u>Planning</u>							
CWTP/Transportation Expenditure Plan	1,190,220		-	-	-	(695)	1,189,524
Congestion Management Program	366,413		-	-	-	-	366,413
Other Planning Projects	825,087		76,420	-	-	-	901,507
<u>Programs</u>							
Programs Management	869,462		1,054,345	-	-	-	1,923,807
Safe Routes to School Programs	1,777,296		-	-	-	-	1,777,296
VRF Programming and Other Costs	-		9,153,108	-	-	-	9,153,108
Measure B Pass-Through	-		60,092,844	-	-	-	60,092,844
Grant Awards	-		7,238,429	-	-	(469,359)	6,769,070
Other Programming	111,465		2,507,165	7,830,933	-	(106,465)	10,343,098
<u>Capital Projects</u>							
Capital Project Expenditures	-		-	-	259,372,729	(34,666,038)	224,706,691
Indirect Cost Recovery/Allocation	(911,394)		-	-	-	911,394	-
Indirect Cost Recovery from Capital, Spec Rev & Exch Funds							
<b>Total Expenditures</b>	11,165,221		80,872,849	7,882,279	262,920,345	(35,533,157)	327,307,536
<b>Net Change in Fund Balance</b>	241,312		(4,110,873)	(2,932,279)	(138,052,250)	-	(144,854,090)
<b>Projected Ending Fund Balance</b>	\$	18,562,713	\$	13,686,045	\$	62,176,975	\$ 96,256,175

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**Alameda County Transportation Commission  
Fiscal Year 2012-2013 Currently Adopted Budget**

Projected Beginning Fund Balance											
	Funds	Funds	Funds	Fund	Funds	Eliminations	Total				
	\$	\$	\$	\$	\$	\$	\$				
Revenues:											
Sales Tax Revenues	5,040,000	64,069,040	-	-	42,890,960	-	112,000,000				
Investment Income	-	-	-	-	1,175,000	-	1,175,000				
Member Agency Fees	1,394,819	-	-	-	-	-	1,394,819				
VRF Funds	-	10,729,500	-	-	379,381	(379,381)	10,729,500				
Other Revenues	432,000	1,847,855	-	4,950,000	660,000	(1,020,000)	6,869,855				
Grants	6,448,571	45,000	-	-	57,141,993	(21,323,060)	42,312,503				
Total Revenues	13,315,390	76,691,395	4,950,000	-	102,247,334	(22,722,441)	174,481,677				
Expenditures:											
Administration											
Salaries and Benefits	2,768,643	675,447	51,346	-	1,625,520	(911,394)	4,209,563				
General Office Expenses	2,338,330	20,000	-	-	305,804	(250,000)	2,414,134				
Other Administration	1,543,762	4,500	-	-	2,103,073	-	3,651,335				
Commission and Community Support	268,363	-	-	-	24,695	-	293,058				
Contingency	175,000	-	-	-	25,000	-	200,000				
Planning											
CWTP/Transportation Expenditure Plan	2,548,961	-	-	-	-	-	2,548,961				
Congestion Management Program	918,460	-	-	-	-	-	918,460				
Other Planning Projects	1,031,783	-	-	-	-	-	1,031,783				
Programs											
Programs Management	759,850	988,016	-	-	-	-	1,747,866				
Safe Routes to School Programs	2,867,922	-	-	-	-	-	2,867,922				
VRF Programming and Other Costs	-	6,228,108	-	-	6,228,108	-	6,228,108				
Measure B Pass-Through	-	60,092,844	-	-	-	-	60,092,844				
Grant Awards	-	4,157,479	-	-	-	(2,101,241)	2,056,238				
Other Programming	355,000	3,925,079	2,629,800	-	-	(110,000)	6,799,879				
Capital Projects											
Capital Project Expenditures	-	-	-	-	152,592,366	(20,261,200)	132,331,166				
Indirect Cost Recovery/Allocation	(911,394)	-	-	-	-	911,394	-				
Indirect Cost Recovery from Capital, Spec Rev & Exch Funds											
Total Expenditures	14,664,681	76,091,473	2,681,146	-	156,676,458	(22,722,441)	227,391,316				
Net Change in Fund Balance	(1,349,291)	599,921	2,268,854	-	(54,429,124)	-	(52,909,639)				
Projected Ending Fund Balance	\$ 16,039,777	\$ 13,206,600	\$ 6,990,822	\$ 6,990,822	\$ 66,220,184	\$ -	\$ 102,457,384				

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**Alameda County Transportation Commission  
Fiscal Year 2012-2013 Proposed Budget Adjustments**

	General Funds Adjustment	Special Revenue Adjustment	Exchange Fund Adjustment	Capital Project Funds Adjustment	Inter-Agency Adjustments/ Eliminations Adjustment	Total Adjustment
<b>Projected Beginning Fund Balance</b>	\$ 932,333	\$ 5,190,239	\$ 40,753	\$ 79,579,917	\$ -	\$ 85,743,242
<b>Revenues:</b>						
Sales Tax Revenues	-	-	-	-	-	-
Investment Income	-	-	-	30,000	-	30,000
Member Agency Fees	-	-	-	-	-	-
VRF Funds	-	-	-	677,479	(677,479)	-
Other Revenues	-	40,600	-	6,885,141	(6,925,741)	-
Grants	(1,908,857)	29,981	-	15,028,141	(5,207,496)	7,941,769
<b>Total Revenues</b>	(1,908,857)	70,581	-	22,620,761	(12,810,716)	7,971,769
<b>Expenditures:</b>						
<u>Administration</u>						
Salaries and Benefits	-	-	-	-	-	-
General Office Expenses	16,625	6,100	-	2,375	(6,100)	19,000
Other Administration	(174,052)	9,990	-	(538,851)	-	(702,912)
Commission and Community Support	-	34,500	-	-	(34,500)	-
Contingency	-	-	-	-	-	-
<u>Planning</u>						
CWTP/Transportation Expenditure Plan	(1,358,742)	-	-	-	(695)	(1,359,437)
Congestion Management Program	(552,047)	-	-	-	-	(552,047)
Other Planning Projects	(206,696)	76,420	-	-	-	(130,276)
<u>Programs</u>						
Programs Management	109,612	66,329	-	-	-	175,940
Safe Routes to School Programs	(1,090,626)	-	-	-	-	(1,090,626)
VRF Programming and Other Costs	-	2,925,000	-	-	-	2,925,000
Measure B Pass-Through	-	-	-	-	-	-
Grant Awards	-	3,080,950	-	-	1,631,882	4,712,833
Other Programming	(243,535)	(1,417,914)	5,201,133	-	3,535	3,543,219
<u>Capital Projects</u>						
Capital Project Expenditures	-	-	-	106,780,363	(14,404,838)	92,375,525
Indirect Cost Recovery/Allocation	-	-	-	-	-	-
Indirect Cost Recovery from Capital, Spec Rev & Exch Funds	-	-	-	-	-	-
<b>Total Expenditures</b>	(3,499,460)	4,781,375	5,201,133	106,243,887	(12,810,716)	99,916,220
<b>Net Change in Fund Balance</b>	1,590,603	(4,710,794)	(5,201,133)	(83,623,126)	-	(91,944,451)
<b>Projected Ending Fund Balance</b>	\$ 2,522,936	\$ 479,445	\$ (5,160,380)	\$ (4,043,209)	\$ -	\$ (6,201,209)

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**Alameda County Congestion Management Agency  
Fiscal Year 2012-2013  
Proposed Capital Projects Budget Update**

Project Name	Project #	(A) - (B) = (C)		(D)		(E)		(C) + (D) + (E) = (F)		Funding Sources			
		FY 2011-12 Rollover to FY 2012-13		Adopted FY 2012-13 Capital Budget		FY 2012-13 Capital Budget Adjustment		FY 2012-13 Capital Budget with Rollover		Total Local Funding Sources	Total Regional Funding Sources	Total State Funding Sources	Total Federal Funding Sources
I-580 Landscape	774.0-1	\$ 380,500.39	\$	\$ 395,000.00	\$	\$	\$	\$ 775,500.39	\$	\$ 187,815	\$	\$ 237,685	\$ 350,000
I-680 HOT Lane	710.0-5	1,280,066		5,525,000		(647,224)		6,157,842		3,804,044		1,220,715	1,133,083
I-680 Northbound HOV / Express Lane	721.0	1,381,211		4,000,000		-		5,381,211		5,381,211		-	-
I-80 Gilman Interchange Improvements	765.0	472,741		1,379,880		-		1,852,621		418,507		126,380	1,434,114
I-580 PSR at 106th Eastbound Off-Ramp	735.0	126,380		-		-		126,380		-		-	-
Smart Corridors Operation and Maintenance	945.0	577,479		379,381		-		956,860		956,860		-	-
Smart Corridors Operation and Maintenance/Tri-Valley	945.1	15,811		-		32,807		48,618		48,618		-	-
Caldecott Tunnel	917.0	500,000		1,250,000		-		1,750,000		1,750,000		-	-
Center to Center	715.0	25,565		-		545,614		571,179		-		-	-
I-880 North Safety & Op Improv 23rd&29th	717.0	3,432,916		4,294,150		428,064		8,155,130		2,702,623	1,322,796	4,011,231	571,179
I-580 Eastbound HOV Lane	720.0	5,243,217		-		(5,243,217)		-		-		-	118,480
I-580 Environmental Mitigation	720.3	762,563		764,072		-		1,526,635		-	1,526,635	-	-
I-580 Eastbound Express (HOT) Lane	720.4	110,184		5,131,000		(2,471,734)		2,769,450		30,222	255,000	1,100,000	1,384,228
I-580 Eastbound Auxiliary (AUX) Lane	720.5	(297,002)		6,244,279		-		5,947,277		2,765,000	2,313,322	793,955	75,000
I-580 Right of Way Preservation	723.0	753,818		50,000		-		803,818		251,508	518,878	33,432	-
I-580 Westbound HOV Lane	724.0	2,241,889		2,687,968		175,680		5,105,537		2,717,592	1,342,224	-	1,045,721
I-580 Westbound HOT Lane	724.1	1,456,042		3,978,000		(2,059,847)		3,374,195		1,300,000	-	984,195	1,090,000
Altamont Commuter Express Operations	725.0	(10,905)		22,500		10,905		22,500		22,500	-	-	-
Altamont Commuter Express	725.1	(470,196)		6,709,706		988,147		7,227,657		6,730,665	-	496,992	-
I-880 Southbound HOV Lane	730.0-2	1,467,231		3,660,000		-		5,127,231		5,078,152	-	-	49,079
I-880 Southbound HOV Lane Landscaping/Hardscaping	730.3	(23,077)		-		351,829		328,752		55,345	-	-	273,407
Webster Street Smart Corridor	740.0-2	1,561,088		681,000		(274,088)		1,968,000		920,000	-	90,000	958,000
Marina Boulevard/I-880 PSR	750.0	130,435		-		144,709		275,144		275,144	-	-	-
I-680/880 Cross Connector PSR	770.0	356,000		-		-		356,000		356,000	-	-	-
I-680 SB HOV Lane	772.0	(730,825)		-		-		131,002		24,486	-	33,296	73,220
I-80 Integrated Corridor Mobility	791.0-6	7,213,060		10,729,438		861,827		17,942,498		1,901,350	100,000	15,865,181	75,967
		<u>\$ 27,956,191</u>		<u>\$ 57,881,374</u>		<u>\$ (7,156,528)</u>		<u>\$ 78,681,037</u>		<u>\$ 37,677,642</u>	<u>\$ 7,378,855</u>	<u>\$ 24,993,062</u>	<u>\$ 8,631,478</u>
													<u>\$ 17,942,498</u>
													<u>\$ 78,681,037</u>

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**Alameda County Transportation Improvement Authority  
Fiscal Year 2012-2013  
Proposed Capital Projects Budget Update**

Project Name	Project #	(A) - (B) = (C)		(D)	(E)	(C) + (D) + (E) = (F)		Funding Sources						
		FY 2011-12 Rollover to FY 2012-13	FY 2012-13 Capital Budget	Adopted FY 2012-13 Capital Budget	FY 2012-13 Capital Budget Adjustment	FY 2012-13 Capital Budget with Rollover	2000 Measure B	1986 Measure B	CMA TIP Exchange	Regional RM2	State TCRP	State STIP RIP	Federal Demo	Federal STP
ACE Capital Improvements	601.0	\$ 593,318	\$ -	\$ 6,137,347	\$ -	\$ 6,730,665	\$ 6,730,665	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
BART Warm Springs Extension	602.0	9,563,626	-	21,984,571	-	31,548,197	31,548,197	-	-	-	-	-	-	-
BART Oakland Airport Connector	603.0	783,069	-	30,000,000	-	30,783,069	30,783,069	-	-	-	-	-	-	-
Downtown Oakland Streetscape	604.0	3,782,700	-	-	-	3,782,700	3,782,700	-	-	-	-	-	-	-
Telegraph Avenue Bus Rapid Transit	607.1	1,354,813	-	2,166,654	-	3,521,467	3,521,467	-	-	-	-	-	-	-
I-680 Express Lane	608.0	2,090,240	-	7,551,338	-	9,641,578	8,301,578	-	-	-	1,340,000	-	-	-
Iron Horse Trail	609.0	-	-	500,000	-	500,000	500,000	-	-	-	-	-	-	-
I-880/Broadway-Jackson Interchange	610.0	477,404	-	2,051,036	-	2,528,440	2,528,440	-	-	-	-	-	-	-
I-580/Castro Valley Interchanges Improvements	612.0	1,362,040	-	130,996	130,996	1,493,036	-	1,571,098	-	-	-	150,000	34,195	37,743
Lewelling/East Lewelling	613.0	(1,886,402)	-	300,000	885,402	650,000	650,000	-	-	-	-	-	-	-
I-580 Auxiliary Lanes - Westbound Fallon to Tassajara	614.1	10,000	-	702,000	-	712,000	712,000	-	-	-	-	-	-	-
I-580 Auxiliary Lanes - Westbound Airway to Fallon	614.2	1,388,729	-	786,000	-	2,174,729	2,174,729	-	-	-	-	-	-	-
I-580 Auxiliary Lanes - E/B El Charro to Airway	614.3	(986)	-	-	45,986	45,000	45,000	-	-	-	-	-	-	-
Rte 92/Clawler-Whitesell Interchange	615.0	2,689,503	-	1,560,497	-	4,250,000	4,250,000	-	-	-	-	-	-	-
Hesperian/Lewelling Widening	617.1	599,622	-	(1,463,000)	-	599,622	599,622	-	-	-	-	-	-	-
Westgate Extension	618.1	3,636,850	-	1,886,000	-	2,173,850	2,173,850	-	-	-	-	-	-	-
E. 14th/Hesperian/150th Improvements	619.0	480,000	-	-	-	2,366,000	2,366,000	-	-	-	-	-	-	-
I-238 Widening	621.0	204,658	-	-	520,000	724,658	204,658	-	520,000	-	-	-	-	-
I-680/I-880 Cross Connector Study	622.0	492,517	-	-	-	492,517	-	-	-	-	-	-	-	-
Isabel - Route 84/I-580 Interchange	623.0	10,813,906	-	-	-	10,813,906	10,813,906	-	-	-	-	-	-	-
Route 84 Expressway	624.0	10,936,982	-	1,571,000	-	12,507,982	12,507,982	-	-	-	-	-	-	-
Dumbarton Corridor	625.0	190,334	-	3,090,764	-	3,281,098	3,131,098	-	150,000	-	-	-	-	-
I-580 Corridor/BART to Livermore	626.0	1,396,704	-	1,869,305	-	3,266,009	3,266,009	-	-	-	-	-	-	-
I-80 Integrated Corridor Mobility	627.2	745,844	-	595,000	-	1,340,844	1,340,844	-	-	-	-	-	-	-
I-880 Corridor Improvements in Oakland and San Leandro	627.3	434,769	-	500,000	-	934,769	934,769	-	-	-	-	-	-	-
CWTP/TEP Development	627.4	50,000	-	-	-	50,000	50,000	-	-	-	-	-	-	-
Studies at Congested Segments/Locations on CMP	627.5	-	-	800,000	-	800,000	800,000	-	-	-	-	-	-	-
		\$ 52,190,240	\$ -	\$ 84,239,512	\$ 1,582,384	\$ 138,012,136	\$ 134,209,100	\$ 1,571,098	\$ 520,000	\$ 150,000	\$ 1,340,000	\$ 150,000	\$ 34,195	\$ 37,743

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**Alameda County Transportation Authority  
Fiscal Year 2012-2013  
Proposed Capital Projects Budget Update**

Project Name	Project #	(A) - (B) = (C) FY 2011-12 Rollover to FY 2012-13	(D) Adopted FY 2012-13 Capital Budget	(E) FY 2012-13 Capital Budget Adjustment	(C) + (D) + (E) = (F) FY 2012-13 Capital Budget with/ Rollover	Funding Source 1986 Measure B
I-880 to Mission Blvd. Route 262 Interchange Reconstruction	501.0	\$ 578,357	\$ 44,000	\$ -	\$ 622,357	\$ 622,357
I-880 to Mission Blvd. and East-West Connector	505.0	23,312,514	-	-	23,312,514	23,312,514
Route 238/Mission-Foothill-Jackson Corridor Improvement	506.0	3,905,079	11,627,000	-	15,532,079	15,532,079
I-580 Interchange Improvements Project in Castro Valley (for ACTIA 12/612.0)	507.0	1,493,036	300,000	-	1,793,036	1,793,036
Central Alameda County Freeway System Operational Analysis	508.0	1,000,000	-	-	1,000,000	1,000,000
Castro Valley Local Area Traffic Circulation Improvement	509.0	1,799,442	-	-	1,799,442	1,799,442
Project Closeout	500.0	(26,115)	126,000	149,550	249,435	249,435
		<u>\$ 32,058,526</u>	<u>\$ 12,097,000</u>	<u>\$ 149,550</u>	<u>\$ 44,305,076</u>	<u>\$ 44,305,076</u>

Attachment F

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**Alameda County Transportation Improvement Authority  
Fiscal Year 2012-2013  
Budget Update Limitation Calculations**

Net Sales Tax	\$	112,000,000	A
Investments & Other Income		<u>810,981</u>	B
Funds Generated	\$	112,810,981	C
Salaries & Benefits	\$	905,384	D
Other Admin Costs		<u>3,259,947</u>	E
Total Admin Costs	\$	4,165,331	F
Gross Sal & Ben to Net Sales Tax		0.8084% = D/A	
Gross Sal & Ben to Funds Generated		0.8026% = D/C	
Total Admin Costs to Net Sales Tax		3.7190% = F/A	

*\* Sales tax reauthorization ballot costs budgeted in the amount of \$851,377.80 are not included in other administrative costs. They will be paid from prior year excess administrative costs limitation calculation balances.*

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## **Memorandum**

**DATE:** March 14, 2013

**TO:** Alameda County Transportation Commission

**FROM:** Finance and Administration Committee

**SUBJECT:** **Approval of Paperless Distribution for Alameda CTC Commission, Committee and Subcommittee Meeting Packets**

### **Recommendation**

It is recommended that the Commission approve paperless distribution of Commission, Committee and Subcommittee meeting packets.

### **Summary**

In an effort to implement sustainable and ecologically friendly business practices, staff is recommending reducing paper distribution of the Alameda CTC Commission, Committee and Subcommittee meeting packets. Agendas, staff reports and accompanying documents will be hyperlinked and uploaded to the Alameda CTC website, for easy access by Commission and Committee members as well as members of the public. This action will result in significant cost reductions as well as increased staff productivity.

### **Background**

Alameda CTC convenes a number of meetings each month, including meetings of the Commission, four standing committees, the I-680 JPA Board, subcommittees, and five community advisory committees. On average, staff prints and mails over 500 physical copies of Commission and committee meeting packets, which requires significant staff time and an estimated \$2,200 in production and postage costs per month. Agendas and staff reports are also posted on the Alameda CTC website and links are emailed out to the respective Commission/committee members.

The proposed process would significantly reduce the distribution of paper copies of the agenda and staff reports. In accordance with the Brown Act and to ensure that the public is kept informed about Alameda CTC's meetings and activities, agendas will continue to be posted and hyperlinked on the Alameda CTC website one week prior to each meeting for Commission/committee members, members of the public and staff to access.

In conformance with the Brown Act and to accommodate individuals with a preference or need for hard copies of agenda materials, Alameda CTC will not completely eliminate the distribution of printed agendas and staff reports. Alameda CTC will continue to mail copies of agendas (or full agenda packets) to any individual that submits an annual written request for the same. Although Government Code §54954.1 permits local agencies to charge a fee for such distribution, we do not propose such a fee.

### **Fiscal Impact**

Approval of this item would save the agency up to \$2,200 per month in production costs alone.

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**Attachment A**  
**Alameda CTC Community Advisory Committee Appointment Detail for**  
**Supervisor Richard Valle, Alameda County, District 2**

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

**Bicycle and Pedestrian Advisory Planning Committee (BPAC)**

**Current Appointment:** Mike Bucci  
(no action required)  
6249 Wilma Avenue  
Newark, CA 94560  
Email: [mikebucci510@gmail.com](mailto:mikebucci510@gmail.com)  
Phone: (510) 557-9035  
**Term Began:** September 2012  
**Term End:** September 2014

**Citizen Advisory Committee (CAC)**

☒ **Reappoint**  
(action required)  
Harpal Mann  
34790 Klondike Court  
Union City, CA 94587  
Email: [harpalmann@mann.net](mailto:harpalmann@mann.net)  
Phone: (510) 790-3064  
**Term Began:** March 2011  
**Term Expires:** March 2013

**Citizens Watchdog Committee (CWC)**

☒ **Reappoint**  
(action required)  
Peter "Mike" Dubinsky  
695 Posada Way  
Fremont, CA 94536  
Email: [foxrun9@comcast.net](mailto:foxrun9@comcast.net)  
Phone: (510) 494-9181  
**Term Began:** October 2010  
**Term Expires:** October 2012

**Paratransit Advisory and Planning Committee (PAPCO)**

☐ **Reappoint**  
(action required)  
Michelle Rousey  
540 23rd Street, Apt. 306  
Oakland, CA 94612  
Email: [mlyn13@hotmail.com](mailto:mlyn13@hotmail.com)  
Phone: (510) 763-7158  
**Term Began:** May 2010  
**Term Expires:** May 2012

(over)

3/11/13

Date



Supervisor Richard Valle, Alameda County

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

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

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

	<b>Suffix</b>	<b>Last Name</b>	<b>First Name</b>	<b>City</b>	<b>Appointed By</b>	<b>Term Began</b>	<b>Re-apptmt.</b>	<b>Term Expires</b>	<b>Mtgs Missed Since Jul '12*</b>
<b>1</b>	<b>Ms.</b>	<b>Tabata, Chair</b>	<b>Midori</b>	<b>Oakland</b>	<b>Alameda County Mayors' Conference, D-4</b>	<b>Jul-06</b>	<b>Oct-11</b>	<b>Oct-13</b>	<b>0</b>
<b>2</b>	<b>Ms.</b>	<b>Welsh, Vice-Chair</b>	<b>Ann</b>	<b>Pleasanton</b>	<b>Alameda County Supervisor Nate Miley, District 4</b>	<b>Oct-09</b>	<b>Jan-12</b>	<b>Jan-14</b>	<b>1</b>
<b>3</b>	<b>Mr.</b>	<b>Ansell</b>	<b>Mike</b>	<b>Livermore</b>	<b>Alameda County Mayors' Conference, D-1</b>	<b>Sep-12</b>		<b>Sep-14</b>	<b>0</b>
<b>4</b>	<b>Mr.</b>	<b>Bucci</b>	<b>Mike</b>	<b>Newark</b>	<b>Alameda County Supervisor Richard Valle, District 2</b>	<b>Sep-12</b>		<b>Sep-14</b>	<b>0</b>
<b>5</b>	<b>Mr.</b>	<b>Chen</b>	<b>Alexander</b>	<b>Fremont</b>	<b>Alameda County Supervisor Scott Haggerty, District 1</b>	<b>Oct-09</b>	<b>Jan-12</b>	<b>Jan-14</b>	<b>2</b>
<b>6</b>	<b>Ms.</b>	<b>Gigli</b>	<b>Lucy</b>	<b>Alameda</b>	<b>Alameda County Supervisor Wilma Chan, District 3</b>	<b>Jan-07</b>	<b>Oct-12</b>	<b>Oct-14</b>	<b>1</b>
<b>7</b>	<b>Mr.</b>	<b>Johansen</b>	<b>Jeremy</b>	<b>San Leandro</b>	<b>Alameda County Mayors' Conference, D-3</b>	<b>Sep-10</b>	<b>Oct-11</b>	<b>Oct-13</b>	<b>0</b>
<b>8</b>	<b>Mr.</b>	<b>Jordan</b>	<b>Preston</b>	<b>Albany</b>	<b>Alameda County Supervisor Keith Carson, District 5</b>	<b>Oct-08</b>	<b>Sep-12</b>	<b>Sep-14</b>	<b>2</b>
<b>9</b>	<b>Mr.</b>	<b>Maddox</b>	<b>Heath</b>	<b>Berkeley</b>	<b>Transit Agency (Alameda CTC)</b>	<b>Sep-12</b>		<b>Sep-14</b>	<b>0</b>
<b>10</b>	<b>Ms.</b>	<b>Zimmerman</b>	<b>Sara</b>	<b>Berkeley</b>	<b>Alameda County Mayors' Conference, D-5</b>	<b>Feb-12</b>		<b>Feb-14</b>	<b>1</b>
<b>11</b>		<b>Vacancy</b>			<b>Alameda County Mayors' Conference, D-2</b>				

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**Alameda CTC Citizens Advisory Committee Meeting Minutes**  
**Thursday, July 26, 2012, 5:30 p.m., 1333 Broadway, Suite 300, Oakland**

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Attendance Key (A = Absent, P = Present)

Members:

<u>P</u> Barry Ferrier, Chair	<u>P</u> Frances Hilliard	<u>P</u> Harpal Mann
<u>P</u> Cynthia Dorsey, Vice Chair	<u>A</u> Alton Jefferson	<u>P</u> Mark Posson
<u>P</u> Val Chinn	<u>P</u> Roop Jindal	<u>P</u> Michelle Powell
<u>P</u> Joseph Collier	<u>P</u> Dennis Jones	<u>P</u> Diane Shaw
	<u>P</u> Audrey LePell	

Staff:

<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> Laurel Poeton, Assistant Transportation Planner	

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**1. Welcome and Introductions**

Chair Barry Ferrier called the meeting to order at 5:35 p.m. The meeting began with introductions.

**Guest(s) present:** Heather Barber, Alameda CTC; Matthew Bruno, Don Edwards San Francisco Bay National Wildlife Refuge; Dev Bhatia; Jack Dain; Mike Dubinsky, Alameda CTC Citizens Watchdog Committee (CWC); Jo Ann Lew, CWC and Union City Planning Commission; Hugh MacNamara, Union City Senior Commission

Cynthia Dorsey informed the group that during the agenda planning for the July meeting, she and Barry decided the committee can immediately implement the following methods to make the CAC meetings more efficient:

- Ensure the agenda only contain items that the committee can cover within the hour of the CAC meeting.
- Assign a timekeeper for each meeting to keep the meeting on track. Cynthia requested each member speak no longer than two minutes.

**2. Public Comment**

There were no public comments.

**3. Approval of June 21, , 2012 Minutes**

*Audrey LePell moved to approve the June 21, 2012 minutes. Mark Posson seconded the motion. The motion carried unanimously (11-0).*

#### 4. CAC Outreach Goals and Objectives

Barry Ferrier led the discussion on the CAC outreach goals and objectives. He mentioned that at the last meeting, committee members made a decision to determine the best venue and focus for the CAC meetings and the transportation forums going forward. Staff stated that the CAC will meet and host the North County Transportation Forum on October 18, 2012. The content and location of the transportation forum may be different. The CAC members explored various ideas and suggested that the October transportation forum take place in a public place that is not Alameda CTC offices.

The CAC members provided the following input on where to hold the October transportation forum:

- Select a transit-accessible location to capture the interest of people during commute hours, such as:
  - Ed Roberts Campus. Signs can be placed at BART stations to attract the commuters as an audience.
  - The Senior Center at the Fruitvale BART station.
- Hold the forum at:
  - Berkeley City Hall, Oakland City Hall, or Peralta College where it can be televised.
  - Berkeley Senior Center at Shattuck.

Members provided additional suggestions for locations to hold the transportation forums and for ways to perform outreach:

- Combine the transportation forums with other events.
- Hold the transportation forums at various senior centers in Alameda County.
- Hold the transportation forums at various community centers around Alameda County.
- Webcast the transportation forums, possibly using a live feed.
- Record the transportation forums and post them on the Alameda CTC website.
- Video record the transportation forums and show them on local television stations.
- Post the transportation forums on the city calendars in Alameda County.
- Contact property management companies to place information in their newsletters.
- Contact the Fremont Festival of India to perform outreach.
- Contact homeowners associations to perform outreach via their newsletters or to have Alameda CTC attend an event. The members will provide contact information to Alameda CTC staff.

Tess Lengyel informed the CAC members that the Alameda CTC is talking to many businesses, organizations, and citizens to educate them about the Transportation Expenditure Plan for the new sales tax measure. Laurel Poeton requested CAC members email her of events they wish for Alameda CTC to assist in supporting. Members will also email Laurel the outreach tracking log that shows their outreach efforts. Refer to Attachment A for the CAC Outreach Subcommittee July 23, 2012 meeting notes, which provide ideas on how to make outreach more effective.



Staff stated that the CAC will have the opportunity to review the Strategic Communications Plan for fiscal year 2012-2013 in October. Alameda CTC created this plan to guide the communication efforts for the agency and the community advisory committees for the year.

## **5. CAC Member/Outreach Reports**

Frances Hilliard stated that she distributed the CAC minibooklets at the Royal Merritt Homeowners Association meeting, Oakland Public Library, and Lucky's store on East 18<sup>th</sup> Street.

Mark Posson stated that he posted the South County Transportation Forum Flyer at the Pleasanton Public Library.

Cynthia Dorsey distributed information at the Newark Rotary and the Black Elected Officials meeting.

Barry Ferrier stated that he posted the South County Transportation Forum Flyer at various locations in South County. He also distributed the *Access Alameda* guide to various offices.

Joseph Collier stated that he distributed the South County Transportation Forum Flyer at various locations.

Many of the members identified outreach events for the Alameda CTC to participate in and will email the information to Laurel Poeton.

## **6. Staff Reports**

### **A. Staff Overview of Outreach Materials and Website Report**

Laurel Poeton requested the CAC members review the materials in the packet for this agenda item.

## **7. Adjournment**

The meeting adjourned to the South County Transportation Forum.

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**Alameda County Transportation Commission**  
**Citizen Advisory Committee**  
**Roster - Fiscal Year 2012/2013**

	<b>Title</b>	<b>Last Name</b>	<b>First Name</b>	<b>City</b>	<b>Appointed By</b>	<b>Term Began</b>	<b>Re-apptmt.</b>	<b>Term Expires</b>	<b>Mtgs Missed Since July '12*</b>
1	Mr.	Ferrier, Chair	Barry	Union City	City of Union City Mayor Carol Dutra-Vernaci	Jan-04	Apr-12	Apr-14	0
2	Ms.	Dorsey, Vice-Chair	Cynthia	Oakland	Alameda County Supervisor Keith Carson, D-5	Feb-02	Apr-12	Apr-14	0
3	Ms.	Chinn	Val	Hayward	City of Livermore Mayor John Marchand	Dec-99	Jan-12	Jan-14	0
4	Ms.	Hilliard	Frances	Oakland	City of Oakland Vice Mayor Larry Ried	Jun-02	Feb-10	Feb-12	0
5	Mr.	Jefferson	Alton	San Leandro	Alameda County Supervisor Wilma Chan, D-3	Sep-08	Jan-13	Jan-15	1
6	Dr.	Jindal	Roop	Hayward	Alameda County Supervisor Scott Haggerty, D-1	Oct-03	Jan-12	Jan-14	0
7	Ms.	LePell	Audrey	Hayward	City of Hayward Councilmember Marvin Peixoto	May-04	Jan-12	Jan-14	0
8	Mr.	Mann	Harpal	Union City	Alameda County Supervisor Richard Valle, D-2	Mar-11		Mar-13	1
9	Mr.	Murray	Al G.	Berkeley	City of Berkeley Councilmember Laurie Capitelli	Oct-12		Oct-14	0
10	Mr.	Posson	Mark	Pleasanton	City of Pleasanton Mayor Jerry Thorne	Jan-12		Jan-14	0
11	Ms.	Powell	Michelle	Fremont	City of Fremont Councilmember Suzanne Chan	Jan-12		Jan-14	0
12	Mr.	Scheuerman	John	Emeryville	City of Emeryville Councilmember Ruth Atkin	Sep-12		Sep-14	0
13	Ms.	Diane	Shaw	Fremont	AC Transit Director Greg Harper	Jul-12		Jul-14	0

**Alameda County Transportation Commission**  
**Citizen Advisory Committee**  
**Roster - Fiscal Year 2012/2013**

	<b>Title</b>	<b>Last Name</b>	<b>First Name</b>	<b>City</b>	<b>Appointed By</b>	<b>Term Began</b>	<b>Re-apptmt.</b>	<b>Term Expires</b>	<b>Mtgs Missed Since July '12*</b>
14		Vacancy			Alameda County Supervisor Nate Miley, D-4				
15		Vacancy			BART Director Tom Blalock				
16		Vacancy			City of Alameda Vice Mayor Marilyn Ezzy Ashcraft				
17		Vacancy			City of Albany Mayor Peggy Thomsen				
18		Vacancy			City of Dublin Mayor Tim Sbranti				
19		Vacancy			City of Newark Councilmember Luis Freitas				
20		Vacancy			City of Oakland Councilmember Rebecca Kaplan				
21		Vacancy			City of Piedmont Mayor John Chiang				
22		Vacancy			City of San Leandro Vice Mayor Michael Gregory				



**Alameda CTC Citizens Watchdog Committee Meeting Minutes**  
**Monday, January 14, 2013, 5:30 p.m., 1333 Broadway, Suite 300, Oakland**

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Attendance Key (A = Absent, P = Present)

**Members:**

<u>P</u> James Paxson, Chair	<u>P</u> Petra Brady	<u>P</u> Steve Jones
<u>A</u> Harriette Saunders, Vice Chair	<u>P</u> Mike Dubinsky	<u>P</u> Jo Ann Lew
<u>A</u> Pamela Belchamber	<u>A</u> Arthur Geen	<u>A</u> Raj Salwan
	<u>P</u> James Haussener	<u>P</u> Hale Zukas

**Staff:**

<u>P</u> Arthur L. Dao, Executive Director	<u>A</u> Patricia Reavey, Director of Finance
<u>P</u> John Hemiup, Senior Transportation Engineer	<u>P</u> Matt Todd, Manager of Programming
<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> Stewart Ng, Deputy Director of Programming and Projects	<u>P</u> John Nguyen, Hatch Mott MacDonald

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**1. Audit and Compliance Report Review**

The CWC members received an orientation on the compliance report review process from staff from 5:30 to 5:45 p.m. The members reviewed the Alameda CTC annual program year-end audit and compliance reports from 5:45 to 6:30 p.m. Members will review the audits and reports in further detail on their own and submit comments to Alameda CTC via e-mail by January 28, 2013.

Overall, the CWC is pleased with the new compliance policies that require the agencies to spend the Measure B funds in a timely manner, define in advance the programs they will use reserve funds on, and adopt a complete streets policy. The members were very pleased with the new rescission of funds policy, which allows the Commission to return unspent funds and interest earned to Alameda CTC.

*Questions/feedback from the members:*

- Is the Excel spreadsheet for Table 2 a “smart” program that will detect errors? Staff stated that a formula is in place and will detect if calculations in one cell do not match the calculations in another cell. This precaution will not stop users from completing the form; however, it will alert them of a discrepancy and also allow Alameda CTC to easily verify the information.
- Regarding fund balance, how will last year’s explanations from the agencies on how they will use the reserves be tied to this year’s explanations? Staff reminded the committee that this is a new policy, and last year’s explanations will not address the

policy. Going forward, Alameda CTC will have the ability to track the information in conjunction with the reserve fund policy.

- Was there push back from the agencies regarding the new rescission of funds policy? Staff stated that some of the agencies complained; however, the agencies understand that they must comply with the new policy to continue to receive Measure B funds.

Staff reviewed the sample audit and compliance report for the City of Dublin Bicycle and Pedestrian Program with the CWC. This review served as a training tool for new members and was a refresher for existing members. Staff agreed to email the CWC the compliance review tracking and comment form to allow members to record their comments. During the presentation, staff requested comments by January 28, 2013.

## **2. Welcome and Introductions**

James Paxson, CWC Chair, called the meeting to order at 6:35 p.m. The meeting began with introductions and meeting outcomes. James welcomed to the committee the new member Steve Jones.

**Guests present:** Brian Geysher; Ahmad Gharaibeh, Vavrinek, Trine, Day & Co., LLP (VTD); Raj Murthy, Alameda CTC Program Management and Project Control Team; James O'Brien, Alameda CTC Program Management and Project Control Team

## **3. Public Comment**

There were no public comments.

## **4. Approval of November 19, 2012 Minutes**

*Mike Dubinsky moved to approve the minutes as written. Petra Brady seconded the motion. The motion carried 6-0, with one abstention, Steve Jones.*

## **5. Update on Projects and Programs**

Stewart Ng gave an overview on the status of capital projects (Attachment A). The presentation covered the 43 Alameda CTC active capital projects, including projects funded by Measure B and non-Measure B funding sources. The current estimated cost is \$3.8 billion for the 43 active capital projects. Stewart's overview included a summary of capital projects by:

- Type of project – The 43 active capital projects include seven mass transit, 27 highway, seven local streets and roads, and two bicycle and pedestrian projects.
- Fund type and implementing agency – Eight projects are funded by Proposition 1B, the Transportation Bond Project; 28 projects are Measure B-funded; seven projects are non-Measure B funded.
- Phase – Staff presented the number of projects by phase and costs.
- Planning area – Eight projects are in North County; 12 projects are in Central County; eight project are in South County; 16 projects are in East County.
- Milestone updates
- Project photographs

Questions/feedback from the members:

- Why is the CWC being informed about projects funded by bonds and non-Measure B funds? Staff provided an update on all of Alameda CTC capital projects. The bond funds are only available for the construction phase of the projects. Funds from the 2000 Measure B have been allocated for preconstruction and construction support phases for some of the bond-funded projects. Staff noted that the Alameda CTC Board approved utilization of Measure B funds for these projects. Staff informed the committee that the Measure B Expenditure Plan lists a Congestion Relief Emergency Fund, which is an emergency contingency fund to help relieve congestion in a major corridor. The Commission approved a portion of these funds for the bond projects.
- Will bond-funded projects appear in the compliance report? No. The compliance report is only for Measure B pass-through funds.
- What is the status of projects that missed their deadlines and were granted extensions? The two projects in that category are:
  - Dumbarton Rail Corridor – The Expenditure Plan required full funding of plans and environmental clearance. The project sponsor completed the environmental document; however, the project lacks significant funding, and the Federal Transit Administration has not approved the document. The project team will request an extension from the Commission in March.
  - Bus Rapid Transit (BRT) project – The BRT achieved environmental clearance. This project had a request for funding in the Measure B1 Transportation Expenditure Plan. Since the measure did not pass, the agency has refined the scope of the project to balance the total estimated costs with total available funding.
- If Alameda CTC seeks additional financing, what are the projects that will drive that effort? Staff stated that Alameda CTC will do an assessment to determine how much funding is needed. The projects driving this effort are:
  - BART to Warm Springs
  - Oakland Airport Connector
  - Route 84 Expressway

Staff told the committee that a table exists that will clarify the information in the presentation. Staff agreed to email the members the table, which summarizes the 2000 Measure capital projects.

A CWC member wanted to know why the CWC hadn't known about the Measure B funds being used for bond projects. Staff provided information on the relationship between the budget, the financial statement, and the strategic plan. The 2000 Measure B funding for the Congestion Relief Emergency Funds (CREF) is included in the 2000 Measure B Expenditure Plan. The breakdown of the CREF is approved by the Commission and has been included in previous project update presentations. Measure B funds were used as leverage to obtain additional funds. Staff informed the committee that the construction capital expenditures funded by the I-Bond funding for these projects will not appear on the Alameda CTC's financial statements because Caltrans is incurring the costs for these projects and drawing

down the I-Bond funding directly (with the exception of four of the sub-projects under the I-80 Integrated Corridor Management umbrella).

John Hemiup reviewed the presentation on the pass-through fund program and grant program (Attachment B). The presentation included the breakdown of the 60 percent of Measure B funds allocated to programs and background information on each funding source. John highlighted certain grant-funded projects to demonstrate the array of services, projects, programs, and plans implemented throughout the county.

The program fund distribution is as follows:

- Local Streets and Roads – 22.34 (percent pass-through funds)
- Mass Transit – 21.92 percent (pass-through funds and grants)
- Paratransit – 10.45 percent (pass-through funds and grants)
- Bicycle and Pedestrian Safety – 5 percent (pass-through funds and grants)
- Transit Center Development – 0.19 percent (pass-through funds and grants)

*Questions/feedback from members:*

- A member stated that the *Measure B Makes a Difference* slide (#5) is a good depiction of pass-through funds and suggested that Alameda CTC create a similar slide for grant funds.
- A member discussed the frequency of updating the Countywide Bicycle and Pedestrian Plans and suggested Alameda CTC consider using the funds to make other improvements and consider creating best practices for going forward.
- *The Paratransit Gap Grant Programs* slide (#13) states that paratransit programs handle approximately one million rides annually. Where does the money come from? Staff stated these rides are funded with 2000 Measure B, fares and other funding through services such as East Bay Paratransit. The funds are monitored through both the Compliance Report and Program Plan Review processes.
- A member suggested that Alameda CTC look at congestion relief and greenhouse gas reduction as part of the grant program.

#### **6. Alameda CTC Audited Annual Financial Report, June 30, 2012**

Ahmad Gharaibeh with VTD presented Alameda CTC audited annual financial report for June 30, 2012 and the limitation worksheet for the fiscal year that ended June 30, 2012 (Attachment C). He noted that this is the first consolidated Alameda CTC audit since the merger of the Alameda County Congested Management Agency and the Alameda County Transportation Improvement Authority.

Ahmad stated that the VTD auditors found no material weaknesses or items of administrative concern, and VTD issued a “clean” or “unqualified” opinion, meaning that the information stated in the financial statements is accurate in all material respects.

Ahmad acknowledged that at the December 6, 2012 Joint Commission/CWC Audit Committee meeting, there was agreement by Alameda CTC on modifications to the



limitations worksheet to assist members in understanding the financial report on the ACTIA Measure B figures.

*Questions/feedback from members:*

- A member stated the project revenue in the general fund on page 106 was \$4,531,006 versus the actual project revenue of \$4,894,950 on page 129. Why are the numbers different when the fund ending balances are the same? Ahmad stated that one difference is the “operating transfer in” for \$363,944 on page 106. From an audit gap perspective, “operating transfer in” is shown as a separate line item as stated on page 106. From a budgeted perspective, it’s all rolled into one number as stated on page 129, which is the amount rolled into the \$4,894,950.
- Why does the administrative percentage double when both agencies are combined? Ahmad stated that the actual amount for both ACTIA and ACCMA is close; however, the denominator used makes the difference. He stated that page 134 of the agenda packet shows the administrative costs for ACTIA and ACCMA separately.

**7. CWC Member Reports/Issues Identification**

None

**8. Staff Responses to CWC Requests for Information**

James Paxson stated that staff responses to CWC requests for information are a new agenda item. The purpose of this section is to create a formal way of getting responses from staff. He mentioned that if items are identified in the meeting, staff will bring a response back to the committee and place the items under this agenda item.

James requested staff to review and discuss the table that summarizes the 2000 Measure capital projects at the March 11, 2013 meeting. This item was discussed in agenda item 5 above.

At the November 19, 2012 meeting, James Haussener submitted an Issues Identification Form requesting information on how the Alameda CTC plans to spend down the ACTIA General Fund balance. Art Dao reviewed and discussed the memo in the agenda packet.

At the November 19, 2012 meeting, James Paxson requested staff create a cost benefit analysis to assist in determining if the CWC is receiving a good return on its investment when the 10<sup>th</sup> *Annual Report to the Public* was published. Tess Lengyel reviewed and discussed the memo and cost benefit analysis in the agenda packet.

The CWC members suggested that the committee begin to address the creation of annual report to the public earlier. The members also stated that the goal of the CWC is to make sure the outreach efforts are effective and further discussion will take place to ensure the *CWC 11<sup>th</sup> Annual Report to the Public* reaches more people in Alameda County. CWC members agreed to submit ideas to staff with various options on how to make the annual report more effective. One consideration mentioned in the meeting is to possibly change the annual report to a quarterly report similar to the Alameda CTC E-newsletter. The

members requested that discussion of these ideas take place in the March 11, 2013 meeting.

A CWC member requested by email that Alameda CTC staff provide additional information to help CWC members understand the funding for development and placement of the 2012 Alameda County Transportation Expenditure Plan on the November 2012 ballot. Staff discussed the memo in the agenda packet. Staff noted that the Commission will form a subcommittee to discuss lessons learned during the Measure B1 ballot initiative.

## **9. Staff Reports/Board Actions**

### **A. General Items**

Staff stated that the Alameda CTC Commission action items are listed in the agenda packet.

Art Dao gave the committee an update on the One Bay Area Grant program. He informed the committee that OBAG will move forward with a call for projects.

## **10. Adjournment/Next Meeting**

The meeting adjourned at 8:30 p.m. The next meeting is scheduled for March 11, 2013 at the Alameda CTC offices.

### **Attachments**

- Attachment A: Semi-annual Capital Projects Update Presentation
- Attachment B: Pass-through Fund and Grant Programs Update Presentation
- Attachment C: Annual Financial Report for the Fiscal Year Ended June 30, 2012 Presentation



## Overview

### ACTIVE CAPITAL PROJECTS SUMMARY

- By Type of Project
- By Fund Type and Implementing Agency
- By Phase
- By Planning Area
- Milestone Updates
- Project Photographs

## Capital Projects by Type

Number of Projects	Project Type	Total Cost (\$ x Million)
7	Mass Transit	\$2,300
27	Highway	\$1,200
7	Local Streets & Roads	\$338
2	Bicycle & Pedestrian	\$26
<b>43</b>	<b>Active Projects</b>	<b>\$3,840</b>

Semi-Annual Capital Projects Update (October 2012)

Presented to the CWC on January 14, 2013



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## Capital Projects by Fund Source

Number of Projects	Fund Source	Implemented by Alameda CTC	Implemented by Others
8	I-BOND	8	0
28	MEASURE B	12	16
7	OTHER*	7	0
<b>43</b>	<b>ALL</b>	<b>27</b>	<b>16</b>

\*Other = Non Measure B or I-Bond Funding

Semi-Annual Capital Projects Update (October 2012)

Presented to the CWC on January 14, 2013



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## Capital Projects by Phase

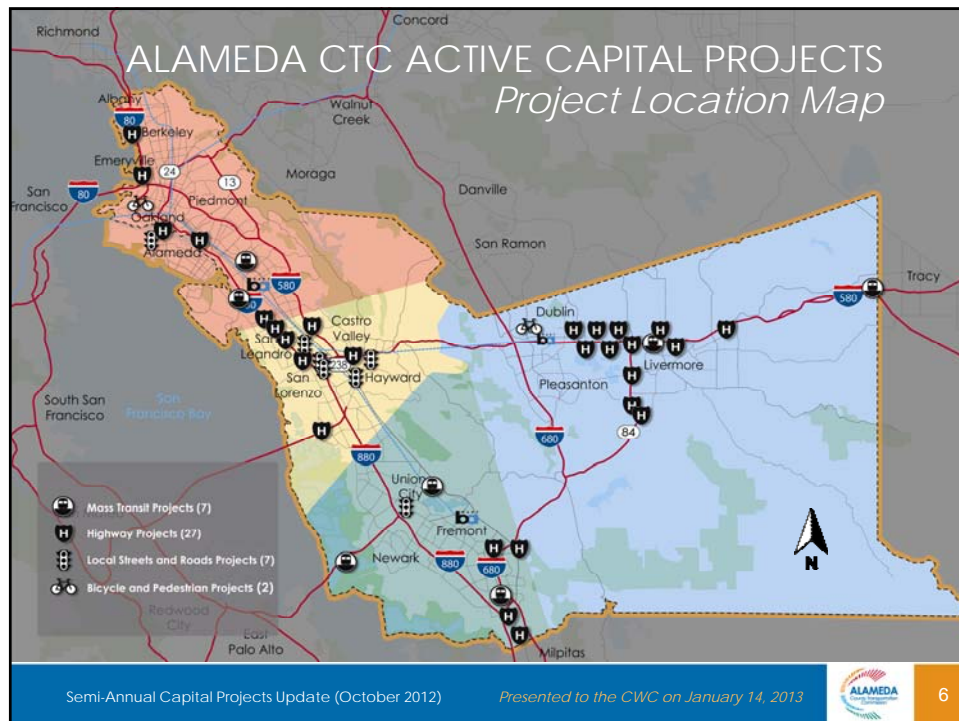
Number of Projects	Phase	Total Costs (\$ x Million)
4	Scoping	\$21
5	Preliminary Engineering / Environmental Studies	\$466
12	Design / ROW	\$593
17	Construction	\$2,544
5	Plant Establishment / Closeout / Various	\$230
<b>43</b>		<b>\$3,840</b>

Semi-Annual Capital Projects Update (October 2012)

Presented to the CWC on January 14, 2013



5

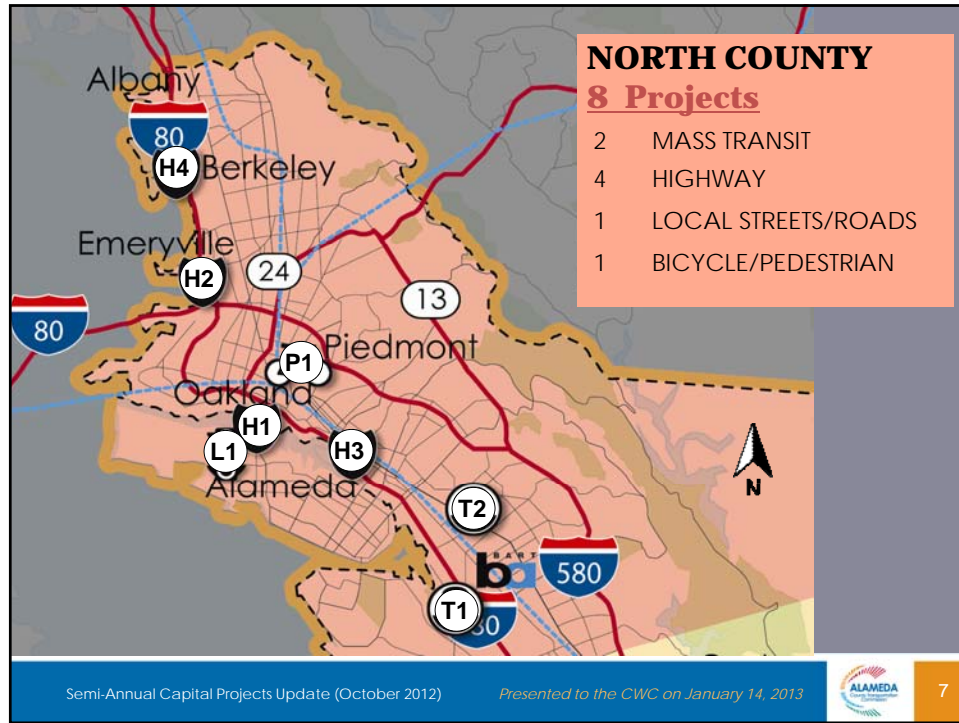


Semi-Annual Capital Projects Update (October 2012)

Presented to the CWC on January 14, 2013

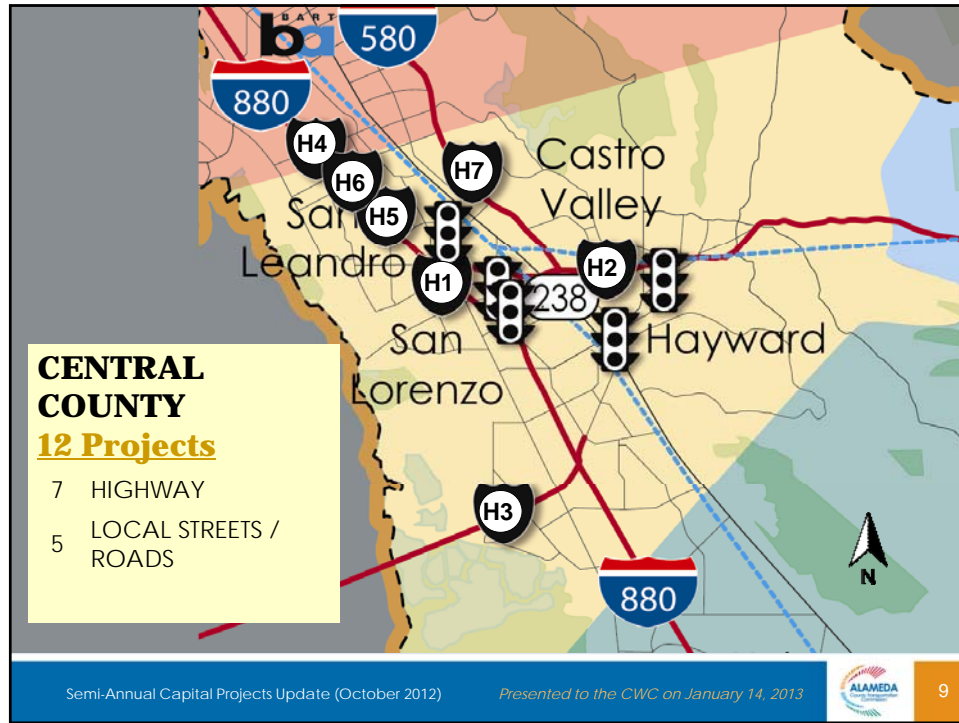


6



North County – Active Project Status Update					
Map ID	APN#	Project Title	Current Phase	Construction Start	Construction End
T1	603.0	BART Oakland Airport Connector	CONST	Sep 2010	Dec 2013
T2	607.0	Telegraph Avenue Corridor Bus Rapid Transit	ENV/DESIGN	Jan 2014	Apr 2016
H1	610.0	I-880/Broadway-Jackson I/C Improvement (Study Only)	SCOPING	N/A	N/A
H2	791.0	I-80 Integrated Corridor Mobility	CONST	Jun 2011	Sep 2014
H3	717.0	I-880 North Safety and Operational Improvements	DESIGN / ROW	May 2013	May 2017
H4	765.0	I-80 Gilman (Study Only)	SCOPING	N/A	N/A
L1	740.0	Webster Street SMART Corridors	CONST	Sep 2012	Feb 2013
P1	604.0	Downtown Oakland Streetscape Improvement – 4C/4A/4B2	CONST	Sep 2007	Jun 2015

Semi-Annual Capital Projects Update (October 2012) Presented to the CWC on January 14, 2013



Central County – Active Project Status Update						
Map ID	APN#	Project Title	Current Phase	Construction Start	Construction End	
H1	507.0	Central Alameda County Freeway System Operational Analysis (Study Only)	SCOPING	N/A	N/A	
H2	612.0	I-580 Castro Valley Interchange Improvements	PLANT EST.	Jun 2008	Jun 2011	
H3	615.0	Route 92/Clawiter – Whitesell Interchange and Reliever Route	DESIGN/ROW	Jul 2013	Jul 2015	
H4	730.0	I-880 Southbound HOV Lane – North Segment	CONST	Nov 2012	Jan 2015	
H5	730.0	I-880 Southbound HOV Lane – South Segment	CONST	Sep 2012	Jan 2016	
H6	730.0	I-880 Southbound HOV Lane – Landscaping / Hardscaping	DESIGN	TBD	TBD	
H7	764.0	San Leandro Landscaping	CONST	Jul 2012	Feb 2013	

Semi-Annual Capital Projects Update (October 2012) Presented to the CWC on January 14, 2013

ALAMEDA COUNTY

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## Central County continued

Map ID	APN#	Project Title	Current Phase	Construction Start	Construction End
L1	506.0	Route 238/Mission-Foothill -Jackson Corridor Improvement	CONST	Apr 2010	Jul 2013
L2	509.0	Castro Valley Local Area Traffic Circulation Improvement	SCOPING	TBD	TBD
L3	613.0	Lewelling/East Lewelling Boulevard Widening	CONST	Jul 2009	Aug 2012
L4	617.1	Hesperian Boulevard/Lewelling Boulevard I/C Improvements	CONST	Jan 2010	Aug 2012
L5	619.0	E 14th St./Hesperian Blvd./150th St. I/C Improvements	DESIGN	Sep 2013	May 2015

Semi-Annual Capital Projects Update (October 2012)

Presented to the CWC on January 14, 2013



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## SOUTH COUNTY 8 Projects

- 3 MASS TRANSIT
- 4 HIGHWAY
- 1 LOCAL STREETS / ROADS



Semi-Annual Capital Projects Update (October 2012)

Presented to the CWC on January 14, 2013



12



### South County – Active Project Status Update

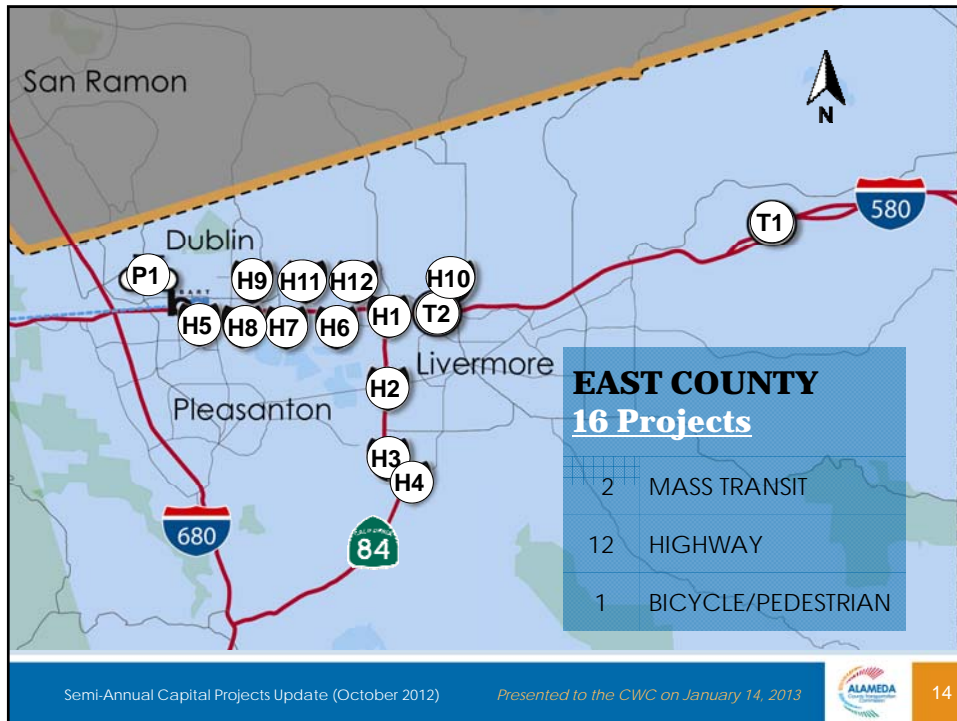
Map ID	APN#	Project Title	Current Phase	Construction Start	Construction End
T1	602.0	BART Warm Springs Extension – Stage 1 & Stage 2	CONST	Sep 2009	Dec 2015
T2	606.0	Union City Intermodal Station	CLOSEOUT	Jun 2007	Mar 2012
T3	625.0	Dumbarton Rail Corridor	ENV	TBD	TBD
H1	501.0	I-880/ Mission Boulevard (Route 262) Interchange Completion	CONST	Jun 2012	Jan 2015
H2	710.4	I-680 Sunol Express Lanes – Southbound	CLOSEOUT	Oct 2008	Apr 2012
H3	721.0	I-680 Sunol Express Lanes – Northbound	SCOPING	TBD	TBD
H4	770.0	I-680/I-880 Cross Connector Studies (Study Only)	SCOPING	N/A	N/A
L1	505.0	I-880 to Mission Boulevard East-West Connector	DESIGN	Nov 2014	May 2017

Semi-Annual Capital Projects Update (October 2012)

Presented to the CWC on January 14, 2013



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Semi-Annual Capital Projects Update (October 2012)

Presented to the CWC on January 14, 2013



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### East County – Active Project Status Update

Map ID	APN#	Project Title	Current Phase	Construction Start	Construction End
T1	601.0	Altamont Commuter Express Rail	CONST	Various	Various
T2	626.0	I-580 Corridor/BART to Livermore Studies (Study Only)	ENV	N/A	N/A
H1	623.0	Isabel Avenue - Route 84/I-580 Interchange	CLOSEOUT	Jan 2009	Mar 2012
H2	624.1	Route 84 Expressway – North Segment	CONST	Mar 2012	Mar 2014
H3	624.2	Route 84 Expressway – South Segment	DESIGN/ROW	Feb 2015	Dec 2016
H4	624.3	Route 84 Expressway – Landscape	DESIGN	Mar 2016	Sep 2019
H5	720.3	I-580 Corridor Environmental Mitigation	N/A	Various	Various

Semi-Annual Capital Projects Update (October 2012)

Presented to the CWC on January 14, 2013



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### East County continued

Map ID	APN#	Project Title	Current Phase	Construction Start	Construction End
H6	720.4	I-580 Eastbound (HOT) Express Lane	DESIGN	Oct 2014	Nov 2015
H7	720.5	I-580 Eastbound HOV Lane – Segment 3 with Auxiliary (AUX) Lane	CONST	Oct 2012	Nov 2014
H8	723.0	I-580 Right of Way (ROW) Preservation	ROW	N/A	N/A
H9	724.0	I-580 Westbound HOV Lane – West Segment	CONST	Oct 2012	Nov 2014
H10	724.0	I-580 Westbound HOV Lane – East Segment	CONST	Oct 2012	Nov 2014
H11	724.0	I-580 Westbound HOV Lane – Landscaping	DESIGN	TBD	TBD
H12	724.1	I-580 Westbound Express (HOT) Lane	DESIGN	Nov 2014	Nov 2015
P1	609.0	Iron Horse Transit Route	DESIGN	Jun 2013	Jun 2014

Semi-Annual Capital Projects Update (October 2012)

Presented to the CWC on January 14, 2013



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## Milestone Update - CMIA BOND

*Contract Status Overview as of January 2013*

Project	Advertisement Date	Bid Opening	Award	Start of Construction Field Activities*
I-580 Eastbound HOV Segment 3 with AUX Lane	7/09/2012 (A)	10/05/2012 (A)	11/16/2012 (A)	APR 2013 (T)
I-580 Westbound HOV – East Segment	6/25/2012 (A)	9/19/2012 (A)	11/20/2012 (A)	APR 2013 (T)
I-580 Westbound HOV – West Segment	6/25/2012 (A)	8/29/2012 (A)	10/29/2012 (A)	MAR 2013 (T)
I-880 Southbound HOV – North Segment	6/25/2012 (A)	10/12/2012 (A)	11/08/2012 (A)	JAN 2013 (T)
I-880 Southbound HOV – South Segment	6/18/2012 (A)	8/22/2012 (A)	9/14/2012 (A)	JAN 2013 (T)
I-80 Integrated Corridor Mobility (ICM) #4 ARM	6/18/2012 (A)	8/24/2012 (A)	9/10/2012 (A)	DEC 2012 (A)
I-80 Integrated Corridor Mobility (ICM) #5 ATM	6/18/2012 (A)	9/21/2012 (A)	10/12/2012 (A)	JAN 2013 (T)

Note: The shaded cell signifies the current point of project along the path to award and start of construction activities

(A)=Actual (T)=Target

\*Construction start dates contingent upon winter weather conditions

Semi-Annual Capital Projects Update (October 2012)

Presented to the CWC on January 14, 2013



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## Milestone Update

*Recently achieved milestones (April 2012 - January 2013):*

- **I-880 Mission Boulevard (Route 262) Interchange Completion (APN 501.0)**
  - VTA awarded Mission/Warren/Freight Railroad Relocation Program (included Phase 1B improvements) in June 2012
  - Construction work began July 2012 and is scheduled for completion early 2015
- **Telegraph Avenue Bus Rapid Transit (APN 607.0)**
  - FTA Record of Decision - June 2012
- **Lewelling / East Lewelling Boulevard Widening (APN 613.0)**
  - Construction substantially completed August 2012
  - Ribbon cutting ceremony held October 31, 2012
- **Dumbarton Rail Corridor (APN 625.0)**
  - Expanded bus service in the corridor began in July 2012

Semi-Annual Capital Projects Update (October 2012)

Presented to the CWC on January 14, 2013



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### *Recently achieved milestones (continued)*

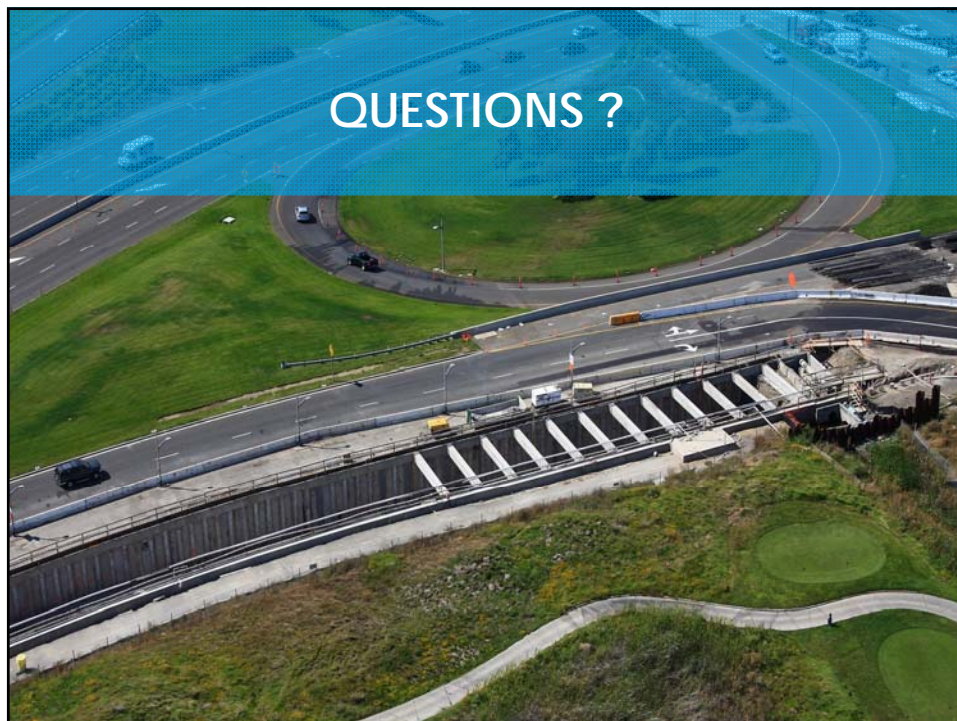
- [Webster Street SMART Corridors \(APN 740.2\)](#)
  - Construction contract awarded September 2012; construction activities began December 2012
- [San Leandro Landscaping \(764.0\)](#)
  - Construction contract advertised June 2012; awarded July 2012
- [I-80 Integrated Corridor Mobility Project \(ICM\) \(APN 791.0\)](#)
  - Groundbreaking ceremony held October 19, 2012
- [BART Warm Springs Extension \(APN 602.0\)](#)
  - BART held a Project Milestone Celebration on October 26, 2012, marking completion of the Stage1 Subway tunnel

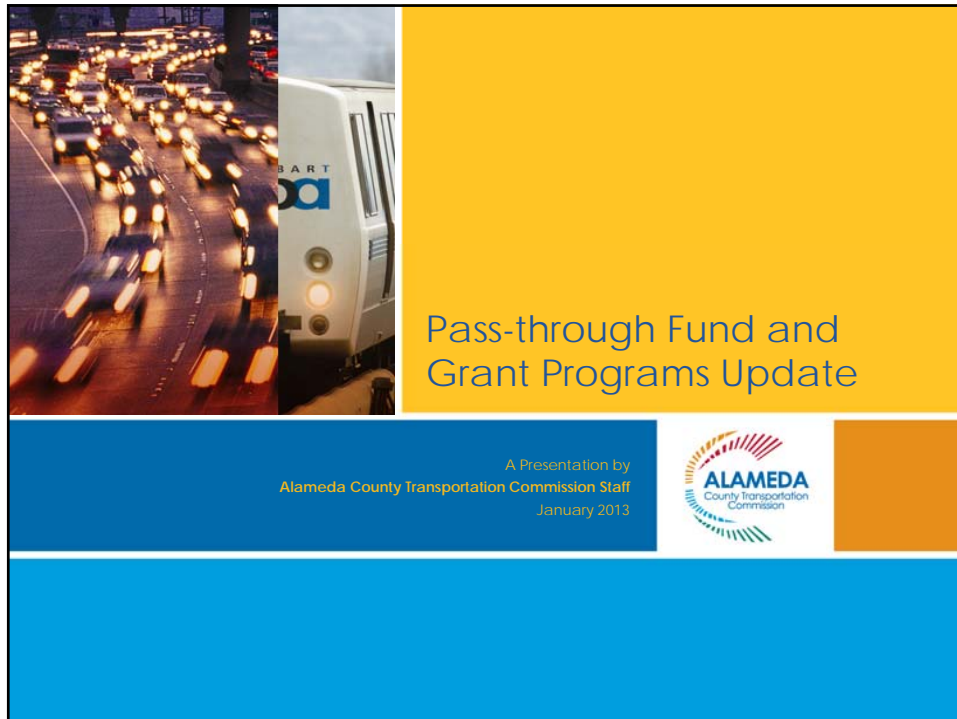
Semi-Annual Capital Projects Update (October 2012)

Presented to the CWC on January 14, 2013




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## A Brief History: Measure B

- Measure B half-cent sales tax approved by voters in 1986
- Alameda County was one of the first California Self-Help Counties
  - Self-help Counties generate approximately \$4 billion per year for California transportation and mobility
- In 2000: Measure B was reauthorized with 81.5% voter approval rate
- In 2002: Tax collection and program allocations began
- In 2004: Grant allocations began



Pass-through Fund and Grant Programs Update

ALAMEDA County Transportation Commission 2

## Measure B-Funded Programs

### Pass-through Fund Program

- Allocates funds to 21 agencies/jurisdictions
- Funds four types of programs
  - *Local Street and Roads*
  - *Mass Transit*
  - *Special Transportation for Seniors & People with Disabilities (Paratransit)*
  - *Bicycle and Pedestrian Safety*
- Higher than anticipated tax revenues in FY 11-12
- Distributed \$60.5 million in FY 11-12

### Four Grant Programs

- Funds four types of programs
  - *Bicycle and Pedestrian Safety*
  - *Paratransit*
  - *Express Bus*
  - *Transit Center Development (TCD)*
- 121 projects awarded to date since 2004, totaling \$32.0 M
- \$32.0 M of Measure B funds leveraged \$87.4 M of other funds for a total investment of \$119.4 M
- Next Bicycle & Pedestrian, TCD and Express Bus Programs Call for Projects will be coordinated with the Federal One Bay Area Grant (OBAG)
- Next Paratransit Program Call for Projects anticipated in February 2013

Pass-through Fund and Grant Programs Update



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## Measure B Pass-through Funds and Grants Distribution

60% of annual Measure B Revenues for five programs:

- Local Streets and Roads (22.34%)
- Mass Transit (21.92%)
  - Countywide Local and Feeder Bus Service (16.86%)
  - AC Transit Welfare to Work Program (1.46%)
  - Alameda/Oakland Ferry Service (0.78%)
  - Countywide Express Bus Service (0.70%)
  - Altamont Commuter Express (2.12%)
- Paratransit (10.45%)
- Bicycle and Pedestrian Safety (5%)
  - 25% regional planning and regional projects
  - 75% local jurisdictions
- Transit Center Development (0.19%)
  - Local Match
  - TOD-TAP

Pass-through Fund and Grant Programs Update



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## Measure B Makes a Difference

Total Measure B Pass-through and Grant Funds  
Allocated from April 1, 2002 through June 30, 2012

Over \$602.8 million

121 Bicycle and Pedestrian,  
Express Bus, Paratransit and  
TOD Awards through  
June 30, 2012

Measure B Grants

\$32.0 million

Total with Other Funding  
Commitments to Grants

\$119.4 million

Pass-through Payments  
Distributed through June 30, 2012

FY 11-12 \$60,556,173

FY 10-11 \$56,857,026

FY 09-10 \$50,808,873

FY 08-09 \$54,501,184

FY 07-08 \$62,543,374

FY 06-07 \$61,176,456

FY 05-06 \$59,357,051

FY 04-05 \$54,404,793

FY 03-04 \$53,086,000

FY 02-03 \$49,455,451

FY 01-02 \$12,006,000

Pass-through Fund and Grant Programs Update



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## Pass-through Funding Distributions

Fiscal Year 11-12  
Pass-through Distributions

Measure B Pass Through Distribution	Amount (in millions)
Local Streets and Roads	\$24.0
Mass Transit	\$22.8
Paratransit	\$9.7
Bicycle and Pedestrian Safety	\$4.0
<b>TOTAL</b>	<b>\$60.5</b>



Pass-through Fund and Grant Programs Update



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## Pass-through Fund Compliance Reporting Requirements

- Road miles served (*not applicable to transit agencies*)
- Population numbers (*not applicable to all projects*)
- Complete Streets Policy by June 2013
- Article in Recipient's or Alameda CTC's newsletter
- Website coverage of the project
- Signage about Measure B/VRF funding
- End-of-year independent audit due 12/27/12
- End-of-year compliance report due 12/31/12
- Audits and compliance reports posted on Alameda CTC web page

Pass-through Fund and Grant Programs Update



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## Grant Program Overview

- Competitive programs that improve transportation
  - 39 active projects
  - 82 complete projects
- Improve transportation access for the diverse population
- Provide improvements that encourage Alameda County residents to walk, bike, take public transportation and live in transit oriented developments



Pass-through Fund and Grant Programs Update



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## Bicycle and Pedestrian Countywide Discretionary Fund (CDF) Grant Program

- Updates to Countywide Pedestrian and Bicycle Plans
- City and County bicycle and pedestrian plans
- Gap closures
- Education and safety programs
- Capital projects



Pass-through Fund and Grant Programs Update



9

## City of Fremont Irvington Area Pedestrian Improvement Project

- Fremont is constructing pedestrian improvements at six intersections along Fremont Boulevard, between Eugene Street and Washington Boulevard, in the Irvington District.
- Project elements include:
  - Installing ADA-compliant curb ramps
  - Constructing bulb-outs and expanded median islands to reduce crossing distance
  - Adjusting pedestrian push button heights and reach to improve accessibility for people using wheelchairs
- Project will improve pedestrian safety at signalized and non-signalized intersections



Pass-through Fund and Grant Programs Update



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## Express Bus Service Grant Program

- Expansion and enhancement of operations
- Express bus services
  - Dynamic message signage
  - Real-time information systems
  - Accessibility improvements



Pass-through Fund and Grant Programs Update



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## Livermore Amador Valley Transportation Authority Express Bus Operating Assistance

- Measure B supports the operation of LAVTA's only WHEELS Express Bus Service Routes:
  - Route 20X - Service between Pleasanton and Livermore
  - Route 70X - Service between Dublin and Walnut Creek
  - Route 12V - Service between Hacienda Road/I-580 and Airway Blvd/I-580
- Project increases transit connectivity to BART stations, transit centers, and local transit services
- Project expands and enhances express bus services countywide



Pass-through Fund and Grant Programs Update



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## Paratransit Gap Grant Programs

- Largest paratransit allocation of any Bay Area sales tax measure
- Approximately 1 million rides annually
- Wheelchair and Scooter Breakdown Transportation Service
- Hospital Discharge Services
- One-stop shopping for mobility solutions
- On-going city and Americans with Disabilities Act (ADA) paratransit programs



Pass-through Fund and Grant Programs Update



13

## Senior Support Program of the Tri-Valley Volunteers Assisting Same Day Transportation and Escorts

- Provides volunteer escorts for seniors who cannot use public transportation independently.
- Volunteer drivers to use their personal vehicles to provide service to individuals in Alameda's East County
- Measure B funding helps the program
  - Develop policies and procedures
  - Recruit and train volunteers
  - Create outreach materials
  - Develop a volunteer database



Pass-through Fund and Grant Programs Update



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## Transit Oriented Development Grant Program



- Focus on residential and retail development near transit centers
- Mode shift away from cars to encourage walking, biking, and using public transportation
- Accessibility improvements



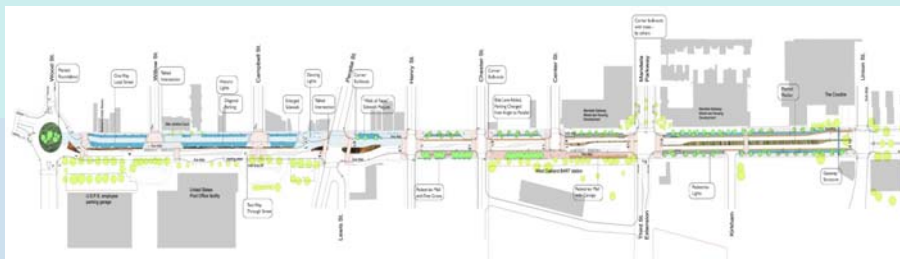
Pass-through Fund and Grant Programs Update



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### City of Oakland West Oakland Seventh Street Transit Village Streetscape Project

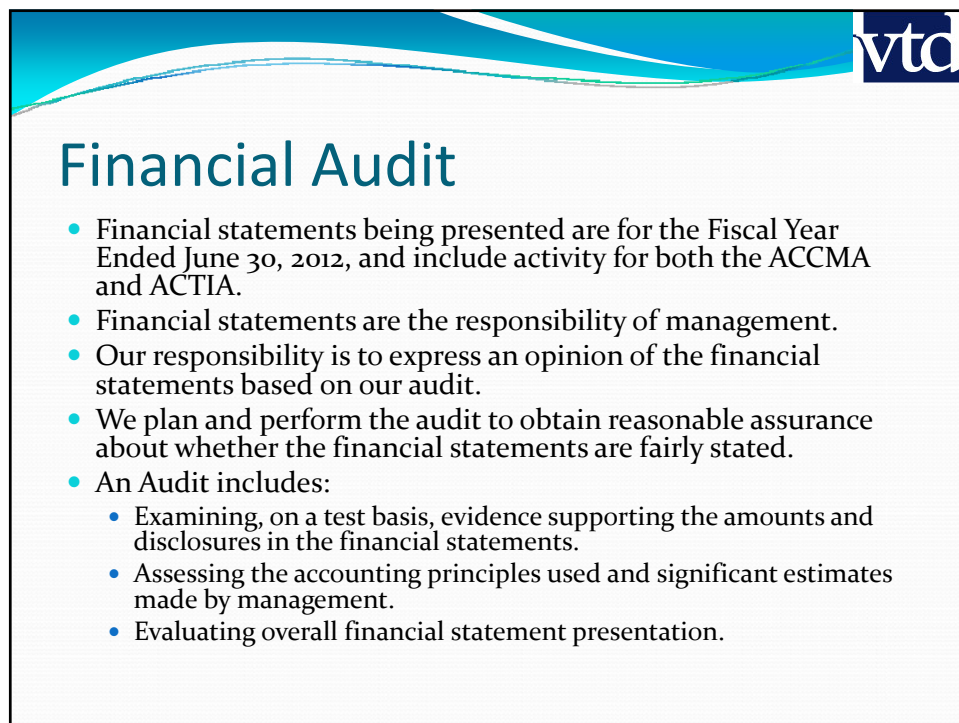
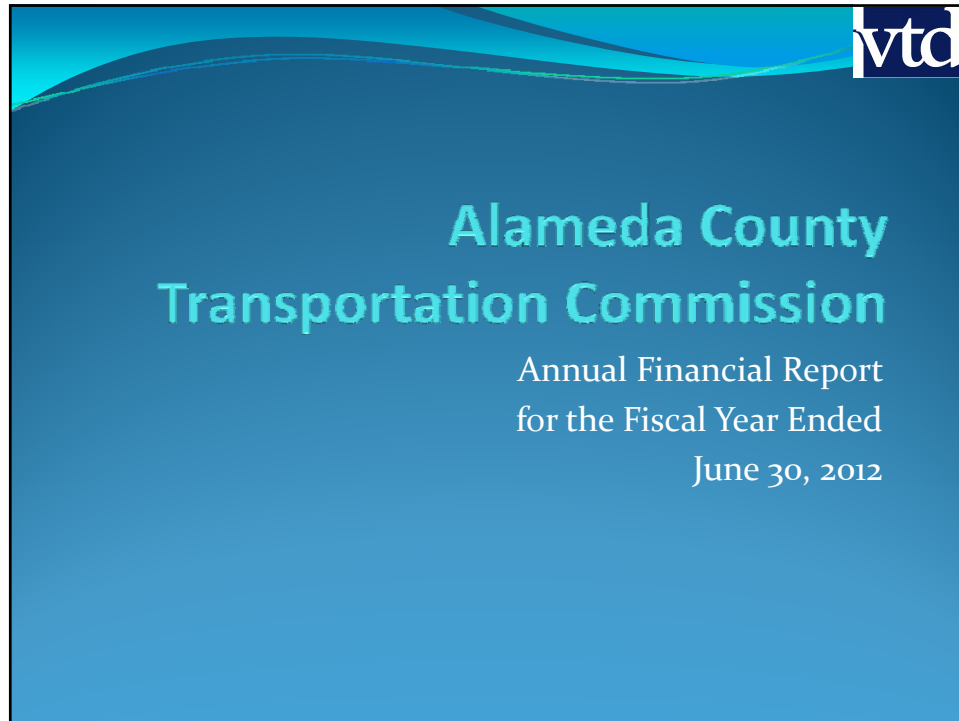
- Improves bicycle and pedestrian access to the West Oakland BART Station
- Area beautification
- Enhances sense of community and transit oriented transportation




Pass-through Fund and Grant Programs Update



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## Financial Audit

Continued


- Audits are performed in conformance with Generally Accepted Auditing Standards (GAAS) which requires the auditor:
  - adequately plan the work and properly supervise assistants,
  - obtain a sufficient understanding of the entity and its environment, including its internal control, to assess the risk of material misstatement of the financial statements whether due to error or fraud, and to design the nature, timing, and extent of further audit procedures, and
  - obtain sufficient, appropriate audit evidence by performing audit procedures, on a test basis, to afford a reasonable assurance for an opinion regarding the financial statements under an audit.



## CWC Audit Concerns Addressed


- As part of the audit procedures VTD:
  - tested data from all areas of the Alameda CTC using a variety of testing strategies, including analytical procedures, confirmations of account balances and search for unrecorded liabilities,
  - consulted with prior audit firms, but did not learn of any concerns over Measure B funds,
  - confirmed that ACTIA transactions are accounted for separately from all other funds in the financial system,
  - confirmed the amounts that were reported on the limitation calculations for both the 4.5% administration and the 1% salary and benefit limitations and confirmed compliance with those requirements,
  - reviewed the methodology of accounting for hours on timecards, traced payroll charges back to specific timecards to verify the allocation of time in payroll from the timecards and confirmed supervisory approval (there were no unusual trends in the allocation of time detected), and
  - determined general fund charges to be higher risk and tested to ensure allocations of administrative expenses to the ACTIA general fund were calculated reasonably and accurately and were properly allocated.





## Required Communications

- We are required to communicate significant deficiencies or material weaknesses in internal control to the CWC.
  - We noted no significant deficiencies or material weaknesses in internal controls.
  - We had no adjustments to the financial statements.
- We encountered no difficulties in the performance of the audit.



## Alameda CTC Financial Highlights

Comparative information from the fiscal year ended June 30, 2011 was derived from the combined data of ACTIA and the ACCMA.

- Total net asset were \$241.2 million at June 30, 2012, a decrease of \$22.1 million or 8.4 percent from the prior fiscal year end primarily related to sales tax related capital project expenditures.
- Total assets decreased by \$34.0 million or 9.3 percent from \$365.7 million to \$331.7 million as of June 30, 2012 compared to June 30, 2011. Cash and investments comprised \$283.2 million or 85.4 percent of the total assets as of June 30, 2012.
- Revenues totaled \$170.4 million for the fiscal year ended June 30, 2012. This was an increase of \$7.6 million or 4.7 percent over the fiscal year ended June 30, 2011. Sales tax revenues comprised \$112.6 million or 66.1 percent of the total revenues for the year.
- Total liabilities decreased by \$11.9 million or 11.6 percent from \$102.4 million to \$90.5 million as of June 30, 2012 compared to June 30, 2011.
- Expenses totaled \$192.5 million for the fiscal year ended June 30, 2012. This was a decrease of \$19.0 million from the fiscal year ended June 30, 2011 mostly related to sales tax capital project expenditures.

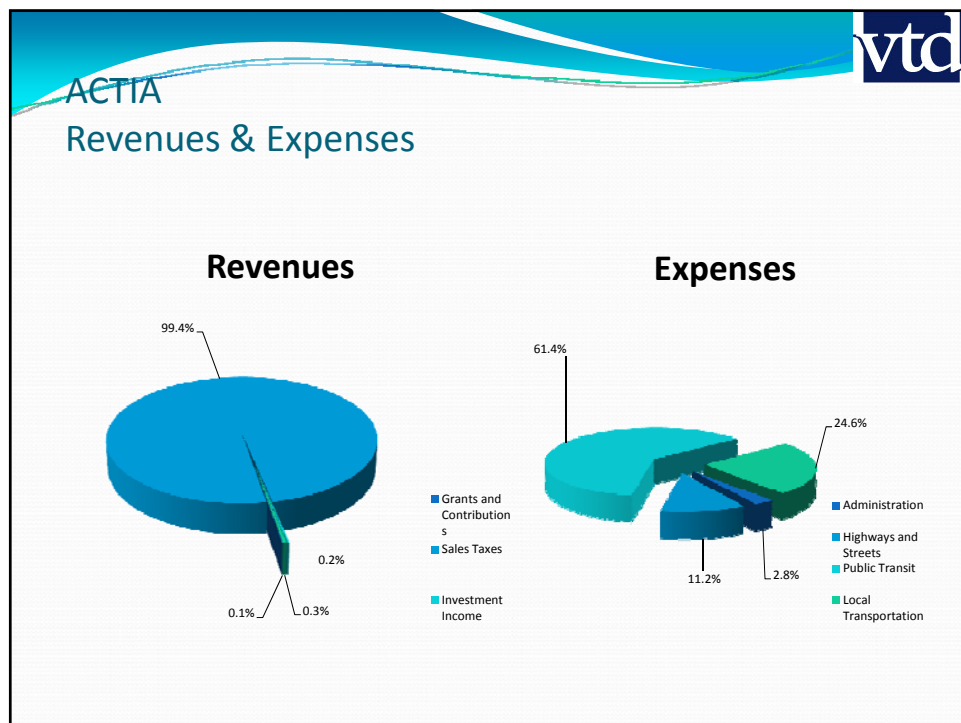
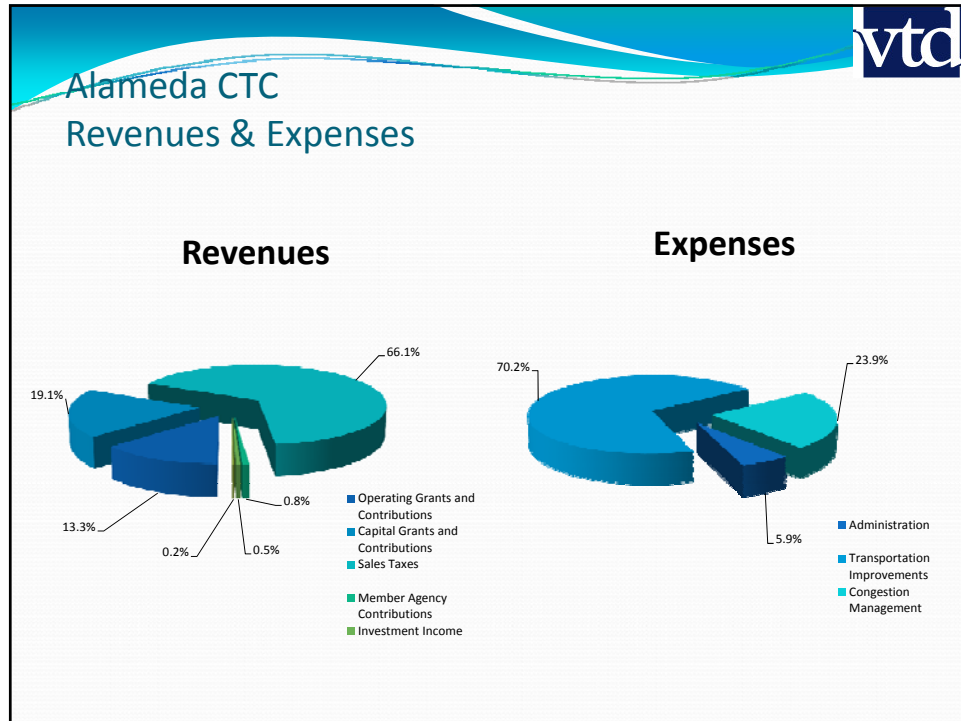
Alameda CTC		
Statement of Net Asset		
June 30, 2012		
(in thousands of dollars)		
<b>Assets:</b>		
Cash and Investments	\$283,246	
Receivables	44,078	
Land Held for Resale	4,068	
Capital Assets, net	111	
Other assets	<u>213</u>	
Total Assets	331,716	
<b>Liabilities:</b>		
Payables	64,075	
Deferred Revenue	26,420	
Net OPEB Obligation	<u>28</u>	
Total Liabilities	90,523	
<b>Net Assets:</b>		
Investment in Capital Assets	111	
Restricted	218,026	
Unrestricted	<u>23,056</u>	
Total Net Asset	<u>\$241,193</u>	


ACTIA Funds				
Balance Sheet				
June 30, 2012				
(in thousands of dollars)				
		<b>General</b>	<b>Special</b>	<b>Total</b>
			<b>Revenue</b>	<b>Capital</b>
<b>Assets:</b>				
Cash and Investments	\$12,560	\$ 9,954	\$86,062	\$108,576
Receivables	826	10,528	7,390	18,744
Due from ACTA	5,018	0	0	5,018
Other assets	<u>162</u>	<u>0</u>	<u>0</u>	<u>162</u>
Total Assets	\$18,566	\$20,482	\$93,452	\$132,500
<b>Liabilities:</b>				
Payables	\$ 541	\$11,230	\$34,705	\$ 46,476
Total Liabilities	\$ 541	\$11,230	\$34,705	\$ 46,476
<b>Fund Balance:</b>				
Restricted	0	9,252	58,747	67,999
Unassigned	<u>18,025</u>	<u>0</u>	<u>0</u>	<u>18,025</u>
Total Fund Balance	\$18,025	\$ 9,252	\$58,747	\$ 86,024



<b>Alameda CTC</b>	
<b>Statement of Activities</b>	
<b>for the Fiscal Year Ended June 30, 2012</b> (in thousands of dollars)	
<b>Governmental Activities</b>	
Program Revenues	
Operating Revenues	\$22,635
Capital Revenues	<u>32,521</u>
Total Program Revenues	55,156
Expenses	
Administration	11,339
Transportation Improvements	135,068
Congestion Management	<u>46,101</u>
Total Expenses	<u>192,508</u>
Total Governmental Activities	(137,352)
General Revenues	115,252
Change in Net Assets	(22,100)
Net Assets - Beginning	<u>263,293</u>
<b>Net Assets - Ending</b>	<b><u>\$241,193</u></b>

<b>ACTIA Funds</b>	
<b>Revenues, Expenditures &amp; Change in Fund Balances</b>	
<b>June 30, 2012</b>	
(in thousands of dollars)	
	<b>Special</b>
	<b>General Revenue Capital Total</b>
<b>Revenues:</b>	
Sales Tax	\$ 5,065
Project Revenue	0
Investment Income	49
Other	<u>65</u>
Total Assets	\$ 5,179
<b>Expenditures:</b>	
Administrative	\$ 3,158
Highways and Streets	0
Public Transit	0
Local Transportation	<u>0</u>
Total Liabilities	<u>\$ 3,158</u>
<b>Net Change in Fund Balance</b>	2,021
<b>Fund Balance - Beginning</b>	<u>16,004</u>
<b>Fund Balance - Ending</b>	<b><u>\$18,025</u></b>






## Alameda CTC Auditor Opinion

Alameda CTC received what is referred to as unqualified or clean audit opinion for the Fiscal Year Ended June 30, 2012.

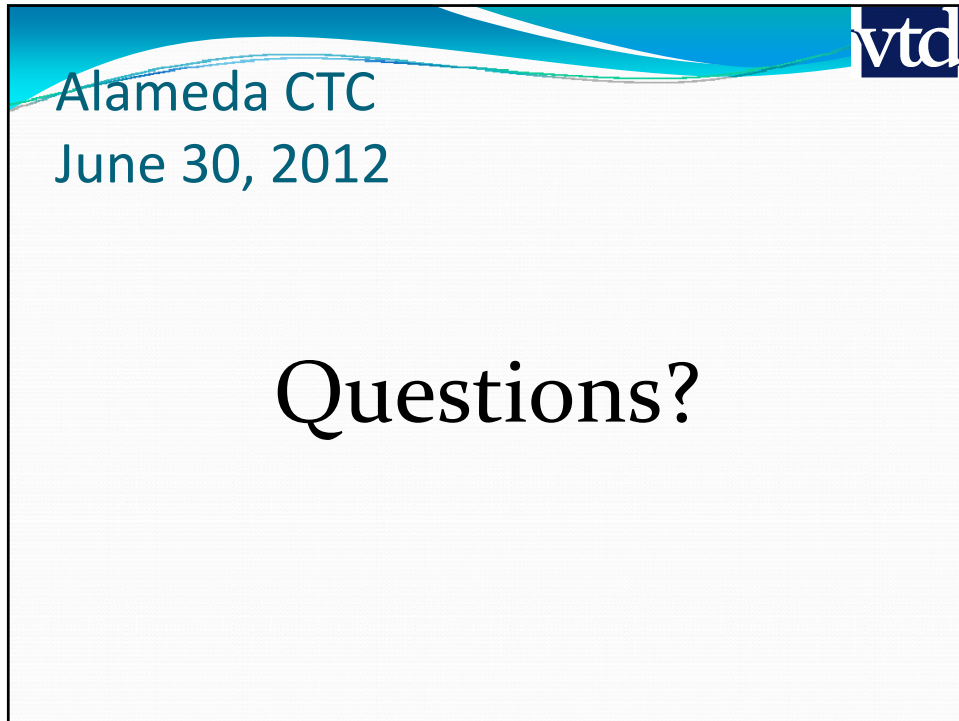
“In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, each major fund, and the aggregate remaining fund information of the Commission, as of June 30, 2012, and the respective changes in financial position, thereof and for the year then ended in conformity with accounting principles generally accepted in the United States of America.”



## Limitations Calculations

(in thousands of dollars)

Revenues:	
Net Sales Tax Proceeds	\$112,568
Investments & other Income	<u>10,697</u>
Total Funds Generated	\$123,265
Expenditures:	
Gross Salaries & Benefits	\$ 1,011
Other Admin Costs	<u>2,147</u>
Total Admin Costs	\$ 3,158
Salaries & Benefits to Sales Tax Ratio	0.899%
Total Admin Costs to Sales Tax Ratio	2.806%
Salaries & Benefits to Funds Generated	0.821%



Alameda CTC  
June 30, 2012

# Questions?

**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	2
4	Mr.	Dubinsky	Peter "Mike"	Fremont	Alameda County Supervisor Richard Valle, D-2	Oct-10		Oct-12	0
5	Mr.	Geen	Arthur B.	Oakland	Alameda County Taxpayers Association	Jan-01		N/A	3
6	Mr.	Haussener	James	Castro Valley	Alameda County Supervisor Nate Milley, D-4	Feb-10	Sep-12	Sep-14	0
7	Mr.	Jones	Steven	Dublin	Alameda County Mayors' Conference, D-1	Dec-12		Dec-14	0
8	Mr.	Klinke	William	Berkeley	Alameda Labor Council AFL-CIO	Feb-13		Feb-15	0
9	Ms.	Lew	Jo Ann	Union City	Alameda County Mayors' Conference, D-2	Oct-07	Oct-11	Oct-13	0
10	Ms.	Taylor	Deborah	Oakland	Alameda County Supervisor Wilma Chan, D-3	Jan-13		Jan-15	0
11	Mr.	Zukas	Hale	Berkeley	Alameda County Supervisor Keith Carson, D-5	Jun-09	Apr-12	Apr-14	0
12		Vacancy			Alameda County Mayors' Conference, D-3				
13		Vacancy			Alameda County Mayors' Conference, D-5				
14		Vacancy			Alameda County Supervisor Scott Haggerty, D-1				
15		Vacancy			East Bay Bicycle Coalition				
16		Vacancy			League of Women Voters				
17		Vacancy			Sierra Club				

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## Paratransit Advisory and Planning Committee Meeting Minutes Monday, January 28, 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 Ort	
<u>A</u> Joyce Jacobson	<u>P</u> Sharon Powers	
	<u>P</u> Vanessa Proee	

### Staff:

<u>P</u> Matt Todd, Manager of Programming	<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>P</u> Angie Ayers, Acumen Building Enterprise, Inc.
<u>P</u> Cathleen Sullivan, Nelson/Nygaard	

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### 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:** Dana Bailey, City of Hayward; Vivek Bhat, Alameda CTC Staff; Jennifer Cullen, Senior Support Program of the Tri-Valley; Kadri Klm, Livermore Amador Valley Transit Authority; Kimberly Overton, City of San Leandro; Margaret Strubel, Acumen Building Enterprise, Inc.; Laura Timothy, San Francisco Bay Area Rapid Transit; Mark Weinstein, East Bay Paratransit

## **2. Public Comments**

There were no public comments.

## **3. Approval of November 26, 2012 Meeting Minutes**

Sylvia Stadmire requested we add Sandra Johnson-Simon to the Outreach Summary Report for the Healthy Aging Fair on August 8, 2012. Gaye Lenahan stated that the value on page 3 should change from 72,000 to 7,200.

*Herb Hastings moved to approve the PAPCO November 26, 2012 minutes with the above corrections. Jonah Markowitz seconded the motion. The motion carried unanimously (19-0).*

*Jonah Markowitz moved to approve the Joint TAC/PAPCO November 26, 2012 minutes. Esther Waltz seconded the motion. The motion carried unanimously (19-0).*

## **4. Discussion on Upcoming PAPCO Subcommittees**

Naomi Armenta discussed the upcoming PAPCO subcommittees and requested PAPCO members to consider which committees they want to volunteer for in February. She noted that all subcommittees earn a per diem. The schedule for the upcoming subcommittee meetings is as follows:

- Program Plan Review
  - Fiduciary Training and Finance – Friday, March 22, 1-3 p.m.
  - Program Plan Review – Thursday and Friday, April 4-5, 9:30 a.m. to 3:30 p.m.
- 5310 Scoring
  - 5310 Scoring Subcommittee – Monday, March 18, 10 a.m. to 4 p.m.
- Gap Grant Cycle 5 Review
  - Gap Review 1 – Friday, March 15, 9:30 a.m. to 12:30 p.m.
  - Gap Review 2 – Wednesday, March 27, 9:30 a.m. to 12:30 p.m.
  - Gap Review 3 – Friday, April 12, 9:30 a.m. to 12:30 p.m.

## **5. Paratransit Gap Grant Cycle 5 Program Update**

Cathleen Sullivan gave an update on the Paratransit Gap Grant Cycle 5 program. She stated that the majority of gap grant funds, \$1.7 million, will be used to support two-year mobility management activities. Cathleen mentioned that funds are also available for grant matching, capital purchases and



implementation guidelines assistance. The following are the next steps for the Gap Grant Cycle 5 program:

- The call for projects will be released on February 1, 2013.
- A mandatory applicant workshop is scheduled for February 7, 2013 at 10 a.m. at Alameda CTC offices.
- Applications for the two-year cycle are due on March 4, 2013.

## **6. One Bay Area Grant Program Update**

Vivek Bhat gave an update on the One Bay Area Grant (OBAG) program. He stated that the Commission approved the selection and scoring criteria at its December 2012 meeting and gave staff the approval to release a call for projects. In response to a request from PAPCO a list of Priority Development Areas (PDAs) is in the agenda packet. The list also includes a link to the map for PDAs within Alameda County:

[http://www.alamedactc.org/files/managed/Document/8283/AlamedaCTC\\_PD\\_A\\_PCA\\_Map.pdf](http://www.alamedactc.org/files/managed/Document/8283/AlamedaCTC_PD_A_PCA_Map.pdf).

*Questions/feedback from members:*

- What are the projects in PDA #9 Livermore: Downtown and PDA# 21 Pleasanton: Hacienda? Staff stated that the call for projects is proposed to be issued in February. The descriptions of projects submitted will be brought to PAPCO at a later date.
- What is a PDA? Staff stated PDA stands for Priority Development Areas. As part of a voluntary program that was developed by the Association of Bay Area Governments (ABAG) in 2006, cities selected areas for growth, such as housing near transit.

## **7. Outreach Summary Report for 2012**

Krystle Pasco summarized the outreach events for 2012. She mentioned that there are three different types of events:

- Outreach events
- Interagency outreach
- Materials distribution

## **8. City of Hayward Monthly Reporting Update**

Cathleen Sullivan said that the December report was received today and will come to PAPCO at the February meeting.

### **9. Livermore Amador Valley Transit Authority Quarterly Report**

Kadri Külüm, Paratransit Planning Coordinator of the Livermore Amador Valley Transit Authority (LAVTA), gave an update on American Logistics Company (ALC) who provides Dial-A-Ride service for their agency.

Kadri reported that the performance issues that were reported in October 2012 have improved and she attributes the improvement to the new area manager. She mentioned that the number of complaints spiked in August 2012 because not have enough vehicles were available and the performance goals were not met. This problem has since been addressed.

#### *Questions/feedback from the members:*

- A member noted the program is good, but the ALC vehicles sent are not always the right vehicles for the consumers.
- What caused the increase of complaints in August? Kadri stated that the on-time performance was poor because there were not enough vehicles available.

### **10. East Bay Paratransit Report**

Mark Weinstein and Laura Timothy gave an update on East Bay Paratransit (EBP). Mark and Laura reported that EBP ridership has decreased by an average of 200 riders a day. The decrease may be due to Sacramento budget cuts and the resulting closure of social service agencies. Mark stated that many vehicles are only carrying 1 or 2 people at a time as a result. Mark noted that complaints for timeliness have increased from 391 to 494. EBP recently hired five new call center agents.

#### *Questions/feedback from the members:*

- Did you take into account AC Transit's route changes? Laura said that the AC Transit's route changes happened before the decrease in EBP ridership and it dropped a bit at that time as well. She stated that the decrease is possibly due to the closure of daycare providers for seniors.
- Has EBP started testing the Interactive Voice Response (IVR)? Mark stated testing will begin after February 11, 2013. Mark explained that the IVR will call a rider the night before for a reminder call and will also call to let the client know that the vehicle is close to the pick-up point.
- Will someone contact the client once the vehicle is outside at the pick-up location? Mark said policy is not to contact the client at this point. It is the rider's responsibility to wait out front for the vehicle on the day of the ride.

notifies the client that the vehicle is close. The client needs to be at the pick-up location within that 30-minute window that is set when the reservation is made.

- Have you identified a particular group of people to test the IVR software? Mark said that EBP will identify people that are frequent riders to test the software.

## **11. Member Reports and PAPCO Mission, Roles, and Responsibilities**

### **Implementation**

Sylvia noted that one of PAPCO members' responsibilities is to assist in outreach. She thanked the members for being diligent and working with Krystle in 2012 with the various events.

Sylvia Stadmire said she attended the 5310 application workshop at MTC in January. Sylvia also stated that during December, she was involved heavily with outreach programs dealing with seniors and community organizations.

Shawn Costello wanted to make sure that he is placed on the list for the Alameda County Fair for this year.

Carmen Rivera-Hendrickson mentioned that Pleasanton Hacienda appreciated her help in reviewing the plans to ensure the plans followed the American with Disability Act protocol for people with disabilities and seniors.

Vanessa Proee mentioned that members who RSVP to the Disability Workshop on Buses and Health at the Ed Roberts Campus will receive lunch.

Jonah Markowitz informed the committee that he is undergoing a surgery procedure on February 12.

## **12. Committee Reports**

### **A. East Bay Paratransit Service Review Advisory Committee (SRAC)**

Naomi provided an update on the January 11, 2013 SRAC meeting. Naomi stated that she gave an update at the meeting on the outcome of Alameda CTC Measure B1. She mentioned that SRAC members wanted to know when Alameda CTC will try again for a ballot measure. Naomi stated that a presentation was given about the BART Police Department Community Service Manager disability training and awareness provided to BART Police Officers. Naomi gave the BART's Community Service Manager, Crystal

Raine, information on the wheelchair and scooter breakdown service. Naomi informed the committee that Mark Weinstein gave the broker's report.

*Questions/feedback from the members:*

- A member commented that the decrease in ridership may be caused by EBP poor level of service. The EBP buses are not usually on-time. It was noted that people with respiratory conditions cannot wait outside for the bus. Mark stated that EBP customer service calls the clients the night before to let them know when the bus will arrive.

**B. Citizens Watchdog Committee (CWC)**

Harriette Saunders gave an update on the CWC meeting. She reported that the CWC reviewed the Alameda CTC annual program year-end audit and compliance reports, received an update on 2000 Measure B Capital Projects and Pass-through Grant Programs, and received a presentation on the first consolidated Alameda CTC audit since the merger of the Alameda County Congested Management Agency and the Alameda County Transportation Improvement Authority.

Discussion took place regarding the BART Clipper Card, transit fare and the long standing access issues at the Bay Fair BART station. PAPCO members mentioned that the elevator at the Bay Fair BART station is located in the parking lot and safety is a real concern. PAPCO members also mentioned that elevators and escalators are sometimes not working at many of the BART stations. Naomi informed the committee that she will write a letter to the Boards expressing concern about access issues and safety. Larry Bunn and Herb Hastings suggested Naomi send a copy of the letter to the BART Accessibility Taskforce.

**13.Mandated Program and Policy Reports**

PAPCO members were asked to review these items in their packets.

**14.Information Items**

**A. Mobility Management**

Naomi discussed the *Get Going* mini guide. She informed the committee that Alameda CTC will print and fold the mini-guide. Naomi requested the members to let her know how many they may want.

**B. Outreach Update**

Krystle gave an update on the following upcoming outreach events:

- 2/5/13 – 4<sup>th</sup> Annual Transition Information Night, Fremont Teen Center from 6 to 8 p.m.
- 3/16/13 – Transition Information Faire, College of Alameda from 9:30 a.m. to 3 p.m.
- 3/21/13 – USOAC Annual Convention, Oakland Zoo from 9 a.m. to 4 p.m.

Carmen Rivera-Hendrickson stated that the Pleasanton Senior Center Transit Fair is not on the PAPCO calendar of events. Staff informed the committee that the date for this event changed from March to May and will appear on the May calendar.

**C. Other Staff Updates**

Sylvia asked who the two contract service providers for PAPCO are. Staff stated Nelson Nygaard and Acumen Building Enterprise, Inc. are the providers. Also, an update on the annually renewed contracts will come to PAPCO at a later date.

**15.Draft Agenda Items for February 25, 2013 PAPCO and Joint PAPCO/TAC Meeting**

- A. MTC Draft Coordinated Plan
- B. Establish Finance Subcommittee Membership
- C. Program Plan Review Subcommittee Membership
- D. Establish Gap Review Subcommittee Membership
- E. Establish 5310 Subcommittee Membership
- F. TAC report
- G. Gap Cycle 5 update
- H. 2013 Annual Mobility Workshop Brainstorm

**16.Adjournment**

The meeting adjourned at 3:05 p.m.

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**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.	Oakland	Alameda County Supervisor Wilma Chan, D-3	Sep-07	Jan-13	Jan-15	1
2	Mr.	Scott, Vice Chair	Will	Oakland	Alameda County Supervisor Keith Carson, D-5	Mar-10	Apr-12	Apr-14	1
3	Ms.	Aysoy	Aydan	Berkeley	City of Berkeley Councilmember Laurie Capitelli	Jul-09	Jan-12	Jan-14	1
4	Mr.	Bunn	Larry	Union City	Union City Transit Wilson Lee, Transit Manager	Jun-06	Jan-12	Jan-14	2
5	Mr.	Costello	Shawn	Dublin	City of Dublin Mayor Tim Sabranti	Sep-08	Apr-12	Apr-14	1
6	Mr.	Hastings	Herb	Dublin	Alameda County Supervisor Scott Haggerty, D-1	Mar-07	Jan-12	Jan-14	1
7	Ms.	Jacobson	Joyce	Emeryville	City of Emeryville Councilmember Ruth Atkin	Mar-07	Jan-12	Jan-14	2
8	Ms.	Johnson-Simon	Sandra	San Leandro	BART Director Tom Blalock	Sep-10	Jan-12	Jan-14	1
9	Ms.	Lenahan	Gaye	Piedmont	City of Piedmont Mayor John Chiang	May-11	Jan-12	Jan-14	0
10	Ms.	Lewis	Jane	Dublin	City of Livermore Mayor John Marchand	Sep-09	Jan-12	Jan-14	0
11	Mr.	Markowitz	Jonah	Berkeley	City of Albany Mayor Peggy Thomsen	Dec-04	Oct-12	Oct-14	0
12	Rev.	Orr	Carolyn M.	Oakland	City of Oakland Councilmember Rebecca Kaplan	Oct-05	Jan-12	Jan-14	2
13	Ms.	Orft	Suzanne	Union City	City of Union City Mayor Carol Dutra-Vernaci	Sep-12		Sep-14	1
14	Ms.	Powers	Sharon	Fremont	City of Fremont Councilmember Suzanne Chan	Dec-07	Jan-12	Jan-14	1
15	Ms.	Proee	Vanessa	Hayward	City of Hayward Councilmember Marvin Peixoto	Mar-10	Jan-12	Jan-14	1

**Alameda County Transportation Commission  
Paratransit Advisory and Planning Committee  
Roster - Fiscal Year 2012/2013**

	<b>Title</b>	<b>Last</b>	<b>First</b>	<b>City</b>	<b>Appointed By</b>	<b>Term Began</b>	<b>Re-apptmt.</b>	<b>Term Expires</b>	<b>Mtgs Missed Since July-12</b>
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:** March 14, 2013

**TO:** Alameda County Transportation Commission

**FROM:** Art Dao, Executive Director

**SUBJECT: Metropolitan Transportation Commission (MTC) Express Lane Network Update**

### Recommendation

This is an informational item only. No action is required.

### Summary

In October 2011, the California Transportation Commission (CTC) authorized the MTC to develop and operate a 270-mile Regional Express Lane Network. MTC in cooperation with Caltrans and local partner agencies in Alameda, Contra Costa and Solano counties has initiated environmental studies, toll systems development and operations planning for an initial set of segments scheduled to open in 2015.

### Discussion

Bay Area agencies are authorized to develop and operate 550 miles of HOV/Express Lanes within four Bay Area Counties. On January 1, 2005, the Assembly Bill 2032 (AB 2032) came into effect and authorized the Alameda CTC and Santa Clara Valley Transportation Authority (VTA) to implement express lanes on 280 miles of freeway network. As part of a demonstration program, AB 2032 authorized both counties to conduct, administer and operate value pricing programs on two of their congested transportation corridors. In October 2011, the California Transportation Commission (CTC) authorized MTC to develop and operate 270 additional miles of express lanes. In total, the 550-mile Network includes express lane implementation in the following transportation corridors:

- ✓ Solano-80
- ✓ Contra Costa/Alameda-80
- ✓ Alameda/Santa Clara-880
- ✓ Santa Clara 85/237
- ✓ Santa Clara/San Mateo-101
- ✓ Solano/Contra Costa/Alameda-680
- ✓ Alameda-580

The express lanes on southbound I-680 and SR237 are currently in operation. See Attachment A of this report for additional network information.

In March 2013, MTC staff will recommend that (1) MTC and Bay Area Toll Authority (BATA) amend the composition of the Bay Area Infrastructure Financing Authority (BAIFA) governing board and (2) MTC allow BAIFA to assume responsibility for the development, operation and financing of the 270-mile portion of the express lane Network that MTC is authorized to operate. BAIFA is an existing joint exercise of powers agency created by MTC and BATA in 2006 to finance the state contribution to the toll bridge seismic retrofit program and “to plan, develop and fund transportation and related projects.” In September 2011, MTC and BATA amended the BAIFA joint exercise of powers agreement to include activities related to development, operation and financing of express lanes.

MTC staff recommended an amendment to the BAIFA Board would guarantee a seat on the Board for each of the counties in the MTC-Network: Alameda, Contra Costa and Solano. If this recommendation is approved, BAIFA will become the entity responsible for policy decisions related to operation of the MTC-Network, including consideration of a toll violations system and switchable toll tags. MTC staff presented this item as an informational item at the February 2013 BATA and MTC committee meetings, and will recommend approval by BATA and MTC in March 2013. The February 2013 MTC staff report is included as Attachment B to this report.

### **Fiscal Impact**

There is not fiscal impact at this time.

### **Attachment(s)**

Attachment A:	Map of Bay Area Express Lanes
Attachment B:	February 2013 MTC Staff Report



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E-MAIL [info@mtc.ca.gov](mailto:info@mtc.ca.gov)  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

## *Memorandum*

TO: BATA Oversight Committee

DATE: February 6, 2013

FR: Executive Director

W. I. 1253

RE: Regional Express Lane Network: Recommendation to Amend the Bay Area Infrastructure Financing Authority (BAIFA) Board and Assign Responsibilities to BAIFA

MTC secured from the California Transportation Commission (CTC) authorization to develop and operate a 270-mile Regional Express Lane Network (Network) in October 2011, as shown in the attached slides. MTC staff has — in cooperation with Caltrans and local partner agencies in Alameda, Contra Costa, and Solano counties — initiated environmental studies, toll systems development and operations planning for an initial set of segments scheduled to open in 2015. In order to proceed, staff recommends that (1) MTC and BATA amend the composition of the Bay Area Infrastructure Financing Authority (BAIFA) governing board and (2) MTC and BAIFA enter into an agreement through which MTC would allow BAIFA to assume MTC's responsibility for the development, operation and financing of the 270-mile Network addressed in the 2011 CTC action. Staff is presenting this recommendation for information in February and will seek approval in March.

### **Action 1: MTC and BATA Amend BAIFA Governing Board Membership**

BAIFA is a joint exercise of powers agency created by MTC and BATA in 2006 (and amended in 2011) for the purpose of financing the state contribution to the toll bridge seismic retrofit program and "to plan, develop and fund transportation and related projects." The current structure of the six-member BAIFA governing board reflects BAIFA's prior task of financing the seismic program: MTC chair and vice chair; BATA Oversight Committee chair and vice chair; MTC Programming and Allocations Committee chair and vice chair.

In preparation for assignment of responsibility for the MTC Program from MTC to BAIFA, staff recommends MTC and BATA revise the BAIFA governing board membership as shown below:

#### Five Voting Members

- MTC Chair
- BATA Oversight Committee Chair
- Alameda County Commissioner
- Contra Costa County Commissioner
- Solano County Commissioner

#### One Non-Voting Member

- Business Transportation & Housing  
Agency Commissioner

The proposed BAIFA board is a balanced approach that reflects the interests of MTC, BATA and Caltrans while guaranteeing a seat at the table for each of the three counties in the Regional Express Lane Network. This arrangement acknowledges local investments in the existing HOV system through county transportation sales taxes. At the same time, MTC and BATA will retain responsibility for determining membership of the governing board. MTC and BATA can adjust the governing board if the Regional Express lane Network grows in scope, either through agreements with other Bay Area express lane operators or through pursuit of additional authority for express lanes on new travel corridors.

The proposed revision to the governing board is not expected to affect BAIFA's ability to meet its current obligations. As of January 2013, BAIFA has \$325 million in outstanding bonds, which will mature by August 2017. These bonds are payable solely from state revenue sources and will not be affected by BAIFA's assumption of responsibility for the Regional Express Lane Network.

## **Action 2: MTC Consents to BAIFA Assuming Express Lane Network Responsibilities**

At the time MTC applied to the CTC in September 2011, MTC and BATA amended the BAIFA joint exercise of powers agreement to include activities related to development, operation and financing of express lanes. Staff now recommends MTC authorize a cooperative agreement through which MTC consents to BAIFA serving as the entity responsible for development and operation of the MTC Program. See Attachment 1 for a list of policy decisions associated with these responsibilities, ranging from deciding which projects get built first to what toll rates are charged on the new lanes.

In addition, the cooperative agreement would allow BAIFA to finance and secure bonding and tolling authority for the Regional Express Lane Network. One avenue is for BAIFA to act as the project sponsor for an application for bonding and tolling authority from the California Transportation Infrastructure Financing Authority, which was created by the Legislature in 2009 (AB 798) to enhance the public sector's ability to construct and finance transportation projects including express lanes. Alternatively, the cooperative agreement would allow BAIFA to pursue other avenues to obtain bonding and tolling authority including legislative or judicial actions such as a validation action. Under a validation action, BAIFA effectively would take itself to court to confirm its authority to finance the Regional Express Lane Network.

BAIFA brings the strengths of MTC and BATA to the project, while protecting both entities:

- Start-up toll operations such as an express lane network carry a certain amount of inherent risk that initial traffic demand may not meet projections. Through BAIFA, MTC can protect itself and regional transportation funds in the event of any financial shortfalls associated with the express lanes.
- Several of the corridors feed directly into the state-owned toll bridges, giving BATA a direct interest in the development and operation of the Network.
- BATA may make contributions, loans or make other advances on projects consistent with BATA's existing statutory authority.

At a later date, staff anticipates BAIFA will execute a cooperative agreement with BATA for services related to the toll system. At a minimum, BATA will manage all the FasTrak<sup>®</sup> accounts, as required by state law. In addition, staff is considering what additional contributions BATA could make, such as providing the toll system hardware and software.

## **Next Steps**

In March, staff will request BATA and MTC take the actions described above and summarized in Attachment 2. BAIFA would subsequently take actions listed in Attachment 2. In the meantime, we look forward to your questions and discussion this month.



---

Steve Heminger

## **Attachment 1**

### **Policy Decisions and Responsibilities Associated with the MTC Program: Development, Operation and Financing Regional Express Lane Network**

#### **1. Approve phasing and financing plans**

- Determine the order in which portions of the Network will be implemented and the manner in which they will be funded.

#### **2. Adopt business rules and tolling, and operating policies**

- Establish toll collection methods.
- Establish violation procedures and penalties.
- Set hours of operation.
- Establish toll rates and requirement for toll-free travel (HOV2 or HOV3+).

#### **3. Design, procure, install and construct the express lanes and toll system**

- Secure all necessary environmental clearances, permits and project approvals for improvements to the roadway as well as implementation of the toll system.
- Contract with consultants and vendors for design, installation and construction of the roadway and toll system elements, which may involve modifications to roadways and structures, installation of signs and electronic toll collection equipment, and development of toll collection software.
- Potentially, enter into public-private partnerships for delivery of some parts of the Network.

#### **4. Operate and maintain the express lanes and associated toll system**

- Ensure the day to day operations of the toll system, including customer education and response to customer inquiries and concerns.
- Contract with BATA for distribution of toll tags, account management and billing and with the California Highway Patrol for enforcement, as required by statute.
- Ensure the express lane roadway features, signs, toll equipment and software are maintained and replaced as needed.
- Enter into agreements with other agencies, and potentially into public-private partnerships for delivery of some express lane operations and maintenance.

#### **5. Obtain bonding and tolling authority as required to provide funds to procure, construct, operate and maintain the project**

- Potentially, submit an application to the California Transportation Financing Authority (CTFA) for bonding and tolling authority for the Network.
- Potentially, pursue legislative or judicial actions to obtain or confirm bonding and tolling authority. This may include validation through the courts of tolling authority conferred through the October 2011 CTC eligibility finding.

**Attachment 2**  
**Recommended Actions for BATA, MTC**  
**and Bay Area Infrastructure Financing Authority (BAIFA)**  
**and Associated Timeline**

**1. BATA & MTC Information Item**

*February 13, 2013 BATA Oversight & MTC Administration Committees*

Staff will present for information its recommendation that MTC and BATA amend the BAIFA board membership and that MTC would, through a cooperative agreement, assign to BAIFA responsibility to develop and implement the 270-mile Express Lane Network.

**2. BATA and MTC modify BAIFA's governing board**

*March 6, 2013 BATA Oversight & MTC Administration Committees*

*March 27, 2013 BATA and MTC*

Modify BAIFA's governing board in the BAIFA Joint Exercise of Powers Agreement by revising BATA Resolution No. 70 and MTC Resolution No. 3769.

**3. MTC authorizes a cooperative agreement with BAIFA for the development, operation and financing of the Express Lane Network**

*March 6, 2013 MTC Administration Committee*

*March 27, 2013 MTC*

Authorize a cooperative agreement between MTC and BAIFA under which MTC will consent to BAIFA serving as the entity responsible for developing, operating and financing the Express Lane Network (MTC Program).

**4. BAIFA authorizes the cooperative agreement with MTC and revises governing rules**

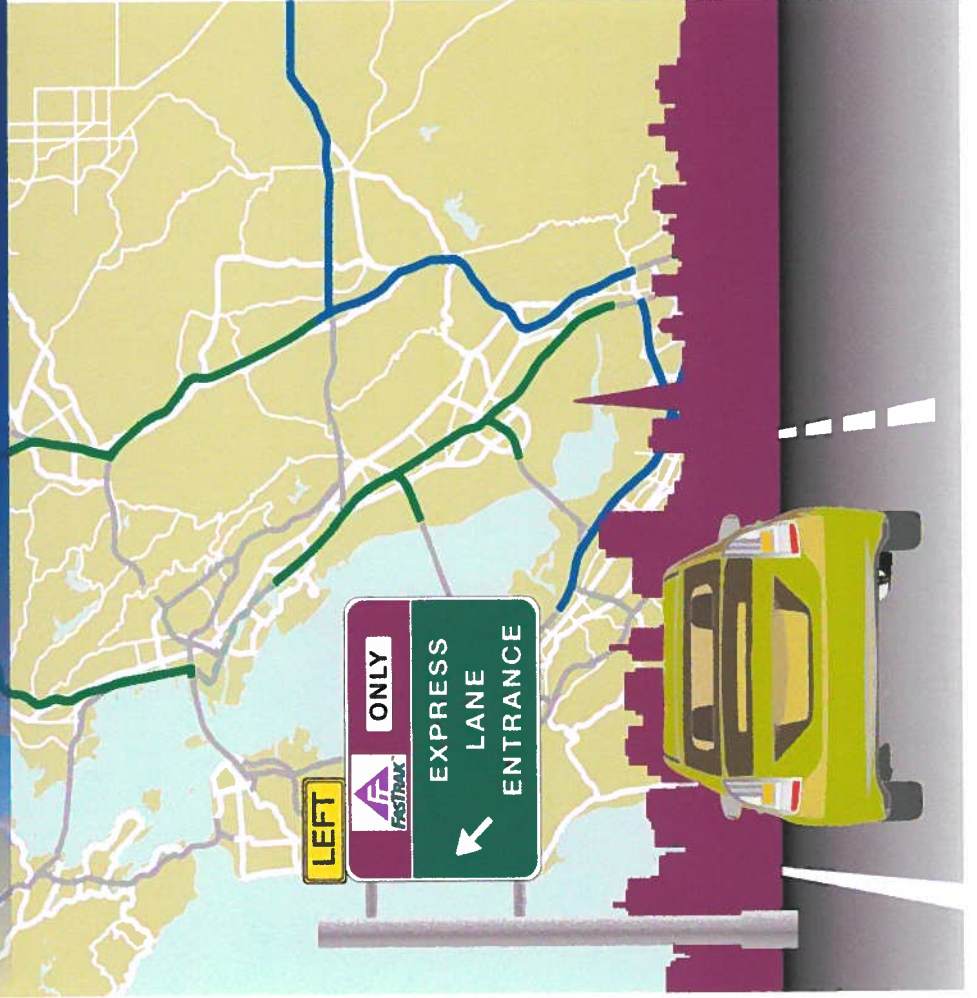
*April 24, 2013 BAIFA*

Authorize a cooperative agreement between MTC and BAIFA under which BAIFA would assume responsibility for developing, operating and financing the Express Lane Network (MTC Program).

BAIFA would make appropriate updates to its governing rules in BAIFA Resolution No. 1, including designation of officers and regular meetings, which staff proposes to hold on the same day as the regular Commission and BATA meetings. Staff recommends BAIFA consider these actions in April, following filing with the Secretary of State of the amendments of the BAIFA Joint exercise of powers agreement approved in BATA Resolution No. 70 and MTC Resolution No. 3769.



# MTC EXPRESS LANE NETWORK



## BATA Oversight Committee and MTC Administration Committee

February 13, 2013



**Express Lanes to be operated by MTC**

**Express Lanes to be operated by other agencies**

**Express Lanes in operation**

0 10 20 30 Miles  
0 10 20 30 Kilometers

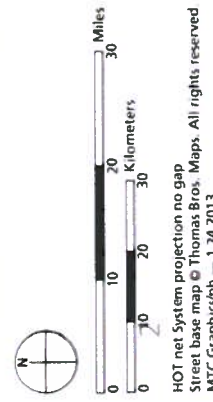
HOT.net System projection no gap  
Street base map © Thomas Bros. Maps. All rights reserved  
MTC Express Lane Network 1.0 2013

- MTC — 270 miles (Oct. 2011 CTC action)
- Alameda CMA & Sunol JPA — 90 miles
- Santa Clara — VTA 190 miles

Express Lanes to be operated  
by MTC

Express Lanes to be operated  
by other agencies

Express Lanes in operation





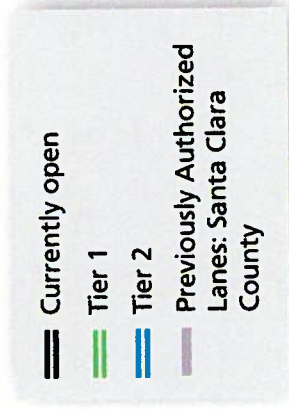
# Why Express Lanes?

- **Connectivity:** Close gaps within existing HOV lane system
- **Efficiency:** Optimize capacity in Bay Area freeway corridors
- **Reliability:** Provide a reliable, congestion-free transportation option

# Current Project Plan

1. Conversions first (benefit cost ratio = 5)
  - Low cost & low risk
  - Toll-system comprises most of the investment
  - 175 miles
2. Close gaps, segments with better revenue/cost ratios (benefit cost ratio = 3)
  - 85 miles

## Current Project Plan



Current Project Plan  
Street base map © Thomas Bros. Maps. All rights reserved.  
MTC Graphics/pb — 2.4.2013

# Tier 1 Conversions

## MTC Network Projects Underway 90 miles open in 2015

### In progress

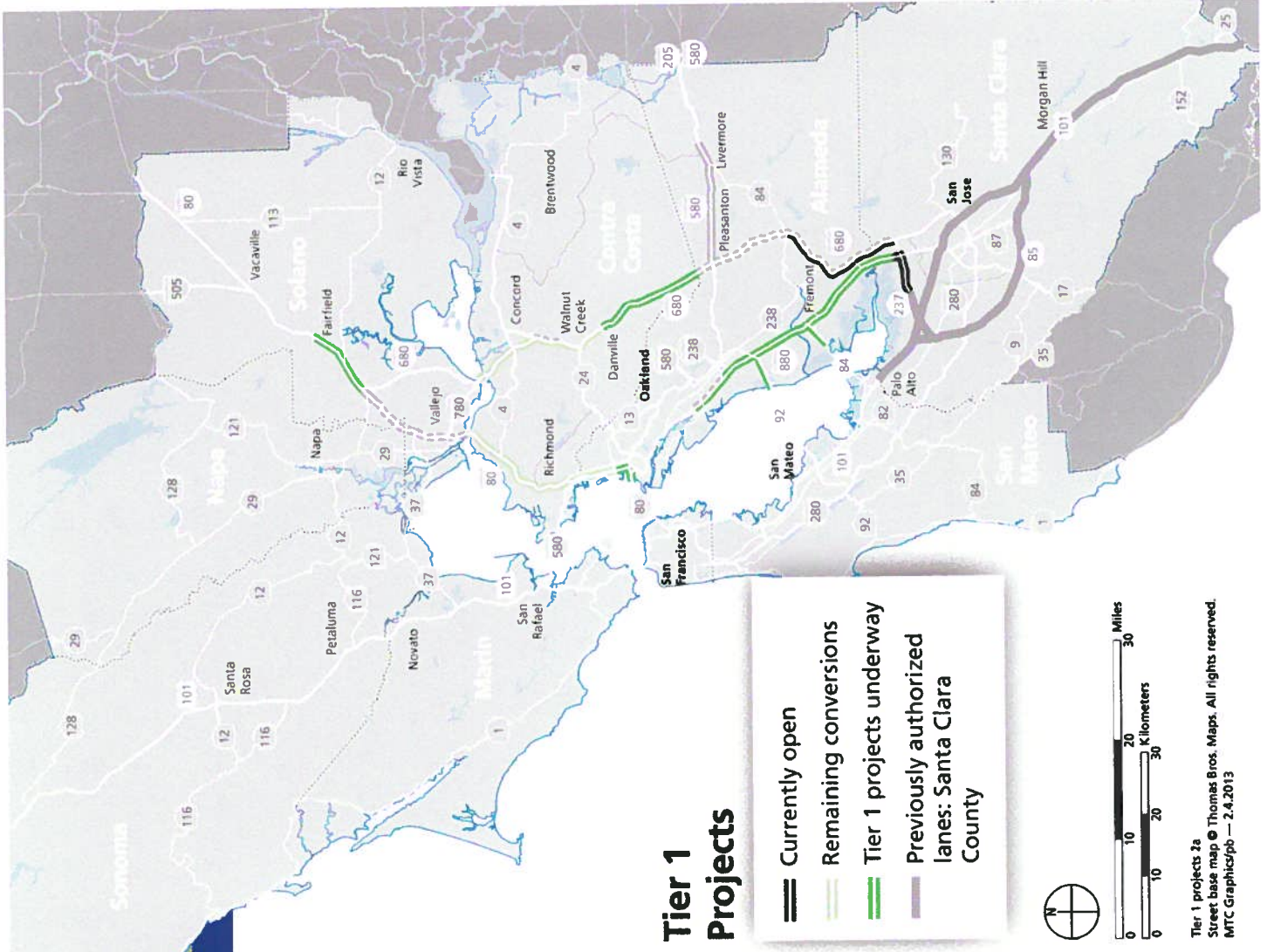
- Toll system concept
- Environmental clearance

### Next steps in 2013

- Toll system requirements & procurement
- Roadway design

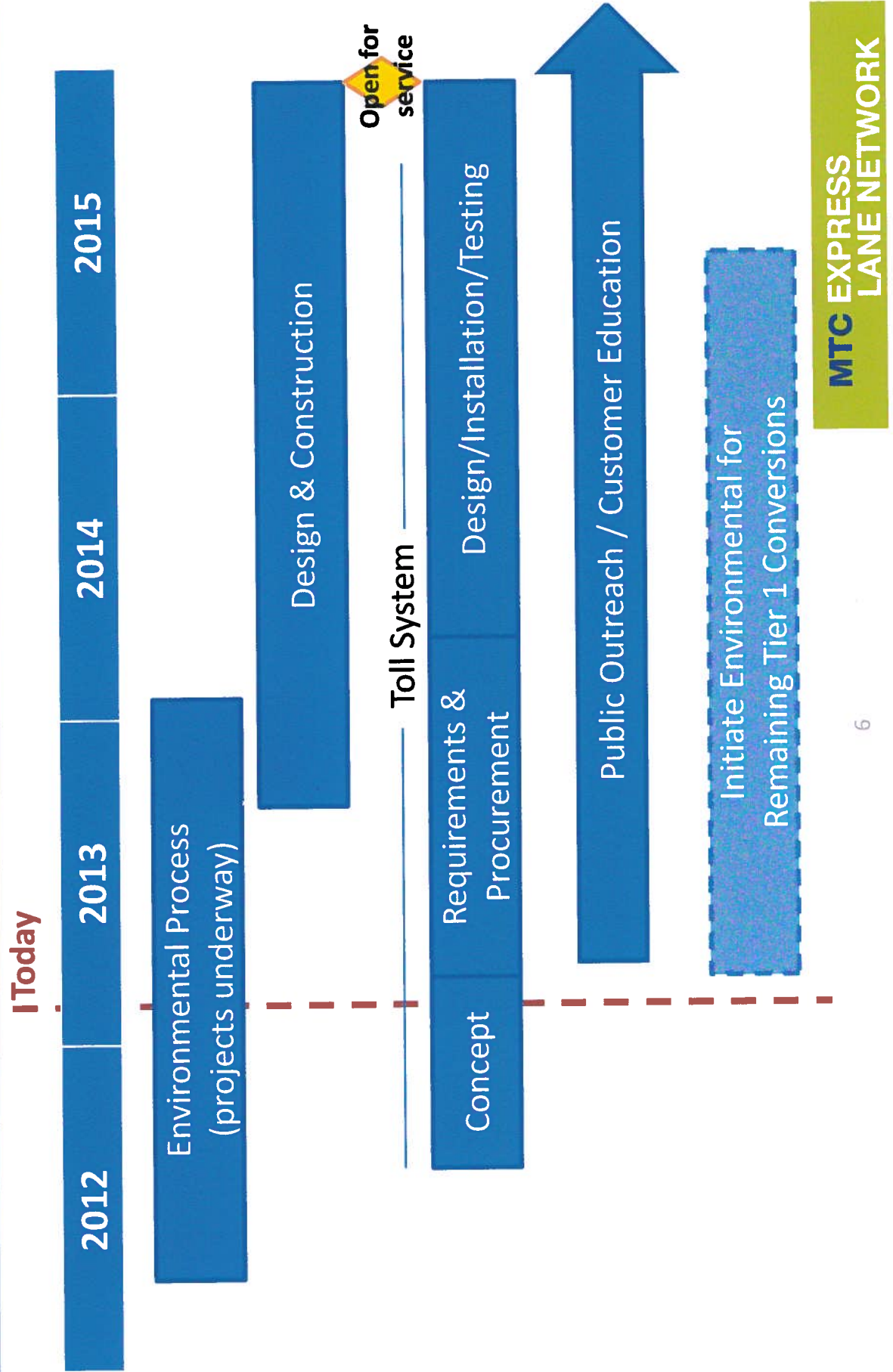
## Remaining Conversions 60 miles

Secure funding and initiate studies / environmental clearance in 2013





# Timeline for Tier 1



# Bay Area Infrastructure Financing Authority (BAIFA)

- Created by MTC and BATA in 2006 to finance the state contribution to the toll bridge seismic program and “to plan, develop and fund transportation and related projects”
- Amended in September 2011 to include development, operation and financing of express lane facilities

## Recommendation: Revise board membership for express lane responsibilities

Current Membership	Proposed Membership
1. MTC Chair	1. MTC Chair
2. MTC Vice Chair	2. BATA Oversight Chair
3. BATA Oversight Chair	3. Alameda County
4. BATA Oversight Vice Chair	4. Contra Costa County
5. Programming & Allocations Ch	5. Solano County
6. Programming & Allocations Vice Chair	6. Caltrans Distr. 4 Director
	(non-voting)
	Worth
	Dodd
	Haggerty
	Glover
	Spering
	Sartipi
	Kinsey

# BAIFA and Express Lanes

- Responsibilities for development, operation and financing the Express Lane Network currently reside with MTC.
- **Recommendation: allow BAIFA to assume these responsibilities:**
  - Protects MTC and regional transportation funds, in event of financial shortfalls associated with express lanes;
  - Provides BATA a seat at the table.
- This would be done through a cooperative agreement between MTC and BAIFA.



# Policy Decisions and Responsibilities for BAIFA

## Developing, Operating and Financing the Network

1. Approve phasing and financing plans
  - Which projects get built first;
  - How the Network will be financed.
2. Design, procure, install and construct the express lanes and toll system
3. Adopt business rules, tolling and operating policies
  - Hours of operation (peak only, all day, weekends)
  - Toll rates and HOV occupancy requirements (HOV2 or HOV3+)
  - Toll collection methods, violation procedures and penalties



EXPRESS LANE	
 <b>ONLY</b>	<b>TOLL</b>
TO BOLLINGER CANYON	<b>\$ 0.50</b>
TO SOUTH MAIN	<b>\$ 2.00</b>
<b>HOV 2+ NO TOLL</b>	

LEFT LANE
<b>HOV 2+ ONLY</b>
6AM - 10AM 2PM - 7PM MON-FRI

**MTC EXPRESS**  
LANE NETWORK

# Example BAIFA Policy Decision: Toll Violation System

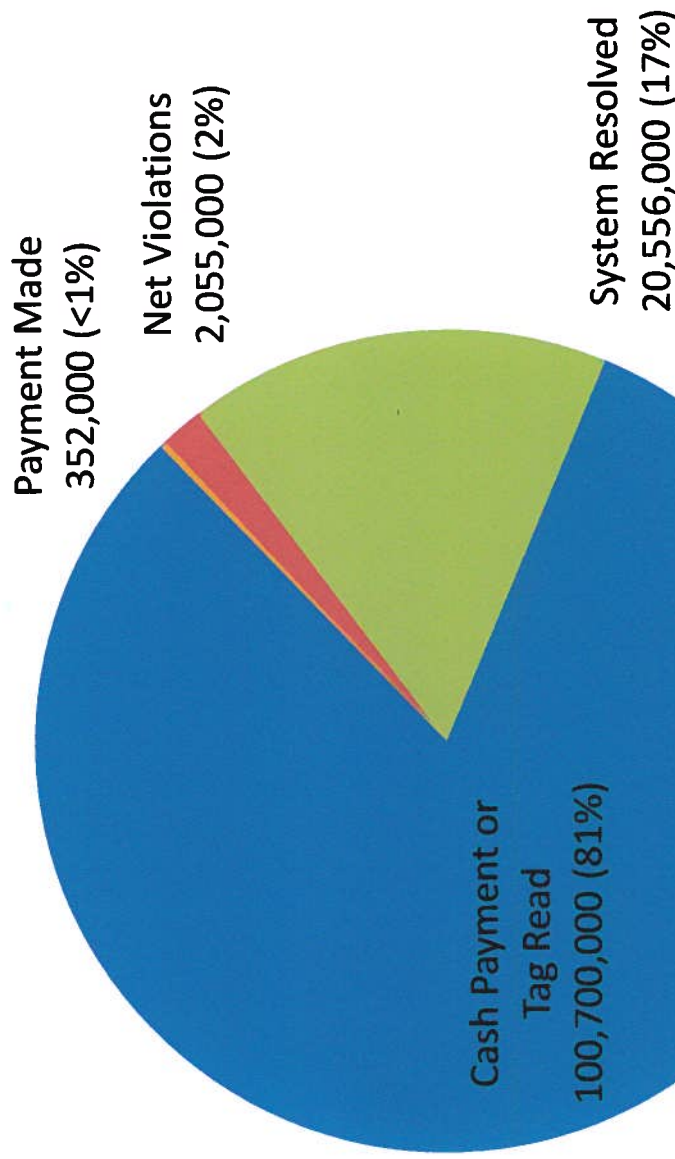
- FasTrak® toll tags will be used for toll collection.
- Employ toll violation system, which is in use on toll bridges:
  1. Toll violations will be automatically captured through license plate cameras.
  2. All vehicles, including carpools, will be required to carry a toll tag.
- Managing violations is critical for managing traffic, recovering the cost of operations, and for bond financing.

# Toll Violations on BATA Bridges in FY 11-12

**19% of all trips have no tag read or cash payment\***

**With automatic toll violation system, net violation is reduced to 2%**

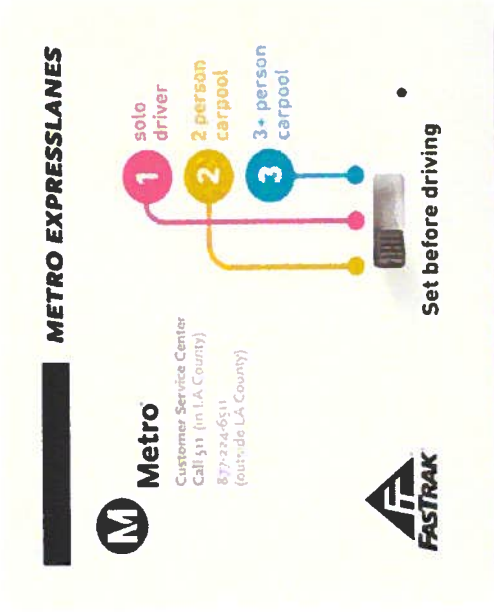
**Total Bridge Trips: 123,667,000 (100%)**



\* Excludes "free" trips by buses and vehicles with non-revenue tags

# Example BAIFA Policy Decisions: Determining Toll Tag Technology

- Switchable toll tag
  - Drivers identify number of occupants using a switch on the toll tag
  - Toll readers detect the switch setting and apply the toll for non-HOVs; HOVs travel toll-free
  - Used in LA (I-10 and I-110) and Virginia (I-495 E-Zpass® Flex™)
  - Non-HOVs can use existing FasTrak® tags
- Large number of Bay Area carpoolers have FasTrak® already
  - 22,000 daily HOV trips on the BATA bridges (2012)





# Policy Decisions and Responsibilities

## Developing, Operating and Financing the Network

### 4. Operate and maintain the express lanes and toll system

**Fulfilled by**  
*via cooperative  
agreement or contract*

#### BAIFA Responsibility

Toll Tags/ Customer Service	BATA (by law)
Toll System (O&M, TMC)	BAIFA, BATA, contractor, P3
HOV Enforcement	CHP (by law)
Roadway Maintenance	Caltrans, contractor, P3

# Policy Decisions and Responsibilities

## Developing, Operating and Financing the Network

5. Obtain bonding and tolling authority as required to fund the project
  - While not needed for the initial projects, bond financing will be needed to complete the Network.
  - BAIFA will need to secure authority to issue bonds for the Network.
  - The California Transportation Financing Authority (CTFA) Act is an attractive way to secure combined bonding and tolling authority - if timing and conditions for CTFA approval can be resolved.
  - Other legislative or judicial actions may be viable, such as validation action, in which BAIFA would take itself to court to confirm its authority to finance the Network.

# Upcoming Milestones

## Governance

## Program Delivery and Policy

<b>Feb</b>	<input type="checkbox"/> <b>Information itemon BAIFA</b> 2/13 BATA Oversight & MTC Admin.	
<b>Mar</b>	<input type="checkbox"/> <b>Revise BAIFA Board</b> 3/6 BATA Oversight & MTC Admin. 3/27 BATA & MTC <input type="checkbox"/> <b>Approve MTC-BAIFA coop</b> 3/6 MTC Admin. 3/27 MTC	<input type="checkbox"/> <b>Amend existing environ &amp; program mgmt. contracts to continue work</b> 3/6 MTC Admin <input type="checkbox"/> <b>Draft Environmental Justice Context Report</b> 3/6 Policy Advisory Council
<b>Apr</b>	<input type="checkbox"/> <b>First BAIFA express lanes meeting</b> <input type="checkbox"/> <b>Approve MTC-BAIFA coop</b> 4/24 BAIFA	<input type="checkbox"/> <b>Toll policy/business rules</b> 4/24 BAIFA
<b>Spr/Sum 2013 (BAIFA)</b>		<input type="checkbox"/> <b>Toll policy/business rules</b> <input type="checkbox"/> <b>Authorize design contracts/ environmental contracts</b>

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## **Memorandum**

**DATE:** March 14, 2013

**TO:** Alameda County Transportation Commission

**FROM:** Planning, Policy and Legislation Committee

**SUBJECT:** **Approval of Legislative Update**

### **Recommendations**

This is an informational update on legislative policy issues and activities.

### **Summary**

This memo provides an update on federal, state and local legislative activities including an update on federal fiscal cliff issues, 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).

### **Sequestration**

On March 1, 2013, sequestration was implemented. During the last week of February, both Senate and House bills failed passed to curtail the automatic across-the-board federal agency spending cuts, totaling \$85.4 billion in Fiscal Year 2013. As authorized under the 2011 Budget Control Act, which included sequestration, future budget cuts are estimated to be about \$109.33 billion annually from Fiscal Year 2014 to Fiscal Year 2021. The cuts in the current fiscal year

will be highest in the Department of Defense, estimated at about 7.9% in overall budget cuts; while other non-defense discretionary spending is estimated to be cut by about 5.3%.

Sequestration is non-discriminatory, affecting all agencies and discretionary programs. For transportation, this means a \$1 billion cut to the Department of Transportation, affecting programs like TIGER, Transportation Alternatives, and the Surface Transportation Program (highway funding), with the exception of the highway trust fund. Additionally, any General Fund transfer to the Highway Trust Fund resulting from the enactment of MAP-21 is subject to the 5.3% reduction.

### **FY13 Appropriations**

The next major economic issue left unresolved since the early January fiscal cliff deal is the end of a six-month continuing resolution (CR), set to expire on March 27. The government is currently being funded by a CR and has been since October 1, 2012, which is funding agencies at a slight increase from Fiscal Year 2012 (a .612 % across the board increase).

Both the House and the Senate have released their respective FY13 Continuing Resolutions (CRs) to fund the federal government past March 27th to avoid a shutdown. The House passed its CR and the Senate is expected to act on its bill during the week of March 18. Most of the bills associated with the CR would authorize approximately 2012 funding levels when sequestration is taken into account. For transportation the Senate CRs include restoration of more than \$500 million for surface transportation grant programs administered by the Transportation Department by not including the sequestration reduction for transportation authorized levels in the Highway Trust Fund as approved by MAP-21.

### **Transportation**

MAP-21 is in its first year of implementation and significant rulemaking on many of its policy changes are underway.

*MAP 21 Oversight Hearing:* In mid-March, the House Transportation Committee Highways and Transit subcommittee will conduct an oversight hearing on MAP 21, focusing on several topics including project streamlining and performance measures.

*Expedited Environmental Review:* One of the elements of project streamlining in MAP-21 focused in expedited environmental reviews and expanded exclusions under the National Environmental Policy Act (NEPA). A recent final rule was issued in February that enacts on February 19, 2013, a new categorical exclusion (CE) for emergency actions as required by MAP-21. The final ruling amends FHWA and FTA joint procedures to implement NEPA by allowing the following actions for transportation facilities:

- Categorical exclusions for emergency repairs:

The following actions for transportation facilities damaged by an incident resulting in an emergency declared by the Governor of the State and concurred in by the Secretary, or a disaster or emergency declared by the President pursuant to the Robert T. Stafford Act:

- (i) Emergency repairs repair that would include reconstruction of highways, roads, and trails, in any part of the United States, including Indian reservations, that have

suffered serious damage as a result of a natural disaster over a wide area, such as by a flood, hurricane, tidal wave, earthquake, severe storm, or landslide; or a catastrophic failure from any external cause; and

(ii) The repair, reconstruction, restoration, retrofitting, or replacement of any road, highway, bridge, tunnel, or transit facility (such as a ferry dock or bus transfer station), including ancillary transportation facilities (such as pedestrian/bicycle paths and bike lanes), that is in operation or under construction when damaged and the action:

(A) Occurs within the existing right-of-way and in a manner that substantially conforms to the preexisting design, function, and location as the original (which may include upgrades to meet existing codes and standards as well as upgrades warranted to address conditions that have changed since the original construction); and

(B) Is commenced within a 2-year period beginning on the date of the declaration.

*National Freight Improvements:* MAP-21 has limited funding for freight which is primarily focused on truck parking and surface transportation infrastructure improvements in port terminals for direct intermodal interchange, transfer, and port access.

However, in addition to some funding, MAP-21 establishes a policy to improve conditions and performance of the national freight network to support global competitiveness, address congestion, and improve productivity, safety and accountability in the operation and maintenance of the network as well as environmental impacts. To achieve this, MAP-21 requires the establishment of a national freight network that identifies a primary freight network (PFN), as designated by the Secretary, any portions of the Interstate System not designated as part of the PFN, and critical rural freight corridors. The PFN is required to be established within a year of MAP-21 enactment, which means by summer 2013. The Department of Transportation may designate a PFN that contains a maximum of 27,000 centerline miles of existing roadways that are most critical to the movement of freight, and may add up to 3,000 additional centerline miles of roads critical to future efficient movement of goods on the PFN. States will be responsible for designating the critical rural freight corridors.

In addition, MAP-21 requires that within three years a national freight strategic plan is developed in consultation with States and other stakeholders to:

- assess the condition and performance of the national freight network;
- identify highway bottlenecks that cause significant freight congestion;
- forecast freight volumes;
- identify major trade gateways and national freight corridors;
- assess barriers to improved freight transportation performance;
- identify routes providing access to energy areas;
- identify best practices for improving the performance of the national freight network and mitigating the impacts of freight movement on communities; and
- provide a process for addressing multistate projects and strategies to improve freight intermodal connectivity.

The national freight plan must be updated every five years. The Department of Transportation is establishing a National Freight Advisory Committee to provide recommendations to support the freight elements mandated by MAP-21. Alameda CTC is seeking this as an opportunity for representation on a national level to address freight both nationally and locally.

## **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.

### **Bill Introduction Deadlines**

Friday, January 22, was the deadline to introduce new bills for the session. Over 780 bills were introduced on Friday alone, with total bills introduced to date totaling 2,189. All new bills must be "in print" for 30 days before they can be heard or amended, however, this waiting period does not apply to bills with an urgency clause. Taking a position on priority legislation will be brought forward at next month's meeting. As staff reviews each bill, and as the numerous spot bills are amended to show their true intent, this list of bills that will come before the board related to the Alameda CTC legislative program may grow as the session proceeds.

### **Infrastructure Needs Assessment and Goods Movement**

This spring the Business, Transportation and Housing Agency will create a working group comprised of representatives from state, local, and regional entities. This group will be tasked with examining the CTC's transportation needs assessment and explore funding options, such as pay as you go, and evaluate the most appropriate level of government to deliver high priority projects.

Alameda CTC is seeking opportunities to participate on this committee as well as a statewide goods movement committee that will address both state and federal requirements around rail and freight movement.

## **State Policy Highlights and Emerging Issues**

### **Emerging Legislative and Policy Issues**

Staff continues to watch legislative and policy issues relevant to Alameda CTC's legislative program including the following:

- *Lowering the Voter Threshold:* With the supermajority that the Democrats obtained in both the Assembly and Senate, there have been numerous measures introduced to reduce the voter threshold for local taxes from 2/3 to 55% for specified purposes. To date, more than a handful of Constitutional Amendments have been introduced that would reduce the vote requirement for parcel taxes or sales taxes for schools, libraries, local economic development, public safety and transportation. With a wide variety of proposals seeking the same goal, there will be a need to reconcile these measures since many amend the same sections of the Constitution. In addition, a decision will need to be made to either prioritize which types of taxes will move forward and which ballot they will be placed on; or determine if a measure lowering the vote threshold for any local tax to 55% is likely to pass. Thus far, the Alameda CTC has taken support positions on three bills related to lowering the voter threshold: Senate Constitutional Amendment (SCA) 4, SCA 8 and SCA 11.
- *Options for Transportation Revenue Generation:* Transportation revenues are on the decline in the State of California. With the infrastructure bond funds coming to a close within the next few years, the inability of counties to pass local transportation sales tax measures on the November 2012 ballot (Alameda and Los Angeles Counties), and the

declining purchasing power of the gas tax, several leaders in transportation conducted a series of polls to test voter perception on transportation revenue options.

Two polls were conducted in both December 2012 and January 2013 to test voter support for increasing the vehicle license fee, raising the gas tax, authorizing a new set of infrastructure bonds, and lowering the voter threshold. In addition, the polls tested the importance of transportation in relation to other public needs. In all revenue generating options, poll data showed that there is not significant support for any of the proposed methods that would signal to the transportation industry to forge ahead with any of the tested options. When testing was done about the perception of transportation needs, about 50 percent of poll respondents thought that roads were in decent condition, transit was not viewed as a key driver for increasing revenues, and that there is already enough money available for transportation. Most respondents supported a maintenance approach for the existing system, rather than creating new capacity. When compared to other public needs, transportation was ranked below public safety, health, schools and parks.

What resonated with the respondents was the need to maximize local control and to ensure strong accountability with any revenue stream. Support for different funding options was increased when an expenditure plan was associated with the funding source. The importance of including sunset provisions was tested and did not strongly resonate with respondents. The concept of a graduated increase in a revenue stream was tested and there was some support for new revenue streams that had incremental increases, rather than a single “jump” in an increase.

When looking at this polling data, it is important to remember that it is a snapshot in time regarding voter perception. However, what it clearly states is that there is not an overwhelming concern that transportation is in a precarious situation and that other priorities, such as public safety and education, are more resonant with voters at this time. As the economy strengthens, congestion rises and more maintenance needs become apparent to voters, the level of perceived need for transportation investments is likely to increase.

- *Cap & Trade Revenue:* Alameda CTC and many partners around the state support a fair share of cap and trade funds for transportation and support revenue allocation to the most appropriate local level of government where most of the projects are implemented.

The California Air Resources Board has commenced its series of workshops on developing an expenditure plan for Cap & Trade auction revenue. The first workshop was held in Fresno during the week of February 18, and the Sacramento workshop was held on February 25th, where Alameda CTC testified in support fair investments in transportation commensurate with transportation’s greenhouse gas emissions, as well as to support funds to the regional levels, and therein to the most appropriate local level of government where most of the projects are implemented. A final workshop was held in Los Angeles on February 27th.

While testimony in support of funding transit and transportation investments was rather light in Fresno, a much larger and coordinated group was present at the workshop in Sacramento. The Transportation Coalition for Livable Communities provided a unified

statement in providing for transportation related projects, as shown in Attachment B. With over 25 speakers voicing support for the coalition, in addition to Senator Mark DeSaulnier who voiced support for funding transit programs, there was significant support for transportation investments from Cap & Trade.

The importance of these workshops is highlighted by those representing the state. Most CARB workshops are administered by staff and occasional by a California Air Resources Board (CARB) Board member. However, the Sacramento workshop panel consisted of Secretary Brian Kelly, CARB Chair Mary Nichols, Department of Finance Director Ana Matosantos, California Environmental Protection Agency Secretary Matt Rodriguez, and representatives from the Energy Commission, CalTrans, and the Strategic Growth Council.

Alameda CTC submitted comments by the March 8 deadline as shown in Attachment C. Once the draft investment plan is released, it will be reviewed at a regular Air Board meeting, which is tentatively scheduled for April 25-26.

- *CEQA Modernization.* At the end of the last legislative session, a flurry of activity occurred around potential opportunities to modernize CEQA to ensure effective implementation of projects that support the sustainable communities strategies throughout the state to and streamline review processes. These efforts are to support project implementation in a way that supports delivery and reduces project costs while fully supporting environmental protections.
- *Infill Infrastructure Funding Mechanisms:* With the elimination of redevelopment agencies, Senator Steinberg reintroduced language similar to SB 1156 that was introduced and vetoed last year. His current bill is known as SB 1 and focuses on Sustainable Community Areas that can receive funding through tax increment financing. Senator Wolk has also reintroduced her bill that would eliminate voter approval requirements for infill infrastructure districts, known this legislative session as SB33. There are several other bills that staff is analyzing that would offer methods to fund infill development.
- *MAP-21 and State Freight Plan.* SB 14 (Senator Lowenthal) was introduced in December 2012 and requires the development of a state freight plan every five years. The development of the plan will be through the establishment of a state freight advisory committee to meet requirements of MAP-21. The bill identifies the California Business, Transportation, and Housing (BT&H) Agency as responsible for the development of the state freight plan; identifies the elements of the state freight plan; and identifies stakeholders to be involved in the development of the state freight plan. The state will initiate a freight working group in spring 2013 and Alameda CTC will try to participate in that group.

## **Legislative Coordination and Partnership Activities**

### **Legislative coordination efforts**

In addition to the local legislative coordination activities, Alameda CTC is leading an effort to develop and provide statewide information on the benefits of Self-Help Counties and is also coordinating the legislative platform and priorities with the Bay Area Congestion Management Agencies. Fact sheets produced by Alameda CTC for the Self-Help Counties Coalition (SHCC) are included in Attachment D. The SHCC is planning a state lobbying day in spring 2013 to bring counties together to visit legislators to support lowering the voter threshold and significant funding for transportation from cap and trade revenues.

### **Fiscal Impact**

No direct fiscal impact

### **Attachments**

Attachment A:	Alameda CTC Legislative Program and Actions Summary
Attachment B:	Transportation Coalition for Livable Communities platform on Cap & Trade
Attachment C:	Alameda CTC Comment Letter on Cap & Trade
Attachment D:	Self-Help Counties Coalition Fact Sheets produced by Alameda CTC

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2013 Alameda County Legislative Priorities

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

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

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

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

Issue	Priority	Strategy	Actions	Legislation	Status
Transportation Funding	Increase transportation funding	<ul style="list-style-type: none"><li>Support efforts to lower the two-thirds-voter threshold for voter-approved transportation measures.</li><li>Support legislation that increases the buying power of the gas tax</li><li>Support efforts to increase transportation revenues through vehicle license fees, vehicle miles traveled or other reliable means.</li><li>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.</li></ul>	<ul style="list-style-type: none"><li>Leading a portion of Self-Help Counties Coalition (SHCC) efforts to reduce voter-threshold requirements</li></ul>	<ul style="list-style-type: none"><li>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</li></ul>	<ul style="list-style-type: none"><li></li></ul>
	Protect and enhance voter-approved funding	<ul style="list-style-type: none"><li>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.</li><li>Support legislation that protects against transportation funding diversions to the General Fund.</li><li>Support increases in federal, state and regional funding to expedite delivery of Alameda CTC projects and programs.</li><li>Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures.</li><li>Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems.</li><li>Seek, acquire and implement grants to advance project and program delivery.</li><li>Support Alameda County as the recipient of funds to implement pilot programs with innovative project implementation or transportation-funding mechanisms.</li></ul>	<ul style="list-style-type: none"><li>On-going monitoring</li></ul>		<ul style="list-style-type: none"><li></li></ul>
Project Delivery	Advance innovative project delivery	<ul style="list-style-type: none"><li>Support legislation and policies that improve environmental streamlining and project reviews to expedite project delivery.</li><li>Support legislation that improves the ability to deliver projects and programs in a timely, cost effective manner using contracting flexibility.</li><li>Support innovative project delivery methods.</li><li>Support HOT lane expansion in Alameda County and the Bay Area.</li><li>Support policies that allow local agencies to advertise, award and administer state highway system contracts largely funded by locals</li></ul>	<ul style="list-style-type: none"><li>On-going monitoring</li></ul>	<ul style="list-style-type: none"><li></li></ul>	<ul style="list-style-type: none"><li></li></ul>
	Ensure cost-effective project delivery	<ul style="list-style-type: none"><li>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.</li><li>Support legislation that accelerates funding for transportation infrastructure projects that create jobs and economic growth in Alameda County.</li></ul>	<ul style="list-style-type: none"><li>On-going monitoring, and work through the SHCC to provide input to the Secretary of Transportation on streamlining project delivery</li></ul>	<ul style="list-style-type: none"><li></li></ul>	<ul style="list-style-type: none"><li></li></ul>

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"> <li>Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing and jobs.</li> <li>Support local flexibility and decision-making on land-use for transit oriented development and priority development areas.</li> <li>Support innovative financing opportunities to fund TOD and PDA implementation that will increase mobility and jobs and reduce GHGs.</li> </ul>	<ul style="list-style-type: none"> <li>On-going monitoring</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
	Expand multimodal systems and flexibility	<ul style="list-style-type: none"> <li>Support policies that provide multimodal transportation systems with multiple choices and better access for all kinds of transportation users.</li> <li>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.</li> <li>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.</li> <li>Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs and education.</li> <li>Support parity in pre-tax fringe benefits for public transit/vanpooling and parking.</li> </ul>	<ul style="list-style-type: none"> <li>On-going work with agency coordination, grant development and legislative advocacy</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
	Support climate change legislation	<ul style="list-style-type: none"> <li>Support climate change legislation that provides funding for innovative infrastructure, operations, programs that relieve congestion, improve air quality, reduce emissions and support economic development.</li> <li>Support climate change legislation that expands transit services and supports safe, efficient, clear connections to transit services, including bike/ped infrastructure.</li> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>On-going monitoring</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
Climate Change	Support cap-and-trade expenditure plan	<ul style="list-style-type: none"> <li>Engage in development of the statewide cap-and-trade expenditure plan and advocate increased transportation funding statewide and in Alameda County.</li> </ul>	<ul style="list-style-type: none"> <li>Working with the SHCC, MTC the CMAs and local agencies on this effort</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
	Support legislation and policies that support emerging technologies	<ul style="list-style-type: none"> <li>Support legislation that offers incentives for emerging technologies, such as alternative fuels and fueling technology, and research for transportation opportunities to reduce GHG emissions.</li> </ul>	<ul style="list-style-type: none"> <li>On-going monitoring</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
Partnerships	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> <li>Support efforts that encourage regional cooperation and coordination to develop, promote and fund solutions to regional transportation problems.</li> <li>Support legislation and policies that promote governmental efficiencies and cost savings in transportation.</li> <li>Support legislation that improves the ability to enhance or augment Alameda CTC projects and programs that affect bordering counties or regional networks.</li> <li>Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for state and local contracts.</li> </ul>	<ul style="list-style-type: none"> <li>On-going coordination at the SHCC, the Bay Area CMAs, and with Alameda CTC's local partners legislative roundtable.</li> <li>An updated Alameda CTC procurement policy will support business participation efforts.</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>



**Re: Transportation Coalition Proposal for CARB Cap and Trade Investment Plan**  
February 18, 2013

The Transportation Coalition for Livable Communities offers this proposal for investing cap and trade revenue to address both the greenhouse gas reduction goals of AB 32 and critical transportation system maintenance and operation needs identified in the California Transportation Commission's Statewide Transportation Needs Assessment.

It is consistent with AB 32, SB 375, and the provisions of AB 1532 and SB 535 – and most equitably and effectively meets the transportation and GHG reduction goals of the state and local communities. Our approach is simple: through integrating livable community infrastructure, maintenance, and operations of the transportation system at the neighborhood scale we can maximize GHG reductions from the transportation sector and support community benefits. We ask this be considered in the Investment Plan.

Our unifying principle is that auction revenues derived from vehicle fuels should be used to fund transportation system needs in a way that achieves AB 32 objectives and builds on the framework of SB 375 and other GHG reduction strategies. We believe that by integrating investments in new mobility, new infrastructure, and new jobs we can create healthy communities and better quality of life for all – while measurably reducing GHG emissions consistent with legal requirements for spending allocation revenues. Funds should be allocated equitably to regions under statewide criteria to administer competitive grants to local entities. We propose combinations of investments, including transit service and operating costs, road and bridge maintenance, retrofits for complete streets and urban greening, and clean technology and other community infrastructure – integrated with land use modifications to support regional plans. Research clearly shows this approach achieves the greatest GHG reductions.

For the first year Budget allocation we propose the state provide funding through the regions for planning and project development focused on this competitive and integrated approach to most effectively reduce greenhouse gases, meet our local and regional transportation needs, and revitalize our communities. Over the life of the program, we believe that allowance revenues related to motor vehicle fuels should be dedicated to reducing emissions from the transportation sector, with a major part of those funds allocated to this sustainable community funding program. We have commissioned research to identify how to get the best results from such a program and have brought together the local governments and regional agencies responsible for administering our sustainable community programs around the following principles:

--Auction revenue from fuels should implement the AB 32 regulatory program to reduce GHG emissions from transportation.

--Favor cost-effective and integrated transportation and land use strategies.

--Project funding determinations should be done primarily at regional level under statewide criteria for evaluating GHG impacts. Criteria for project selection should be uniform statewide and developed by the State of California. Regions shall administer competitive funding processes and select projects based on these criteria.

--Allow flexibility at the regional and local level to develop most cost effective projects. Assist local governments in meeting regional GHG reduction goals.

--Create performance-based approach to maximize regional flexibility with improved modeling and verification systems to ensure effective results.

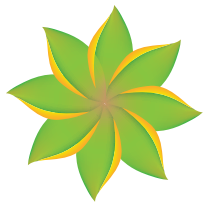
--Promote innovation, collaboration, economic development and rural sustainability.

--Support co-benefits: air quality, public health, resource protection, equity, affordable housing, agriculture, and safety.

We hope you to refine these concepts with you as a key component of California's transportation investment program.

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The premise of the program concept is that we must **INTEGRATE** transportation and land use strategies – combining livable community infrastructure, maintenance, and operations in order to maximize GHG reductions from neighborhood scale planning and combined projects rather than single purpose investments.

## the strategy

With California's regions planning for higher density and more compact development patterns, successful implementation of SB 375 and other regional GHG reduction strategies relies on cost-effective and integrated investments in land use and transportation in existing urban and rural communities. Livable Community Infrastructure includes the streets and sidewalks that connect our neighborhoods, the pipes that move water to and from homes and businesses, and the parks and trees needed to improve quality of life in neighborhoods.

## what we propose to fund



The Transportation Coalition for Livable Communities proposes funding projects that implement transportation improvements in conjunction with land use strategies. Examples include:

- bike facilities
- smooth roads
- frequent and predictable transit
- clean technology infrastructure
- rail improvements
- streetscape enhancements
- traffic calming
- multi-use paths
- underground utilities
- urban greening

## the numbers behind it all

	Transportation and Land Use Strategies		Max GHG reduction if applied as an individual strategy to full neighborhood scale plan (not additive)	Max GHG reduction if applied to full neighborhood scale plan, in combination with other supporting strategies (not additive)
Transportation Efficiency Measures	Travel Demand Management	Commute Trip Reduction	7%	21%
		Transit Fare Subsidies	7%	20%
		Parking Cashout	3%	8%
	Transportation Network Management	Eco-Drive Education	5%	14%
		Multi-modal Network Connectivity	7%	21%
		Road Maintenance	10%	Reductions not yet quantified
		Variable Speed Limits	20%	Reductions not yet quantified
		Transit Service Frequency	1%	3%
Land Use Incentives and Improved Transportation Options	Neighborhood Design Characteristics	Residential Density	5%	15%
		Transit Proximity	8%	25%
		Land Use Diversity	10%	30%
	Multi-modal Infrastructure	NEV Networks	1%	3%
		Bus Fleet Low Carbon Fuels	5%	Reductions not yet quantified
		Pedestrian Network	1%	2%
		Capital Transit Improvements	8%	Reductions not yet quantified

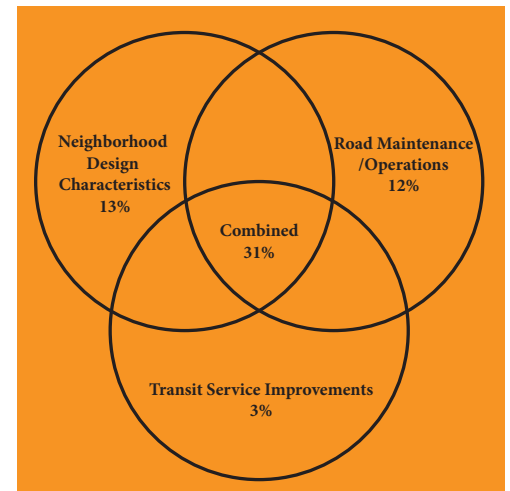
## what it means

- The interactions of land use, urban form, and transportation are complex. They vary over time and depend on the context, scale, and intensity of application. Many achieve their greatest impact when they affect the full spectrum of travel purposes, destinations, and trip lengths. When attempting to project the full long-range effects of investments on travel and GHG reduction, illustrated above are measures applied at a community-wide or corridor level scale of development such as within a specific plan.
- Transportation efficiency measures such as lowering speed limits, using congestion pricing, expanding transit service, or making operational improvements, could be implemented within a few years to generate reductions in GHGs prior to 2020. Compounding GHG reductions can be achieved when combined with land use strategies and transit infrastructure.
- While strategies that involve land use patterns and improved transportation options take a longer time to implement, notable reductions are realized by 2030, with greater GHG reductions of 9% to 15% by 2050. Early investments must be made in land use in order to achieve these significant reductions.<sup>10</sup>
- Road maintenance is a transportation system efficiency strategy that can yield up to a 10% decrease in GHG emissions. Maintaining smooth roads allows vehicles to operate more efficiently, and well-maintained bridges keep detours to a minimum – improving traffic flow and reducing associated greenhouse gas emissions.
- Combining land use and transit strategies is projected to yield GHG reductions of 4% by 2020 and 16% by 2050 as compared to 2050 baseline trends.<sup>3</sup>
- Transportation efficiency measures yield greatest short term (2020) GHG benefits between 4% and 20% from 2050 trends, but infrastructure investments in land use, transit, and complete streets facilities have additional benefits such as improved public health.<sup>10</sup>
- When streets and transit infrastructure are co-implemented with land use, greater reductions in GHGs are realized, especially over a long term horizon. For example, land use code changes combined with expanded transit services achieve stronger GHG reductions than when only one option is implemented.

## why it's important

No single strategy can achieve AB 32 goals. Key trends from existing research can help shape an understanding of why an integrated approach must be taken to maximize our investments in GHG reduction. From an initial assessment of research, a policy framework can be built around allocating funding to regions to promote combinations of integrated strategies for transportation efficiency, land use incentives, and improved transportation options at the local level. Implementing various “bundles” of transportation and land use strategies at a regional and local level could achieve 30% greater annual GHG emission reductions than expected baseline levels in 2050.

Combinations of transportation and land use strategies create synergies that substantially enhance the potential reductions from individual measures. The diagram and table presented in this document are a synthesis of the latest research on the ranges of GHG reduction from individual and combined strategies based on research published by various Universities, Caltrans, the Transportation Research Board, California Air Pollution Control Officers Association, US Environmental Protection Agency, and other institutions, and also found within the books *Growing Cooler* and *Moving Cooler*.



## how we got here

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**Executive Director**  
Arthur L. Dao

March 8, 2013

Mary Nichols, Chairperson  
California Air Resources Board  
1001 I Street  
Sacramento, CA 95814

**Re: Support for the Transportation Coalition for Livable Communities Proposal for the Cap and Trade Investment Plan**

Dear Chairperson Nichols:

The Alameda County Transportation Commission submits its support of the Transportation Coalition for Livable Communities proposal for how Cap and Trade auction proceeds can support the greenhouse gas (GHG) reductions goals of AB 32.

The Coalition's proposal supports on-going efforts of regions and local communities to reduce GHG emissions as part AB 32 efforts and SB375 implementation through Sustainable Communities Strategies. Cities, counties and regional agencies have been working closely together across the state to develop plans that support the reduction of GHG. This proposal would allocate funds equitably to regions to implement integrated strategies to support livable communities. We support the greatest amount of flexibility for how region's may implement these funds to support the highest level of accountability and maximum reduction of GHG.

As the largest contributor of GHG emission, the Coalition's proposal reflects the opportunities for transportation to reduce its impact on GHG emissions throughout the State. The Coalition's proposal supports a strategic combination of investments for transportation infrastructure projects, maintenance and operations of the transportation system to reduce GHG emissions. Supporting funding specifically for transportation investments to reduce the GHG emissions offers an investment strategy that will leverage local, regional, state and federal funds to achieve the highest levels of GHG reductions from the transportation sector.

The Coalition's proposal is consistent with AB 32, SB 375, and the provisions of AB 1532 and SB 535 and provides a revenue stream to implement sustainable transportation investments that local and regional governments across the state have been diligently working together to develop and implement.

Again, we hope that you will strongly consider incorporation of the Coalition's proposal into the investment plan for cap and trade funds.

Sincerely,

Arthur L. Dao  
Executive Director

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# Transportation Needs Rise While Funding Declines



## FUND REVENUES WILL ONLY MEET ABOUT 45 PERCENT OF NEED

According to the 2011 Statewide Transportation System Needs Assessment, total transportation system costs will be \$538.1 billion (from 2011 to 2020), and the estimated revenues from all sources is \$242.4 billion, only 45 percent of what's needed. This includes an estimated \$158.4 billion in local revenues.

## TWO-THIRDS MAJORITY SPECIAL TAX THRESHOLD OBSTRUCTS TRANSPORTATION PROGRESS

Two measures failed passage in November 2012 — depriving counties of much needed funding for transportation infrastructure, maintenance and operations.

**Alameda County:** Measure B1, an \$8 billion extension and half-cent augmentation of a half-cent sales tax for transportation did not pass:

Votes required:	66.67 percent
Votes received:	66.53 percent

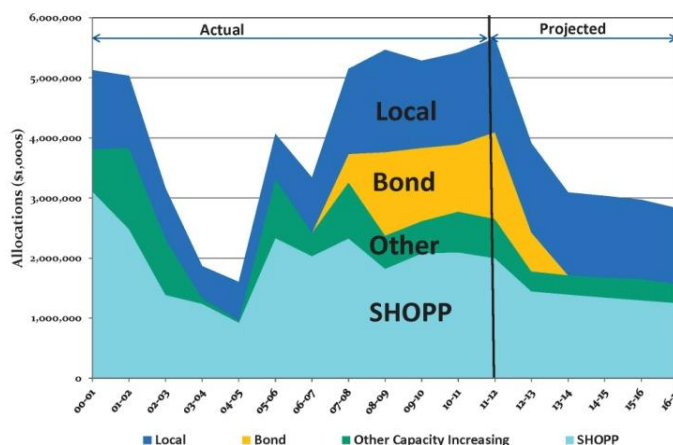
**Los Angeles County:** Measure J, a \$90 billion 30-year extension of a half-cent sales tax for transportation did not pass.

Votes required:	66.67 percent
Votes received:	66.11 percent

## Averting a Transportation Fiscal Cliff

Exponential population growth, climate change legislation to reduce greenhouse gas emissions and a growing economy are increasing the demand for transportation services, despite diminishing financial resources. Statewide voters have funded transportation by passing infrastructure bonds, some countywide sales taxes and other local measures to help meet basic, ongoing transportation needs. But, these sources are time-limited. Most Proposition 1B Bond projects are under construction and will be complete within two years, many sales tax measures have delivered promises to voters early, and others have been thwarted by the current two-thirds voter threshold requirement to pass new sales tax measures. At a time when needs are growing, transportation funding is heading toward a cliff.

Actual and Estimated Transportation Expenditures Dramatically Decline<sup>1</sup>



## Ongoing challenges

A growing economy coupled with new legislative mandates requires a transportation system that is reliable, efficient and clean. At the state and federal levels, transportation funding is on the decline, while maintenance, transit operations and capital investments to meet growing travel demands are on the rise. The federal Highway Trust Fund has had to borrow almost \$50 billion since 2008 to meet authorized expenditures. MAP-21, the federal transportation bill, did not increase revenues for transportation, nor address a future funding mechanism to create a reliable funding stream.

If the U.S. fails to increase infrastructure investments between now and 2020, the nation will lose:<sup>2</sup>

- \$3.1 trillion in gross national product.
- \$1.1 trillion in trade.
- \$3,100 per year in personal disposable income.
- \$2.4 trillion in consumer spending.
- Over 3.1 million jobs.



*As people live longer and the population increases exponentially, the demand for public transportation is becoming more difficult to meet.*

## LOCAL FUNDING FOR MAJOR TRANSPORTATION INITIATIVES

California is one of the largest economies in the world and growing. Local sales tax dollars represent a stable fund source to finance critical transportation programs and projects, despite volatile federal and state funding.

## SELF-HELP COUNTIES COALITION

- 19 counties in the SHCC represent 81 percent of California's population.
- SHCC funds critical transportation investments — \$3-4 billion per year.
- California SHCC member agencies are accountable to voters.
- SHCC agencies deliver transportation that Californians depend on every day.

<sup>1</sup>"Preliminary Review of the Governor's Proposed 2013-14 State Budget," California State Assembly, January 31, 2013.

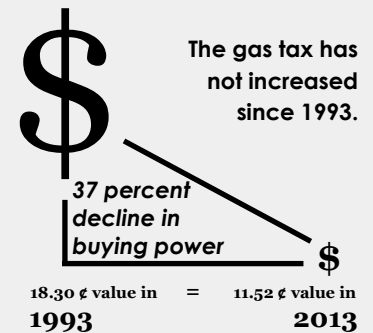
<sup>2</sup>"The Impact of Current Infrastructure Investment on America's Economic Future," ASCE.

## Gas Tax Loses Buying Power

State and federal revenue streams for transportation are primarily funded through the fuel tax, which hasn't increased since 1993. According to the federal Department of Labor's statistics inflations calculator, the gas tax in 2013 has lost almost 37 percent of its buying power since 1993. Higher fuel efficiency vehicles, increases in electric vehicle use (which do not pay any gas tax) and changes in vehicle use patterns all affect the current revenue stream and foreshadow continuing declines in fuel tax receipts for future transportation investments.

Even though vehicle miles traveled in California have increased by 25 percent and fuel prices have fluctuated significantly in that same time period, the California gas tax remains flat with no index to inflation. Combined with recent sales tax measure losses, this creates serious transportation and economic issues.

### Value of Gas Tax Over Time



## Ways to increase transportation funding

As local governments take on more fiscal responsibility for their transportation systems, supporting key legislation that increases transportation funding is critical. Ways to increase funding include:



### Lower the two-thirds majority:

Support bills that decrease the voter threshold for transportation sales tax measures. This will support passage of measures to fund transportation investments that far exceed available state and federal sources.



### Support cap-and-trade:

Ensure that cap-and-trade funding for transportation is commensurate with the green house gas emissions of the transportation sector (38 percent statewide) to support projects and programs that protect the environment, reduce emissions and spur economic growth.





# Self-Help Counties Coalition

Locally Funded Transportation Investments



## California's Economy Fueled by Local Sales Tax Measures

**THROUGHOUT** California, 19 county transportation agencies have formed the Self-Help Counties Coalition (SHCC). **Californians depend on these agencies for accessible, safe, innovative and cutting-edge transportation solutions.** Each county delivers voter-approved (by super-majority) transportation sales tax measures that fund transit, highway, freight, bicycle, pedestrian and other mobility programs. Together, these counties pump \$3 to \$4 billion each year into California's transportation infrastructure, creating jobs, expanding mobility and enhancing local communities and the environment.

### IN CALIFORNIA,

19 Self-Help Counties will fund over \$95 billion of voter-approved transportation investments by mid-century, pumping \$3 to \$4 billion each year for essential transportation programs and projects.

Sonoma  
Marin  
San Francisco  
San Mateo  
Santa Clara  
Contra Costa  
Sacramento  
San Joaquin  
Madera  
Alameda

Santa Barbara

Fresno  
Tulare

Los Angeles  
Orange

San Bernardino

Riverside

San Diego

Imperial

### 81% of California's population is in Self-Help Counties

Alameda	1,529,875	San Bernardino	2,065,377
Contra Costa	1,066,096	San Diego	3,140,069
Fresno	942,904	San Francisco	812,826
Imperial	177,057	San Joaquin	696,214
Los Angeles	9,889,056	San Mateo	727,209
Madera	152,925	Santa Barbara	426,878
Marin	255,031	Santa Clara	1,809,378
Orange	3,055,745	Sonoma	488,116
Riverside	2,239,620	Tulare	449,253
Sacramento	1,436,105	<b>TOTAL: 31 Million</b>	

- ✓ **Self-Help Counties create and maintain jobs** for transportation infrastructure, operations and maintenance.
- ✓ The SHCC provides a **reliable and stable funding stream** that far outstrips state and federal funding on an annual basis.
- ✓ The SHCC has **extensive accountability** measures and local elected official oversight on all taxpayer's dollars.
- ✓ The public has **direct access to local decision-makers**, and public meetings are held each month throughout the state with public opportunities to participate in every self-help county.
- ✓ **Expenditure plans explicitly detail how funds will be spent**, allowing the public to fully understand where their local transportation dollars go.

## Local Funding for Major Transportation Initiatives

### CALIFORNIA REPRESENTS

the United States' largest economy, and the ninth largest in the world. Its diverse industries range from agriculture to mining to biotechnology to the Internet — all of which support the state's economic strength. Each industry relies on a backbone of transportation to move its people, goods and services. Local sales tax dollars represent a stable fund source to finance critical transportation programs and projects, despite volatile federal and state funding. The Self-Help Counties spend a small portion of the sales tax on administration. The majority of sales tax expenditures result in:

- ✓ **Job creation:** Local sales tax dollars are pumped back into the local economy through contracts with local firms. Transportation system improvements require the services of architects, engineers, construction workers, project managers and other professionals. High-quality, efficient transportation systems attract and retain businesses in California.
- ✓ **Mobility:** The Self-Help Counties invest in multimodal transportation that provides choices for the traveling public — from express bus services, pathways for bicyclists and pedestrians, and public transit for youth, seniors and people with disabilities, to road and highway investments — Self-Help Counties move people, goods and services that are vital to the quality of life and economic strength of California.

- ✓ **Technological innovation:** Implementing technologies on heavily traveled roadways such as express lanes, adaptive ramp metering, real-time signage, monitoring and incident management reduces congestion and travel time and improves safety. Throughout California, the SHCC is implementing state-of-the-art transportation solutions.



Technical innovations reduce congestion, reduce travel time and improve air quality.

- ✓ **Community vitality:** Reinvesting local dollars back into communities attracts additional funding resources. Leveraging these local dollars allows counties to complete major capital infrastructure projects, operate public transit and paratransit services and focus on transit oriented development to revitalize communities and meet the needs of people at all income levels.



Local dollars reinvested help meet the transportation needs of the community.



Providing multimodal alternatives to driving reduces greenhouse gas emissions.

- ✓ **Sustainability:** Multimodal investments — bicycle and pedestrian improvements, public transit and paratransit for seniors and people with disabilities — support greenhouse gas reduction mandates in California Assembly Bill 32, the Global Warming Solutions Act, and California Senate Bill 375, the Sustainable Communities and Climate Protection Act of 2008. These investments also support Sustainable Communities Strategies across the state.

### Self-Help Transportation Spending in California

Based on the Self-Help Counties' expenditure plans, over \$95 billion will be infused in California's transportation infrastructure from local transportation sales tax measures over the next 28 years. These figures are based on the individual projections from the counties.

#### Self-Help Transportation Spending in California\*

Capital Projects	\$45.9B
Local Streets & Roads	\$23.9B
Mass Transit	\$17.6B
Paratransit	\$3B
Express Bus	\$1.8B
Bicycle & Pedestrian	\$1.3B
Program Administration	\$997.6M
Other	\$908.1M
Transit Oriented Development	\$264.4M

**TOTAL: Over \$95B**

\* Figures are based on projections from the individual Self-Help Counties; each has a different basis for projecting dollar values.



ONE BAY AREA GRANT, MEASURE B, VEHICLE REGISTRATION FEE

# Coordinated Call for Projects



## ALAMEDA COUNTY COORDINATED CALL FOR PROJECTS NOTICE

# \$65.2 Million in Funding for Transportation Projects

Fiscal Year 2012-2013 Coordinated Programming

The Alameda County Transportation Commission (Alameda CTC) plans, funds and delivers transportation projects and programs within Alameda County. This includes programming federal, state and local transportation funds.

Alameda CTC is requesting applications for transportation projects through its FY 2012/13 Coordinated Call for Projects. The fund sources in this unified call for projects:

- \$53.9 million in Federal One Bay Area Grant (OBAG) Funds (From Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds)
- \$2.5 million in Measure B Bicycle/Pedestrian Countywide Discretionary Funds
- \$2.2 million in Measure B Countywide Express Bus Service Funds
- \$1.5 million in Vehicle Registration Fee (VRF) Pedestrian and Bicycle Access and Safety Program Funds
- \$5 million in VRF Transit for Congestion Relief Program Funds

### Eligible applicants:

- Public agencies that operate within Alameda County.
- Nonprofit, community-based organizations that meet Alameda CTC requirements are eligible to apply for Measure B Bicycle and Pedestrian CDF funding.

Projects will be selected for the available funding based on project eligibility, merit and deliverability within established deadlines.

**Applications are due by 3 p.m. on Friday, March 15, 2013.**

## CALL FOR PROJECTS SCHEDULE

- Application Workshop at Alameda CTC Offices: February 7, 2013, 1:30 p.m.
- Grant Applications Due: March 15, 2013 by 3 p.m.
- Grant Review and Evaluation: April-May 2013
- Alameda CTC Adoption of Final Coordinated Program: June 2013
- Federal Highway Administration Approval of Federal Funds: Fall 2013 (estimated)

## APPLICATION MATERIALS

Application and Program Guidelines are posted on AlamedaCTC's website: [http://www.alamedactc.org/news\\_items/index/3](http://www.alamedactc.org/news_items/index/3)

### For additional information, contact:

Vivek Bhat, Senior Transportation Engineer, (510) 208-7430, [vbhat@alamedactc.org](mailto:vbhat@alamedactc.org)

Jacki Taylor, Program Analyst, (510) 208-7413, [jtaylor@alamedactc.org](mailto:jtaylor@alamedactc.org)

Matt Todd, Principal Transportation Engineer, (510) 208-7420, [mtodd@alamedactc.org](mailto:mtodd@alamedactc.org)

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## Memorandum

**DATE:** March 14, 2013

**TO:** Alameda County Transportation Commission

**FROM:** Programs and Projects Committee

**SUBJECT:** Measure B Special Transportation for Seniors and People with Disabilities Program Overview

### Recommendation

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

### Summary

In 1986, Alameda County voters approved Measure B half-cent transportation sales tax, which was reauthorized in 2000. Collections of the sales tax approved in 2000 began in April 2002 and will continue through 2022.

In Fiscal Year (FY) 2011-12, the Alameda CTC received \$107.5 million in net sales tax revenues and allocated approximately 60% of the net sales tax revenues, \$64.5 million, to transportation programs, services and projects in Alameda County. On a monthly basis, Alameda CTC distributes Measure B funds to twenty-one (21) agencies/jurisdictions through formulas defined in the voter approved 2000 Transportation Expenditure Plan (TEP). The programs, defined in the TEP, include Local Streets and Roads, Bicycle and Pedestrian, Mass Transit and the Special Transportation for Seniors and People with Disabilities (i.e. Paratransit).

The 2000 TEP allocates 10.45% of annual Measure B net revenues to fund Special Transportation Services for Seniors and People with Disabilities. In FY 2011-12, Measure B generated \$9.7 million in pass-through and \$1.5 million in grants funds for these programs. The services that are provided include:

1. **American with Disabilities Act (ADA) Mandated Paratransit:** Pass-through funds are distributed as prescribed in the TEP to AC Transit and BART to provide the majority of ADA mandated services for Alameda County residents. The pass-through distribution is 5.53% of annual net revenues.
2. **City Based Programs:** Pass-through funds are distributed through the funding formula (Attachment A) to 12 city-based programs and two (2) ADA mandated providers. The Commission approved the funding formula for these programs on February 23, 2012. The city based programs benefit both seniors and people with disabilities. The two mandated

ADA service providers are Union City Transit and Livermore-Amador Valley Transit Authority (LAVTA). The pass-through distribution is 3.39% of annual net revenues.

3. **Competitive Gap Grant Program:** These discretionary grant funds are available to both public agencies and non-profits to improve coordination, fill gaps and reduce differences in services that might occur based on geographic conditions in the County and individuals needing special services. Currently, a call-for-projects for the Paratransit Gap Grant Cycle 5 has been released, with applications due on March 4, 2013.

## **Discussion**

The goal of the Alameda County Special Transportation for Seniors and People with Disabilities Program is to ensure that seniors and people with disabilities are able to meet their daily needs and maintain a high quality of life through accessible transportation. The program accomplishes this by funding a range of specialized transportation services that provide pre-scheduled trips, same day trips and wheelchair-accessible trips, as well as other services for uniquely vulnerable populations. These programs will become more important as the senior population in Alameda County is expected to grow substantially over the next 20 years.

## **ADA Mandated Services**

ADA mandated programs exist due to the 1990 federal Americans with Disabilities Act, which mandates that all public transit systems make their services fully accessible to all people, including those who, due to disability, cannot ride regular buses and trains. ADA mandated services are required by federal law to provide service that is comparable to regular bus and transit services. Paratransit services must be provided to individuals who travel within a 3/4 mile radius of a regular bus or rail route during the days and hours that those regular services are offered. Other requirements of the ADA mandated services are:

- Next-day service must be provided;
- Fares cannot be more than twice the standard fixed route fare;
- The provider must accept requests for all types of trips without prioritization;
- Service must be provided during the same hours as regular transit services;
- The provider cannot show a pattern or practice of denials;

Individuals who wish to use mandated paratransit in their area are required to complete an application and, in some cases, an interview to determine their eligibility.

In Alameda County, there are three ADA mandated programs. AC Transit and BART have partnered to form the East Bay Paratransit Consortium (EBP) which provides mandated service in these agencies' service areas. Livermore Amador Valley Transit (LAVTA) in the Tri-Valley area, and Union City Transit in the City of Union City also provide ADA mandated services. LAVTA and Union City Transit receive funding under the "City Based" portion of Measure B per the 2000 TEP. These agencies receive funding through the cities they serve, and offer ADA mandated and beyond ADA services, primarily in their service areas. In FY 2011-12 AC Transit and BART received \$6.05 million, LAVTA \$0.14 million and Union City Transit \$0.28 million in net annual revenues.

### **Non-mandated Services**

Non-mandated programs tend to be smaller than mandated services and allow more flexibility in how the local agency may design their programs. Each City in the County with a paratransit program has designed their program to meet the needs of consumers in their local jurisdiction. The major difference between the ADA mandated and non-mandated or “City-based” programs, aside from the absence of federal regulations, is that they may provide transportation services for seniors rather than exclusively those with disabilities, and that they offer a range of different types of services, including taxi, van service, volunteer driver and shuttle service.

Non-mandated programs receive 3.39% of annual net revenues of pass-through funds for paratransit services per the 2000 TEP that distributes funds to the planning areas as follows:

- North County = 1.24%
- Central County = 0.88%
- South County = 1.06%
- East County = 0.21%

Funds from each planning area *may not be transferred* into another area. The Commission approves the funding formula to allocate revenues monthly to the cities *within* each planning area.

The Paratransit Advisory and Planning Committee (PAPCO) is tasked in the 2000 TEP with development of the funding formula to distribute pass-through paratransit Measure B funds for non-mandated paratransit services to the cities in each planning area. The funding formula, approved in 2012, includes the following factors:

- Seniors age 70-79 (Census 2010)
- Seniors age 80+ (Census 2010)
- Low-income households earning less than or equal to 30% of Area Median Income (American Community Survey)

Based on the unavailability of reliable data relating to disability, the age based statistics are further weighted and act as a proxy for disability. Staff will continue to monitor available sources of data and, if appropriate, will propose revisions to the formula. At present, the funding formula may remain in effect until June 30, 2017.

### **Competitive Gap Grant Program**

The 2000 Measure B TEP designated 1.43% for “Coordination/Gaps in Service”. This is “to be allocated by PAPCO to reduce differences that might occur based on the geographic residence of any individual needing services.” PAPCO also identified Priority Projects and Programs for Gap Funding that included implementing a range of services (e.g. shuttles, volunteer driver programs), filling ‘emergency’ gaps (e.g. Emergency Wheelchair Breakdown Service Transportation), maximizing use of accessible transit (e.g. travel training), and expanding community education and information (e.g. the Access Alameda brochure, Hotline, outreach events). To date approximately \$12.4 million of paratransit Measure B Gap Grant funds have been awarded to sixty (60) transportation projects and programs for seniors and people with disabilities in Alameda County.

### **Paratransit Gap Grant Cycle 5 Program**

The proposed Cycle 5 Gap Grant Program allows local agencies and non-profits to apply for projects. The Cycle 5 program will prioritize proposals that support:

- Mobility management activities that improve consumers' ability to access services.
- Improving coordination between programs.
- Providing multi-jurisdictional approaches in scope.

The proposed timeline for the Paratransit Gap Grant Cycle 5 Call for Projects is as follows:

- February 1, 2013      Issue Paratransit Gap Grant Cycle 5 Call for Projects
- February 7, 2013      Mandatory Applicant Workshop
- March 4, 2013      Grant applications due to Alameda CTC
- March-April 2013      Grant applications reviewed by Alameda CTC staff & PAPCO
- April 22, 2013      PAPCO recommends Cycle 5 Gap Grants for Commission approval
- May 23, 2013      Commission approves Cycle 5 Gap Grants
- June 1, 2013      Recipients submit resolutions
- July 1, 2013      Cycle 5 Gap Grant funding commences

### **Implementation Guidelines**

The Implementation Guidelines for the Special Transportation Program for Seniors and People with Disabilities (Attachment B) provide the eligibility requirements for services that can be funded, partially or in their entirety, with Alameda CTC pass-through and grant funds as part of the Master Program Funding Agreement (MPFA). The Paratransit Gap Grant Cycle 5 Program Guidelines are consistent with the Implementation Guidelines. All ADA mandated paratransit services, city-based non-mandated programs, and grant projects funded with Measure B revenues must be in full compliance with these guidelines by the end of fiscal year 2012-2013. Projects and programs awarded Paratransit Gap Grant Cycle 5 program funding will need to comply with the Implementation Guidelines. The guidelines are reviewed annually by PAPCO and the Paratransit Technical Advisory Committee (TAC), and any proposed amendments are forwarded to the Commission for consideration. For example, optional grandfathered eligibility was added for taxi and city-based door-to-door programs for registrants below 70 years old who have used those programs in the prior fiscal year.

### **Paratransit Advisory and Planning Committee (PAPCO)**

PAPCO consists of 23 members appointed by jurisdictions, county supervisors and transit agencies. All members are consumers of paratransit or accessible transportation, per previous Board direction. Alameda County is unique in that it does not include paratransit providers in the PAPCO committee, allowing for a distinct consumer forum for paratransit issues. There is also a Paratransit TAC composed of providers of Measure B funded services that meets jointly with PAPCO on a quarterly basis.

PAPCO meets the 4<sup>th</sup> Monday of most months and has reached quorum for every meeting for at least five years. The Committee makes recommendations to the Commission on the funding formula for pass-through funds to City Programs, annual pass-through funds for all ADA mandated and City Programs, and recommends discretionary Gap Grant funding to qualified applicants. PAPCO maintains a number of standing and ad hoc subcommittees to help complete

this work. These include Fiduciary Training and Finance, Funding Formula, Program Plan Review, Gap Grant Review, 5310 Scoring and Bylaws. The Committee has also placed a large emphasis on outreach and, per its Bylaws, requires every member to participate in at least one outreach activity annually.

### **Information and Outreach**

The Alameda CTC's annual work plan includes an emphasis on information and outreach, to inform County residents of the different options in accessible transportation. The primary publication and reference is *Access Alameda: Transportation Services for Seniors and People with Disabilities in Alameda County*. An online version can be found at [www.accessalameda.org](http://www.accessalameda.org). The Alameda CTC also maintains a Paratransit Hotline (1-866-901-7272 (or 1-866-901-PARA)) which is answered Monday-Friday by the Outreach and Education Coordinator.

The Team has also prepared a number of fact sheets to enhance outreach, which can be found on the Alameda CTC website. The *Provider Resource Toolkit*, which is published and available online at [www.alamedactc.org/files/managed/Document/9932/ProvToolkit\\_Dec2012.pdf](http://www.alamedactc.org/files/managed/Document/9932/ProvToolkit_Dec2012.pdf) is another resource. The Alameda CTC distributes these and other resources at a variety of venues throughout the County. In 2012, staff attended 41 events, contacted 14 agencies for interagency outreach, and mailed materials to 83 organizations including senior centers and senior residences.

PAPCO and the Alameda CTC have sponsored nine Annual Mobility Workshops. The Workshop has become a Regional event, with local and national speakers sharing ideas and approaches related to key issues, trends or needs. The July 16, 2012 Workshop was titled *Paratransit at a Crossroads: Looking into the Future of Paratransit in Alameda County*. Attendees include consumers, advocates, public agency and non-profit staff, and elected officials. The next Annual Mobility Workshop is schedule for July 1, 2013 at the Ed Roberts Campus in Berkeley.

This item was discussed at the Programs and Projects Committee (PPC). The discussion included requests for additional information in regard to specific programs. Staff will present additional information at a future meeting with additional information.

### **Attachment(s)**

Attachment A:	Paratransit Funding Formula
Attachment B:	Implementation Guidelines

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## Attachment A: Paratransit Funding Formula

**Non-mandated Paratransit Services Funding for FY 2011-2012**

Area		FY 11-12	
	Percentage per TEP	Percentage of funds	Funding
Source			
Alameda		11.83%	\$157,749
Albany		2.07%	\$27,660
Berkeley		13.76%	\$183,421
Emeryville		1.82%	\$24,274
Piedmont			
Oakland (includes service with Piedmont)		70.51%	\$939,927
<b>NORTH COUNTY TOTAL</b>	1.24%	100.00%	\$1,333,031
Ashland			
Cherryland			
Castro Valley			
Fairview			
San Lorenzo			
Hayward (includes service to areas above in Central Co.)		72.19%	\$682,931
San Leandro		27.81%	\$263,091
<b>CENTRAL COUNTY TOTAL</b>	0.88%	100.00%	\$946,022
Fremont		61.98%	\$706,249
Newark		13.47%	\$153,471
Union City		24.56%	\$279,808
<b>SOUTH COUNTY TOTAL</b>	1.06%	100.00%	\$1,139,528
Sunol			
Pleasanton (includes service with Sunol)		38.29%	\$86,454
Dublin			
Livermore			
LAVTA (includes Dublin, Pleasanton & Livermore)		61.71%	\$139,302
<b>EAST COUNTY TOTAL</b>	0.21%	100.00%	\$225,756
<b>TOTAL FUNDING FOR NON-MANDATED PROGRAMS</b>	<b>3.39%</b>		<b>\$3,644,337</b>

**ADA-Mandated Paratransit Services Funding for FY 2011-2012**

Area		FY 11-12	
	Percentage per TEP		Funding
Source			
AC Transit	3.38%		\$3,633,586
BART	1.15%		\$1,236,279
<b>NORTH COUNTY TOTAL</b>	4.53%		\$4,869,865
AC Transit	0.76%		\$817,019
BART	0.34%		\$365,508
<b>CENTRAL COUNTY TOTAL</b>	1.10%		\$1,182,527
<b>TOTAL ADA-Mandated Services</b>	<b>5.63%</b>		<b>\$6,052,392</b>

**Grant Paratransit Services Funding for FY 2011-2012**

<b>ALAMEDA COUNTY TOTAL</b>	<b>1.43%</b>		<b>\$1,537,286</b>
<b>2000 TEP TOTAL</b>	<b>10.45%</b>		<b>\$11,234,015</b>

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## Implementation Guidelines – Special Transportation Program for Seniors and People with Disabilities

These guidelines lay out the service types that are eligible to be funded with Alameda County Measure B and Vehicle Registration Fee (VRF) revenues under the Special Transportation Program for Seniors and People with Disabilities. All programs funded partially or in their entirety through Measure B or the VRF, including ADA-mandated paratransit services, city-based non-mandated programs, and grant-funded projects, must abide by the following requirements for each type of paratransit service. Programs must be in full compliance with these guidelines by the end of fiscal year 2012-2013.

Fund recipients are able to select which of these service types is most appropriate in their community to meet the needs of seniors and people with disabilities. Overall, all programs should be designed to enhance quality of life for seniors and people with disabilities by offering accessible, affordable, and convenient transportation options to reach major medical facilities, grocery stores and other important travel destinations to meet life needs.

The chart below summarizes the eligible service types and their basic customer experience parameters; this is followed by more detailed descriptions of each.

Service	Timing	Accessibility	Origins/ Destinations	Eligible Population
ADA Paratransit	Pre-scheduled	Accessible	Origin-to-Destination	People with disabilities unable to ride fixed route transit
Door-to-Door Service	Pre-scheduled	Accessible	Origin-to-Destination	People with disabilities unable to ride fixed route transit and seniors
Taxi Subsidy	Same Day	Varies	Origin-to-Destination	Seniors and people with disabilities
Wheelchair Van	Pre-scheduled & Same Day	Accessible	Origin-to-Destination	People with disabilities using mobility devices that require lift- or ramp-equipped vehicles
Accessible Shuttles	Fixed Schedule	Accessible	Fixed or Flexed Route	Seniors and people with disabilities
Group Trips	Pre-scheduled	Varies	Round Trip Origin-to-Destination	Seniors and people with disabilities
Volunteer Drivers	Pre-scheduled	Generally Not Accessible	Origin-to-Destination	Vulnerable populations with special needs, e.g. requiring door-through-door service or escort
Mobility Management and/or Travel Training	N/A	N/A	N/A	Seniors and people with disabilities
Scholarship/Subsidized Fare Programs	N/A	N/A	N/A	Seniors and people with disabilities

**Note on ADA Mandated Paratransit:** Programs mandated by the American's with Disabilities Act are implemented and administered according to federal guidelines that may supersede these guidelines; however all ADA-mandated programs funded through Measure B or the VRF are subject to the terms of the Master Programs Funding Agreement.

**Interim Service for Consumers Awaiting ADA Certification:** At the request of a health care provider, or ADA provider, city-based programs must provide interim service through the programs listed below to consumers awaiting ADA certification. Service must be provided within three business days of receipt of application.

City-based Door-to-Door Service Guidelines	
Service Description	<p>City-based door-to-door services provide pre-scheduled, accessible, door-to-door trips. Some programs allow same day reservations on a space-available basis. They provide a similar level of service to mandated ADA services. These services are designed to fill gaps that are not met by ADA-mandated providers and/or relieve ADA-mandated providers of some trips.</p> <p>This service type does not include taxi subsidies which are discussed below.</p>
Eligible Population	<p>People 18 and above with disabilities who are unable to use fixed route services or Seniors 80 years or older without proof of a disability.</p> <p>Cities may provide services to consumers who are younger than age 80, but not younger than 70 years old.</p> <p><i>Cities may offer "grandfathered" eligibility to program registrants below 70 years old who have used the program regularly in the prior fiscal year as long as it does not impinge on the City's ability to meet the Implementation Guidelines.</i></p> <p><i>Program sponsors may use ADA eligibility, as established by ADA-mandated providers (incl. East Bay Paratransit, LAVTA, Union City Transit), as proof of disability.</i></p>
Time & Days of Service	<p>At a minimum, service must be available five days per week between the hours of 8 am and 5 pm (excluding holidays).</p> <p>At a minimum, programs should accept reservations between the hours of 8 am and 5 pm Monday – Friday.</p>
Fare (Cost to Customer)	<p>Fares for pre-scheduled service should not exceed local ADA paratransit fares, but can be lower, and can be equated to distance. Higher fares can be charged for "premium" same-day service.</p>
Other	<p>Door-to-Door programs must demonstrate that they are providing trips at an equal or lower cost than the ADA-mandated provider on a cost per trip and cost per hour basis. Programs cannot impose limitations based on trip purpose, but can impose per person trip limits to control program resources.</p>

Taxi Subsidy Service Guidelines	
Service Description	<p>Taxis provide curb-to-curb service that can be scheduled on a same-day basis. They charge riders on a distance/time basis using a meter. Taxi subsidy programs allow eligible consumers to use taxis at a reduced fare by reimbursing consumers a percentage of the fare or by providing some fare medium, e.g. scrip or vouchers, which can be used to cover a portion of the fare. These programs are intended for situations when consumers cannot make their trip on a pre-scheduled basis. This is meant to be a “premium” safety net service, not a routine service to be used on a daily basis.</p> <p>The availability of accessible taxi cabs varies by geographical area, but programs should expand availability of accessible taxi cabs where possible.</p>
Eligible Population	<p>People 18 and above with disabilities who are unable to use fixed route services or Seniors 80 years or older without proof of a disability.</p> <p>Cities may provide services to consumers who are younger than age 80, but not younger than 70 years old.</p> <p><i>Cities may offer “grandfathered” eligibility to program registrants below 70 years old who have used the program regularly in the prior fiscal year as long as it does not impinge on the City’s ability to meet the Implementation Guidelines.</i></p> <p><i>Program sponsors may use ADA eligibility, as established by ADA-mandated providers (incl. East Bay Paratransit, LAVTA, Union City Transit), as proof of disability.</i></p>
Time & Days of Service	24 hours per day/7 days per week
Fare (Cost to Customer)	<p>At a minimum, programs must subsidize 50% of the taxi fare.</p> <p>Programs can impose a cap on total subsidy per person. This can be accomplished through a maximum subsidy per trip, a limit on the number of vouchers/scrip (or other fare medium) per person, and/or a total subsidy per person per year.</p>

City-based Wheelchair Van Service	
Service Description	<p>Wheelchair van service provides accessible, door-to-door trips on a pre-scheduled or same-day basis. These services are generally implemented as a supplement to a taxi program to ensure some availability of accessible vehicles in cities that do not have door-to-door programs or have limited door-to-door programs.</p> <p>These programs make use of fare mediums such as scrip and vouchers to allow consumers to pay for rides. These trips are sometimes provided through a cab company, but riders are generally not charged using a meter (usually cities have different payment structures arranged with the company operating the vans).</p>
Eligible Population	<p>People 18 and above with disabilities who use mobility devices that require a lift- or ramp-equipped vehicle.</p> <p><i>Program sponsors may use ADA eligibility, as established by ADA-mandated providers (incl. East Bay Paratransit, LAVTA, Union City Transit), as proof of disability.</i></p>
Time & Days of Service	<p>At a minimum, service must be available five days per week between the hours of 8 am and 5 pm (excluding holidays) like a door-to-door program.</p> <p>At a minimum, programs should accept reservations between the hours of 8 am and 5 pm Monday – Friday.</p>
Fare (Cost to Customer)	<p>Fares for pre-scheduled or same-day service should not exceed local ADA paratransit fares, but can be lower, and can be equated to distance.</p> <p>Programs can impose a maximum subsidy per trip, a limit on the number of vouchers per person, and/or a total subsidy per person per year.</p>
Other	<p>Wheelchair van programs should provide trips at an equal or lower cost than the ADA-mandated provider on a cost per trip and cost per hour basis.</p>

City Accessible Shuttle Service Guidelines	
Service Description	<p>Shuttles are accessible vehicles that operate on a fixed, deviated, or flex-fixed route and schedule. They serve common trip origins and destinations visited by eligible consumers. Common trip origins and destinations are: senior centers, medical facilities, grocery stores, BART stations, other transit stations, community centers, commercial districts, and post offices.</p> <p>Shuttles should be designed to supplement existing fixed route transit services. Routes should not necessarily be designed for fast travel, but to get as close as possible to destinations of interest, often going into parking lots or up to the front entrance of a senior living facility. Shuttles allow for more flexibility than pre-scheduled paratransit service, and are more likely to serve active seniors who do not drive and are not ADA paratransit registrants.</p>
Eligible Population	Shuttles should be designed to appeal to older people, but can be made open to the general public.
Time and Days of Service	At discretion of program sponsor with local consumer input.
Fare (Cost to Customer)	Fares should not exceed local ADA paratransit fares, but can be lower, and can be equated to distance.
Cost of Service	By end of FY12/13, the cost per one-way person trip must be \$20 or lower, including transportation and direct administrative costs.
Other	<p>Shuttles are required to coordinate with the local fixed route transit provider.</p> <p>Shuttle routes and schedules should be designed with input from the senior and disabled communities and any new shuttle plan must be submitted to the Alameda CTC for review prior to requesting funding to ensure effective design.</p> <p>Deviations and flag stops are permitted at discretion of program sponsor.</p>

Group Trips Service Guidelines	
Service Description	Group trips are round-trip rides for pre-planned outings or to attend specific events or go to specific destinations for fixed amounts of time, e.g. shopping trips, sporting events, or community health fairs. Trips usually originate from a senior center or housing facility and are generally provided in accessible vans and other vehicle types or combinations thereof. These trips are specifically designed to serve the needs of seniors and people with disabilities.
Eligible Population	At discretion of program sponsor.
Time and Days of Service	Group trips must begin and end on the same day.
Fare (Cost to Customer)	At discretion of program sponsor.
Other	Programs can impose mileage limitations to control program costs.

Volunteer Driver Service Guidelines	
Service Description	<p>Volunteer driver services are pre-scheduled, door-through-door services that are generally not accessible. These programs rely on volunteers to drive eligible consumers for critical trip needs, such as medical trips. This service type meets a key mobility gap by serving door-through-door trips for more vulnerable populations. This is a complementary gap-filling service.</p> <p>Volunteer driver programs may also have an escort component where volunteers accompany consumers, who are unable to travel in a private vehicle, on ADA trips.</p>
Eligible Population	At discretion of program sponsor.
Time and Days of Service	At discretion of program sponsor.
Fare (Cost to Customer)	At discretion of program sponsor.
Other	Program sponsors can use Measure B funds to pay for volunteer mileage reimbursement purposes or an equivalent financial incentive for volunteers and/or administrative purposes.

Mobility Management and/or Travel Training Service Guidelines	
Service Description	<p>Mobility management and/or travel training play an important role in ensuring that people use the “right” service for each trip, e.g. using EBP from Fremont to Berkeley for an event, using a taxi voucher for a same-day semi-emergency doctor visit, and requesting help from a volunteer driver or group trips service for grocery shopping. Mobility management covers a wide range of activities, such as travel training, escorted companion services, coordinated services, trip planning, and brokerage.</p>
Eligible Population	At discretion of program sponsor.
Time and Days of Service	At discretion of program sponsor.
Fare (Cost to Customer)	N/A
Other	<p>Programs must specify a well-defined set of activities that will be undertaken in a mobility management or travel training program.</p> <p>The mobility management plan or travel training program must be submitted to the Alameda CTC for review prior to requesting funding to ensure effective design.</p>

Scholarship/Subsidized Fare Program Guidelines	
Service Description	Scholarship or Subsidized Fare Programs can subsidize any service for customers who are low-income and can demonstrate financial need.
Eligible Population	Subsidies can be offered to low-income consumers with demonstrated financial need; these consumers must also meet the eligibility requirements of the service for which the subsidy is being offered. Low income should be considered 30% AMI (area median income) or lower.
Time and Days of Service	N/A
Fare (Cost to Customer)	N/A
Other	Program sponsors must describe how financial means testing will be undertaken. If program sponsors include subsidized East Bay Paratransit (EBP) tickets in this program, no more than 3% of their pass-through funds may be used for these tickets.

Meal Delivery Service Guidelines	
Service Description	Meal Delivery Programs deliver meals to the homes of individuals who are transportation disadvantaged. Although this provides access to life sustaining needs for seniors and people with disabilities, it is not a direct transportation expense.
Eligible Population	For currently operating programs, at discretion of program sponsor.
Time and Days of Service	For currently operating programs, at discretion of program sponsor.
Fare (Cost to Customer)	For currently operating programs, at discretion of program sponsor.
Other	Currently operating programs can continue to use Measure B funds for these service costs, but new meal delivery services cannot be established.

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